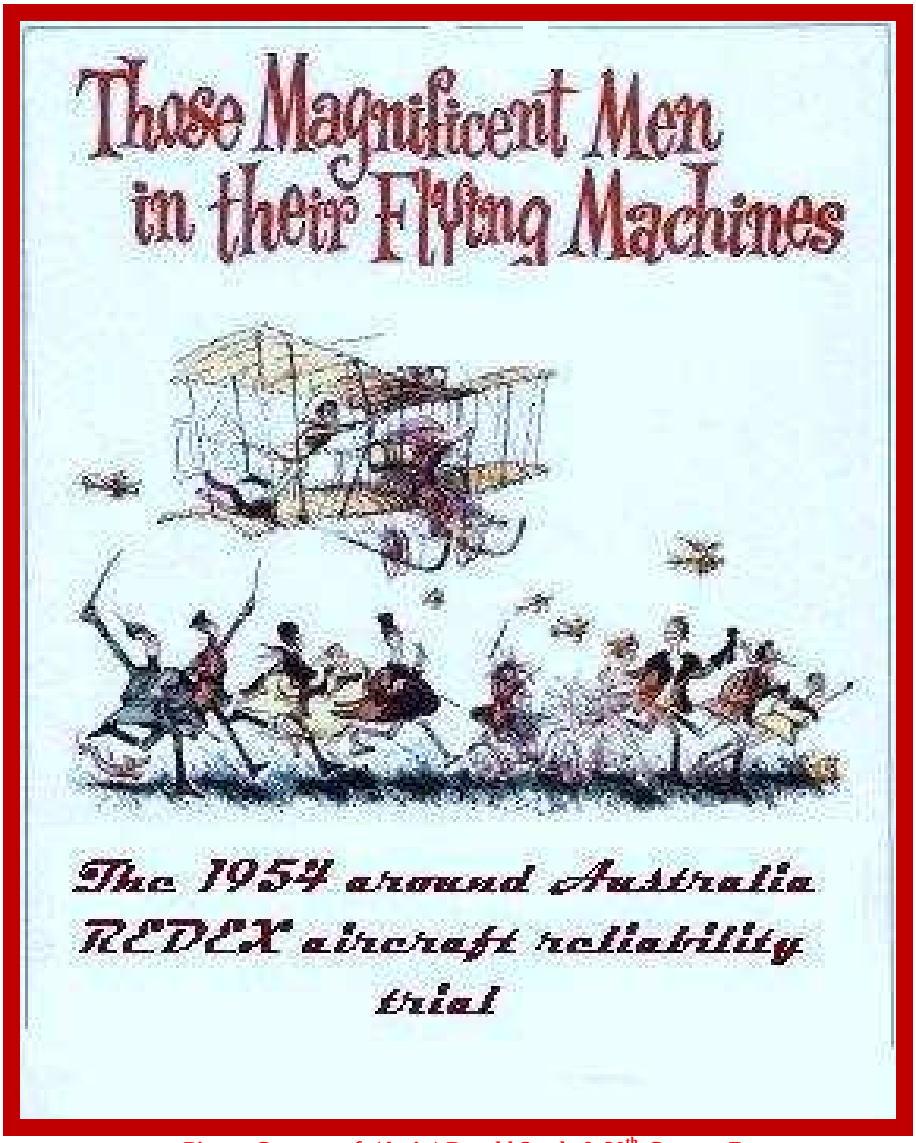
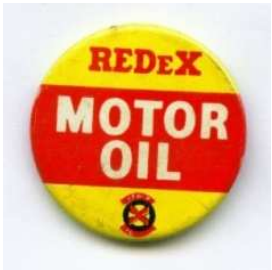


Picture Courtesy of: (Artist) Ronald Searle & 20th. Century Fox

REDEX (Aircraft Reliability) Trial 1954



Compiled and chronicled by:

Péter Marosszéky FRAeS MAOPA (USA) MIAME

Adjunct Senior Lecturer, Faculty of Science, School of Aviation UNSW.

Director, Aerospace Developments Pty. Limited.


1954 REDEX TRIAL
Revised route
Original route
Australia
International boundary
State-level boundary
National capital
State-level capital
Railroad
Expressway
Road
500 Kilometers
500 Miles
Amos Computer Services
INDONESIA
PAPUA NEW GUINEA
East Timor
Timor Sea
Arafura Sea
Gulf of Carpentaria
Coral Sea
INDIAN OCEAN
Great Australian Bight
Tasman Sea
Bass Strait
WESTERN AUSTRALIA
NORTHERN TERRITORY
SOUTH AUSTRALIA
QUEENSLAND
NEW SOUTH WALES
TASMANIA
Australian Capital Territory
Darwin
Katherine
Daly Waters
Tennant Creek
Alice Springs
Oodnadatta
Leigh Creek
Port Pirie
Adelaide
Mount Isa
Duchess
Hughenden
Townsville
Mackay
Rockhampton
Bundaberg
Maryborough
Brisbane
Gold Coast
Coffs Harbour
Port Macquarie
Newcastle
Sydney
Wollongong
Canberra
Melbourne
Geelong
Ballarat
Swan Hill
Mildura
Broken Hill
Charleville
Normanton
Cairns
Broome
Derby
Wyndham
Kununurra
Port Hedland
Dampier
Karratha
Carnarvon
Geraldton
Perth
Fremantle
Bunbury
Albany
Esperance
Kalgoorlie
Leonora
Meekatharra
Newman
Paraburdoo
Ceduna
Whyalla
Port Augusta
Port Lincoln
Coober Pedy
Yulara
Mount Gambier
Warrnambool
Launceston
Hobart
Devonport
Port Moresby
Kupang
Denpasar

Contents

History

In the early 1950s, an around Australia car race was inaugurated, with the prime sponsor being the **REDEX** Oil Company. Managed by the CAMS (Confederation of Australian Motor Sports) with the deed of authority executed by the RAC (Royal Automobile Club) of Great Britain, it was called the: **REDEX Automobile around Australia Reliability Trial.**

In 1954, not to be outdone, it was decided to replicate the car reliability trial race with an aircraft reliability trial race. The race was run in accordance with the Fédération Aéronautique Internationale rules and all competitors had to possess an **FAI** Competitors Licence.

One of the competitors was Eugene (Jenö) Marosszéky who held **FAI** Competitor Licence No: 19 (Ref: Figures; 47, 48, 49), along with his co-pilot Pierre Allard. The prize for first place was £1,000.00, Second Prize was £400.00 and third prize £200.00. Jenö came third on points but finished 4th.

However the economics of the time made it difficult to attract contenders and sponsors. One of the biggest issues was the ability of oil companies to supply special high octane aviation fuel (105RON) at remote outback locations (Ref: Figure 51). Race organizers and planners found that they could undertake the air race by cutting Australia in half and taking a well-established route through Alice Springs from Darwin to Port Pirie and then Parafield in South Australia, then back to Sydney via Moorabbin and Forest Hill.

Preamble

The race attracted a variety of competitors, farmers, graziers, business people, academics and pilots who needed to prove their capability, as after the war there were many returned servicemen and women who had not been able to secure employment in aviation due to the economic times.

This collection of data including; maps, correspondence and photos has been assembled from the Marosszéky family archives. Whilst it is not complete it does represent a reasonable chronicle of the race and the contrasting level of aviation and aviation technology that we are seeing 60 years later.

I have included some personal details of Jenö Marosszéky and his contribution to aviation reliability and history, albeit the **REDEX** Aviation Reliability Trial was not a familiar event, it was the only air race (trial) event in Australia.

Race (REDEX) Rules (Based on FAI Rules (1954) *)

There are no copies of the race rules governing the requirements of the contestants as published in 1954 or in that era. Also there were no VHF radios installed on most aircraft, so communication was to be by way of overflying or landing. However what is known from anecdotal evidence:

1. The race was to be based on aircraft reliability and pilot professional standards, and their ability to maintain their aircraft in a serviceable condition.

2. The contestants had to plan their flights in accordance with **FAI** rules; * and for an aircraft reliability race this included pre planning for weather, landing conditions and fuel consumption whilst maintaining a strict schedule.

3. Constant communications were also to be maintained where possible.

4. Safety and survival standards were to be observed at all times.

5. Assistance was to be given if requested and where possible.

6. The aircraft was to be maintained at all times in accordance with the manufacturer's specifications and DCA regulations.

7. All flight records, maintenance records and route maps were to be retained and submitted for scrutiny at the end of the race. Flight logs were also required to be submitted for review before being returned to the pilot.

8. All landing points were to be considered mandatory and accommodation was made available to the competitors. These were identified on the Tracks & Distance data sheet (Figure 1) and the submitted flight plans.

9. Each competitor was issued with a Carnot Card for the purchase of fuel enroute.

10. In the event of an emergency or a crash landing the provisions outlined in the emergency procedures data sheet was to be adhered to where possible. This data is represented on the RAAF Townsville SAR (Search and Rescue) sheet. (Ref: Figures; 52, 53, 54.)

11. If radios were installed radio procedures and etiquette were to be maintained at all times and no unnecessary communications were to be made ensuring the radio frequencies would be open in an emergency.

12. Where possible the aircraft had to be protected from the elements whilst on the ground.

13. There was to be no malicious act taken by a competitor against another competitor. If there was evidence that this rule was not observed the competitor will be disqualified without recourse to appeal. If damage was severe restitution of costs against the perpetrator could be ordered.

14. The race organizers had to submit the race results for recording purposes with the **FAI** (the Fédération Aéronautique Internationale)*.

15. In the event of any serious incident where communications with an airport authority or race organizers was not possible the local police would be the point of contact.

16. The organization of the supply of aircraft parts was the responsibility of the pilot.

17. Fuel and oil supplies were to be at designated points managed by the Vacuum Oil, Shell Oil and Mobil Oil Companies along with **REDEX** Oil Company.

18. Race rules and **FAI** * conditions were to be observed at all times.

*

FAI Sporting Code

Rules and Regulations

AIR NAVIGATION RACE

FEDERATION AERONAUTIQUE INTERNATIONALE

Avenue Mon-Repos 24, CH 1005 Lausanne, Switzerland

Note: The **FAI** were contacted to seek any data or records they might hold, however they indicated that the archives had not been maintained back that far and were regretfully unable to assist with any information.

The Race

The race began at Bankstown Aerodrome and the field attracted 22 competitor aircraft, some with a crew of two, the rules required certain categories with handicaps to be applied, the categories were A, B & C.

The fastest aircraft was a Mustang MK.20. (CA-17) fighter Serial Number A68-5 (construction No: 1330) Registration No: VH-BVM owned and flown by Mr Arnold Glass. This aircraft had its own classification "C"; however he retired from the race in Brisbane due to what he considered an unfair handicap system.

The slowest aircraft was a DH.82 De Havilland Tiger Moth Serial No: EC-2A17-28 Registration No: VH-AGK, owned by the Royal Aero Club on loan to Jenö Marosszéky and Co- Pilot Pierre Allard. This aircraft was in the "A" class, which covered aircraft to the maximum speed of 120 knots. They were the only Europeans in the air race and flying one of the oldest aircraft. (Ref: Figure 1).

DH 82A Tiger Moth (EC-2A17-28) VH-AGK (1938).

Figure 1

As the race was to be conducted over remote areas of Australia, a number of Safety considerations were required including:

- Emergency flares
- Essential camping gear
- Ration packs provisioned from the Defence Department
- Warm clothing
- Available fuel supplies
- Suitable maps and navigation equipment

Fuel and oil supplies were supplied by the Shell Company, Mobil Oil Company and the Vacuum Oil Company. They were to station supplies of a sufficient quantity at each location. The pilots would pay for the fuel and oil consumed on their return.

There were scheduled overnights and days off, so as competitors could rest and perform essential maintenance and repairs (if necessary), including mandatory Daily Checks and Part "A" Checks. Permission was granted by DCA for Jenö to perform daily checks, inspection and minor maintenance. Ref: (Figure 103).

The Maps were supplied by the RAAF and were printed and published in 1943 and 1944. Each Pilot had to provide navigation instruments. Emergency ration packs were requisitioned from the RAAF "Q" stores.

The race was set to start at 1030 Local time (0030z) August 01st.1954 from Bankstown Aerodrome. The crews, starters, organizers, fuelling company officials (from Shell and Vacuum) and officials assembled at 0830 for the final race briefing. The conditions on the day were fair with slight Southerly breeze 5-10 knots and the temperature 17°C. Ref: (Figure 5 and Figure 23).

Engine start 1100 August 1st. 1954.

The Route

The original "around Australia" route Figure 2 (& 56) had to be changed due to a problem of logistics in providing high octane fuel (RON105) at some of the remote location. The revised route would take the competitors through the centre of Australia via Darwin, Alice Springs and Parafield. (Reference Figure 3 & 3A below):
The race started at Bankstown Aerodrome at 1100 EST. on August 1st. 1954, and was to finish at Bankstown Aerodrome at 1700EST. on August 15th. 1954.

The route schedule:

- Day 1: Bankstown – Coffs Harbour – Archerfield
- Day 2: Archerfield – Bundaberg – Rockhampton
- Day 3: Rockhampton – Mackay – Townsville
- Day 4: Overnight in Townsville
- Day 5: Townsville – Hughenden – Cloncurry (Overnight)
- Day 6: Cloncurry – Duchess – Mt. Isa – Camooweal – Tennant Creek (Overnight)
- Day 7: Tennant Creek – Daly Waters – Katherine – Darwin (Overnight) and stay an extra day for maintenance
- Day 9: Darwin – Katherine – Daly Waters – Tennant Creek (Overnight)
- Day 10: Tennant Creek – Alice Springs (Overnight) an extra day
- Day 12: Alice Springs – Oodnadatta – Leigh Creek (Overnight)
- Day 13: Leigh Creek – Port Pirie – Parafield (Overnight)
- Day 14: Parafield – Swan Hill – Moorabbin (Overnight)
- Day 15: Moorabbin – Forest Hill (Wagga Wagga) – Bankstown.

A total distance of 5,238 statute miles was covered consuming 432 imperial gallons of high octane (105RON) petrol. (Reference chart, pages 17 & 18).

In Darwin the competitors experienced storms, and points were lost due to some questionable activities including the Tiger Moth removal from the Hangar during the storm. This resulted in a loss of points for Jenö and Pierre, this was recognised and an informal protest was lodged by some other competitors on behalf of the two pilots.

The race was relatively uneventful after Darwin, with great care to ensure the reliability and airworthiness of the aircraft this reflected on Jenö & Pierre's good final points score.

Enroute weather was considered good except for some weather (rain & wind) around the top end and Townsville.

The aircraft performed very well without the requirement of parts replacements or major maintenance.

The map below shows the original planned route (yellow) and the revised route (blue) taken:

Produced by András Marosszéky (Amos Computer Services)

Route, Destination, Times, Petrol Consumption and Track

Page 1

for VH-AGK DH82 Tiger Moth

(Section "A" aircraft with cruising speeds up to 120MPH.)

Route & Destination	Flt. Times	Fuel Consumption	Track	Distance	Depart	Arrive	Time +	Time -
First day **1st. August 1954.**		Petrol	Magnetic	Statute m.	GMT	GMT		
1. Bankstown - Coffs Harbour	3hrs. 30min	23 gals.	027°	278 Sm	1106	153	0.18min.	
2. Coffs Harbour - Archerfield	2hrs. 25min	16 gals.	358°	190 Sm	326	534	0	0.02min
Second Day 2nd. August 1954.	***Overnight***							
3. Archerfield- Bundaberg	2hrs. 25min	15 gals.	337°	188 Sm	900	1106	0	0
4. Bundaberg - Rockhampton	2hrs. 00min	13 gals.	308°	157 Sm	2355	137	0.02min.	0
Third Day 3rd. August 1954.	***Overnight + 1 Day***							
5. Rockhampton - Mackay	2hrs. 10min	14 gals.	331°	173 Sm	2357	148	0.04min.	0
6. Mackay - Townsville	2hrs. 35min	17 gals.	300°	204 Sm	215	428	0.03min.	0
Fifth Day 5th. August 1954.	***Overnight***							
7. Townsville - Hughendon	2hrs. 30min	16 gals.	230°	196 Sm	900	1058	0.15min.	0
8. Hughendon - Cloncurry	3hrs. 00min	20 gals.	266°	238 Sm	1125	1409	0	0.03min.
Sixth Day 6th, August 1954.	***Overnight***							
9. Cloncurry - Duchess	0hrs. 48min	39 gals.	216°	63 Sm	2135	2214	0.39min.	0
10. Duchess - Mt. Isa	0hrs. 36min	0 gals.	324°	47 Sm	2214	2246	0.32min.	0
11. Mt. Isa - Camooweall	1hr. 04min	0 gals.	297°	106 Sm	2246	2351	0.06min.	0
12. Camooweall - Tennant Crk.	3hrs. 15min	39 gals.	260°	260 Sm	31	310	0.13min.	0
Seventh Day 7th. August 1954.	***Overnight***							
13. Tennant Crk - Daly Waters	3hr. 00min	20 gals.	342°	241 Sm	746	957	0.30min.	0
14. Daly Waters - Katherine	1hr. 50min	12 gals.	324°	145 Sm	1027	1158	0.06min.	0
15. Katherine - Darwin	2hr. 10min	14 gals.	321°	169 Sm	1217	1402	0.08min.	0

Route, Destination, Times, Petrol Consumption and Track

for VH-AGK DH82 Tiger Moth

(Section "A" aircraft with cruising speeds up to 120MPH.)

Route & Destination	Flt. Times	Fuel Consumption	Track	Distance	Depart	Arrive	Time +	Time -
Ninth Day 9th. August 1954.	***Overnight + I Day***	**Petrol**	**Magnetic**	**Statute m.**	**GMT**	**GMT**		
16. Darwin - Katherine	2hr. 10min	14 gals.	141°	169 Sm	802	952	0.03min.	0
17. Katherine - Daly Waters	1hr. 50min	12 gals.	146°	145 Sm	1006	1151	0	0.08min.
18. Daly Waters - Tennant Crk.	3hr. 05min	20 gals.	162°	241 Sm	1251	1526	0.05min.	0
Tenth Day 10th. August 1954.								
19. Tennant Crk. - Alice Springs	3hr. 40min	24 gals.	183°	291 Sm	2132	43	0.14min.	0
Twelfth Day 12th. August 1954.	***Overnight + 1 Day***							
20. Alice Springs - Oodnadatta	3hr. 30min	23 gals.	159°	277 Sm	22	342	0	0.16min.
21. Oodnadatta - Leigh Creek	3hr.25min	22 gals.	138°	273 Sm	416	722	0	0.05min.
Thirteenth Day 13th. August 1954. Overnight								
22. Leigh Creek - Port Pirie	2hr. 25min	16 gals.	187°	194 Sm	720	926	0.03min.	0
23. Port Pirie - Parafield	1hr. 25min	9 gals.	162°	115 Sm	1000	1112	0.04min.	0
Fourteenth Day 14th. August 1954. Overnight								
24. Parafield - Swan Hill	2hr. 20 min	36 gals.	121°	198 Sm	2233	39	0.04min.	0
25, Swan Hill - Moorabin	2hr. 25min	0 gals.	121°	225 Sm	126	353	0.05min.	0
Fifteenth Day 15th. August 1954. Overnight								
26. Moorabin - Forest Hill	2hr. 45min	37 gals.	034°	233 Sm	1915	2000	0	0
27. Forest Hill - Bankstown	2hr. 35min	0 gals.	068°	220 Sm	2100	2335	0	0

Total Fuel: 432 gallons. Total Distance: 5238 Statute miles.

The following figure 2. Represents the Track and Distances for the original race course, this was to be changed to a course through Alice Springs, Parafield to Moorabbin, refer previous spread sheet.

THE REDeX AVIATION NAVIGATIONAL TRIAL, 1954.

TRACKS AND DISTANCES

SECTION "A": AIRCRAFT WITH CRUISING SPEEDS UP TO 120 M.P.H.

DEPARTING	TRACK	DIST. S/MILES	MAP REF.	SECTION "A"	
BANKSTOWN TO ARCHERFIELD	015°T	454	J9,H9	1st D.C.P.	(L)
ARCHERFIELD TO BUNDABERG	348°T	190	H9,G9	C.R.F.P.	(L)
BUNDABERG TO ROCKHAMPTON	312°T	156	G9,F9	C.R.F.P.	(L)
ROCKHAMPTON TO MACKAY	331°T	175	F9	2nd D.C.P.	(L)
MACKAY TO TOWNSVILLE	311°T	199	F9,E8	C.R.F.P.	(L)
TOWNSVILLE TO HUGHENDON	237°T	200	E8,F8	C.R.F.P.	(L)
HUGHENDON TO CLONCURRY	273°T	242	F7,F8	3rd D.C.P.	(L)
CLONCURRY TO DUCHESS	228°T	64	F7	C.R.F.P.	(I)
DUCHESS TO MT. ISA	331°T	48	F7	C.R.F.P.	(I)
MT. ISA TO CAMOOWEAL	303°T	107	F7	C.R.F.P.	(I)
CAMOOWEAL TO TENNANTS CK.	275°T	254	F7,E6,F6	4th D.C.P.	(L)
TENNANTS CK. TO DALY WATERS	342°T	163	E6	C.R.F.P.	(L)
DALY WATERS TO DARWIN (x)	327°T	310	D6,E6	5th D.C.P.	(L)
DARWIN TO KATHERINE	146°T	170	D6,D5	C.R.F.P.	(L)
KATHERINE TO VIC. RIVER DOWNS	212°T	160	D6,E6	C.R.F.P.	(I)
VIC. RIVER DOWNS TO WAVE HILL	184°T	72	D6	6th D.C.P.	(L)
WAVE HILL TO ORD RIVER	273°T	118	E5,F6	C.R.F.P.	(I)
ORD DIVER TO HALLS CREEK	333°T	92	E5	C.R.F.P.	(L)
HALLS CK. TO FITZROY CROSSING	272°T	138	E5	C.R.F.P.	(L)
FITZROY CROSSING TO DERBY	294°T	138	E4,E5	C.R.F.P.	(L)
DERBY TO BROOME	247°T	102	E4	7th D.C.P.	(L)
BROOME TO ANNA PLAINS	208°T	105	E5	C.R.F.P.	(I)
ANNA PLAINS TO WALLAL	238°T	64	E4	C.R.F.P.	(L)
WALLAL TO PT. HEDLAND	253°T	135	E4,F4	C.R.F.P.	(L)
PT. HEDLAND TO ONSLOW	249°T	243	F3,F4	8th D.C.P.	(L)
ONSLOW TO CARNARVON	202°T	242	F3,G3	C.R.F.P.	(L)
CARNARVON TO GERALDTON	166°T	278	G3,H3	9th D.C.P.	(L)
GERALDTON TO MAYLANDS (x)	162°T	263	J3,H3	10th D.C.P.	(L)
MAYLANDS TO KALGOORLIE	076°T	338	J3,J4,H4	11th D.C.P.	(L)
KALGOORLIE TO FORREST	090°T	366	H4,J4,H5	12th D.C.P.	(L)
FORREST TO COOK	084°T	139	H5,H6	C.R.F.P.	(L)
COOK TO CEDUNA	117°T	224	J5,J6	C.R.F.P.	(L)
CEDUNA TO PT. PIRIE	107°T	264	J6,J7,K7	13th D.C.P.	(L)
PT. PIRIE TO PARAFIELD	161°T	114	J7,K7	C.R.F.P.	(L)
PARAFIELD TO MOORABBIN	120°T	405	K7,K8,J7	14th D.C.P.	(L)
MOORABBIN TO FORREST HILL	054°T	227	K7,K8,L8	C.R.F.P.	(L)
FORREST HILL TO BANKSTOWN	067°T	219	K9,K8,J9	15th D.C.P.	(L)

(x) 24 HOUR REST PERIOD.

