



# MEMBERS NEWSLETTER

Information in this Newsletter is for Probus members only

## FOR YOUR DIARY

**Tuesday 4<sup>th</sup> June**

General Meeting

Speaker: Jennifer Farrer

"Australian Plants

Used By First Settlers"

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**Thursdays**

Coffee Morning

Sunroom 10:00 am

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**Monday 3<sup>rd</sup> June**

Golf

Jim Macready

Course TBA

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**Wednesday 5<sup>th</sup> June**

Wine Appreciation

The Heritage

3:00 pm

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Richard Jones

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**Wednesday 12<sup>th</sup> June**

Wednesday Outing

Vaucluse House

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Babara Banner

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**Friday 14<sup>th</sup> June**

Exotic Lunch

'KADMUS' Lebanese

Lions Rd Drummoyne,

12:30

Shavarsh Bedrossian

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**Monday 17<sup>th</sup> June**

Golf

Jim Macready

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**Tuesday 18<sup>th</sup> June**

Movies

Sandy Mower

TBA

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**Friday 21<sup>st</sup> June**

Book Club

Juliet Bishop

TBA

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**Friday 28<sup>th</sup> June**

Art Group

Sydney Art Gallery

Archibald Exhibition

Peter Kelly

## From the President

Another month flown by. Winter is almost upon us, following a very wet Autumn. This has meant in my back courtyard, sodden Autumn leaves, not the usual soft, gentle leaves, which I love to collect and make a small arrangement.

However, Autumn leaves were one of the beautiful vistas enjoyed by those on the bus trip to Mt. Tomah Gardens earlier this month. We were not a large group but nonetheless all loved the day and the communing with nature. It was a cool and slightly damp day, with mizzle, mist and periods of low cloud which from time to time obscured our view of mountains from the lookout.

This didn't deter our careful walks into the gardens, careful because the paths were slippery in parts. Two standout trees dressed in vivid red leaves were a splendour to behold. We all enjoyed a hearty lunch and a safe trip home to Hunters Hill.

A few months ago, I wrote a little about a film/video I was in. Well, last week I was invited to the Premiere of this film complete with a faux red carpet, (it was cardboard), red balloons everywhere, being photographed at the end of the red carpet, and a post film interview. I might add, this was all with my centenarian Mother, who also featured in a part of film. It was not all a comforting experience seeing oneself up on the screen. I had not realised I speak with my hands as much as I do.

Continue enjoying fun, friendship and fellowship.

*Margaret Timbs*

## VALE Joan Gai



In her profile for *Probus People 2016* Joan wrote, in part:-

" --- I have marvelled at the Taj Mahal in India and the Iguazu Falls in South America, stood on the Great Wall of China, climbed the pyramids of Egypt, danced in Cuba, stood on an ice floe in Antarctica, wandered through the ancient ruins outside Mexico City. --- These days I am content with Probus trips."

Joan was more than just content. She so looked forward to our trips, whether they were for the day, exploring Sydney and its surrounds, or longer times away, designed to explore parts further afield. It was her way of strengthening the ties of friendship. As we now think of Joan it all seemed so natural. A sunny nature and interest in others. How could it be otherwise?

Joan became a member in 2004. From the outset she had a willingness to be involved; of course in the enjoyment of the outings but also in the behind-the-scenes work which go hand-in-hand with those and other activities. It seemed inevitable, then, that Joan's friends would persuade her to stand for a position on the Management Committee. She was elected, and served as Membership Officer.

Mike well remembers how reliable and willing Joan was in her time on the committee. Starting just before his Presidency and lasting beyond his year in that Office the club had no Activities Director. The burden of planning and organising events had to be shared around. He has warm memories of the very willing involvement of Joan. Never taking a backwards step. Always there. Always smiling.

Our fondness, our admiration for Joan was cemented from that time.

*Jill and Mike Regnis*

**FOR YOUR DIARY**

**Tuesday 2<sup>nd</sup> July**

General Meeting  
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**Thursdays**

Coffee Morning  
Sunroom 10:00 am  
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**Monday 1<sup>st</sup> July**

Golf  
Jim Macready  
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**Friday 12<sup>th</sup> July**

Exotic Lunch  
Shavarsh Bedrossian  
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**Monday 15<sup>th</sup> July**

Golf  
Jim Macready  
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**Tuesday 16<sup>th</sup> July**

Movies  
Sandy Mower  
TBA  
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**Friday 19<sup>th</sup> July**

Book Club  
Juliet Bishop  
TBA  
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**Friday 26<sup>th</sup> July**

Art Group  
Peter Kelly  
TBA  
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**Monday 29<sup>th</sup> July**

Golf  
Jim Macready  
TBA  
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**Wednesday 31<sup>st</sup> July**

Yulefest  
Nepean Belle  
Ashlyn  
Details June Meeting  
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**July ???**

President's Lunch  
Bob Way  
TBA  
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**Art Group**

**Ian Hansen Gallery & Home**



On Friday 24<sup>th</sup> May 15 members and one guest set off on a beautiful sunny to visit Ian Hansen's home at 15 Alexandra St., Hunters Hill.

We were welcomed at the front door by Ian who then invited us to follow him through the house to his studio in the rear garden.

Many years ago, Ian's home was a medical practice and his studio was a stable, where the doctor kept his horse and carriage. Now it is full of incredible paintings.

Following a very informative presentation by Ian we were invited back into the main house which was also crammed with wonderful art.

I am confident that all who attended would agree that it was an amazing visit and Ian was extremely generous with his time.

After we left we were encouraged by Josephine McBride to go to the Hunters Hill Vintage Antique & Homeware Fair.

Following this some of us strolled over to the Sunroom For lunch.



We will be visiting the Sydney Art Gallery to enjoy the Archibald Exhibition on Friday 28<sup>th</sup> June 2024.

Entry is \$25 or \$22 concession. I have been in touch with the gallery, by phone and email, to arrange a tour guide. Once they respond I will be in a position to provide interested members a time to meet at the gallery entrance.

As usual, I will be taking names at our next meeting so have your diaries ready.

*Peter Kelly*



### *The Bookbinder of Jericho*

By Pip Williams

What a thoroughly enjoyable book club meeting to review a book so beautifully written by Pip Williams, revealing her exemplary research.

Unusually there was not an ill word from us, although Peter did get bound up in the BIND-ERY (where they laboriously collated books)!

Margaret was transported by the thought of romance among the graves, the tombstones reminding her of crooked and aberrant teeth!

Jenny was taken by the references to the suffragettes, gender issues and class consciousness indelibly woven into the fabric of the story.

Alison opined that the class game was like chess, ending in a stalemate.

Juliet was impressed by our heroine who rose from the menial task of a bookbinder to the elevated role of a “Gown” (academic) in Oxford.

Vincy thought it wonderful and enjoyed the many facets of the story and characters.

Well now, somewhat delicately and chauvinistically I endeavour to Steptoe through the many intricacies of this fascinating story. ---

It is another wonderful feminist book, Pip, starting with the suffragette movement.

So, women were second class citizens, until they were needed in the First World War to do the men’s jobs while they were away being blown to pieces. Riddled with class discrimination and the constant reminders of social disadvantage, we are led along an experience in an Oxford book binding establishment where men get the “good” jobs, and the women get the dregs.

But our Peg secretes? wiffully damaged books of learning and they fill the bookshelves of the narrow canal boat called home in Jericho, Oxford (see photo).

Peg has an identical twin called Maude who has ECHOLALIA but is supposedly quite bright, and who she cares for quite obsessively.

Peg probably always wanted to be a “gown” at an Oxford college but was from the wrong side of town (Jericho) so she prodigiously reads books salvaged from the bindery.

War comes so fast, refugees mount and the sometimes mortally wounded arrive to be cared for by volunteers in the converted colleges.

Vourain, a town in Belgium didn’t welcome the Nazis and so men women and children were massacred. Survivors arriving in Oxford include Lotte whose intellectually challenged son Rene was killed by the Germans (although we are tardily informed of this) and Bastiaan who has lost much of his face and various other body parts..