(L) Aircraft must land.

(I) Aircraft to fly over for identification purposes.

Figure 2 (& Fig.56)

Competitors & aircraft

There were a total of 22 competitors starting in the following aircraft:

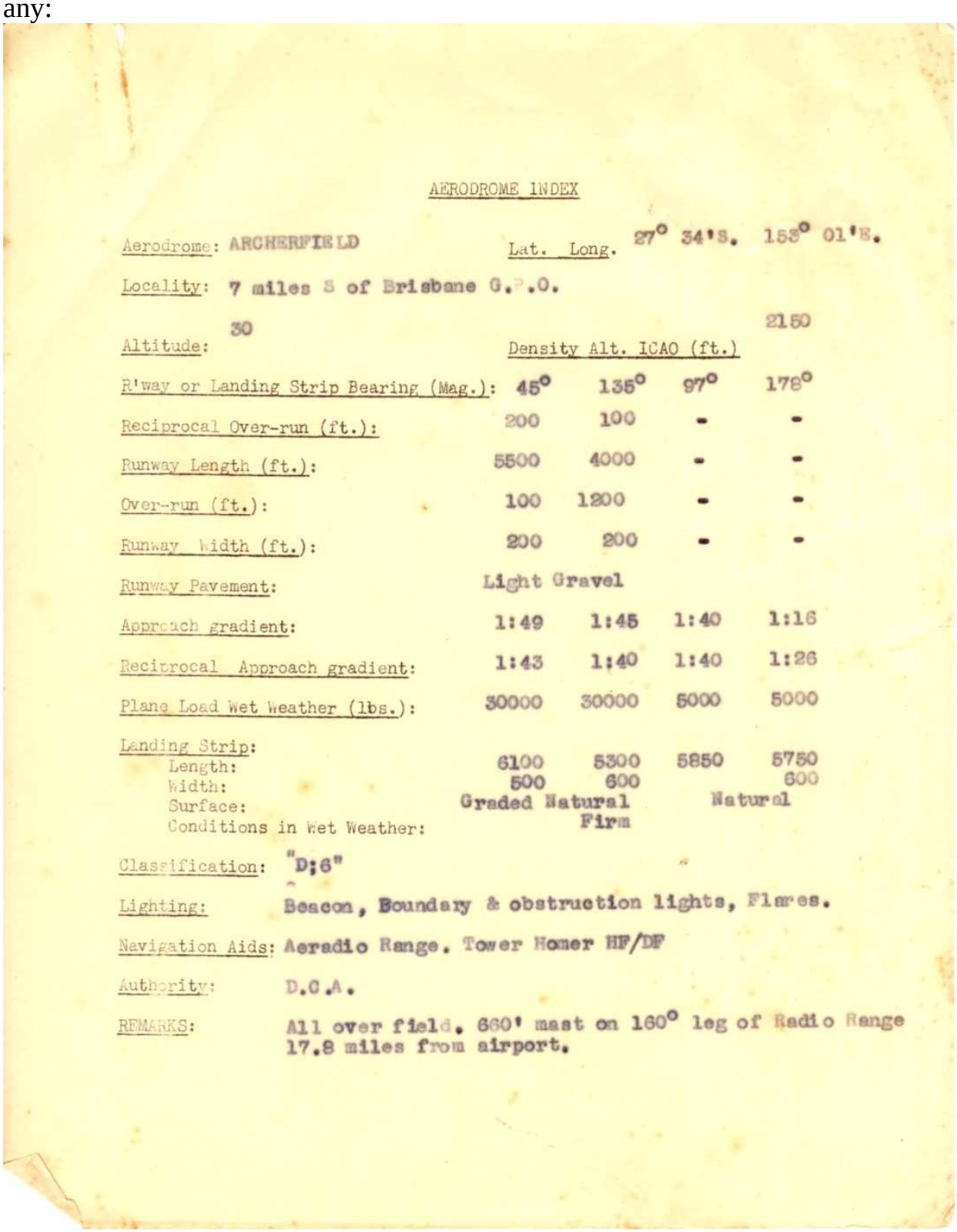
1.	W. Murrell	Auster J/5F Aiglet Trainer	VH-AGM
2.	N. Buckley	Auster J/5B Autocar	VH-ADS
3.	J. Marosszéky & P. Allard	DH.82A Tiger Moth	VH-AGK
4.	A. Oates	DH.87A Hornet Moth	VH-UUW
5.	S. Shipp	DH.82A Tiger Moth	VH-AML
6.	L. Crowley	Percival Gull	(Reg. not on record)
7.	Soutar Brothers	DH.82A Tiger Moth	VH-AIJ
8.	J.R. Hall & J. Neal	DH.87B Hornet Moth	VH-UYX
9.	L. Wall	Fairchild 24-G	VH-UYH
10.	J.R. Moore	Auster J/1 Autocrat	(Reg. not on record)
11.	J.M. Hopp	CZL MRAZ M1C Sokol	VH-AXY
12.	I. Clubb	CA-6 Wackett Trainer	VH-AJB
13.	Li & Berryman	Auster J/1 Autocrat	VH-AYO
14.	J.R. Hunt	DH.90 Dragonfly	VH-UXS
15.	J.A. Carter	Ryan STA	VH-BWQ
16.	A. Lowe& D. Hewitt	Percival Proctor Mk.1.	VH-BCX
17.	J. Montgomery & J Simler.	Percival Proctor Mk111.	VH-BEG
18.	R. Smith & R. McNeill	Miles M.65 Gemini 1A	VK-AKV
19.	M.J. Nichols	Percival Proctor Mk.1	(Reg. not on record)
20.	W. James	Cessna 300	(Reg. Not recorded) VH-VYG
21.	R.W. Locke	Miles M.65 Gemini 1A	VH-BJZ
22.	A. Glass	CA-17 Mustang Mk.20	VH-BVM

The following thirteen aircraft (Class A & B) managed to complete the race on August15th. 1954:

i. VH-AXY. M.W. Hopp
ii. VH-AGM. W. Murrell (1st.)
iii. VH-AJB. I. Clubb
iv. VH-ADS. N. Buckley (2nd.)
v. VH-UXS. J. R. Hunt
vi. VH-UYH. L. Wall
vii. VH-UUW. A. Oates
viii. VH-BWQ. J.A. Carter
ix. VH-UYX. J. R. Hall & J. Neal
x. VH-AIJ. Soutar Brothers
xi. VH-AGK. Tiger Moth Jenö Marosszéky & Pierre Allard (3rd.)
xii. VH-AML. S. Shipp
xiii. VH-AYO. Li. & Berryman

Aerodrome Index Charts (Fig. 3 – Fig. 21)

These charts provide pilots with details and data at aerodromes and airfield features also facilities including services if any:



AERODROME INDEX

Aerodrome: ARCHERFIELD Lat. Long. 27° 34'S. 153° 01'E.

Locality: 7 miles S of Brisbane G.P.O.

Altitude: 30 / 2150 — Density Alt. ICAO (ft.)

R'way or Landing Strip Bearing (Mag.):	45°	135°	97°	178°
Reciprocal Over-run (ft.):	200	100	-	-
Runway Length (ft.):	5500	4000	-	-
Over-run (ft.):	100	1200	-	-
Runway Width (ft.):	200	200	-	-
Runway Pavement:	Light Gravel			
Approach gradient:	1:49	1:45	1:40	1:16
Reciprocal Approach gradient:	1:43	1:40	1:40	1:26
Plane Load Wet Weather (lbs.):	30000	30000	5000	5000
Landing Strip:				
Length:	6100	5300	5850	5750
Width:	500	600		600
Surface:	Graded Natural		Natural	
Conditions in Wet Weather:		Firm		

Classification: "D;6"

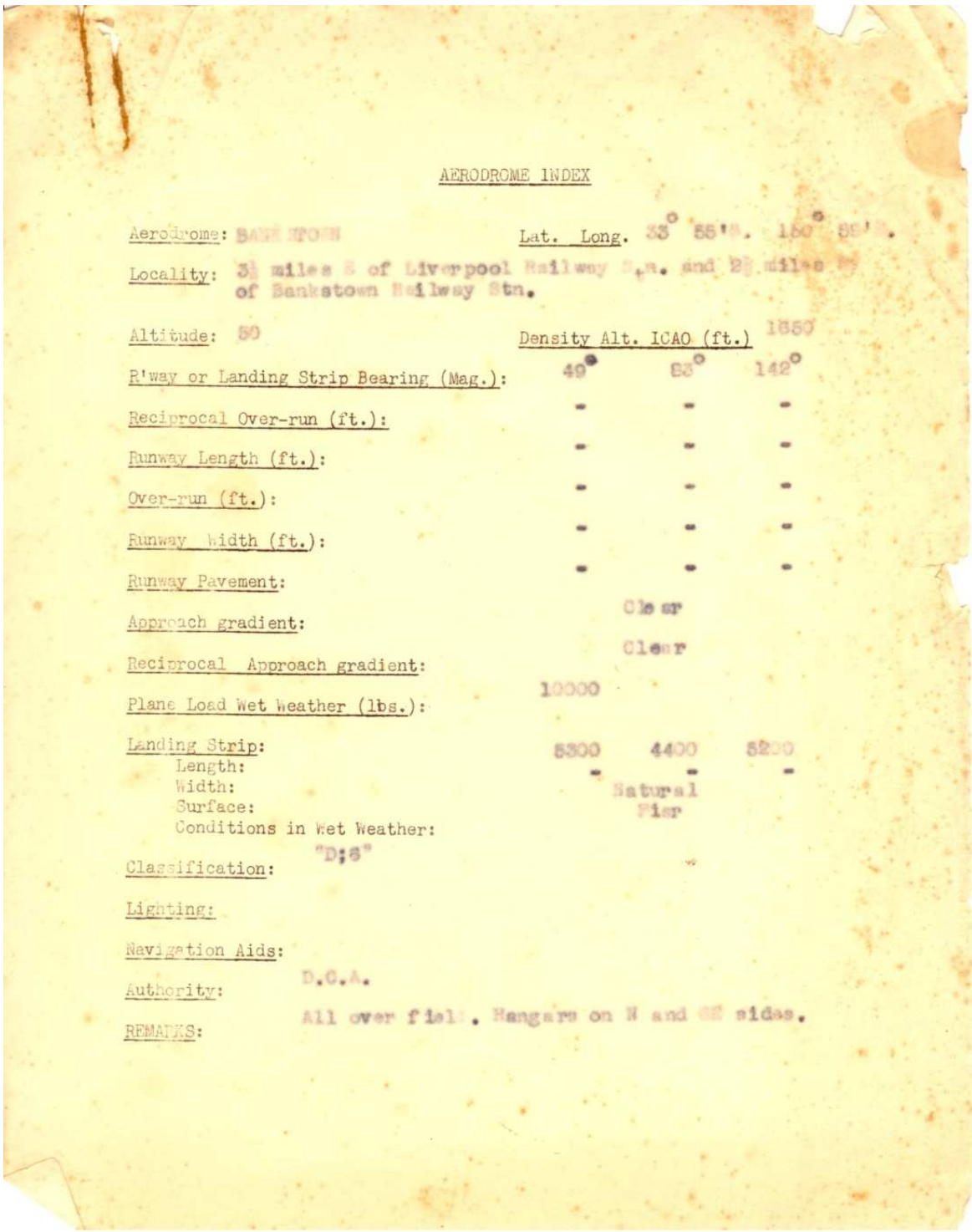
Lighting: Beacon, Boundary & obstruction lights, Flares.

Navigation Aids: Aeradio Range. Tower Homer HF/DF

Authority: D.C.A.

REMARKS: All over field. 660' mast on 160° leg of Radio Range 17.8 miles from airport.

Figure 3



AERODROME INDEX

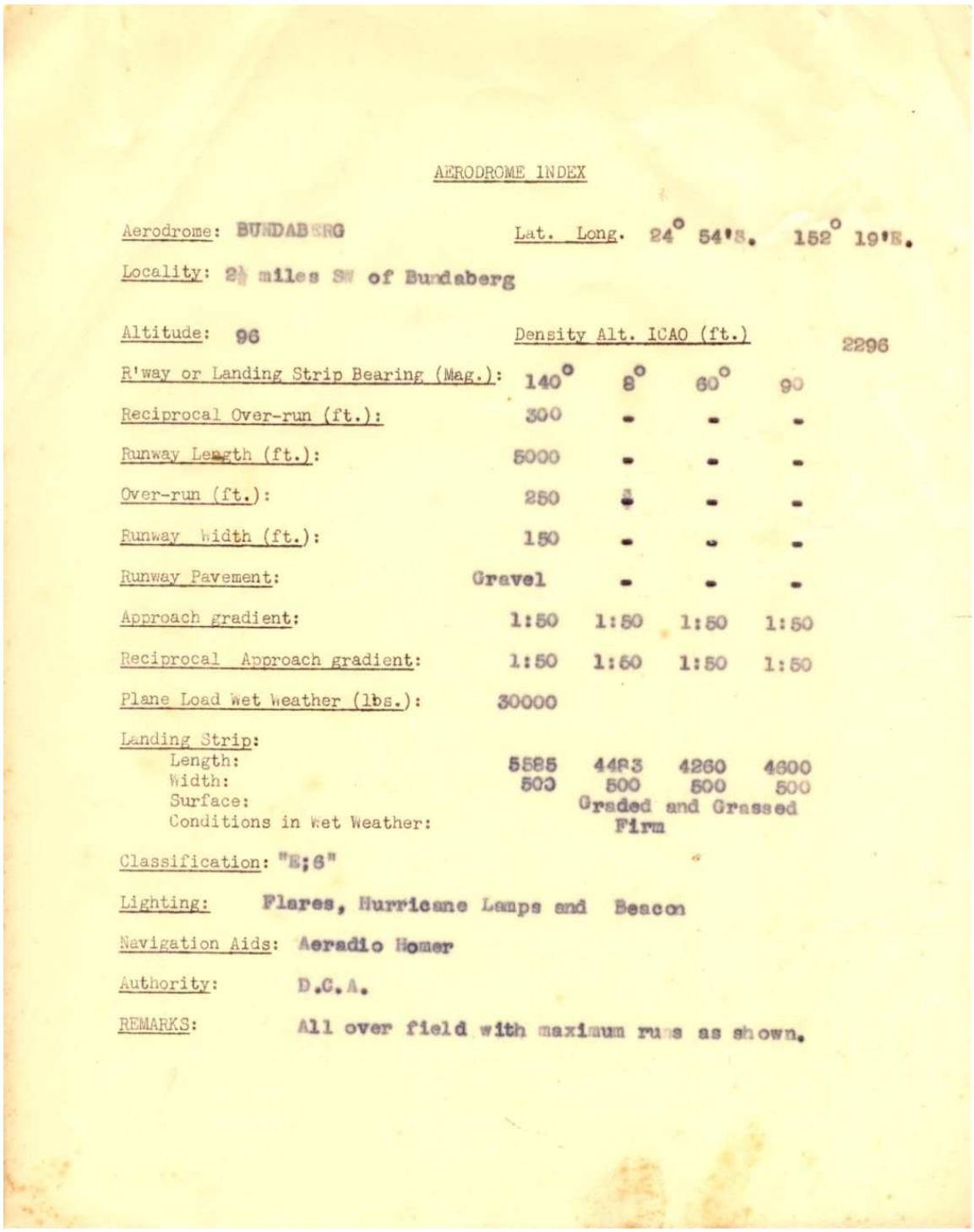
Aerodrome: BANKSTOWN Lat. Long. 33° 56'S. 150° 59'E.

Locality: 3½ miles S of Liverpool Railway Stn. and 2½ miles W of Bankstown Railway Stn.

Altitude: 50 Density Alt. ICAO (ft.) 1650

R'way or Landing Strip Bearing (Mag.):	49°	93°	142°
Reciprocal Over-run (ft.):	-	-	-
Runway Length (ft.):	-	-	-
Over-run (ft.):	-	-	-
Runway Width (ft.):	-	-	-
Runway Pavement:	-	-	-
Approach gradient:		Clear	
Reciprocal Approach gradient:		Clear	
Plane Load Wet Weather (lbs.):		10000	
Landing Strip:	5300	4400	5200
Length:	-	-	-
Width:		Natural	
Surface:		Pier	
Conditions in Wet Weather:			
Classification:		"D;S"	
Lighting:			
Navigation Aids:			
Authority:		D.C.A.	
REMARKS:		All over field. Hangars on N and SE sides.	

Figure 4



AERODROME INDEX

Aerodrome: BUNDABERG Lat. Long. 24° 54'S. 152° 19'E.

Locality: 2½ miles SW of Bundaberg

Altitude: 96 Density Alt. ICAO (ft.) 2296

R'way or Landing Strip Bearing (Mag.):	140°	8°	60°	90
Reciprocal Over-run (ft.):	300	-	-	-
Runway Length (ft.):	5000	-	-	-
Over-run (ft.):	250	-	-	-
Runway Width (ft.):	150	-	-	-
Runway Pavement:	Gravel	-	-	-
Approach gradient:	1:50	1:50	1:50	1:50
Reciprocal Approach gradient:	1:50	1:50	1:50	1:50
Plane Load Wet Weather (lbs.):	30000			
Landing Strip:				
Length:	5585	4483	4260	4600
Width:	500	500	500	500
Surface:		Graded and Grassed		
Conditions in Wet Weather:		Firm		

Classification: "E;6"

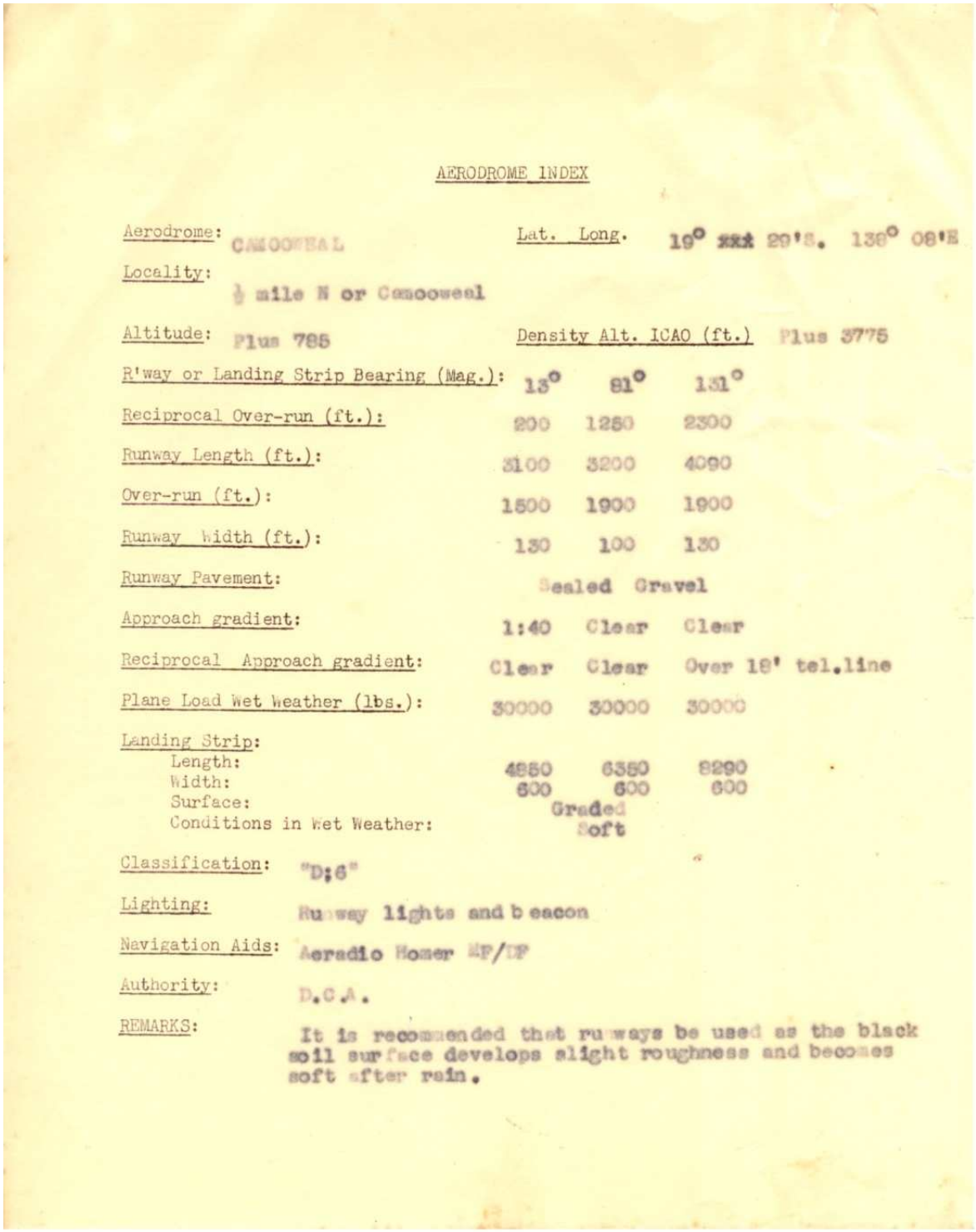
Lighting: Flares, Hurricane Lamps and Beacon

Navigation Aids: Aeradio Homer

Authority: D.C.A.

REMARKS: All over field with maximum runs as shown.

Figure 5



AERODROME INDEX

Aerodrome: CAMOOWEAL Lat. Long. 19° xxx 29'S. 138° 08'E

Locality: ½ mile N or Camooweal

Altitude: Plus 785 Density Alt. ICAO (ft.) Plus 3775

R'way or Landing Strip Bearing (Mag.):	13°	81°	131°
Reciprocal Over-run (ft.):	200	1250	2300
Runway Length (ft.):	3100	3200	4090
Over-run (ft.):	1500	1900	1900
Runway Width (ft.):	130	100	130
Runway Pavement:	Sealed	Gravel	
Approach gradient:	1:40	Clear	Clear
Reciprocal Approach gradient:	Clear	Clear	Over 18' tel.line
Plane Load Wet Weather (lbs.):	30000	30000	30000
Landing Strip:			
Length:	4850	6350	8290
Width:	600	600	600
Surface:	Graded		
Conditions in Wet Weather:	Soft		

Classification: "D;6"

Lighting: Runway lights and beacon

Navigation Aids: Aeradio Homer MF/DF

Authority: D.C.A.

REMARKS: It is recommended that runways be used as the black soil surface develops slight roughness and becomes soft after rain.

Figure 6

AERODROME INDEX

Aerodrome: CLONCURRY Lat. Long. 20° 40'S 140° 30'E.

Locality: 2 miles N of Cloncurry

Altitude: 615 Density Alt. ICAO (ft.) 3813

R'way or Landing Strip Bearing (Mag.):	14°	63°	123°	163°
Reciprocal Over-run (ft.):	450	450	450	260
Runway Length (ft.):	5090	5090	7000	5100
Over-run (ft.):	500	300	450	300
Runway Width (ft.):	150	150	150	150
Runway Pavement:	Sealed Gravel			
Approach gradient:	See remarks			
Reciprocal Approach gradient:	See remarks			
Plane Load Wet Weather (lbs.):	70000	& 70000	70000	70000
Landing Strip:				
Length:	6040	5840	7900	5660
Width:	600	600	450	600
Surface:	Graded Natural			
Conditions in Wet Weather:	Soft			

Classification: "C;5"

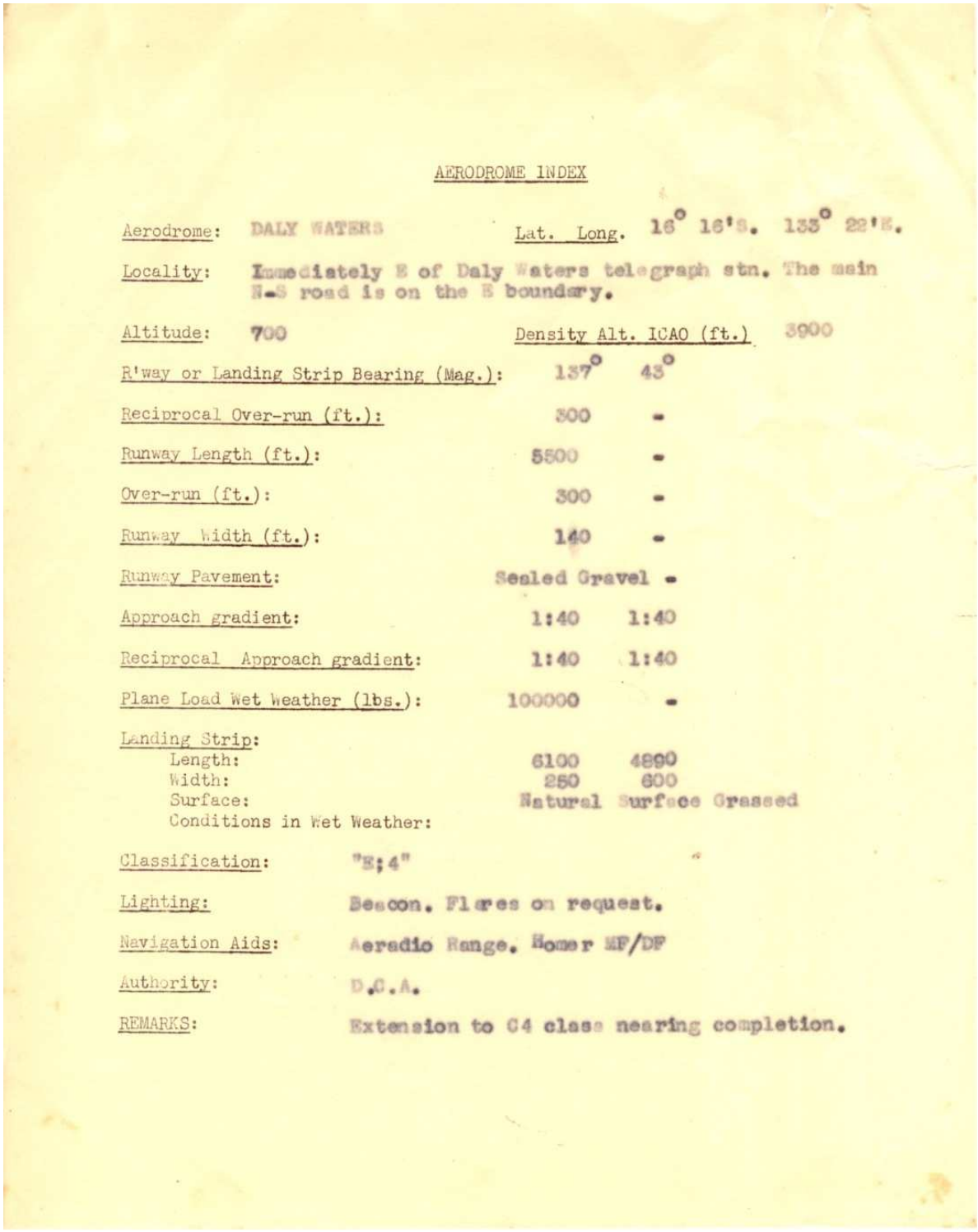
Lighting: Beacon Runway and Obstruction Lights. Flares on request.

Navigation Aids: Aeradio Homer MF/DF

Authority: D.C.A.

REMARKS: Approaches: W - over tel.line 15' high. NE - hill 70' high 600 yards from boundary. S - low ridge 45' high & 20' tel. line, otherwise generally clear. N - 180' W/T mast ½ mile from boundary.

Figure 7



AERODROME INDEX

Aerodrome: DALY WATERS Lat. Long. 16° 16'S. 133° 22'E.

Locality: Immediately E of Daly Waters telegraph stn. The main N-S road is on the E boundary.

Altitude: 700 Density Alt. ICAO (ft.) 3900

R'way or Landing Strip Bearing (Mag.):	137°	43°
Reciprocal Over-run (ft.):	300	-
Runway Length (ft.):	5500	-
Over-run (ft.):	300	-
Runway Width (ft.):	140	-
Runway Pavement:	Sealed Gravel	-
Approach gradient:	1:40	1:40
Reciprocal Approach gradient:	1:40	1:40
Plane Load Wet Weather (lbs.):	100000	-
Landing Strip:		
Length:	6100	4890
Width:	250	600
Surface:	Natural Surface Grassed	
Conditions in Wet Weather:		

Classification: "E;4"

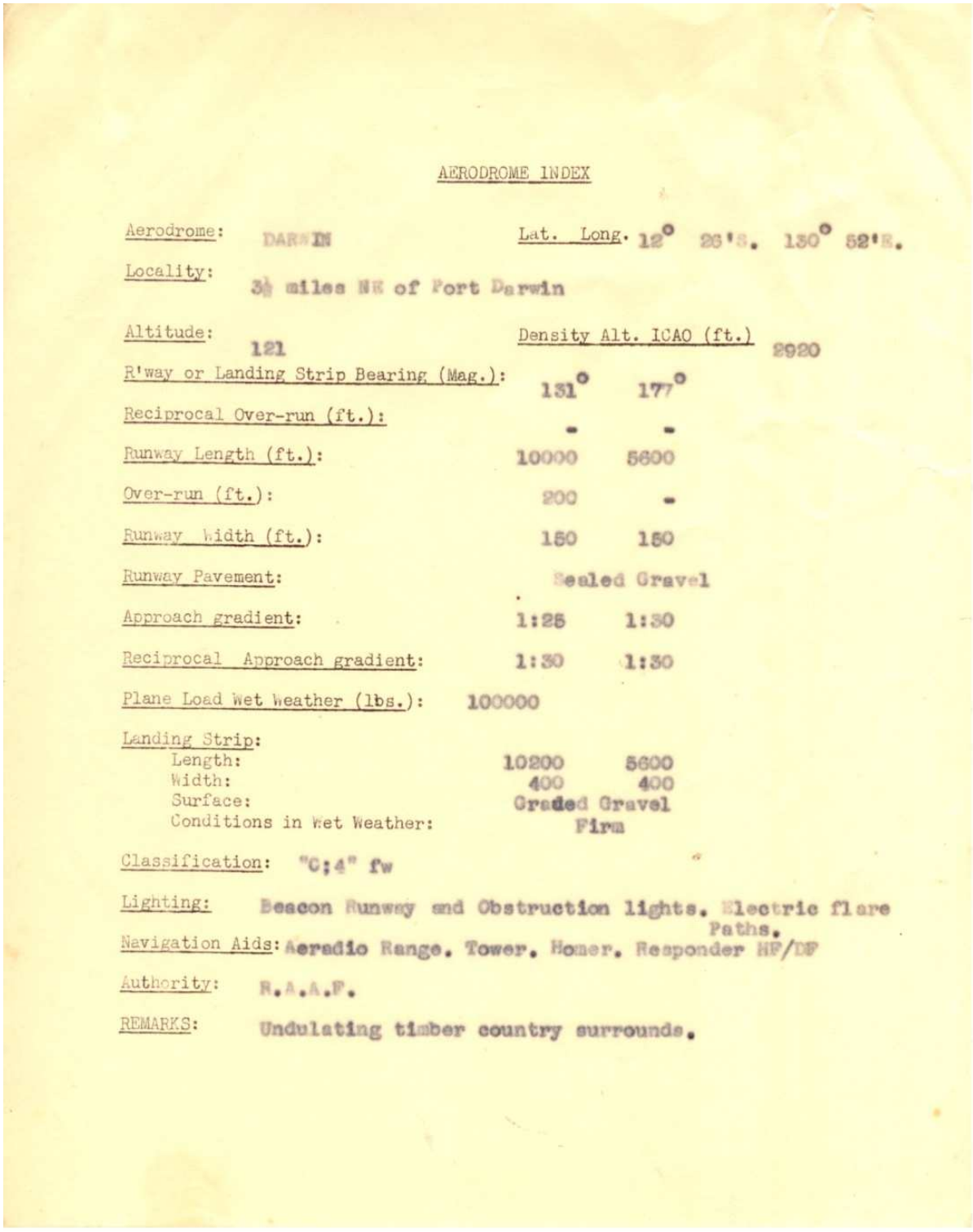
Lighting: Beacon. Flares on request.

Navigation Aids: Aeradio Range. Homer MF/DF

Authority: D.C.A.

REMARKS: Extension to C4 class nearing completion.

Figure 8



AERODROME INDEX

Aerodrome: DARWIN Lat. Long. 12° 26'S. 130° 52'E.

Locality: 3½ miles NE of Fort Darwin

Altitude: 121 Density Alt. ICAO (ft.) 2920

R'way or Landing Strip Bearing (Mag.):	131°	177°
Reciprocal Over-run (ft.):	-	-
Runway Length (ft.):	10000	5600
Over-run (ft.):	200	-
Runway Width (ft.):	150	150
Runway Pavement:	Sealed Gravel	
Approach gradient:	1:25	1:30
Reciprocal Approach gradient:	1:30	1:30

Plane Load Wet Weather (lbs.): 100000

Landing Strip:

Length:	10200	5600
Width:	400	400
Surface:	Graded Gravel	
Conditions in Wet Weather:	Firm	

Classification: "C:4" fw

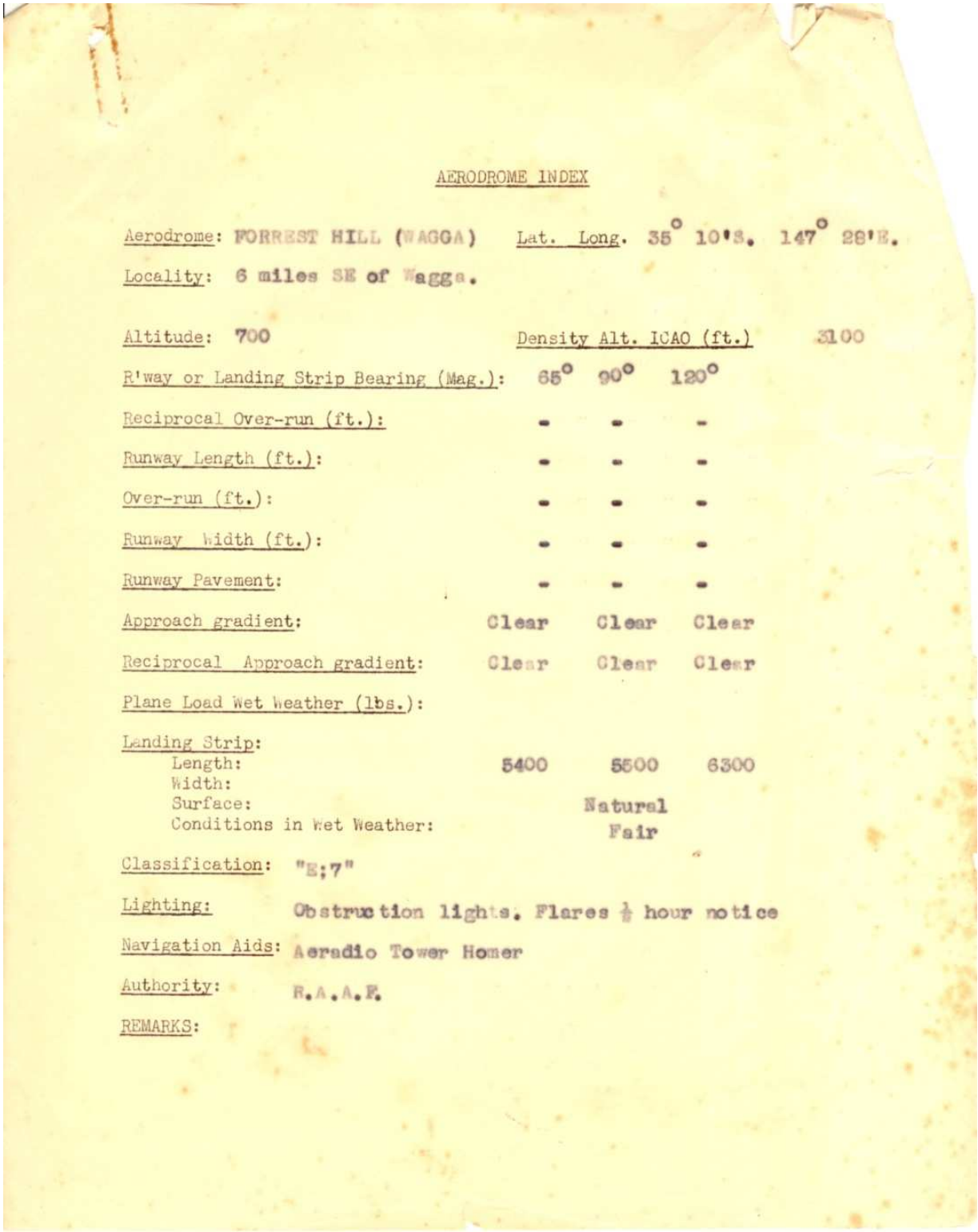
Lighting: Beacon Runway and Obstruction lights. Electric flare Paths.

Navigation Aids: Aeradio Range. Tower. Homer. Responder HF/DF

Authority: R.A.A.F.

REMARKS: Undulating timber country surrounds.

Figure 9



AERODROME INDEX

Aerodrome: FORREST HILL (WAGGA) Lat. Long. 35° 10'S. 147° 28'E.

Locality: 6 miles SE of Wagga.

Altitude: 700 Density Alt. ICAO (ft.) 3100

R'way or Landing Strip Bearing (Mag.):	65°	90°	120°
Reciprocal Over-run (ft.):	-	-	-
Runway Length (ft.):	-	-	-
Over-run (ft.):	-	-	-
Runway Width (ft.):	-	-	-
Runway Pavement:	-	-	-
Approach gradient:	Clear	Clear	Clear
Reciprocal Approach gradient:	Clear	Clear	Clear
Plane Load Wet Weather (lbs.):			
Landing Strip:			
Length:	5400	5500	6300
Width:			
Surface:		Natural	
Conditions in Wet Weather:		Fair	

Classification: "E;7"

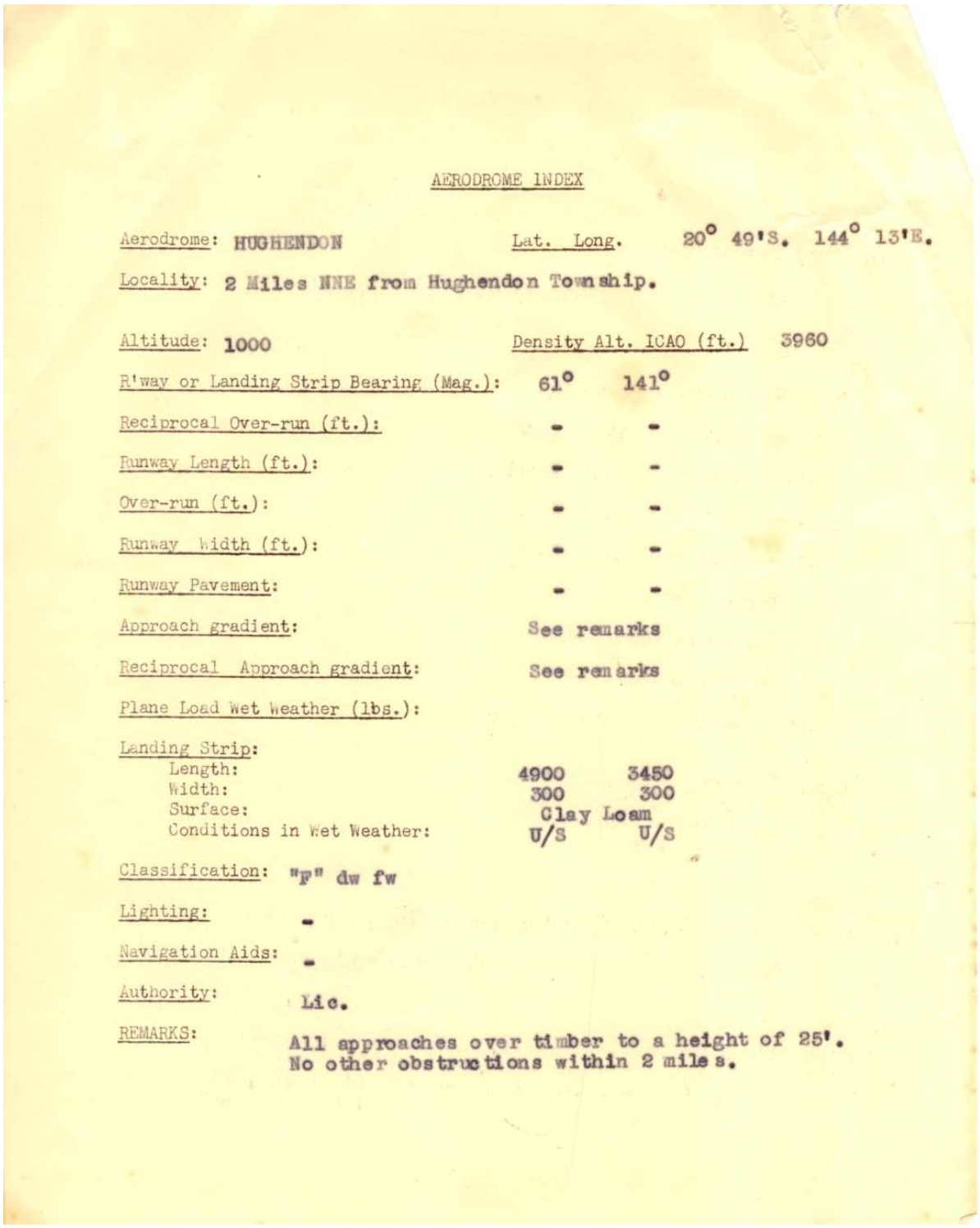
Lighting: Obstruction lights. Flares ½ hour notice

Navigation Aids: Aeradio Tower Homer

Authority: R.A.A.F.

REMARKS:

Figure 10



AERODROME INDEX

Aerodrome: HUGHENDON Lat. Long. 20° 49'S. 144° 13'E.

Locality: 2 Miles NNE from Hughendon Township.

Altitude: 1000 Density Alt. ICAO (ft.) 3960

R'way or Landing Strip Bearing (Mag.):	61°	141°
Reciprocal Over-run (ft.):	-	-
Runway Length (ft.):	-	-
Over-run (ft.):	-	-
Runway Width (ft.):	-	-
Runway Pavement:	-	-
Approach gradient:	See remarks	
Reciprocal Approach gradient:	See remarks	
Plane Load Wet Weather (lbs.):		
Landing Strip:		
Length:	4900	3450
Width:	300	300
Surface:	Clay Loam	
Conditions in Wet Weather:	U/S	U/S

Classification: "P" dw fw

Lighting: -

Navigation Aids: -

Authority: Lic.

REMARKS: All approaches over timber to a height of 25'.
No other obstructions within 2 miles.

Figure 11

AERODROME INDEX

Aerodrome: KATHERINE Lat. Long. 14° 27'S. 132° 16'E.

Locality: 2 miles N of Katherine and adjacent to Katherine River.

Altitude: 360 Density Alt. ICAO (ft.) 3460

R'way or Landing Strip Bearing (Mag.):	136°	180°
Reciprocal Over-run (ft.):	100	-
Runway Length (ft.):	5000	-
Over-run (ft.):	50	-
Runway Width (ft.):	100	-
Runway Pavement:	Sealed Gravel	-
Approach gradient:	1:50	1:50
Reciprocal Approach gradient:	1:15	1:50
Plane Load Wet Weather (lbs.):	70000	10000
Landing Strip:		
Length:	5150	5000
Width:	400	450
Surface:	Grass	
Conditions in Wet Weather:	Soft	

Classification: "B;S" fw

Lighting: Beacon, flares on request

Navigation Aids: Aeradio Homer

Authority: D.C.A.

REMARKS: Mown strip and runway only maintained Surface off runway liable to be soft in wet season.

Figure 12

AERODROME INDEX

Aerodrome: MOORABBIN Lat. Long. 37° 58'S. 145° 7½'E.

Locality: Bounded by centre Dandenong Rd. to NORTH. Lower Dandenong Rd. to SOUTH. Boundary Rd. to EAST. 1½ miles ENE of Mentone Rail. Stn. 2 miles NORTH of Mordialloc. Pt. Phillip Bay 2½ miles SW.

Altitude: 41 ft. Density Alt. ICAO (ft.)