The author develops the many characters with loving care, and we become very attached to them as does Peg to Bastiaan for whom she is the voluntary carer (nurse). Not quite sure why Peg kisses his glass eye, but a very tender romantic and ultimately beautifully handled sexual relationship develops, much of it whilst sitting on a sarcophagus in the cemetery.

The war eventually flickers out, with the inevitable sequelae of a dreadful war, the maimed limp home and Peg tries her hand at Homer, sits and fails entry to Somerville College.

Bastiaan and Peg seek ways to be together, but she reluctantly declines his offer—perhaps that might change, but the novel peters out as Peg succeeds in her entry bid to an Oxford College and Bastiaan becomes an architect in Belgium.



*Richard Jones*

Lunches

May Scenic Lunch

The day finally came for this **'Scenic'** Lunch at the magnificent Royal Sydney Yacht Squadron.

From the very beginning it was a wonderful collaboration with Tony Saunders, who is passionate and a veteran member of the RSY Club, who made sure that we have a table booked at the best location in the **'Careening Cove Anchorage'** room with a view of the Marina. He also negotiated to get Parking at the club for all of us.

It was an **'EPIC'** Journey for both of us, and I am not saying this lightly, as it took many hours of communications to get to this day.

As the club rules, we could only have 19 guests, but our attendance list filled up quickly as this was a desirable venue that members had experienced in the past. There were also some additional members wanting to join that we put them as **'Stand-by'**.



At that point, understandably Tony was anxious as we both wanted to please everyone that wanted to come to this special luncheon venue.

To do that, we decided that we needed confirmation from those members that were on the list to finalise the numbers for Tony to submit to the club as his guests. So, at our last Probus meeting, I requested confirmation from those on the list, surprisingly there were many dropouts.

At the end, disappointingly, we did end-up with only 14 members, 2/3 of our original number. Well, I must say, I felt sorry for those that couldn't join us; as we must agree that we did have a wonderful time, the good service, quality foods, and the drinks was combined with exceptional company exchanging good conversations while enjoying the views of the *Careening Cove* and *Neutral Bay* waters.

There is not much to add here, the picture tells it all.

Thank you, Gayle, for your thoughtful, kind, and generous words.

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June Exotic Lunch



The next Exotic lunch will be at at 'KADMUS' Lebanese Restaurant on Lions Rd Drummoyne, 14th of June 12:30 pm.

I talked to the owner, she accepts individual orders and payments. But we also discussed an alternative, if everyone contributes a certain amount, she will organise a good selection of; entrees (Salads), etc. and mains to share 'ala Middle Eastern' style.

We wouldn't need to order!

I will prepare new Information to bring at the meeting.

**Shavarsh**

**Barbara's Monthly Wednesday Outing (s)**

**Mooney Mooney - 10<sup>th</sup> April**

On April 10<sup>th</sup> nineteen Hunters Hill Probians ventured off on a lovely day trip to Mooney Mooney organised by Ashlyn and Barbara.

First stop was morning tea at the Henry Kendall Cottage & Museum, then on to an excellent lunch at the Mooney Mooney Club with plenty of seafood options, and where they were kind enough to provide table service for food and drinks. Peter Kelly was thoughtful enough to get a few candid photos at the luncheon.

We then had a brief stop at the Broken Bay Pearl Farm on the banks of the Hawkesbury River, and one final stop at Pie in the Sky enabled several in the party to buy a Pie for dinner. Our driver Greg did a great job getting us there and back safely and in comfort. We all had a marvellous day enjoying each others company.

**Charles Kent**

**Mt Tomah 8th May**

Our President has provided a written summary of this outing but we do have some pictorial memories of the day.



Spot the birdlife



**Vaucluse House Museum and High Tea June 12<sup>th</sup>**



The next outing is to Vaucluse House and its rambling garden estate are one of Sydney's most picturesque harbourside attractions, with a history that tells one of the great family sagas of this city.

Attraction Vaucluse House Museum free.

Bus trip - \$60

See Ashlyn at the June meeting

Barbara is away at present but advised me that the **July** outing will be to Fagan Park, Galston, walk through the park and lunch at Wildpear Cafe Dural, at your own expense.