R'way or Landing Strip Bearing (Mag.):	145°	270°	000°
Reciprocal Over-run (ft.):	-	-	-
Runway Length (ft.):	-	-	-
Over-run (ft.):	-	-	-
Runway Width (ft.):	-	-	-
Runway Pavement:	-	-	-
Approach gradient:		Clear	
Reciprocal Approach gradient:			
Plane Load Wet Weather (lbs.):			
Landing Strip:			
Length:	3800	3000	2800
Width:			
Surface:			
Conditions in Wet Weather:			

Classification:

Lighting: G;7

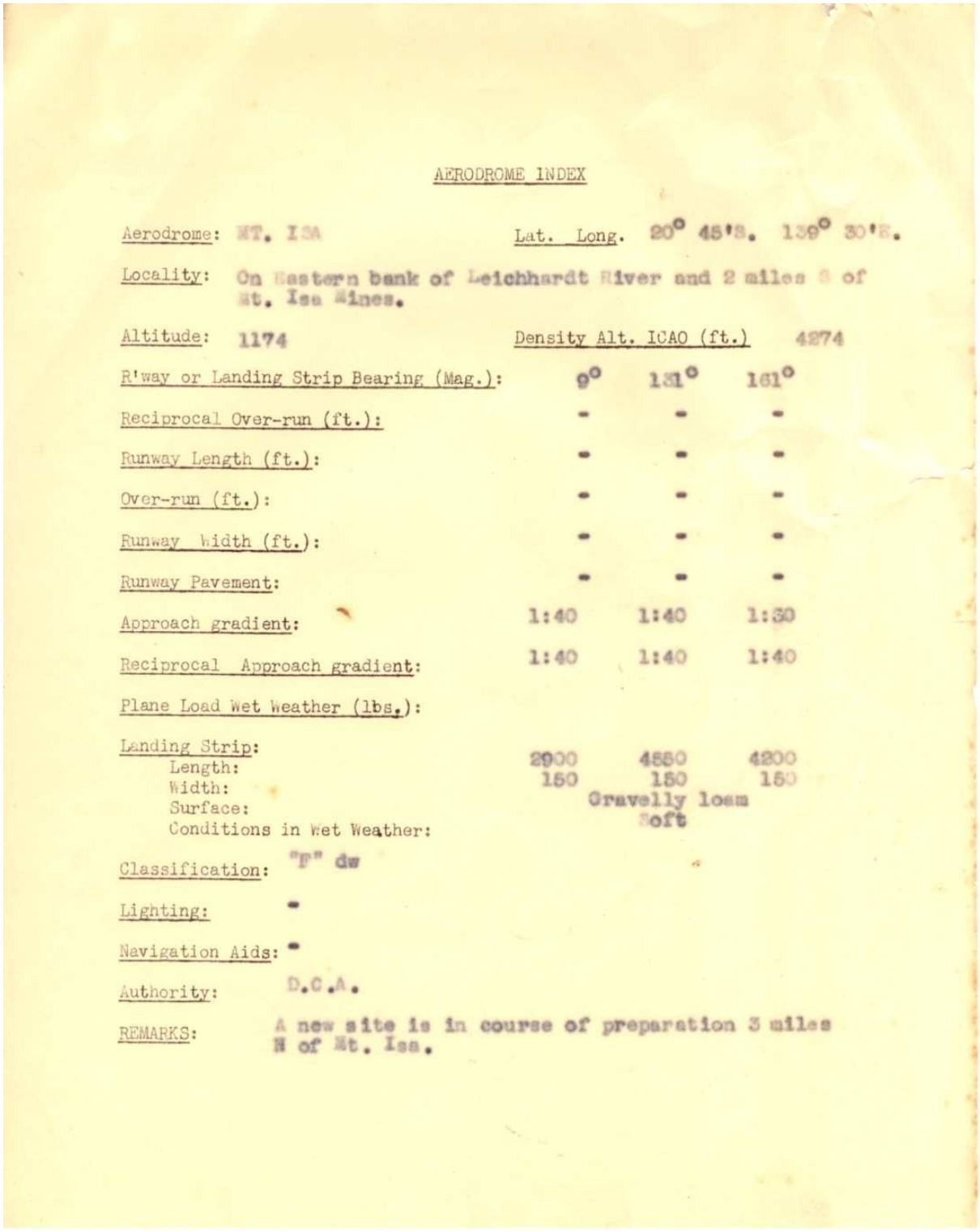
Navigation Aids: Nil

Authority: Moorabbin NDB Homer. A.T.C. 119.1

REMARKS: D.C.A.

Irregularly shaped, allway grassed field. Power & tel. lines along N-S Dandenong Road. 3 Wind Indicators. Cone type boundary markers.

Figure 13



AERODROME INDEX

Aerodrome: MT. ISA Lat. Long. 20° 45'S. 139° 30'E.

Locality: On Eastern bank of Leichhardt River and 2 miles S of Mt. Isa Mines.

Altitude: 1174 Density Alt. ICAO (ft.) 4274

R'way or Landing Strip Bearing (Mag.):	9°	131°	161°
Reciprocal Over-run (ft.):	-	-	-
Runway Length (ft.):	-	-	-
Over-run (ft.):	-	-	-
Runway Width (ft.):	-	-	-
Runway Pavement:	-	-	-
Approach gradient:	1:40	1:40	1:30
Reciprocal Approach gradient:	1:40	1:40	1:40
Plane Load Wet Weather (lbs.):			
Landing Strip:			
Length:	2900	4550	4200
Width:	150	150	150
Surface:		Gravelly loam	
Conditions in Wet Weather:		Soft	

Classification: "F" dw

Lighting: -

Navigation Aids: -

Authority: D.C.A.

REMARKS: A new site is in course of preparation 3 miles N of Mt. Isa.

Figure 14

AERODROME INDEX

Aerodrome: PARAFIELD Lat. Long. 34° 48'S. 138° 38'E.

Locality: 11 miles N of Adelaide (by road).

Altitude: 118 Density Alt. ICAO (ft.) 2118

R'way or Landing Strip Bearing (Mag.):	187°	67°	292°
Reciprocal Over-run (ft.):	-	-	-
Runway Length (ft.):	-	-	-
Over-run (ft.):	-	-	-
Runway Width (ft.):	-	-	-
Runway Pavement:	-	-	-
Approach gradient:	1:33 with isolated obstructions. Beware 35' high power line on the NE Boundary.		
Reciprocal Approach gradient:			
Plane Load Wet Weather (lbs.):	30000	30000	30000
Landing Strip:			
Length:	6800	7900	5600
Width:			
Surface:	Grass	Grass	Grass
Conditions in Wet Weather:	Firm	Firm	Firm

Classification: "B;6"

Lighting: Boundary lights, flares, beacon.

Navigation Aids: Tower, Aeradio Range Homer MF/DF

Authority: D.C.A.

REMARKS: Irregularly shaped with level graded surface.

Figure 15

AERODROME INDEX

Aerodrome: PORT PIRIE Lat. Long. 33° 15'S. 138° 00'E.

Locality: 4 miles S of Port Pirie Rail. Stan.

Altitude: 140 Density Alt. ICAO (ft.) 2140

R'way or Landing Strip Bearing (Mag.):	35°	84°	129°	174°
Reciprocal Over-run (ft.):	-	1350	2200	1750
Runway Length (ft.):	-	3150	4500	4650
Over-run (ft.):	-	1550	700	250
Runway Width (ft.):	-	150	150	150
Runway Pavement:	-	Sealed	Gravel	
Approach gradient:	Clear	Clear	Clear	Clear
Reciprocal Approach gradient:	Clear	Clear	Clear	Clear
Plane Load Wet Weather (lbs.):				
Landing Strip:				
Length:	6300	6050	7400	6650
Width:	600	600	600	600
Surface:	Graded		Natural	
Conditions in Wet Weather:				

Classification: "C;5"

Lighting: Flares

Navigation Aids: Homer Aeradio

Authority: D.C.A.

REMARKS:

Figure 16

AERODROME INDEX

Aerodrome: ROCKHAMPTON Lat. Long. 23° 23'S 150° 29'E.

Locality: 2 miles W of Rockhampton

Altitude: 30 Density Alt. ICAO (ft.) 2475

R'way or Landing Strip Bearing (Mag.):	44°	90°	149°
Reciprocal Over-run (ft.):	300	-	-
Runway Length (ft.):	5400	-	5280
Over-run (ft.):	500	-	100
Runway Width (ft.):	150	-	150
Runway Pavement:	Sealed Gravel	-	Sealed Gravel
Approach gradient:	1:40	1:40	1:40
Reciprocal Approach gradient:	1:40	1:40	1:40
Plane Load Wet Weather (lbs.):	30000	5000	30000
Landing Strip:			
Length:	6200	3750	5380
Width:	500	500	500
Surface:	Graded and Grassed		
Conditions in Wet Weather:	Soft and Greasy		

Classification: "E;6"

Lighting: Beacon. Electric flare paths on runways. Flares on 90° strip

Navigation Aids: Tower Aeradio MF/DF

Authority: D.C.A.

REMARKS: Beware of Radio Mast V.I.R. 1⅛ miles S^{E} of Aerodrome. All over field (triangular area) giving runs of 1800' in all directions available in dry weather only.

Figure 17

AERODROME INDEX

Aerodrome: TENNANT CREEK Lat. Long. 19° 38'S. 134° 11'E.

Locality: Immediately W of Tennant Creek on the N-S road.

Altitude: 1230 Density Alt. ICAO (ft.) 4240

R'way or Landing Strip Bearing (Mag.):	19°	70°	115°
Reciprocal Over-run (ft.):	1000	1300	1300
Runway Length (ft.):	3600	3900	4296
Over-run (ft.):	900	1400	250
Runway Width (ft.):	150	150	150
Runway Pavement:	Sealed Gravel		
Approach gradient:	1:35	1:40	1:40
Reciprocal Approach gradient:	1:40	1:40	1:40
Plane Load Wet Weather (lbs.):	70000		
Landing Strip:			
Length:	5500	6600	5846
Width:	500	500	500
Surface:	Gravel & loam		
Conditions in Wet Weather:	Soft		

Classification: "F.5"

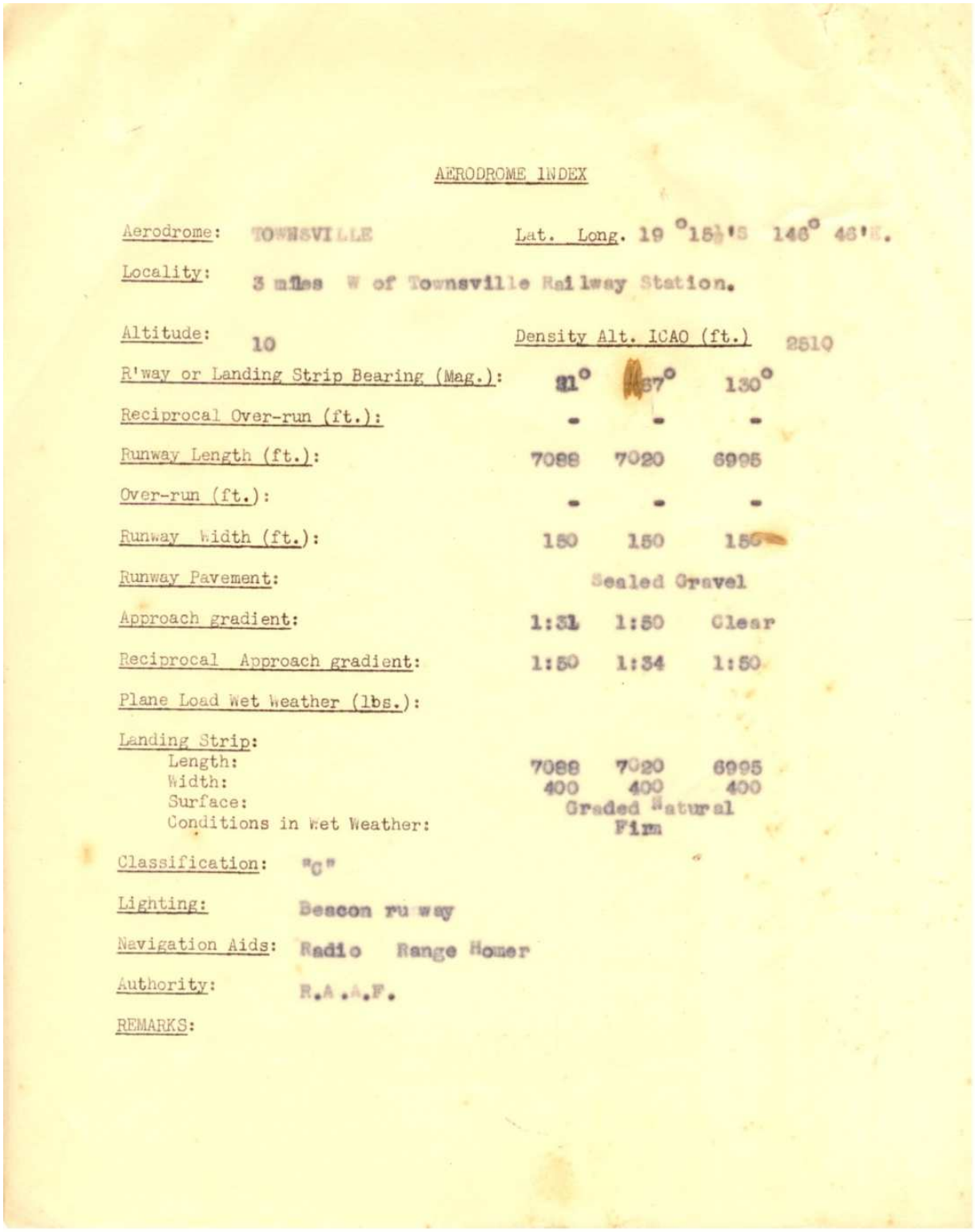
Lighting: Beacon Obstruction Lights. Flares on request.

Navigation Aids: Aeradio Homer MF/DF

Authority: D.C.A.

REMARKS: In hot weather "Willy-willies" occur on and in the vicinity of the aerodrome.

Figure 18



AERODROME INDEX

Aerodrome: TOWNSVILLE Lat. Long. 19 °15½'S 146° 46'E.

Locality: 3 miles W of Townsville Railway Station.

Altitude: 10 Density Alt. ICAO (ft.) 2510

R'way or Landing Strip Bearing (Mag.):	31°	87°	130°
Reciprocal Over-run (ft.):	-	-	-
Runway Length (ft.):	7088	7020	6995
Over-run (ft.):	-	-	-
Runway Width (ft.):	150	150	150
Runway Pavement:	Sealed Gravel		
Approach gradient:	1:31	1:50	Clear
Reciprocal Approach gradient:	1:50	1:34	1:50
Plane Load Wet Weather (lbs.):			
Landing Strip:			
Length:	7088	7020	6995
Width:	400	400	400
Surface:	Graded Natural		
Conditions in Wet Weather:	Firm		

Classification: "C"

Lighting: Beacon runway

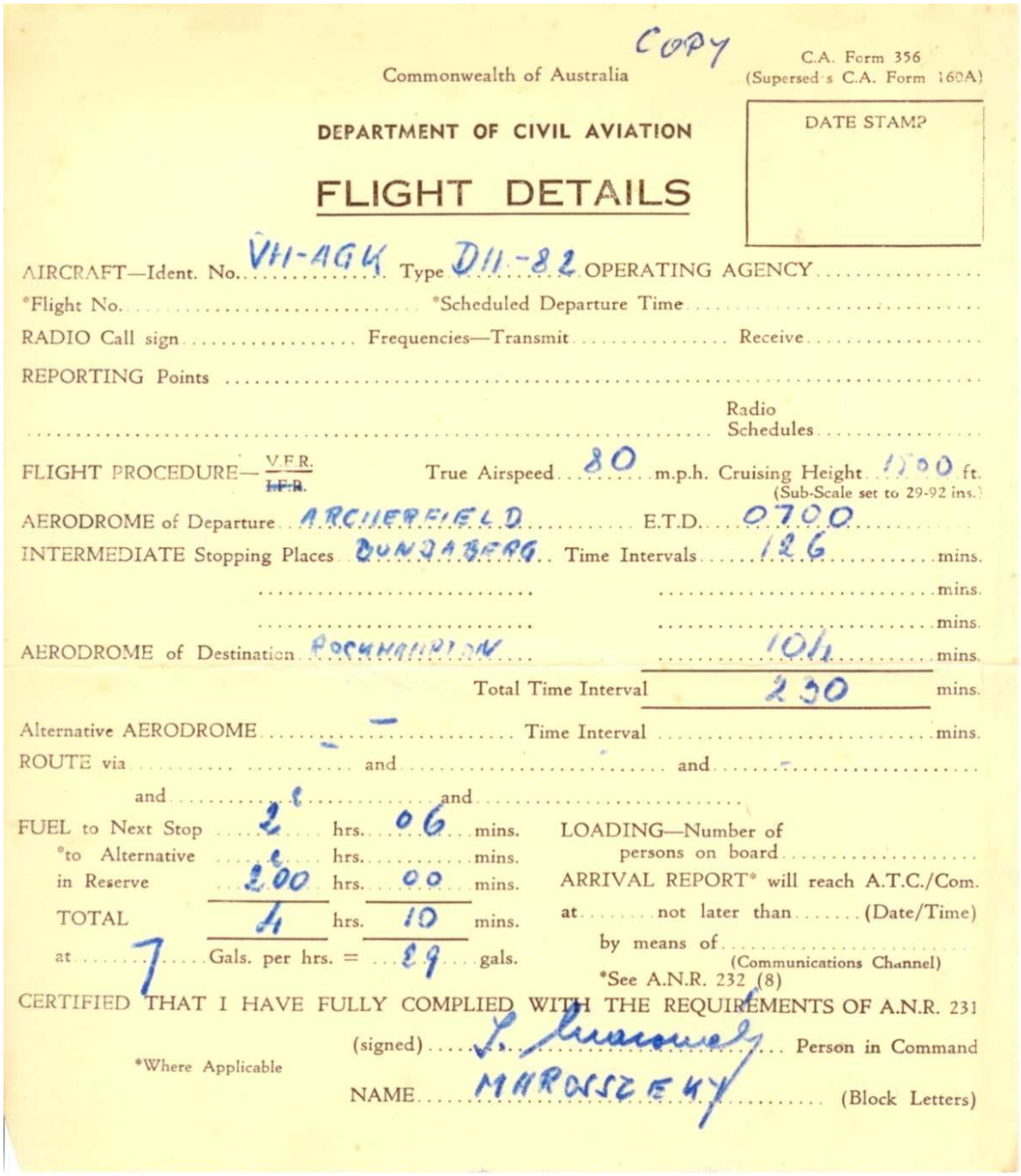
Navigation Aids: Radio Range Homer

Authority: R.A.A.F.

REMARKS:

Figure 19

Flight Plan and Flight data sheets. (To be submitted prior to flight);
Fig. 20 – Fig. 26. (Set Incomplete)



COPY

Commonwealth of Australia

C.A. Form 356
(Supersedes C.A. Form 160A)

DEPARTMENT OF CIVIL AVIATION

DATE STAMP

FLIGHT DETAILS

AIRCRAFT—Ident. No. VH-AGK Type DH-82 OPERATING AGENCY .....

*Flight No. ..... *Scheduled Departure Time .....

RADIO Call sign ..... Frequencies—Transmit ..... Receive .....

REPORTING Points .....

..... Radio Schedules .....

FLIGHT PROCEDURE— ~~V.F.R.~~ I.F.R. True Airspeed 80 m.p.h. Cruising Height 1500 ft. (Sub-Scale set to 29-92 ins.)

AERODROME of Departure ARCHERFIELD E.T.D. 0700

INTERMEDIATE Stopping Places DUNDABERG Time Intervals 126 mins.

.... mins.

.... mins.

AERODROME of Destination ROCKHAMPTON 104 mins.

Total Time Interval 230 mins.

Alternative AERODROME — Time Interval ..... mins.

ROUTE via ..... and ..... and .....

and ..... and .....

FUEL to Next Stop 2 hrs. 06 mins. LOADING—Number of persons on board .....

*to Alternative ..... hrs. ..... mins.

in Reserve 200 hrs. 00 mins. ARRIVAL REPORT* will reach A.T.C./Com.

TOTAL 4 hrs. 10 mins. at ..... not later than ..... (Date/Time)

by means of .....
(Communications Channel)

at 7 Gals. per hrs. = 29 gals. *See A.N.R. 232 (8)

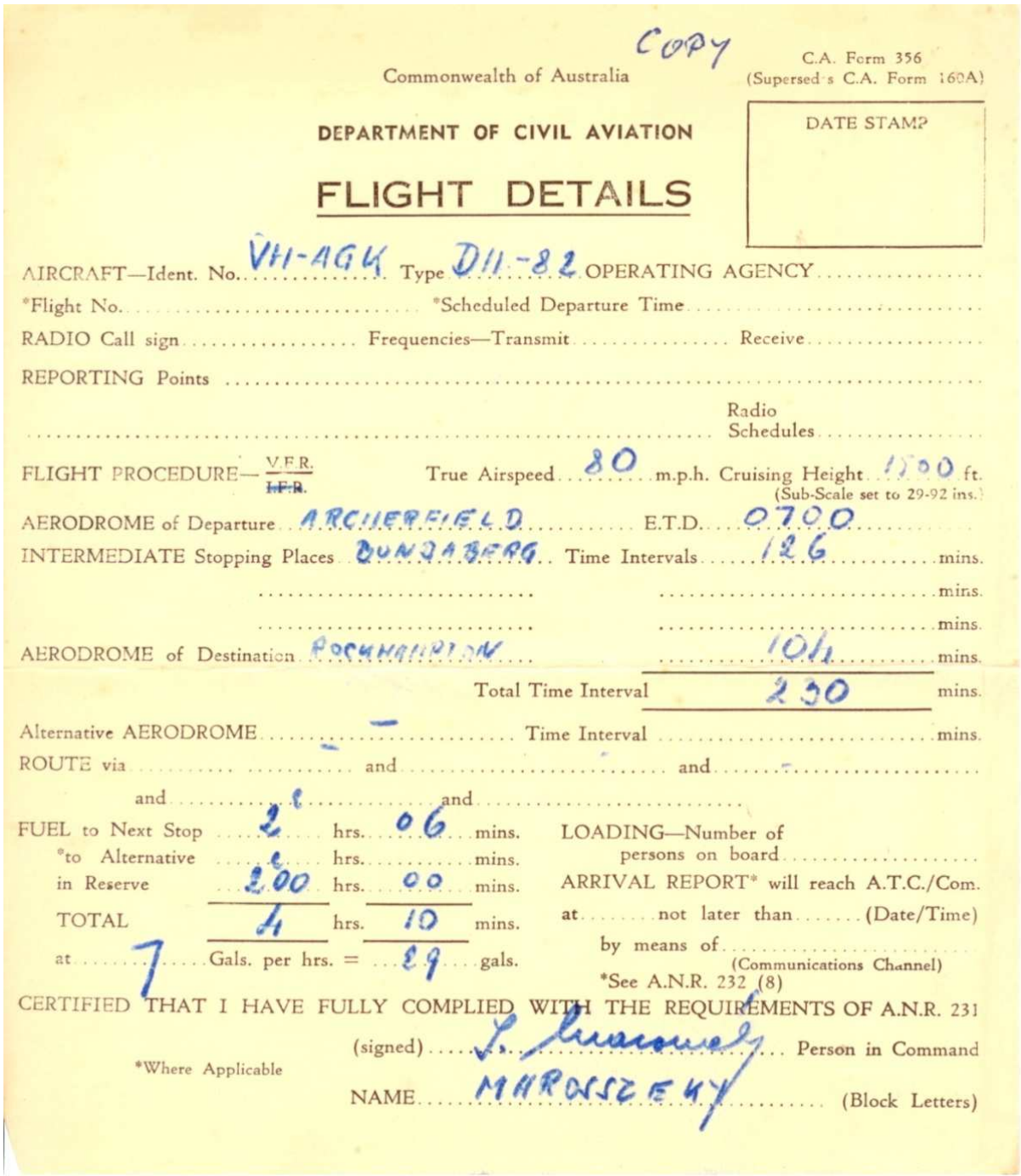
CERTIFIED THAT I HAVE FULLY COMPLIED WITH THE REQUIREMENTS OF A.N.R. 231

(signed) L. Marrowsley Person in Command

*Where Applicable

NAME MARROWSLEY (Block Letters)

Figure 20



COPY

Commonwealth of Australia

C.A. Form 356
(Supersedes C.A. Form 160A)

DEPARTMENT OF CIVIL AVIATION

DATE STAMP

FLIGHT DETAILS

AIRCRAFT—Ident. No. VH-AGK Type DH-82 OPERATING AGENCY .....

*Flight No. ..... *Scheduled Departure Time .....

RADIO Call sign ..... Frequencies—Transmit ..... Receive .....

REPORTING Points .....

..... Radio Schedules .....

FLIGHT PROCEDURE— V.F.R. ~~I.F.R.~~ True Airspeed 80 m.p.h. Cruising Height 1500 ft. (Sub-Scale set to 29-92 ins.)

AERODROME of Departure ARCHERFIELD E.T.D. 0700

INTERMEDIATE Stopping Places DUNDABERG Time Intervals 126 mins.

.... mins.

.... mins.

AERODROME of Destination ROCKHAMPTON 104 mins.

Total Time Interval 230 mins.

Alternative AERODROME - Time Interval ..... mins.

ROUTE via ..... and ..... and .....

and ..... and .....

FUEL to Next Stop 2 hrs. 06 mins. LOADING—Number of persons on board .....

*to Alternative 1 hrs. ..... mins.

in Reserve 2.00 hrs. 00 mins. ARRIVAL REPORT* will reach A.T.C./Com.

TOTAL 4 hrs. 10 mins. at ..... not later than ..... (Date/Time)

at 7 Gals. per hrs. = 29 gals. by means of ..... (Communications Channel)

*See A.N.R. 232 (8)

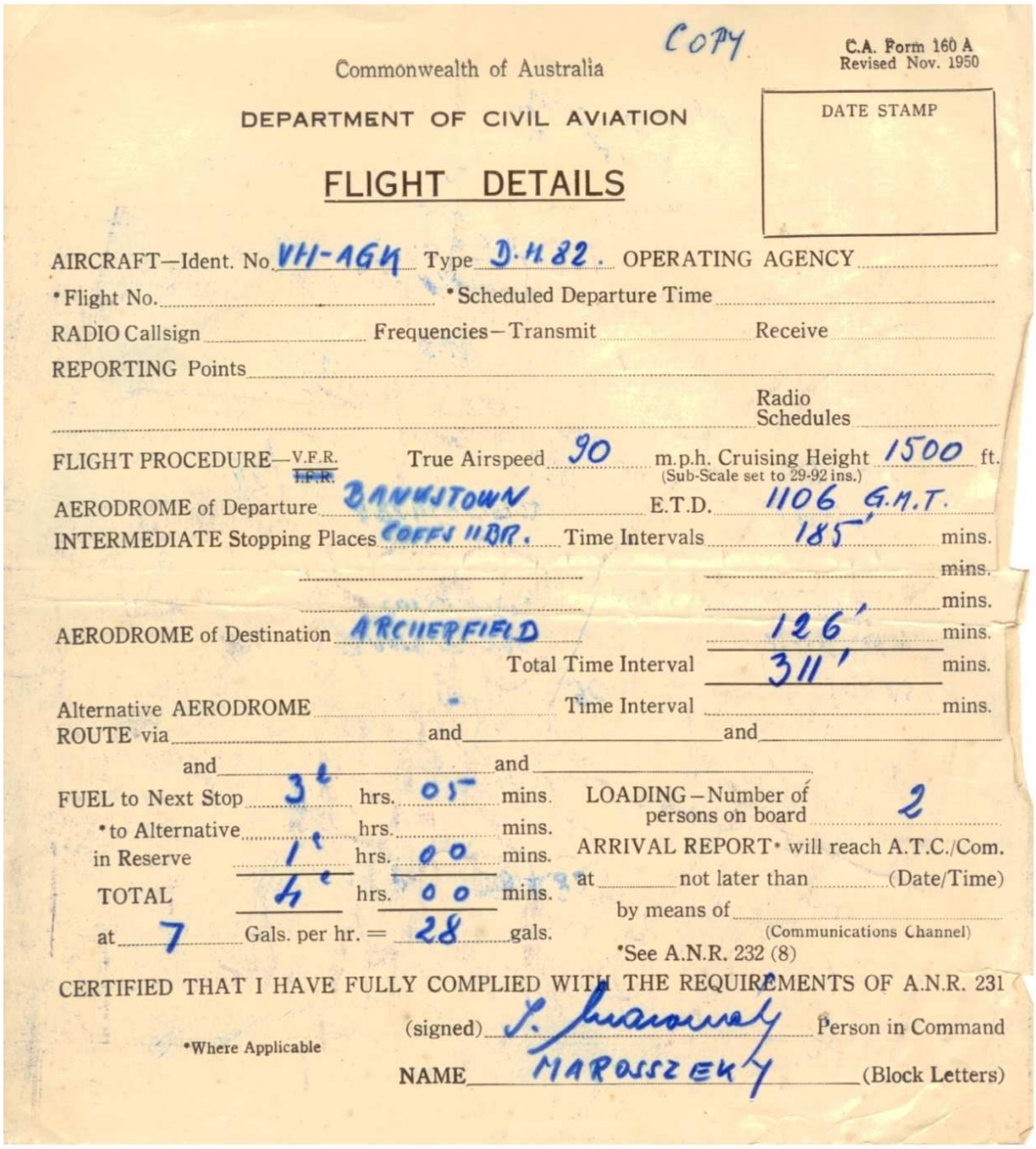
CERTIFIED THAT I HAVE FULLY COMPLIED WITH THE REQUIREMENTS OF A.N.R. 231

(signed) L. Marossek Person in Command

*Where Applicable

NAME MAROSSZEKY (Block Letters)

Figure 21



COPY

C.A. Form 160 A
Revised Nov. 1950

Commonwealth of Australia

DEPARTMENT OF CIVIL AVIATION

DATE STAMP

FLIGHT DETAILS

AIRCRAFT—Ident. No. VH-AGH Type D.H 82. OPERATING AGENCY

*Flight No. *Scheduled Departure Time

RADIO Callsign Frequencies—Transmit Receive

REPORTING Points

Radio Schedules

FLIGHT PROCEDURE—~~V.F.R.~~ ~~I.F.R.~~ True Airspeed 90 m.p.h. Cruising Height 1500 ft.
(Sub-Scale set to 29-92 ins.)

AERODROME of Departure BANKSTOWN E.T.D. 1106 G.M.T.

INTERMEDIATE Stopping Places COFFS HBR. Time Intervals 185' mins.

~~mins.~~

mins.

AERODROME of Destination ARCHERFIELD 126' mins.

Total Time Interval 311' mins.

Alternative AERODROME Time Interval mins.

ROUTE via and and

and and

FUEL to Next Stop 3 hrs. 05 mins. LOADING—Number of persons on board 2

*to Alternative hrs. mins.

in Reserve 1 hrs. 00 mins. ARRIVAL REPORT* will reach A.T.C./Com.

TOTAL 4 hrs. 00 mins. at not later than (Date/Time)

by means of
(Communications Channel)

at 7 Gals. per hr. = 28 gals.

*See A.N.R. 232 (8)

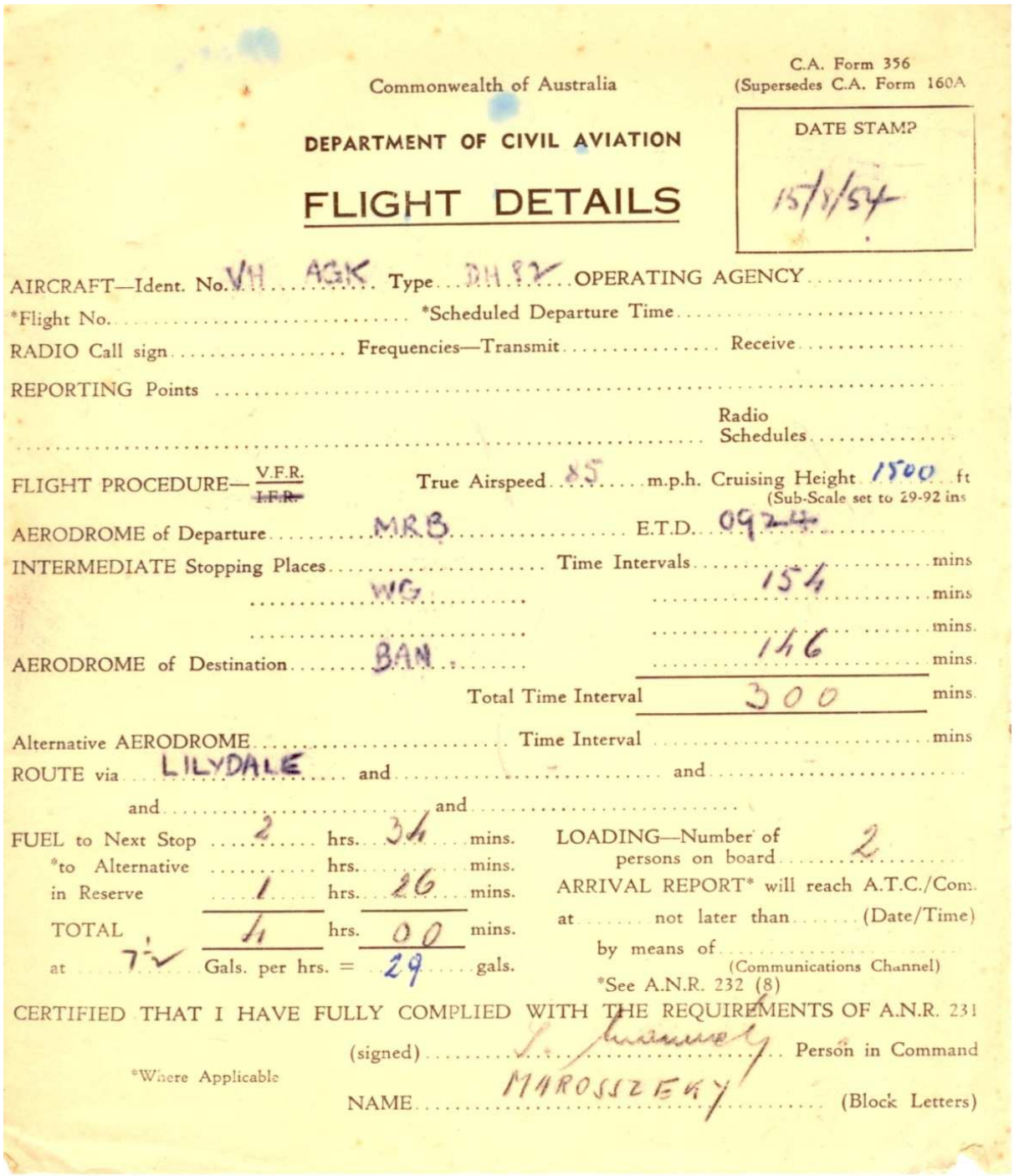
CERTIFIED THAT I HAVE FULLY COMPLIED WITH THE REQUIREMENTS OF A.N.R. 231

(signed) L. Jurasowski Person in Command

*Where Applicable

NAME MAROSZEK (Block Letters)

Figure 22



Commonwealth of Australia

C.A. Form 356
(Supersedes C.A. Form 160A

DEPARTMENT OF CIVIL AVIATION

DATE STAMP
15/8/54

FLIGHT DETAILS

AIRCRAFT—Ident. No. VH AGK Type DH 82 OPERATING AGENCY

*Flight No. *Scheduled Departure Time

RADIO Call sign Frequencies—Transmit Receive

REPORTING Points

Radio Schedules

FLIGHT PROCEDURE— V.F.R. ~~I.F.R.~~ True Airspeed 85 m.p.h. Cruising Height 1500 ft (Sub-Scale set to 29-92 ins

AERODROME of Departure MRB E.T.D. 0924

INTERMEDIATE Stopping Places Time Intervals

WG	154	mins
		mins
		mins
BAN	146	mins
	Total Time Interval 300	mins

AERODROME of Destination

Alternative AERODROME Time Interval mins

ROUTE via LILYDALE and and

and and

FUEL to Next Stop 2 hrs. 34 mins.
*to Alternative hrs. mins.
in Reserve 1 hrs. 26 mins.
TOTAL 4 hrs. 00 mins.
at 7½ Gals. per hrs. = 29 gals.

LOADING—Number of persons on board 2

ARRIVAL REPORT* will reach A.T.C./Com. at not later than (Date/Time)

by means of (Communications Channel)

*See A.N.R. 232 (8)

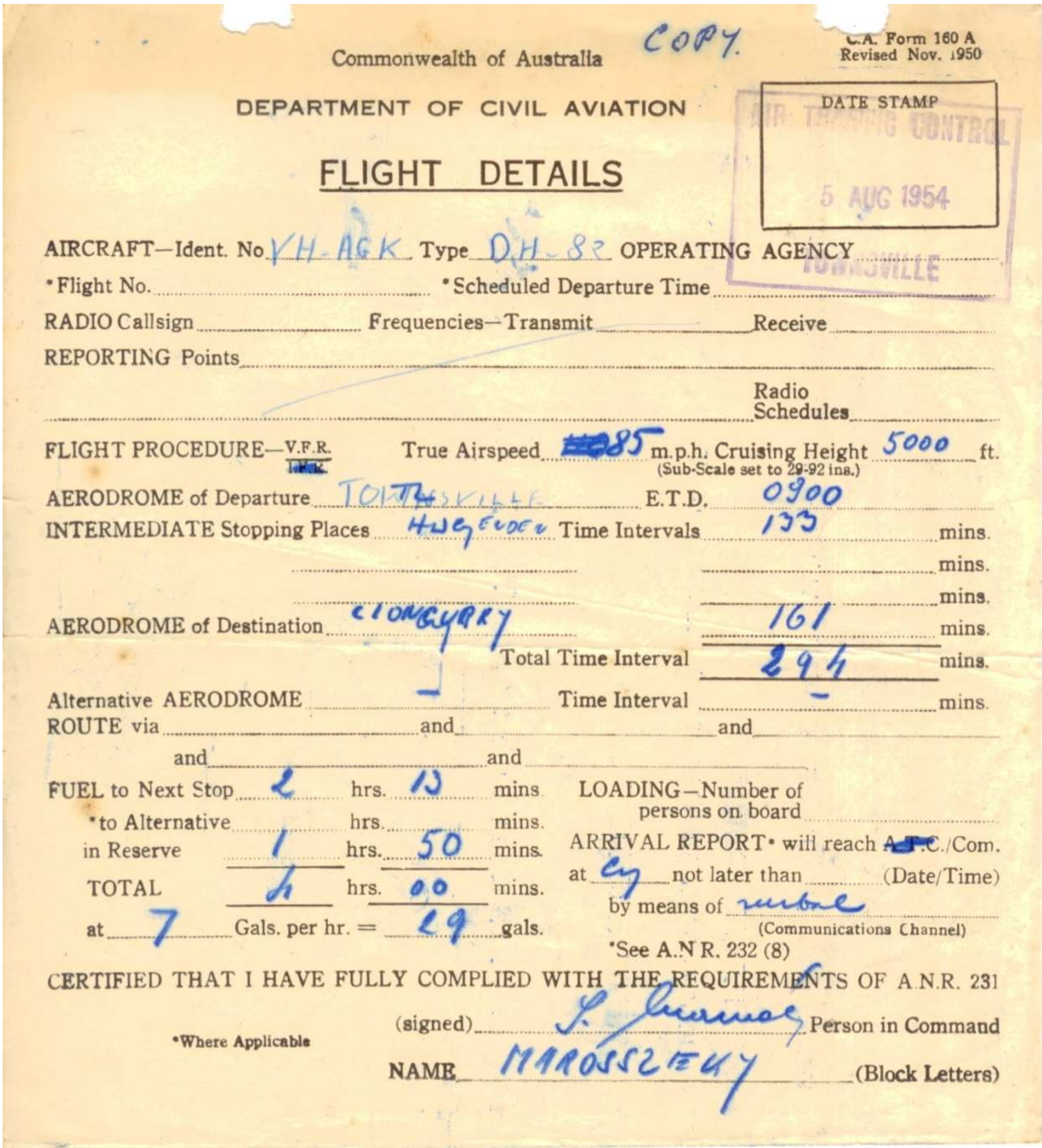
CERTIFIED THAT I HAVE FULLY COMPLIED WITH THE REQUIREMENTS OF A.N.R. 231

(signed) Person in Command

*Where Applicable

NAME MAROSSZEKY (Block Letters)

Figure 23



COPY.

C.A. Form 160 A
Revised Nov. 1950

Commonwealth of Australia

DEPARTMENT OF CIVIL AVIATION

FLIGHT DETAILS

DATE STAMP
AIR TRAFFIC CONTROL
5 AUG 1954
TOWNSVILLE

AIRCRAFT—Ident. No. VH-AGK Type DH-82 OPERATING AGENCY

*Flight No. *Scheduled Departure Time

RADIO Callsign Frequencies—Transmit Receive

REPORTING Points

Radio Schedules

FLIGHT PROCEDURE—V.F.R. / I.F.R. True Airspeed 85 m.p.h. Cruising Height 5000 ft. (Sub-Scale set to 29·92 ins.)

AERODROME of Departure TOWNSVILLE E.T.D. 0900

INTERMEDIATE Stopping Places HUGHENDEN Time Intervals 133 mins.

mins.

mins.

AERODROME of Destination CLONCURRY 161 mins.

Total Time Interval 294 mins.

Alternative AERODROME — Time Interval — mins.

ROUTE via and and

and and

FUEL to Next Stop 2 hrs. 13 mins

*to Alternative hrs. mins.

in Reserve 1 hrs. 50 mins.

TOTAL 4 hrs. 00 mins.

at 7 Gals. per hr. = 29 gals.

LOADING—Number of persons on board

ARRIVAL REPORT* will reach A.F.C./Com. at Cy not later than (Date/Time)

by means of [illegible] (Communications Channel)

*See A.N.R. 232 (8)

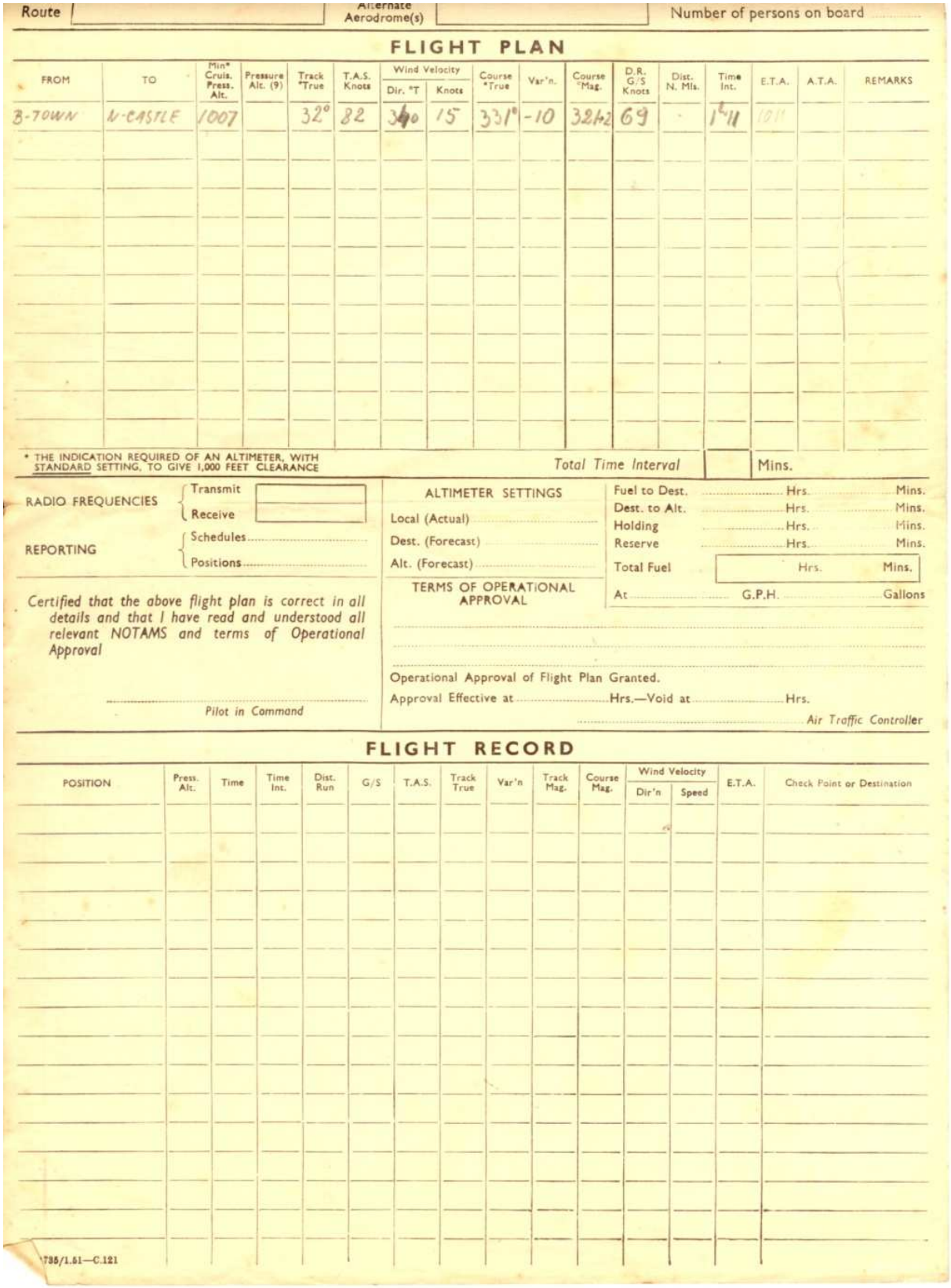
CERTIFIED THAT I HAVE FULLY COMPLIED WITH THE REQUIREMENTS OF A.N.R. 231

*Where Applicable

(signed) [signature] Person in Command

NAME MAROSSZEKY (Block Letters)

Figure 24



Route | Alternate Aerodrome(s) | Number of persons on board

FLIGHT PLAN

FROM	TO	Min* Cruis. Press. Alt.	Pressure Alt. (9)	Track °True	T.A.S. Knots	Wind Velocity Dir. °T	Wind Velocity Knots	Course °True	Var'n.	Course °Mag.	D.R. G/S Knots	Dist. N. Mls.	Time Int.	E.T.A.	A.T.A.	REMARKS
B-TOWN	N-CASTLE	1007		32°	82	340	15	331°	-10	342	69	-	1h11	1011		

* THE INDICATION REQUIRED OF AN ALTIMETER, WITH STANDARD SETTING, TO GIVE 1,000 FEET CLEARANCE

Total Time Interval | Mins.