The crown jewel of Hornsby Shire's parks, covering 55 hectares with 11 themed gardens, including Japanese, Dutch, Chinese and Mediterranean. Wallpaper Cafe is a breezy, relaxed place with the veranda overlooking a nursery serving brunch and modern Australian fare.

I don't have the time but usually 10am leave outside Sporties unless otherwise advised.

**Mike**

## Probus Music



A lot less this month compared to May, but still a good variety of music. I enjoyed John Martin's witty characterisation of Noel Coward, the spectacular cosmic images from NASA supported by dramatic music to a full house at the Concourse.

At the time of writing, I have not "Lived at Lunch", but I am sure I will enjoy the baroque delights offered – and lunch.

Sunday June 2, 2.00 pm.

**THE WILLOUGHBY SYMPHONY CHOIR** presents:

*Haydn's Creation*

At the Concourse, Chatswood

Full \$60. No concession.

Friday June 7, 7.00 pm and Saturday June 8, 7.00 pm.

**THE HAYES STREET STUDIO PRESENTS:**

Selections from JS Bach's Goldberg variations arranged for piano and string trio and a Brahms piano quartet.

At 11 Hayes St, Neutral Bay.

Full \$35, concession \$27. It is a small venue, booking advised.

[www.hayesstreetstudio.com](http://www.hayesstreetstudio.com).

Tuesday June 25, 7.30 pm.

**THE LANE COVE MUSIC CLUB** presents:

*Mandolin Travels*

An exciting program showcasing the versatility of the Sydney Mandolin Orchestra, now in its 91st year, celebrating with music from around the world spanning classical, Neapolitan, folk, modern and popular repertoire.

At the Lane Cove Mowbray Anglican Church, opposite the Canopy.

Full \$30.

Wednesday June 26, 12 noon.

**LIVE AT LUNCH** presents:

*Gershwin: Saxophone Glamour*

Jane Rutter flute and the Texas Saxophone Quartet.

At the Concourse, Chatswood.

Full \$47.50, concession \$41, lunch \$35.

Saturday June 29, 7.30 pm (TBA), Sunday June 30, 2.30 pm.

**THE MOSMAN SYMPHONY ORCHESTRA** presents:

*Light Sweets*

Gounod, Petite Symphonie for Winds

Mozart, Haffner Serenade

Haydn, Organ Concerto

At the Mosman Art Gallery.

Full \$35, concession \$25.

Sunday June 30, 3.00 pm.

**THE KURINGAI PHILHARMONIC ORCHESTRA** presents:

*The KPO NSW Secondary Schools Concerto Competition*

Six individual finalists in the 2024 NSW Secondary Schools Concerto Competition will perform their selected concerto with orchestra on Sunday 30 June, competing for prizes and opportunities in this prestigious annual event. 2024 is the 40th year the KPO has run the NSW Secondary Schools Concerto Competition.

At the Concourse, Chatswood.

Full \$55, concession \$45.

## Probacchanalians



### Tasting Notes for the WINE APPRECIATION GROUP

The "Heritage"

3 PM , 5 June 2024

### Wines of the Iberian Peninsula

#### Portugal —Touriga Nacional

##### **Vinha Do Fava:**

Setubal (south of Lisbon) Touriga Nacional 2022 cork 14% 17  
Rich fruit, velvety texture, immense spiced flavours with firm tannins

**Baronesa de Vilar Reserva Douro** (makers of Port) 2019 cork 27

Touriga blend velvety black lavish layers of richness full bodied toasty with a grippy finish and dense spice (finished in old port barrels!)

**Mazza Touriga Nacional Geographe WA** 2018 cap 32

Lifted nose of plums, dried thyme and five spice , continuing with an easy juiciness and sod tannin/black currant, cocoa, road tar (!!!)

#### Spain— Tempranillo

**Heredos de Marques de Riscal Rioja** 2019 14.5% cork 75

26 months in American oak barrels– complex aromas and flavours, sweet, smoky notes, ripe dark fruits, powerful elegant palate, hint of spice, round sod tannins, long finish

**Sancho Garces Rioja** 2019 cap 19

Distinct cherry red colour and spicy aromas, ripe savoury tannins, plenty of body, superb balance of fruit and a great structure

**Tar and Roses Tempranillo Nagambie**, Central Victoria 2021 cap 25

New and old French oak. An opulent wine with raspberries, pomegranates and spice notes on a bed of powdery tannins and a touch of chocolate on the finish. A perfect balance between fruit ripeness and savoury elements

*Richard Jones*

## Sunderlands - The Wondrous Flying Boats

The Sunderland was one of the most powerful and widely used flying boats throughout the Second World War. It featured a more advanced aerodynamic hull and was outfitted with various offensive and defensive armaments, including machine gun turrets, bombs, aerial mines, and depth charges. In addition to the RAF, the Sunderland was operated by other Allied military air wings, including Australia, Canada, South Africa, NZ, France and Norway. During the conflict, the Sunderland was heavily involved in Allied efforts to counter the threat posed by German U-boats in the Battle of the Atlantic.

The aircraft took its name from the town and port of Sunderland in North East England.

### **Origins**

During the early 1930s, there was intense international competition to develop suitable aircraft to operate new long-range intercontinental passenger service between the United Kingdom, the United States, France and Germany. In 1934, the British Postmaster General declared that all first-class Royal Mail sent overseas was to travel by air, establishing a subsidy for the development of intercontinental air transport (similar to that of the U.S. domestic program a decade earlier). A competition was announced to design and manufacture a fleet of 28 large flying boats, each weighing 18 long tonnes with a range of 1,100 km and capacity for 24 passengers.

A corresponding contract was issued to Short Brothers of Rochester for their design – but with the dark clouds gathering, they had already started planning also the design of the prospective military flying boat and worked on both. The military flying boat received internal designation of S-25.

In April 1936, the Air Ministry was sufficiently confident in Shorts' submission and issued a contract for S-25 boats to the company. During the construction, several design changes were performed. In terms of its armament, a new arrangement of machine guns, power-operated gun turrets, placing of ballast...Prior to the first test flight, the type had received the name *Sunderland*.

On 21 April 1938, the first Sunderland Mark 1 of the development batch conducted its flight. The crew was originally intended to total seven members; this was subsequently increased for later versions of the Sunderland to around 11 crew members and sometimes greater, dependent upon the specific mission being undertaken.

### **Equipment and on-water management**

As with all water-based aircraft, there was a need to be able to navigate on water and to control the craft up to and at a mooring. In addition to the standard navigation lights, there was also a demountable mooring mast that was positioned with a 360-degree white light to show that the aircraft was moored.

A mooring compartment was situated in the nose of the Sunderland, containing anchor, winch, boat-hook and ladder. The front turret was designed to slide back, enabling the crew to secure the aircraft to a buoy.

Portable beaching gear could be attached by ground crew so that the aircraft could be pulled up on land. The gear consisted of a pair of two-wheeled struts that could be attached to either side of the fuselage, below the wing, with a two- or four-wheel trolley and towbar attached under the rear of the hull.

### **Access and Servicing**

The Sunderland was usually entered through the bow compartment door on the left forward side of the aircraft. The internal compartments—bow, gun room, ward room, galley, bomb room and the after compartments—were fitted with *swash* doors to keep them water-tight to about two feet (610 mm) above normal water level; these doors were normally kept closed. There was another external door in the tail compartment on the right side. This door could also be used to accept passengers or stretcher-bound patients when the aircraft was in the open water – open water as the engines had to be kept running to maintain the aircraft's position for the approaching vessel. A large float mounted under each wing maintained stability on water. With no wind, the float on the heavier side was always in the water; with some wind, the aircraft could be held using the ailerons with both floats out of the water.

Normally, the weapons were either bombs or depth charges and the racks were limited to a maximum of 450 kg each. After the first salvo was dropped, the crew had to get the next eight weapons loaded before the pilot had the aircraft positioned on the next bombing run.

### **Second World War**

At the outbreak of the WWII on 3 September 1939, 39 Sunderlands were in service with the RAF. Although British anti-submarine efforts were disorganised and ineffectual at first, Sunderlands quickly proved useful in the rescue of the crews from torpedoed ships. On 21 September 1939, two Sunderlands rescued the entire 34-man crew of the torpedoed merchantman *Kensington Court* from the North Sea. As British anti-submarine measures improved, the Sunderland began to inflict losses as well. On 17 July 1940 a RAAF Sunderland (No. 10 Squadron) made the first unassisted kill of a U-boat.