RADIO FREQUENCIES { Transmit / Receive

REPORTING { Schedules / Positions

Certified that the above flight plan is correct in all details and that I have read and understood all relevant NOTAMS and terms of Operational Approval

Pilot in Command

ALTIMETER SETTINGS

Local (Actual) .....

Dest. (Forecast) .....

Alt. (Forecast) .....

TERMS OF OPERATIONAL APPROVAL

Fuel to Dest. ..... Hrs. ..... Mins.

Dest. to Alt. ..... Hrs. ..... Mins.

Holding ..... Hrs. ..... Mins.

Reserve ..... Hrs. ..... Mins.

Total Fuel ..... Hrs. ..... Mins.

At ..... G.P.H. ..... Gallons

Operational Approval of Flight Plan Granted.

Approval Effective at ..... Hrs.—Void at ..... Hrs.

Air Traffic Controller

FLIGHT RECORD

POSITION	Press. Alt.	Time	Time Int.	Dist. Run	G/S	T.A.S.	Track True	Var'n	Track Mag.	Course Mag.	Wind Velocity Dir'n	Wind Velocity Speed	E.T.A.	Check Point or Destination

1735/1.51—C.121

Figure 25

COMMONWEALTH OF AUSTRALIA
DEPARTMENT OF CIVIL AVIATION

C.A. FORM 160
(Revised Nov. 1950)

FLIGHT PLAN

Aircraft Identification | Radio Callsign | Type | Local Date / /

Flight Procedure | Pilot in Command | Instrument Rating YES NO | Operating Agency

Flight Number | S.T.D. E.T.D. | Date | Time G.M.T. | Dept. Pt. | Int. Idg. Pts. | Dest.

Route | Alternate Aerodrome(s) | Number of persons on board

FLIGHT PLAN

FROM	TO	Min* Cruis. Press. Alt.	Pressure Alt. (9)	Track °True	T.A.S. Knots	Wind Velocity Dir. °T	Wind Velocity Knots	Course °True	Var'n.	Course °Mag.	D.R. G/S Knots	Dist. N. Mls.	Time Int.	E.T.A.	A.T.A.	REMARKS
B-TOWN	N-CASTLE	1007		32°	82	340	15	331°	-10	324	69		1h11	1011		

* THE INDICATION REQUIRED OF AN ALTIMETER, WITH STANDARD SETTING, TO GIVE 1,000 FEET CLEARANCE

Total Time Interval | Mins.

RADIO FREQUENCIES { Transmit / Receive

REPORTING { Schedules / Positions

Certified that the above flight plan is correct in all details and that I have read and understood all relevant NOTAMS and terms of Operational Approval

Pilot in Command

ALTIMETER SETTINGS

Local (Actual)

Dest. (Forecast)

Alt. (Forecast)

TERMS OF OPERATIONAL APPROVAL

Fuel to Dest. ..... Hrs. ..... Mins.
Dest. to Alt. ..... Hrs. ..... Mins.
Holding ..... Hrs. ..... Mins.
Reserve ..... Hrs. ..... Mins.
Total Fuel | Hrs. | Mins.
At ..... G.P.H. ..... Gallons

Operational Approval of Flight Plan Granted.
Approval Effective at ..... Hrs.—Void at ..... Hrs.

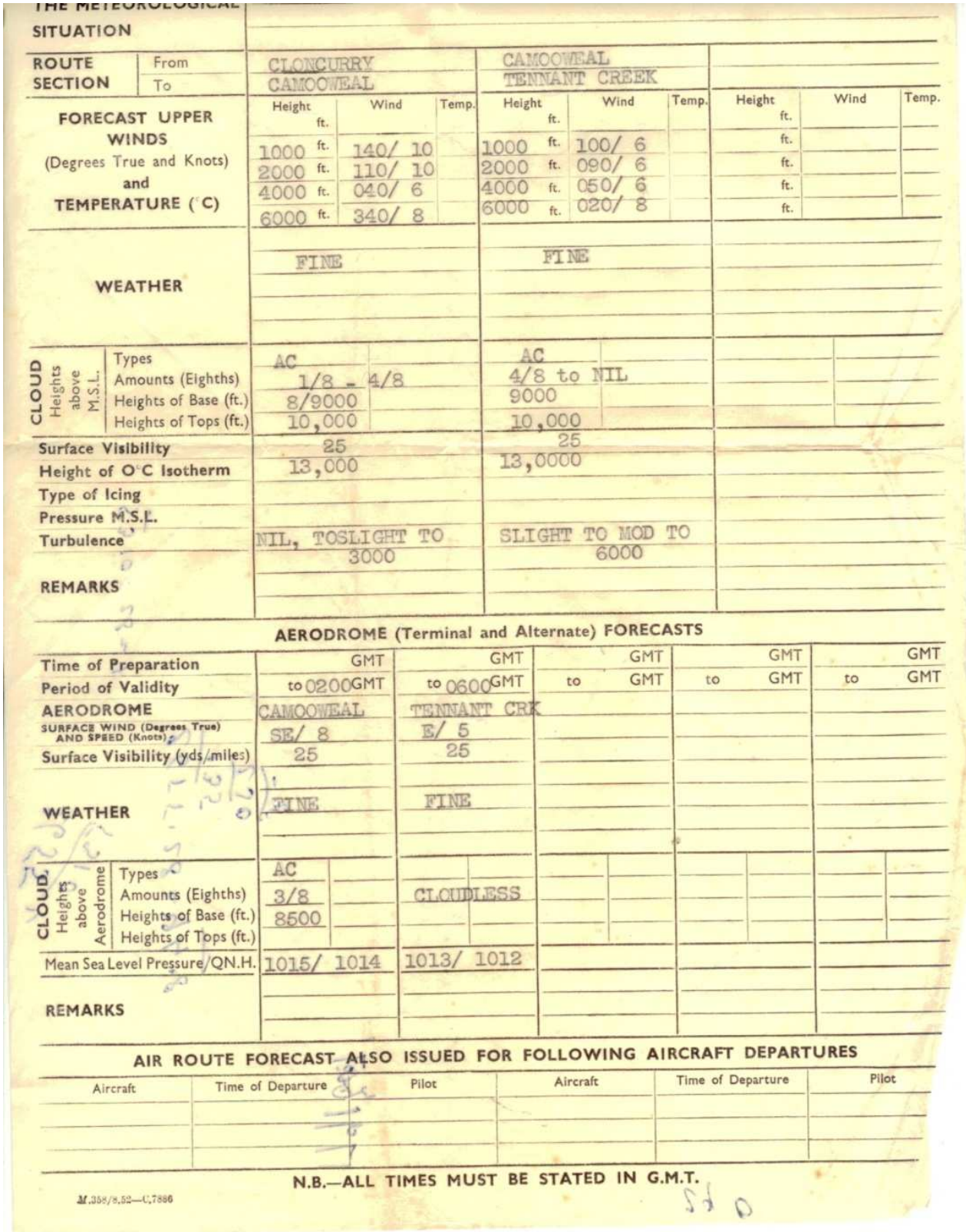
Air Traffic Controller

FLIGHT RECORD

POSITION	Press. Alt.	Time	Time Int.	Dist. Run	G/S	T.A.S.	Track True	Var'n	Track Mag.	Course Mag.	Wind Velocity Dir'n	Wind Velocity Speed	E.T.A.	Check Point or Destination

Figure 26

Meteorological Charts & Enroute Weather Data: (Provided to Pilots for flight planning). **Fig. 27 – Fig. 32.**



THE METEOROLOGICAL SITUATION

ROUTE SECTION	From	CLONCURRY	CAMOOWEAL	
	To	CAMOOWEAL	TENNANT CREEK	

FORECAST UPPER WINDS (Degrees True and Knots) and TEMPERATURE (°C)	Height ft.	Wind	Temp.	Height ft.	Wind	Temp.	Height ft.	Wind	Temp.
	1000 ft.	140/ 10		1000 ft.	100/ 6		ft.		
	2000 ft.	110/ 10		2000 ft.	090/ 6		ft.		
	4000 ft.	040/ 6		4000 ft.	050/ 6		ft.		
	6000 ft.	340/ 8		6000 ft.	020/ 8		ft.		

WEATHER	FINE	FINE	
CLOUD Heights above M.S.L. — Types	AC	AC	
Amounts (Eighths)	1/8 - 4/8	4/8 to NIL	
Heights of Base (ft.)	8/9000	9000	
Heights of Tops (ft.)	10,000	10,000	
Surface Visibility	25	25	
Height of O°C Isotherm	13,000	13,0000	
Type of Icing			
Pressure M.S.L.			
Turbulence	NIL, TOSLIGHT TO 3000	SLIGHT TO MOD TO 6000	
REMARKS			

AERODROME (Terminal and Alternate) FORECASTS

	GMT	GMT	GMT	GMT	GMT
Time of Preparation / Period of Validity	to 0200 GMT	to 0600 GMT	to GMT	to GMT	to GMT
AERODROME	CAMOOWEAL	TENNANT CRK			
SURFACE WIND (Degrees True) AND SPEED (Knots)	SE/ 8	E/ 5			
Surface Visibility (yds/miles)	25	25			
WEATHER	FINE	FINE			
CLOUD Heights above Aerodrome — Types	AC				
Amounts (Eighths)	3/8	CLOUDLESS			
Heights of Base (ft.)	8500				
Heights of Tops (ft.)					
Mean Sea Level Pressure/QN.H.	1015/ 1014	1013/ 1012			
REMARKS					

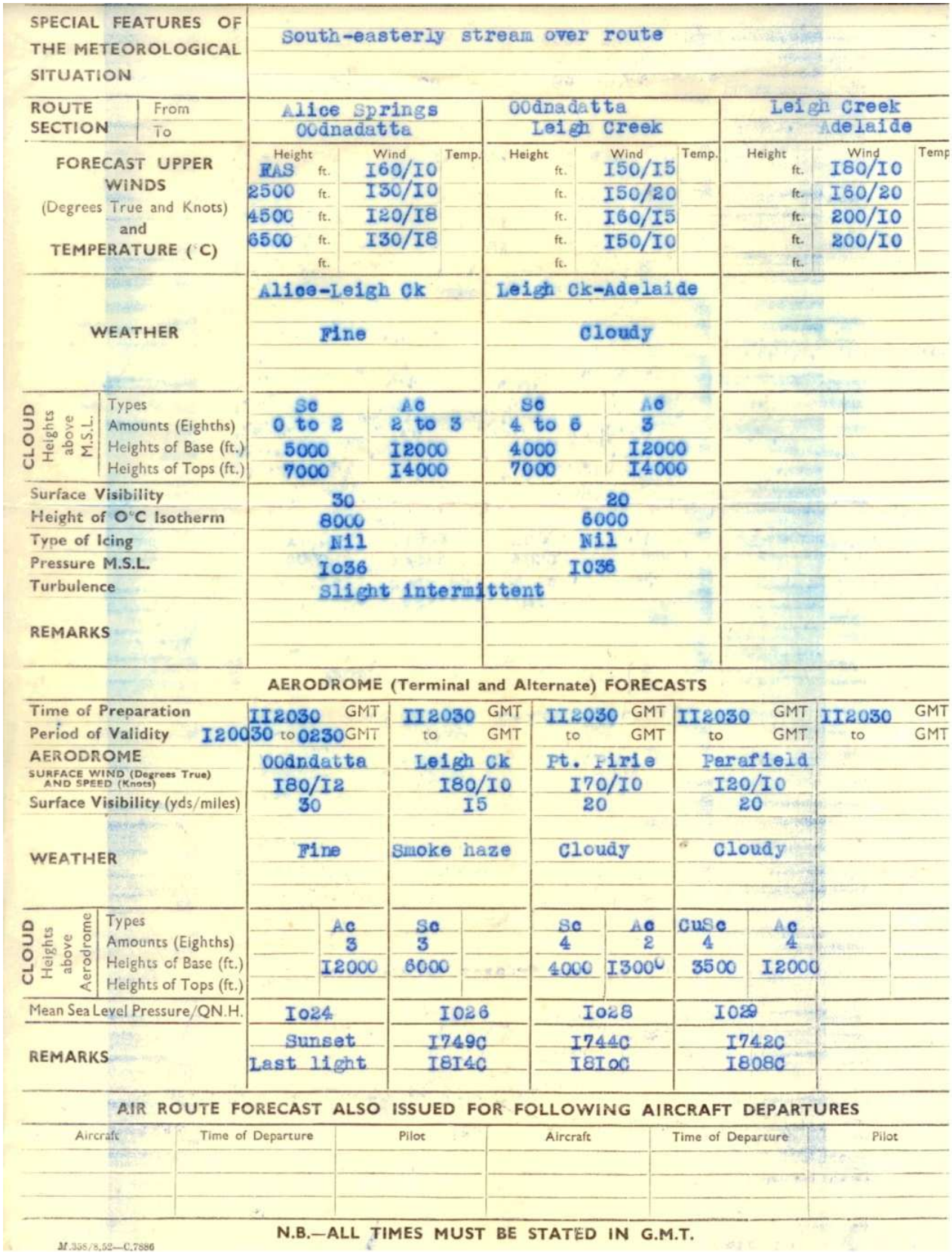
AIR ROUTE FORECAST ALSO ISSUED FOR FOLLOWING AIRCRAFT DEPARTURES

Aircraft	Time of Departure	Pilot	Aircraft	Time of Departure	Pilot

N.B.—ALL TIMES MUST BE STATED IN G.M.T.

M.358/8.52—C.7886

Figure 27



SPECIAL FEATURES OF THE METEOROLOGICAL SITUATION: South-easterly stream over route

ROUTE SECTION	From	To	Alice Springs	00dnadatta	00dnadatta	Leigh Creek	Leigh Creek	Adelaide
FORECAST UPPER WINDS (Degrees True and Knots) and TEMPERATURE (°C)	Height		Wind	Temp.	Height	Wind	Temp.	Height	Wind	Temp
	MAS	ft.	I60/I0		ft.	I50/I5		ft.	I80/I0	
	2500	ft.	I30/I0		ft.	I50/20		ft.	I60/20	
	4500	ft.	I20/I8		ft.	I60/I5		ft.	200/I0	
	6500	ft.	I30/I8		ft.	I50/I0		ft.	200/I0	
		ft.			ft.			ft.		
WEATHER			Alice-Leigh Ck			Leigh Ck-Adelaide				
			Fine			Cloudy				
CLOUD Heights above M.S.L. — Types			Sc	Ac		Sc	Ac			
Amounts (Eighths)			0 to 2	2 to 3		4 to 6	3			
Heights of Base (ft.)			5000	I2000		4000	I2000			
Heights of Tops (ft.)			7000	I4000		7000	I4000			
Surface Visibility			30			20				
Height of 0°C Isotherm			8000			6000				
Type of Icing			Nil			Nil				
Pressure M.S.L.			I036			I036				
Turbulence			Slight intermittent							
REMARKS										

AERODROME (Terminal and Alternate) FORECASTS

Time of Preparation	II2030 GMT	II2030 GMT	II2030 GMT	II2030 GMT	II2030 GMT
Period of Validity	I2003O to 0230 GMT	to GMT	to GMT	to GMT	to GMT
AERODROME	00dndatta	Leigh Ck	Pt. Pirie	Parafield	
SURFACE WIND (Degrees True) AND SPEED (Knots)	I80/I2	I80/I0	I70/I0	I20/I0	
Surface Visibility (yds/miles)	30	I5	20	20	
WEATHER	Fine	Smoke haze	Cloudy	Cloudy	
CLOUD Heights above Aerodrome — Types	Ac	Sc	Sc / Ac	CuSc / Ac	
Amounts (Eighths)	3	3	4 / 2	4 / 4	
Heights of Base (ft.)	I2000	6000	4000 / I3000	3500 / I2000	
Heights of Tops (ft.)					
Mean Sea Level Pressure/QN.H.	I024	I026	I028	I029	
REMARKS	Sunset	I749C	I744C	I742C	
	Last light	I8I4C	I8I0C	I808C	

AIR ROUTE FORECAST ALSO ISSUED FOR FOLLOWING AIRCRAFT DEPARTURES

Aircraft	Time of Departure	Pilot	Aircraft	Time of Departure	Pilot

N.B.—ALL TIMES MUST BE STATED IN G.M.T.

M.358/8,52—C.7886

Figure 28

I2:8:54 C.M.B. A11

COMMONWEAL[...] .EOROLOGICAL SERVICES

FLIGHT [...] AERODROME FORECASTS Redex Trial

Issued by VZAS AVMET Office Time 2930 G.M.T. Date II.8.54 Various (Pilot)

Route Alice Springs to Adelaide via OD,LC Flight No. (Duty Forecaster)

Valid for Departure Between 2I30 G.M.T. Date II.8.54 and 2330 G.M.T. Date II.8.54

Valid for Arrival Between 0730 G.M.T. Date I2.8.54 and 0830 G.M.T. Date I2.8.54

SPECIAL FEATURES OF THE METEOROLOGICAL SITUATION	South-easterly stream over route								
ROUTE SECTION From / To	Alice Springs / OOdnadatta			OOdnadatta / Leigh Creek			Leigh Creek / Adelaide		
FORECAST UPPER WINDS (Degrees True and Knots) and TEMPERATURE (°C)	Height	Wind	Temp.	Height	Wind	Temp.	Height	Wind	Temp
	EAS ft.	I60/I0		ft.	I50/I5		ft.	I80/I0	
	2500 ft.	I30/I0		ft.	I50/20		ft.	I60/20	
	4500 ft.	I20/I8		ft.	I60/I5		ft.	200/I0	
	6500 ft.	I30/I8		ft.	I50/I0		ft.	200/I0	
WEATHER	Alice-Leigh Ck: Fine			Leigh Ck-Adelaide: Cloudy					
CLOUD Heights above M.S.L. Types	Sc	Ac		Sc	Ac				
Amounts (Eighths)	0 to 2	2 to 3		4 to 6	3				
Heights of Base (ft.)	5000	I2000		4000	I2000				
Heights of Tops (ft.)	7000	I4000		7000	I4000				
Surface Visibility	30			20					
Height of 0°C Isotherm	8000			6000					
Type of Icing	Nil			Nil					
Pressure M.S.L.	I036			I036					
Turbulence	Slight intermittent								
REMARKS									

AERODROME (Terminal and Alternate) FORECASTS

Time of Preparation	II2030 GMT		II2030 GMT		II2030 GMT		II2030 GMT		II2030 GMT	
Period of Validity	I20030 to 0230 GMT		to GMT		to GMT		to GMT		to GMT	
AERODROME	OOdndatta		Leigh Ck		Pt. Pirie		Parafield			
SURFACE WIND (Degrees True) AND SPEED (Knots)	I80/I2		I80/I0		I70/I0		I20/I0			
Surface Visibility (yds/miles)	30		I5		20		20			
WEATHER	Fine		Smoke haze		Cloudy		Cloudy			
CLOUD Heights above Aerodrome Types		Ac	Sc		Sc	Ac	CuSc	Ac		
Amounts (Eighths)		3	3		4	2	4	4		
Heights of Base (ft.)		I2000	6000		4000	I3000	3500	I2000		
Heights of Tops (ft.)										
Mean Sea Level Pressure/QN.H.	I024		I026		I028		I029			
REMARKS	Sunset / Last light		I749C / I8I4C		I744C / I8I0C		I742C / I808C			

Figure 29

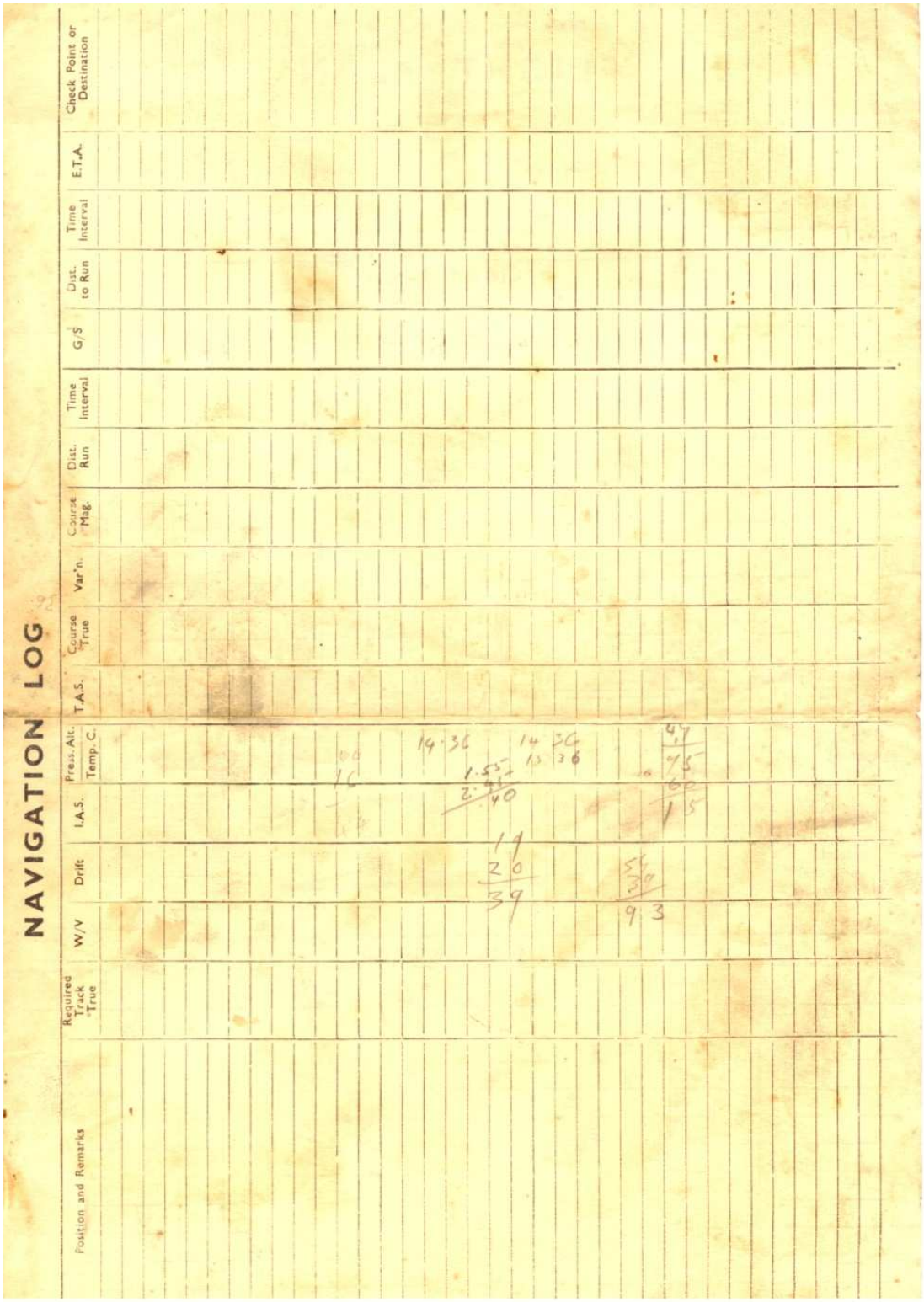

NAVIGATION LOG
Position and Remarks
Required Track True
W/V
Drift
I.A.S.
Press. Alt.
Temp. C.
T.A.S.
Course True
Var'n.
Course Mag.
Dist. Run
Time Interval
G/S
Dist. to Run
Time Interval
E.T.A.
Check Point or Destination