By 1940 the U-boats tumbled in as if from a production line, they were invincible from the Arctic to the Mediterranean, known as the "Grey Wolf" packs, their crew said to be "arrogant, strutting about in their black leather jackets".

On 3 April 1940, a Sunderland operating off Norway was attacked by six German Junkers Ju 88C fighters. During the engagement, it shot one down, damaged another enough to cause it to retreat and later perform a forced landing and drove off the rest. The Germans are reputed to have nicknamed the Sunderland the "Flying Porcupine" due to its defensive firepower.



## Sunderlands - The Wondrous Flying Boats (cont)

Sunderlands also proved themselves in the Mediterranean theatre. They flew many evacuation missions during the German seizure of Crete, carrying as many as 82 passengers. One flew the reconnaissance mission to observe the Italian fleet at anchor in Taranto before the famous Royal Navy Fleet Air Arm's torpedo attack on 11 November 1940.

New weapons made the flying boats more deadly in combat. In early 1943, they were fitted with Torpex-filled depth charges that would sink to a determined depth and then explode. This eliminated the problem of bounce-back, which was happening earlier with minimal effect.

While the bright searchlight was rarely used, the Mark II radar enabled the flying boats to detect German submarines. Initially, the flying boats began to carry only the Mark II radar until ASV Mark III radar was introduced, which was mounted under the wings, instead of on the fuselage.

Admiral Karl Dönitz, commander of the German U-boats, was being informed of the British were being informed of submarine movements by spies. In August 1943, a captured RAAF airman misled the German U-boat commanders were instructed to

Nonetheless, fitting of substantial anti-aircraft guns temporarily decreased U-boat losses while both Allied and German countermeasures to the increased defenses fitted their aircraft in the field with an additional four 7.7 mm guns in fixed mounts in the nose, allowing the pilot to add fire while diving on the submarine before bomb release. Most aircraft were similarly modified. The addition of single 12.7 mm flexibly mounted in the beam hatches behind and above the wing trailing edge also became common.



fitted to Sunderlands, the Sunderland ASV attack U-boats on the surface. In response, a radar warning system. Kills fell off drastically also in early 1943, which was different from the cluttered stickleback aerals.

the German U-boat force, suspected that submarine movements by spies. In August 1943, the Germans by telling them that the air radiated by the Metox, and consequently U-turn them off.

arrays of anti-aircraft guns temporarily decreased aircraft and shipping losses rose. As a result of the increased armament of the U-boats, the Australians fitted their aircraft in the field with an additional four 7.7 mm guns in fixed mounts in the nose, allowing the pilot to add fire while diving on the submarine before bomb release. Most aircraft were similarly modified. The addition of single 12.7 mm flexibly mounted in the beam hatches behind and above the wing trailing edge also became common.

### **1943 encounter with Ju 88s**

Sunderland's capacity to defend itself was demonstrated in particular by an air battle over the Bay of Biscay on 2 June 1943, when eight Junkers Ju 88Cs attacked a single Sunderland Mk III of No. 461 Squadron RAAF: *EJ134*.

The 11 crew led by F/Lt Colin Walker, were on an anti-submarine patrol, while also watching for any signs of a missing airliner, BOAC Flight 777. At 1900 hours, the rear gunner saw the Ju 88s, which were led by Lieutenant Friedrich Maeder. Walker ordered the dumping of the bombs and depth charges, and took the engines to full power. Two Ju 88s made simultaneous passes at *EJ134* from sides, scoring hits and disabling one engine, while the pilots fought fires and took the Sunderland through corkscrew manoeuvres. On a third pass, the dorsal turret gunner badly damaged or shot down a Ju 88, although the Sunderland's rear gunner was knocked unconscious.