Figure 30

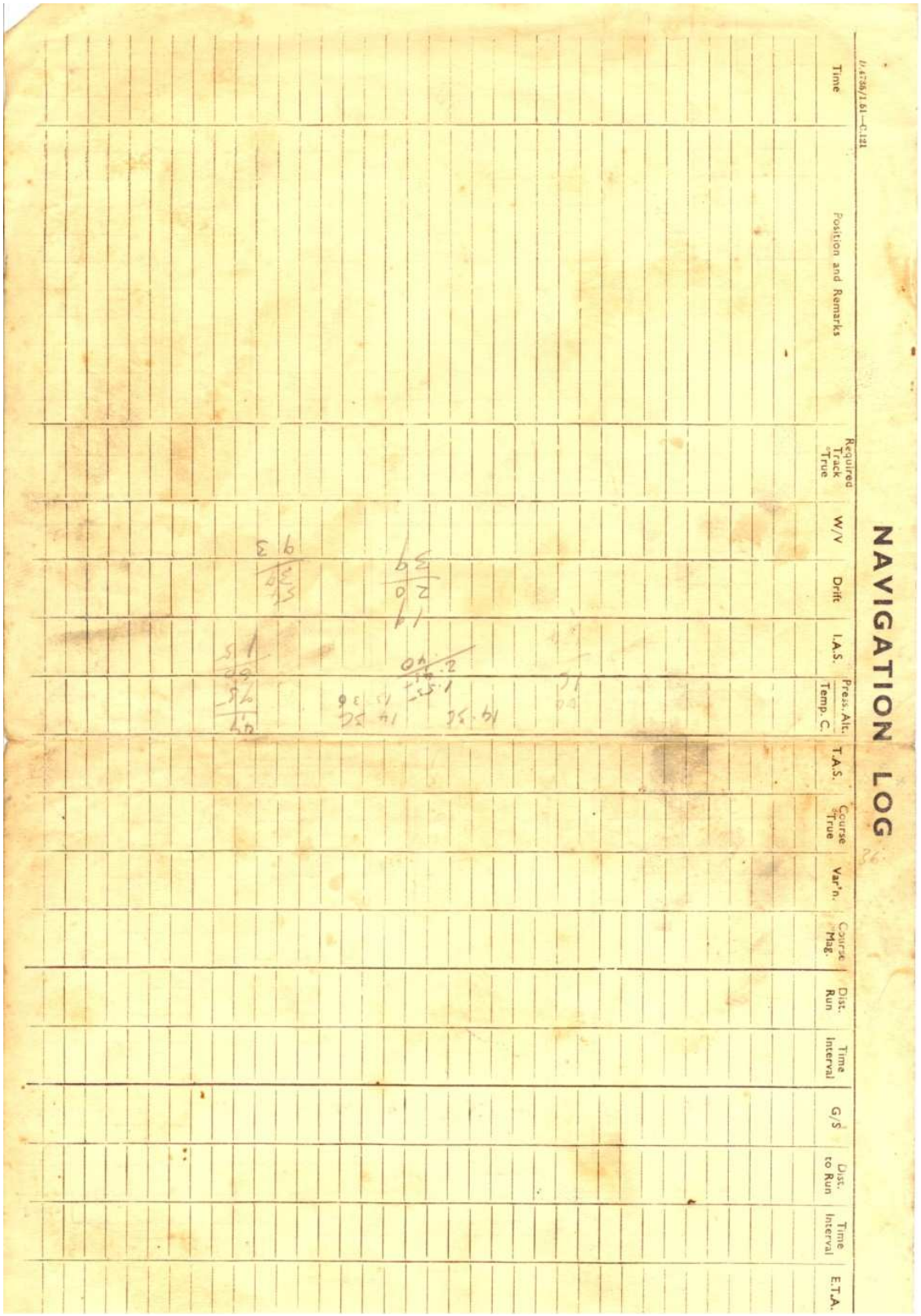
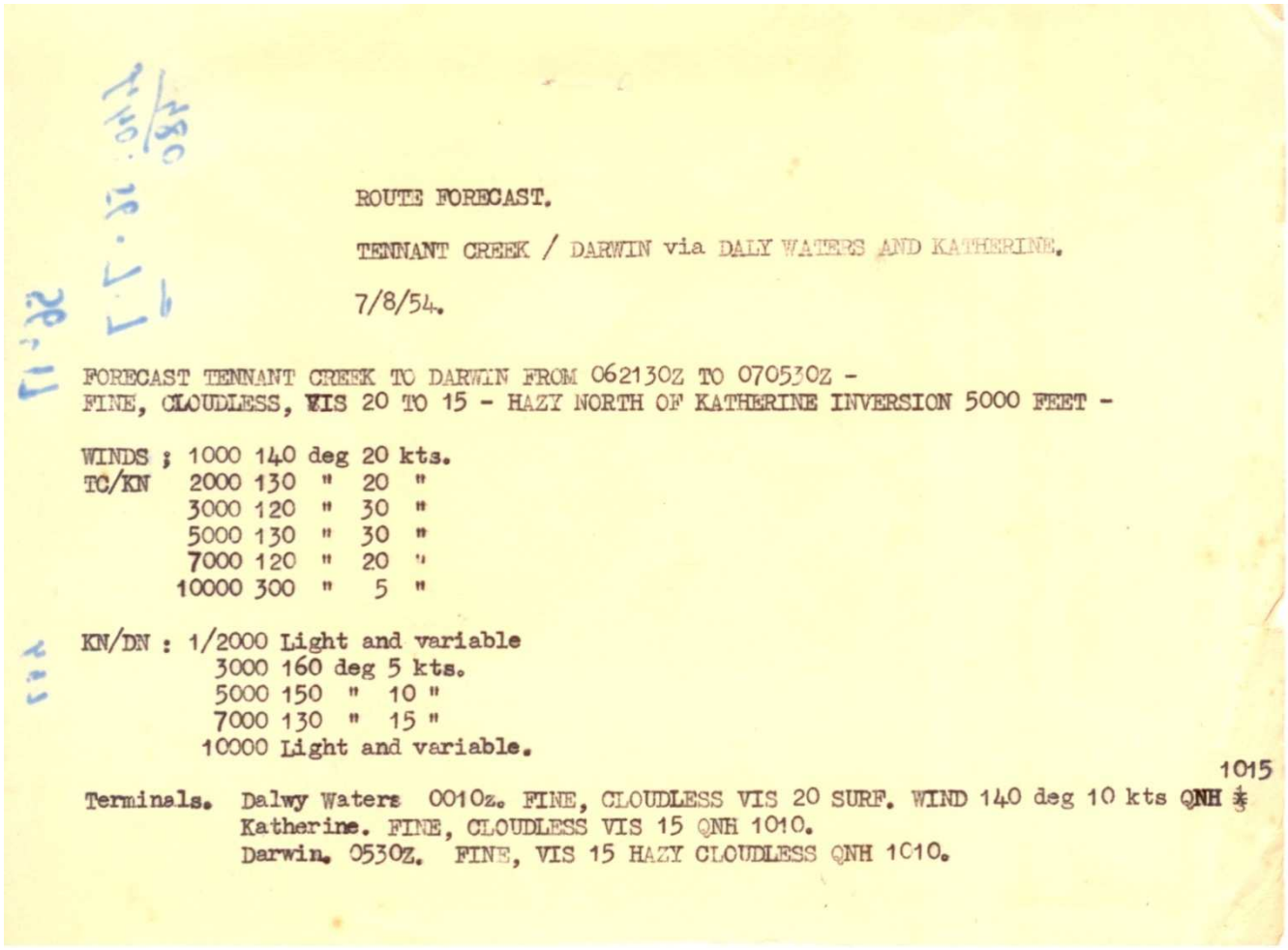

NAVIGATION LOG
Time
Position and Remarks
Required Track True
W/V
Drift
I.A.S.
Press. Alt. Temp. C.
T.A.S.
Course True
Var'n.
Course Mag.
Dist. Run
Time Interval
G/S
Dist. to Run
Time Interval
E.T.A.

Figure 31



ROUTE FORECAST.

TENNANT CREEK / DARWIN via DALY WATERS AND KATHERINE.

7/8/54.

FORECAST TENNANT CREEK TO DARWIN FROM 062130Z TO 070530Z -
FINE, CLOUDLESS, VIS 20 TO 15 - HAZY NORTH OF KATHERINE INVERSION 5000 FEET -

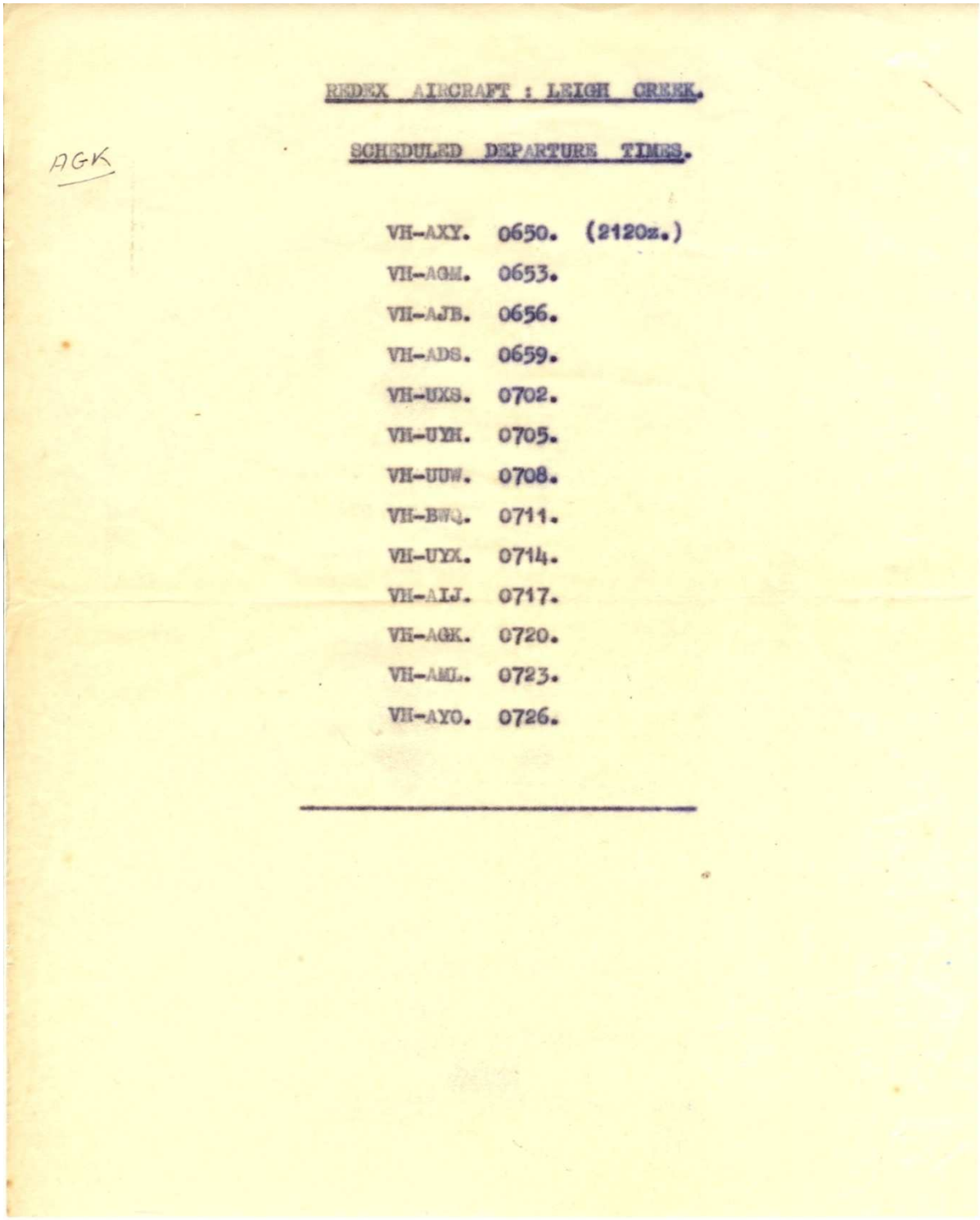
WINDS ; 1000 140 deg 20 kts.
TC/KN 2000 130 " 20 "
3000 120 " 30 "
5000 130 " 30 "
7000 120 " 20 "
10000 300 " 5 "

KN/DN : 1/2000 Light and variable
3000 160 deg 5 kts.
5000 150 " 10 "
7000 130 " 15 "
10000 Light and variable.

1015

Terminals. Dalwy Waters 0010z. FINE, CLOUDLESS VIS 20 SURF. WIND 140 deg 10 kts QNH
Katherine. FINE, CLOUDLESS VIS 15 QNH 1010.
Darwin. 0530Z. FINE, VIS 15 HAZY CLOUDLESS QNH 1010.

Figure 32



REDEX AIRCRAFT : LEIGH CREEK.

SCHEDULED DEPARTURE TIMES.

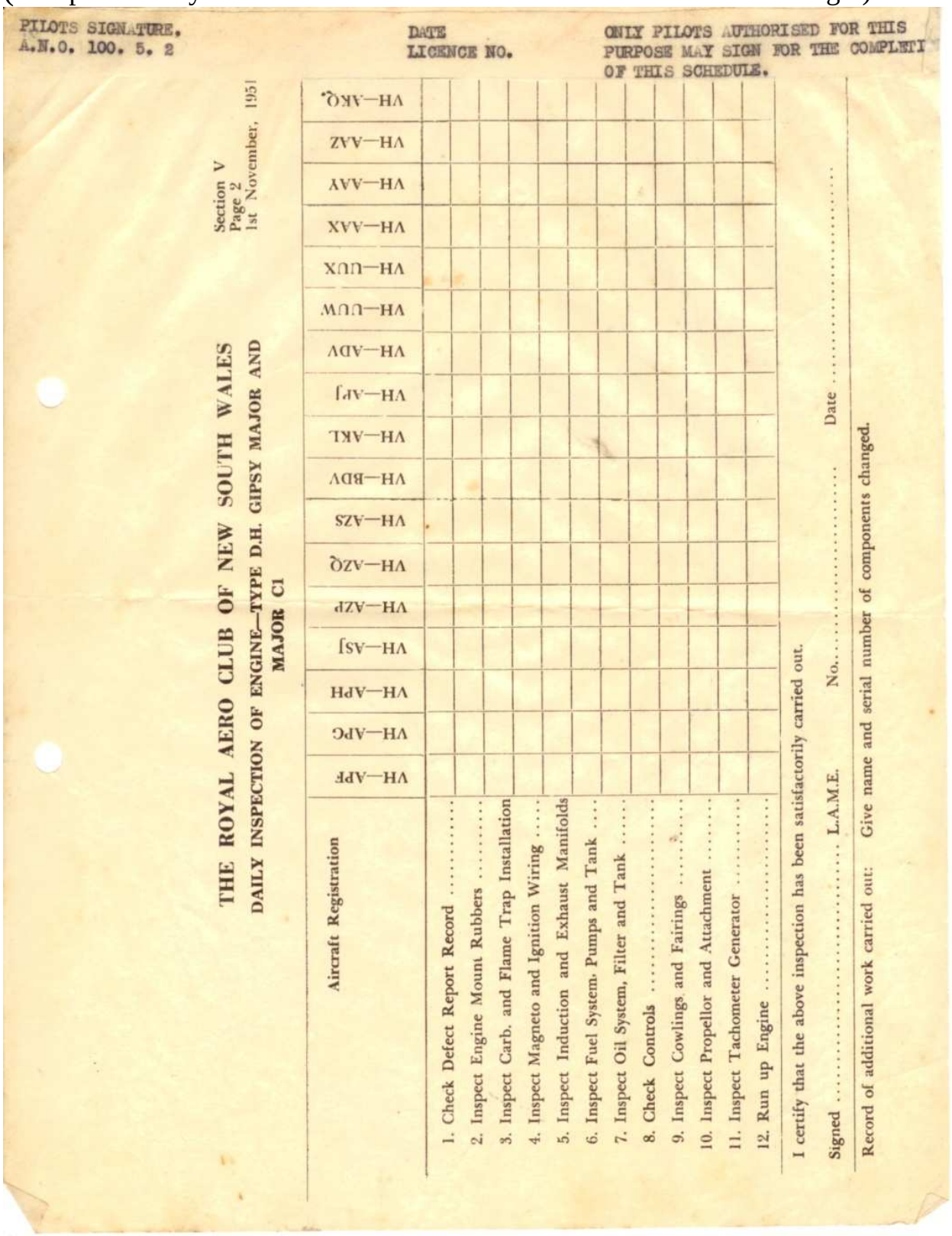
AGK

VH-AXY.	0650.	(2120z.)
VH-AGM.	0653.	
VH-AJB.	0656.	
VH-ADS.	0659.	
VH-UXS.	0702.	
VH-UYH.	0705.	
VH-UUW.	0708.	
VH-BWQ.	0711.	
VH-UYX.	0714.	
VH-AIJ.	0717.	
VH-AGK.	0720.	
VH-AML.	0723.	
VH-AYO.	0726.	

Figure 33

Aircraft & Engine Maintenance record sheet: Fig. 34 & Fig. 35.

(Completed daily and submitted to the aircraft owner on return of the flight).



PILOTS SIGNATURE.
A.N.O. 100. 5. 2

DATE
LICENCE NO.

ONLY PILOTS AUTHORISED FOR THIS PURPOSE MAY SIGN FOR THE COMPLETI OF THIS SCHEDULE.

Section V
Page 2
1st November, 1951

THE ROYAL AERO CLUB OF NEW SOUTH WALES

DAILY INSPECTION OF ENGINE—TYPE D.H. GIPSY MAJOR AND MAJOR C1

Aircraft Registration	VH—APF	VH—APG	VH—APH	VH—ASJ	VH—AZP	VH—AZQ	VH—AZS	VH—BDV	VH—AKL	VH—APJ	VH—ADV	VH—UUW	VH—UUX	VH—AAX	VH—AAY	VH—AAZ	VH—AKQ
1. Check Defect Report Record																	
2. Inspect Engine Mount Rubbers																	
3. Inspect Carb. and Flame Trap Installation																	
4. Inspect Magneto and Ignition Wiring																	
5. Inspect Induction and Exhaust Manifolds																	
6. Inspect Fuel System, Pumps and Tank																	
7. Inspect Oil System, Filter and Tank																	
8. Check Controls																	
9. Inspect Cowlings and Fairings																	
10. Inspect Propellor and Attachment																	
11. Inspect Tachometer Generator																	
12. Run up Engine																	

I certify that the above inspection has been satisfactorily carried out.

Signed ..... L.A.M.E. No..... Date .....

Record of additional work carried out: Give name and serial number of components changed.

Figure 34

Form 1 A

THE ROYAL AERO CLUB OF NEW SOUTH WALES

DAILY INSPECTION SCHEDULE D.H. 82 AIRFRAMES

Section V
Page 7
1st November, 1951

	VH—APF	VH—APG	VH—APH	VH—ASJ	VH—AZP	VH—AZQ	VH—AZS	VH—BDV	VH—AKL	VH—AKG	VH—AKM	VH—AKQ	VH—AAX	VH—AAY	VH—AAZ
Engineer's Signature															
1. Check Defect Report Record															
2. Report on condition of aircraft cleanliness															
3. Inspect U/C wheels, tyres, struts															
4. Inspect M/P and ailerons															
5. Check M/P and streamline wires and centre section struts															
6. Inspect Empennage unit															
7. Inspect tail skid—wear and security															
8. Inspect Fuselage external surfaces															
9. Inspect interior front and rear cockpits ...															
10. Inspect instruments and panels															
11. Check flying controls for operation															
12. Inspect safety harness and intercomm.															
13. Lubricate aircraft in accordance with lubrication chart															
14. Check fire extinguishers															

I certify that the above inspection has been satisfactorily carried out.

Signed ..... L.A.M.E. No. ..... DATE.....

Record of additional work carried out. Give names and serial number of components changed.

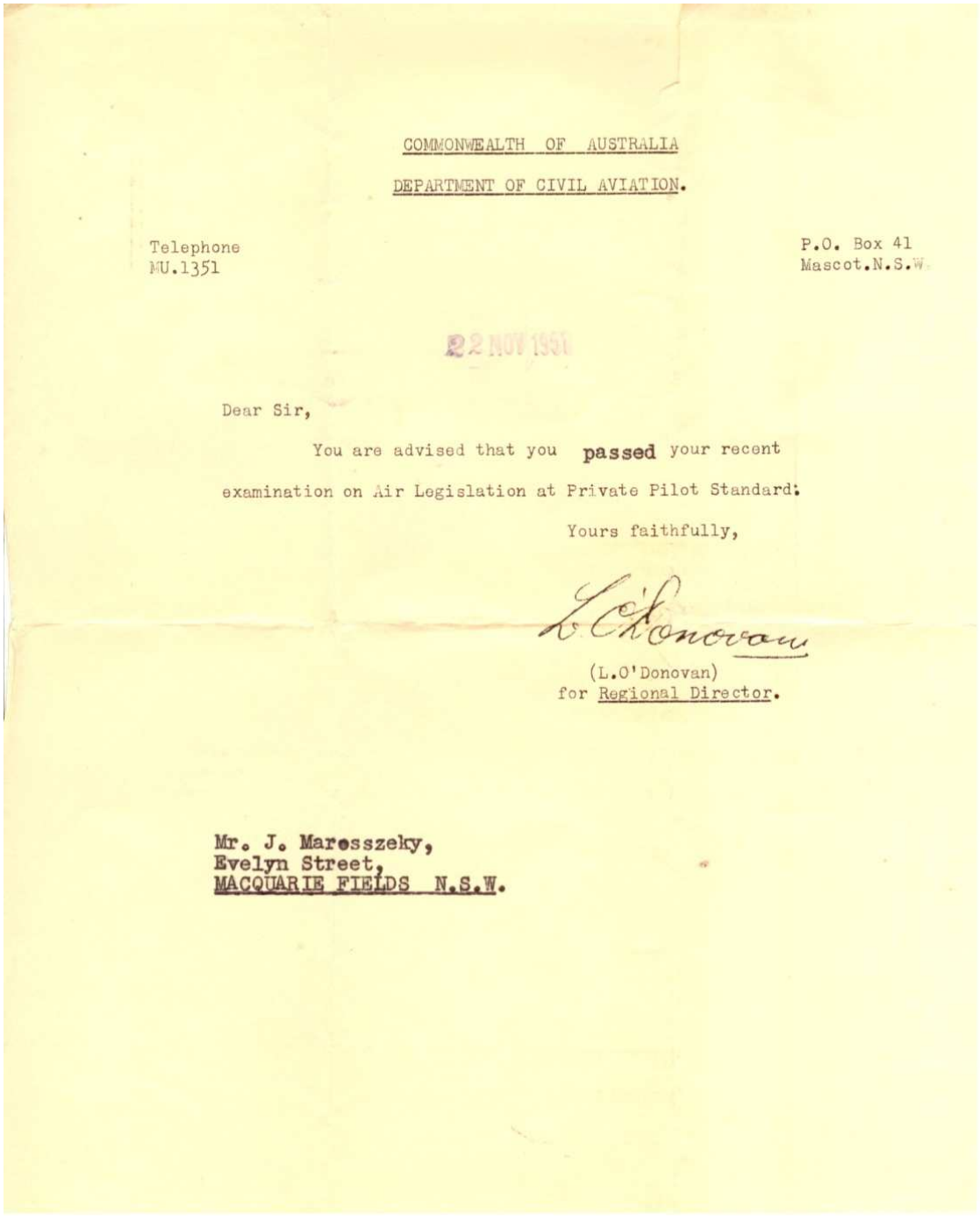
PILOTS SIGNATURE
No. 100 5. 2

DATE
LICENCE NO.