The next Ju 88 that attacked was hit by fire from the dorsal and nose turrets, and appeared to have been shot down. By this time, one crew member on the Sunderland had been mortally wounded and most of the others were wounded to varying degrees. However, the rear gunner had recovered, and when *EJ134* was attacked from behind, another Ju 88 was badly damaged and left the fight. The remaining Ju 88s continued to attack and the front gunner damaged one of these, setting its engines on fire. Two more Ju 88s were also damaged and the Germans disengaged. *EJ134* was badly damaged and the crew threw everything they could overboard, while nursing the aircraft over the 560 km journey to Britain. At 22.48 hours, Walker managed to beach the aircraft at Praa Sands, Cornwall. The 10 surviving crew members were able to wade ashore, while the Sunderland broke up in the surf. Walker received the Distinguished Service Order and several other crew members also received medals.

Seven hundred and forty-nine Sunderlands were built, and they served throughout the war. The Coastal Command service saw action from the first day of the Second World War until the last day of hostilities. It was operating 40 Sunderlands. It flew over one million flying hours and destroyed 212 U-boats.

From mid-1950, RAF Sunderlands also saw service during the Korean War with three squadrons. They shared the operations equally with detachments of three or four aircraft and crews based at Iwakuni, Japan. Missions lasting 10 to 13 hours were flown daily throughout the war, and also during the Armistice period that followed, until September 1954.

### **Postwar**

At the end of WWII, a number of new Sunderlands built at Belfast were simply taken out to sea and scuttled as there was nothing else to do with them. In Europe they were removed from service relatively quickly – the French continued to operate them until December 1960 – but in the Far East, where well developed runways were less common and large land based maritime patrol aircraft could not be used so easily, they remained in service until 1967.

During the Berlin Airlift (June 1948 – August 1949) 10 Sunderlands and two transport variants (known as "Hythes") transported goods to isolated Berlin, landing on the Havel river near RAF Gatow until it iced over. The Sunderlands were frequently used for transporting salt, as their airframes were already protected against corrosion from seawater (v/s standard aircraft were not). When the Havel did freeze over, the Sunderland's role was taken by freight. Around a dozen aircraft had also participated in the Berlin airlift, delivering supplies to the blockaded German city. The RAF continued to use the Sunderland in a military capacity up to 1959. It remained in service with the RNZAF up to 1967. Within the civil sector a number of them were converted for use, operating until 1974.

## Sunderlands - The Wondrous Flying Boats (cont)

### *Post-war civilian use*

Despite being originally made for military use, the Sunderland had a far longer commercial lifespan than its civilian market Empire sibling and was one of the last large WWII-era flying boats in airline service. Several examples were preserved, including a single airworthy Sunderland which has been placed on display in Florida at Fantasy of Flight.

At the war's end BOAC obtained more Mark IIIs of the Sunderlands and gradually came up with better accommodation for its passengers. In February 1946 it made a 35,313-mile route survey from Poole to Australia, New Zealand, Hong Kong, Shanghai and Tokyo in 206 flying hours. It was the first British civil flying boat to visit China and Japan.

Closer to home, Ansett Flying Services, established in 1952, flew *Sandringham* from Sydney (Rose Bay) to Lord Howe Island. Previously owned by the Royal New Zealand Air Force the flying boat had been converted from *Sunderland* S-25 and popular with the honeymooners for whom it was 'magic'.

Sadly the service discontinued in 1974.

*Margaret Bowman*

## A Reminder for the July 2<sup>nd</sup> Meeting

Yes, it's that time again.

We will have our Hardship Gift Collection for Hunters Hill Community Aid at our July 2<sup>nd</sup> meeting.

The following are suggestions for us to donate:-

- \* Longlife milk (Full Cream and Light) in one Litre cartons
- \* Vegemite
- \* 2 minute noodles
- \* Tins of Spam or other meals, casseroles etc, in tins
- \* Packets of instant potato and instant peas
- \* Packets of cereals
- \* Packets of pasta meals
- \* Shampoo, soap, toilet paper, toothpaste

We will organise for you to drop your donations off in the car park to save carrying everything into the club and then back out again.

*Mike (on behalf of Vincie)*

For those of you that have yet to experience Thursday morning for Coffee at the Sunroom, hot off the press is a photo from Thursday 30<sup>th</sup> May on a beautiful 24<sup>o</sup> day.

Some 21 in attendance, almost spilling into an adjacent room.

It won't be long before bookings are necessary!



**Probus Club of  
Hunters Hill  
& District Inc**

PO BOX 1041  
HUNTERS HILL NSW 2110



**June Birthdays**

Margaret Bowman	1
Lorraine Kongats	6
Lyn Benson	6
Robert Way	16
Josephine McBride	20
Helen Romandi	21

**Editors Musings - Ageing**

- \* The first sign of maturity is the discovery that the volume knob also turns to the left.
- \* You know you're getting old when you get that one candle on the cake. It's like, "See if you can blow this out".
- \* I finally got my head together; now my body is falling apart.
- \* The question isn't at what age I want to retire, it's at what income.
- \* It's not the pace of life that concerns me; it's the sudden stop at the end.
- \* You can live to be a hundred if you give up all the things that make you want to live to be a hundred.

**Barbara's Thought for the Month**

"When you make a commitment you build hope. When you keep it you build trust"

*Author unknown*

**May Meeting Induction**

We welcomed Greer Trevillion to our club at the May Meeting.



Very soon after joining she indicated an interest in getting involved with some of the 50<sup>th</sup> Birthday celebrations projects.

Well done and welcome, Greer.

**Mike**

**PROBUS CLUB OF HUNTERS and DISTRICT  
PO BOX 1041 HUNTERS HILL 2110**

**Committee**

President	Margaret Timbs	0438 063 620
Vice President	Charles Kent	0410 345 040
Secretary	Anne Day	0405 281 672
A/Treasurer	Marilyn Johnson	0427 668 182
Activities Convenor	Bob Way	0406 754 099
Speakers	Jenny Thompson	0484 676 124
Welfare Officer	Josephine McBride	0488 532 755
Membership Officer	Kevin Manie	0412 349 270
Past President	David Lorsch	0428 247 708
Newsletter Ed / Comms	Mike Allum	0417 596 300

(email: [mike.allum@bigpond.com](mailto:mike.allum@bigpond.com))

**Useful Contacts**

Book Club	Juliet Bishop	0431 627 834
Art Group	Peter Kelly	0411 696 583
Exotic & Scenic Lunches	Shavarsh Bedrossian	0402 217 141
Movies	Sandy Mower	0478 630 620
Golf	Jim Macready	0411 216 480
Fishing	Peter Kelly	0411 696 583
Music	Graham Holland	0416 232 507
Wine Appreciation	Richard Jones	<a href="mailto:ramjones@bigpond.net.au">ramjones@bigpond.net.au</a>
Honorary Auditor	James Macready (member)	

**WEBSITE: [www.huntershillprobus.org](http://www.huntershillprobus.org)**

**Bank: CBA Account:**

**BSB: 123-456**

**Activities 2024**  
June

Mon	Tue	Wed	Thu	Fri	Sat	Sun
					1	2
3 Golf Jim Macready	4 Meeting 10:0 am	5 Wine Appreciation The Heritage	6 Coffee - Sunroom	7	8	9
10	11	12 Wednesday Outing Vaucluse House <span style="color: red;">See Page 5</span>	13 Coffee - Sunroom	14 Exotic Lunch "Kadmus" Lyons Rd Drummoyne Shavarsh	15	16
17 Golf Jim Macready	18 Movies Sandy Mower TBA	19	20 Coffee - Sunroom	21 Book Club Juliet Bishop TBA	22	23
24	25	26	27 Coffee - Sunroom	28 Art Group Peter Kelly TBA	29	30

**July**

Mon	Tue	Wed	Thu	Fri	Sat	Sun
1 Golf Jim Macready	2 Meeting 10:0 am	3 Wine Appreciation The Heritage 15:00	4 Coffee - Sunroom	5	6	7
8	9	10	11	12 Exotic Lunch Shavarsh TBA	13	14
15 Golf Jim Macready	16	17	18 Coffee - Sunroom	19 Book Club Juliet Bishop TBA	20	21
22	23 Movies Sandy Mower TAB	24	25 Coffee - Sunroom	26 Art Group Peter Kelly TBA	27	28
29 Golf Jim Macready	30	31				