ONLY PILOTS AUTHORISED FOR THIS PURPOSE MAY SIGN FOR THE COMPLETION OF THIS SCHEDULE.

Figure 35

DCA (Department of Civil Aviation) letter to: Jenö Marosszéky.
(Advising him of passing his licence exams).



COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF CIVIL AVIATION.

Telephone
MU.1351

P.O. Box 41
Mascot.N.S.W.

22 NOV 1954

Dear Sir,

You are advised that you **passed** your recent examination on Air Legislation at Private Pilot Standard.

Yours faithfully,

L. O'Donovan

(L.O'Donovan)
for Regional Director.

Mr. J. Marosszeky,
Evelyn Street,
MACQUARIE FIELDS N.S.W.

Figure 36

Jenö Marosszéky's Australian Pilots licence. Fig. 37 – Fig. 43

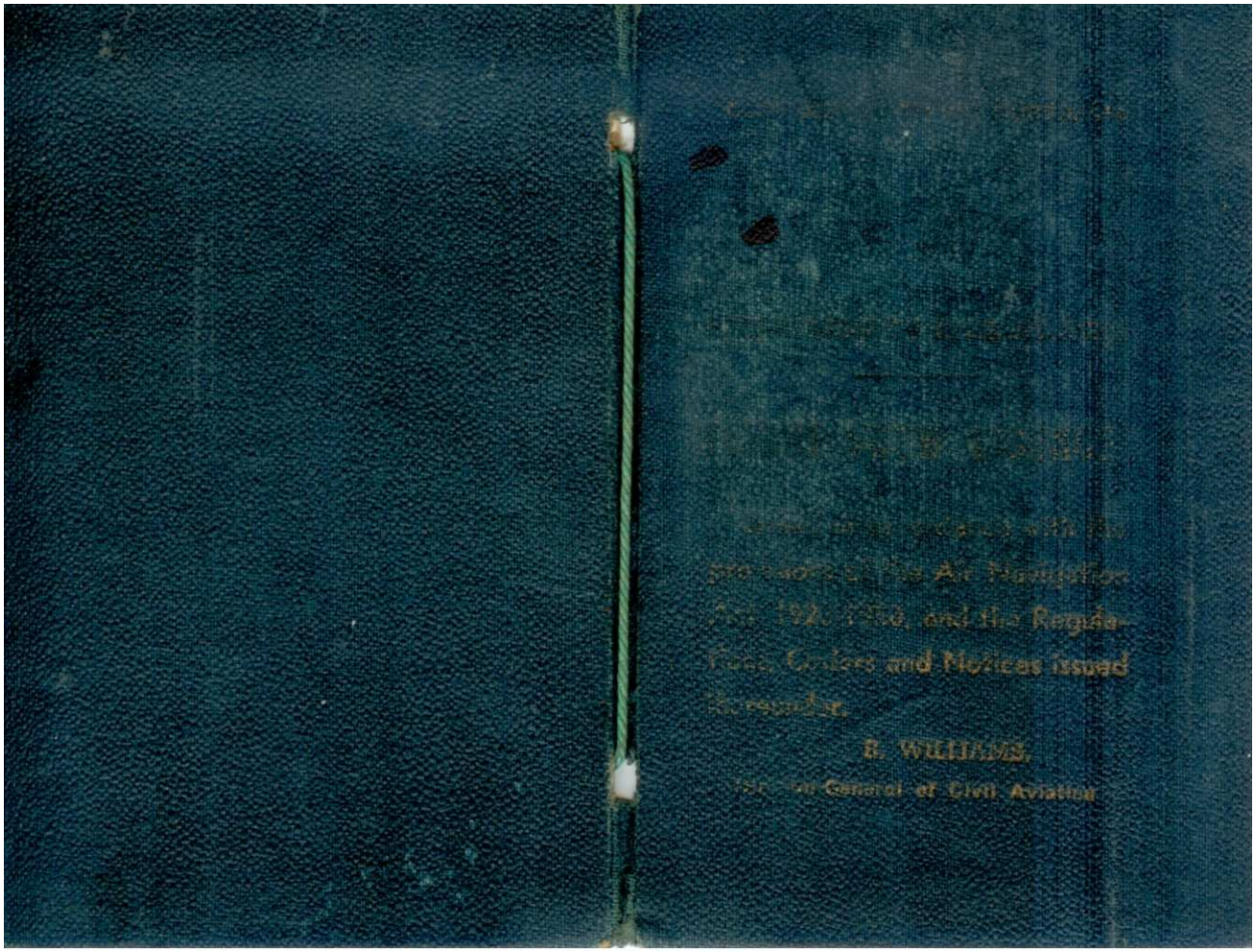
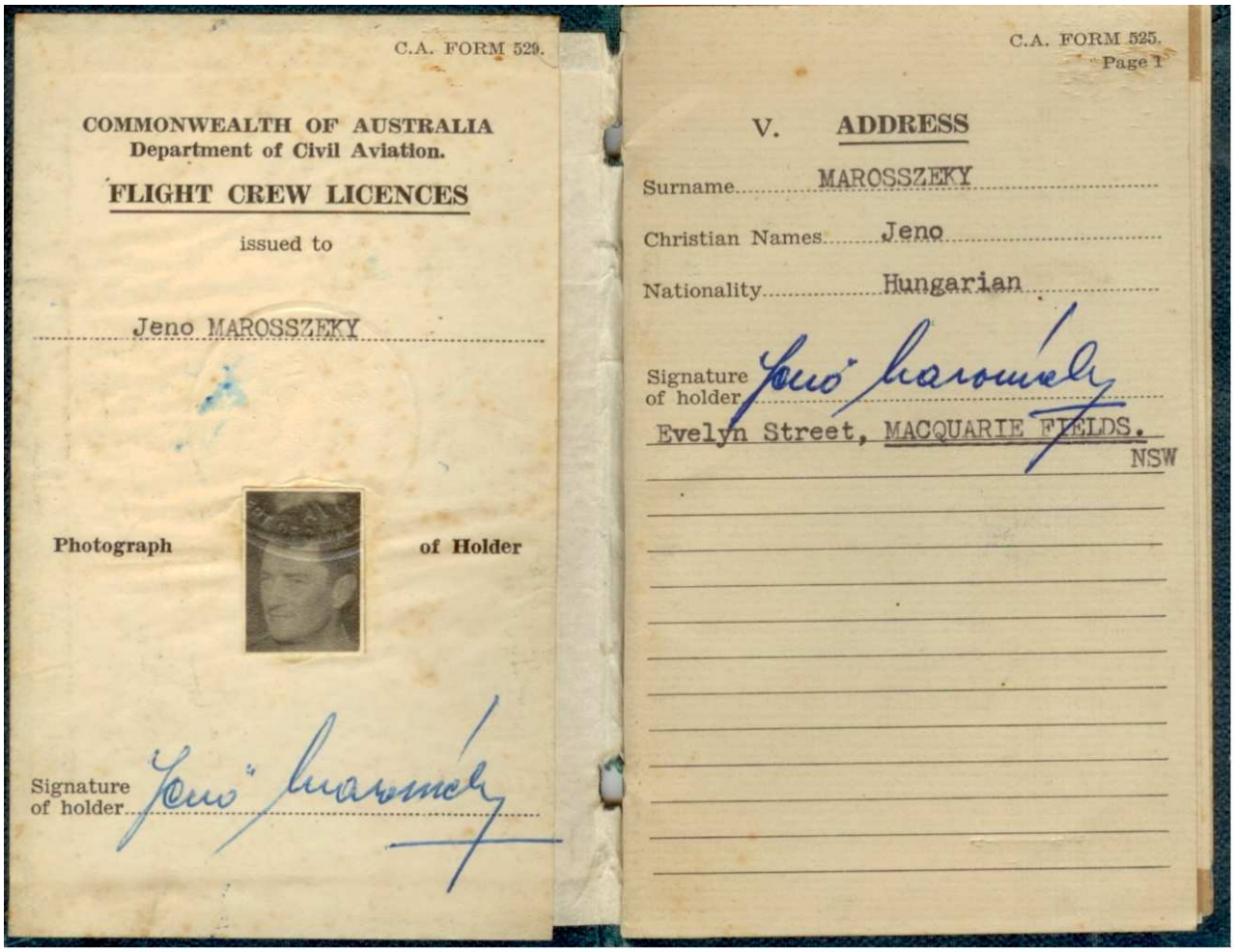


Figure 37



C.A. FORM 529.

COMMONWEALTH OF AUSTRALIA
Department of Civil Aviation.

FLIGHT CREW LICENCES

issued to

Jeno MAROSSZEKY

Photograph of Holder

Signature of holder Jeno Marosszeky

C.A. FORM 525.
Page 1

V. ADDRESS

Surname MAROSSZEKY

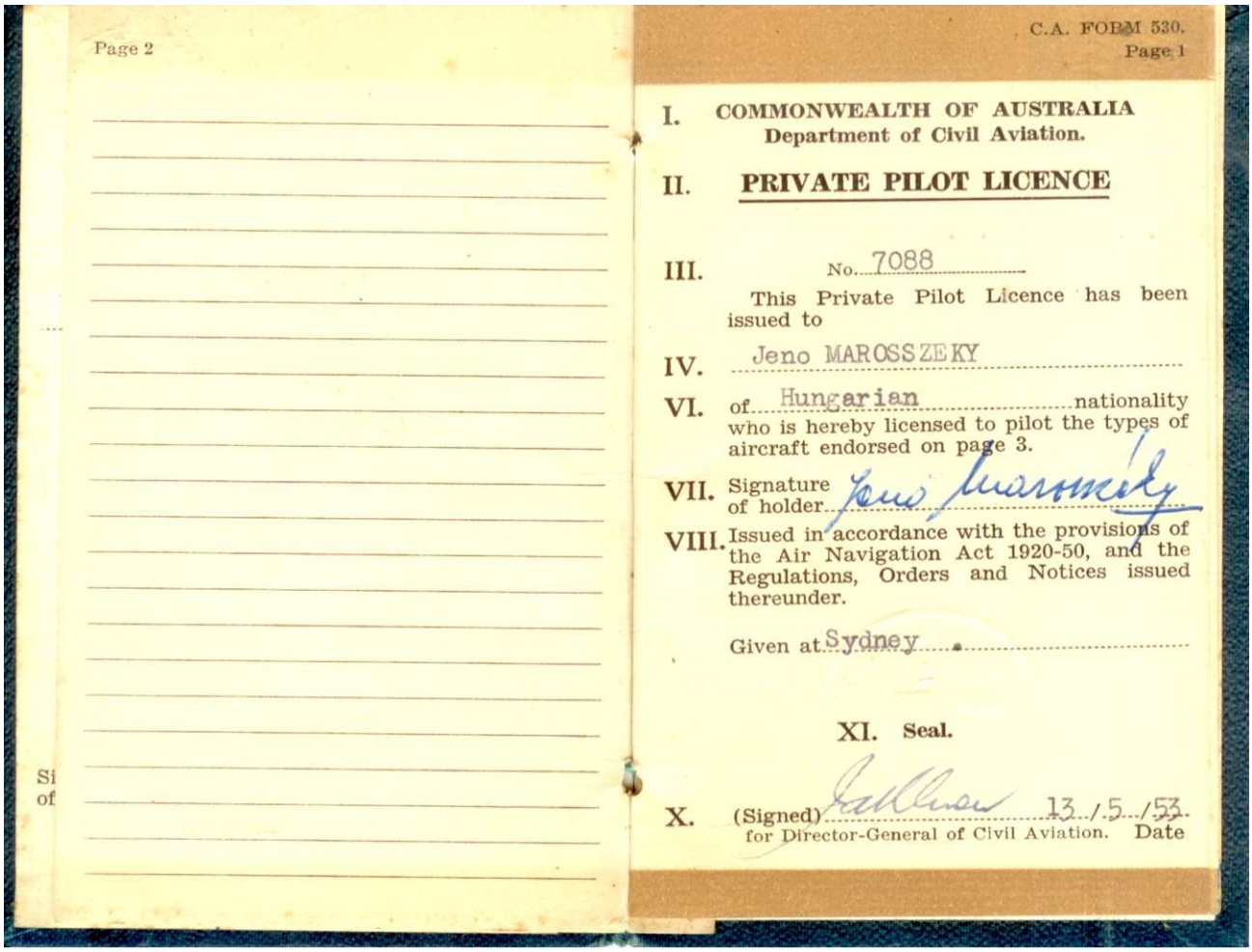
Christian Names Jeno

Nationality Hungarian

Signature of holder Jeno Marosszeky

Evelyn Street, MACQUARIE FIELDS.
NSW

Figure 38



Page 2

C.A. FORM 530.
Page 1

I. COMMONWEALTH OF AUSTRALIA
Department of Civil Aviation.

II. PRIVATE PILOT LICENCE

III. No. 7088

This Private Pilot Licence has been issued to

IV. Jeno MAROSSZEKY

VI. of Hungarian nationality who is hereby licensed to pilot the types of aircraft endorsed on page 3.

VII. Signature of holder Jeno Marossy

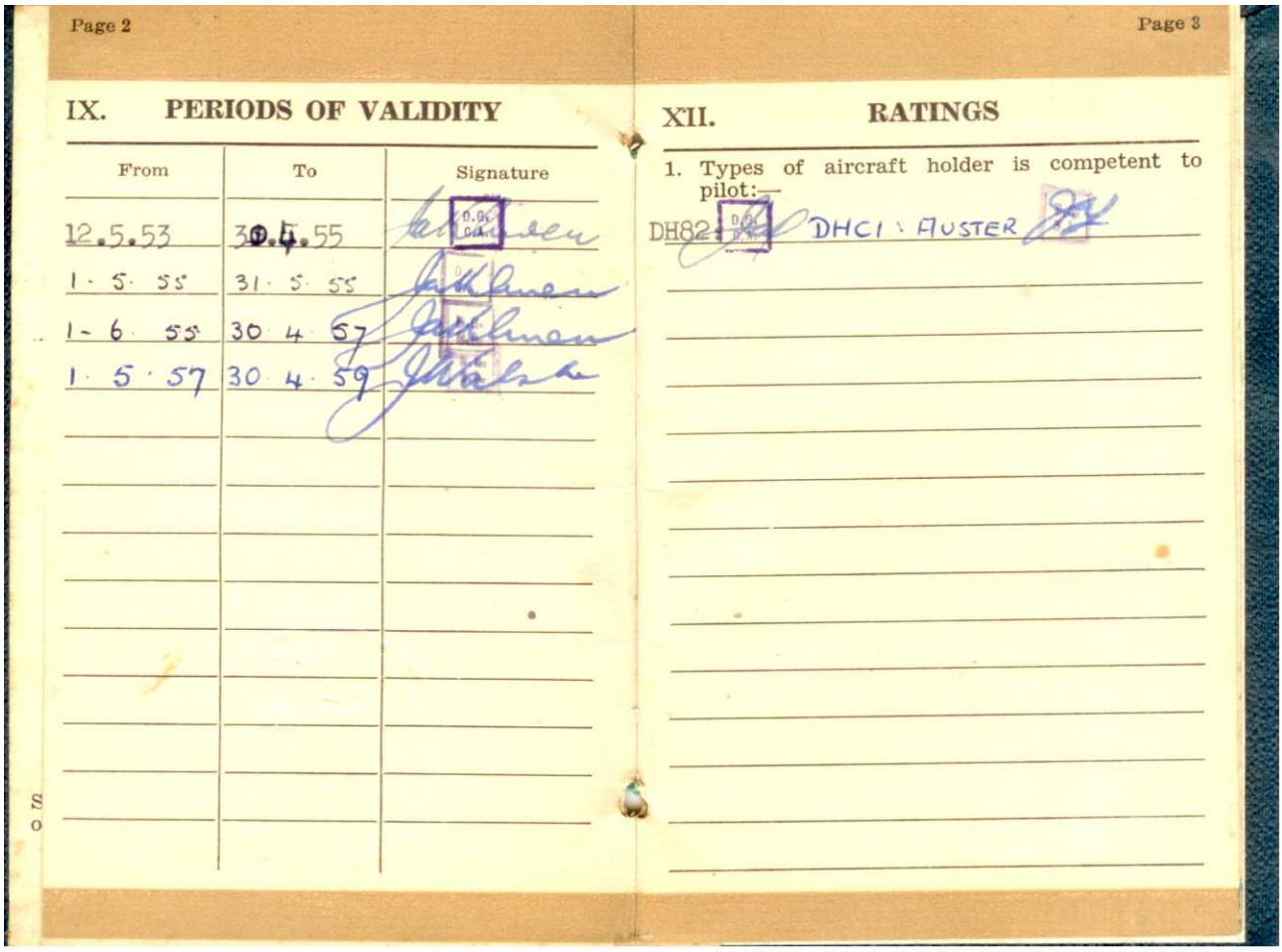
VIII. Issued in accordance with the provisions of the Air Navigation Act 1920-50, and the Regulations, Orders and Notices issued thereunder.

Given at Sydney

XI. Seal.

X. (Signed) 13/5/53
for Director-General of Civil Aviation. Date

Figure 39



Page 2

IX. PERIODS OF VALIDITY

From	To	Signature
12.5.53	30.4.55	
1.5.55	31.5.55	
1.6.55	30.4.57	
1.5.57	30.4.59	

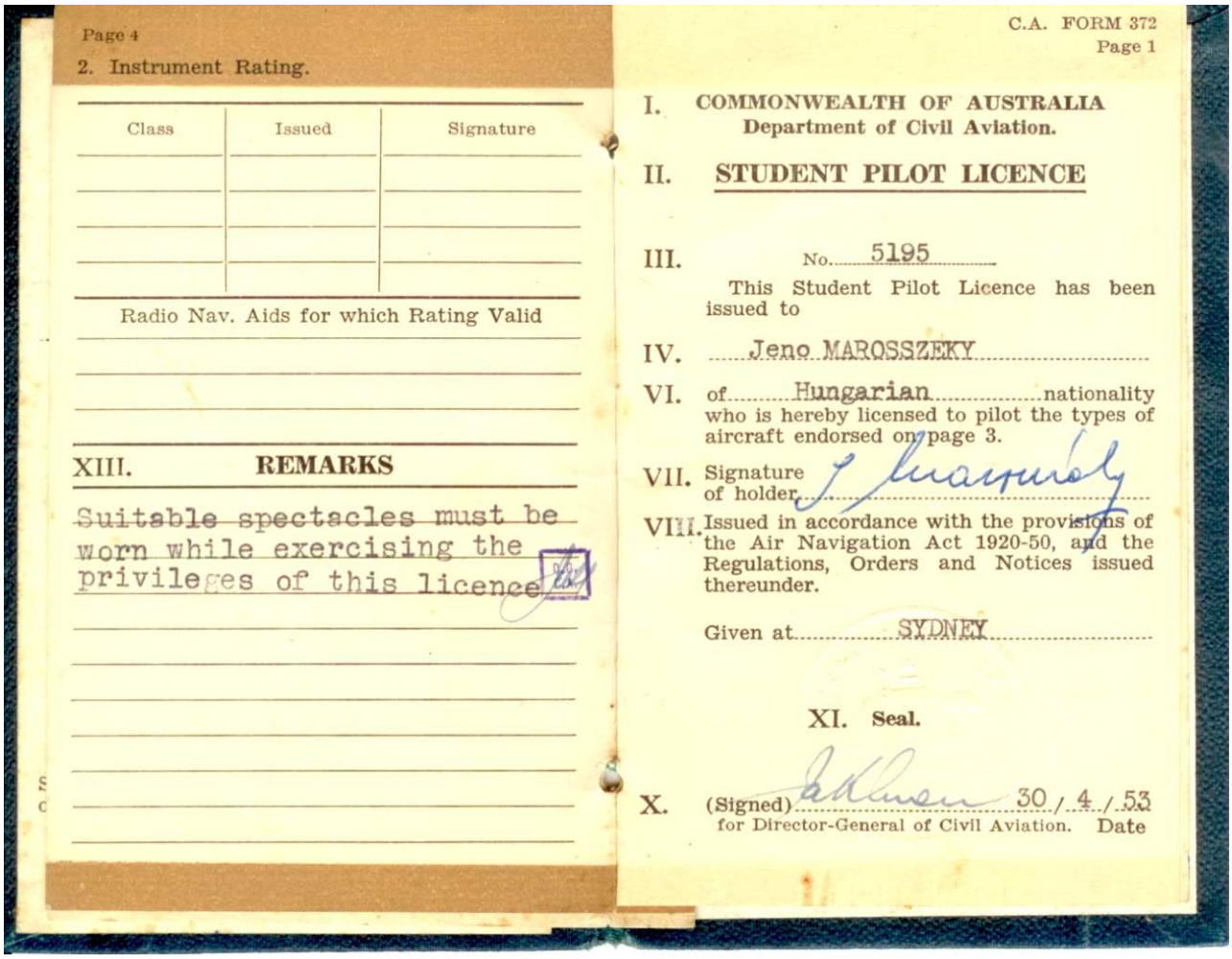
Page 3

XII. RATINGS

1. Types of aircraft holder is competent to pilot:—

DH82 DHC1 : AUSTER

Figure 40



Page 4

2. Instrument Rating.

Class	Issued	Signature

Radio Nav. Aids for which Rating Valid

XIII. **REMARKS**

Suitable spectacles must be worn while exercising the privileges of this licence

C.A. FORM 372
Page 1

I. **COMMONWEALTH OF AUSTRALIA**
Department of Civil Aviation.

II. **STUDENT PILOT LICENCE**

III. No. 5195

This Student Pilot Licence has been issued to

IV. Jeno MAROSSZEKY

VI. of Hungarian nationality who is hereby licensed to pilot the types of aircraft endorsed on page 3.

VII. Signature of holder J Marossy

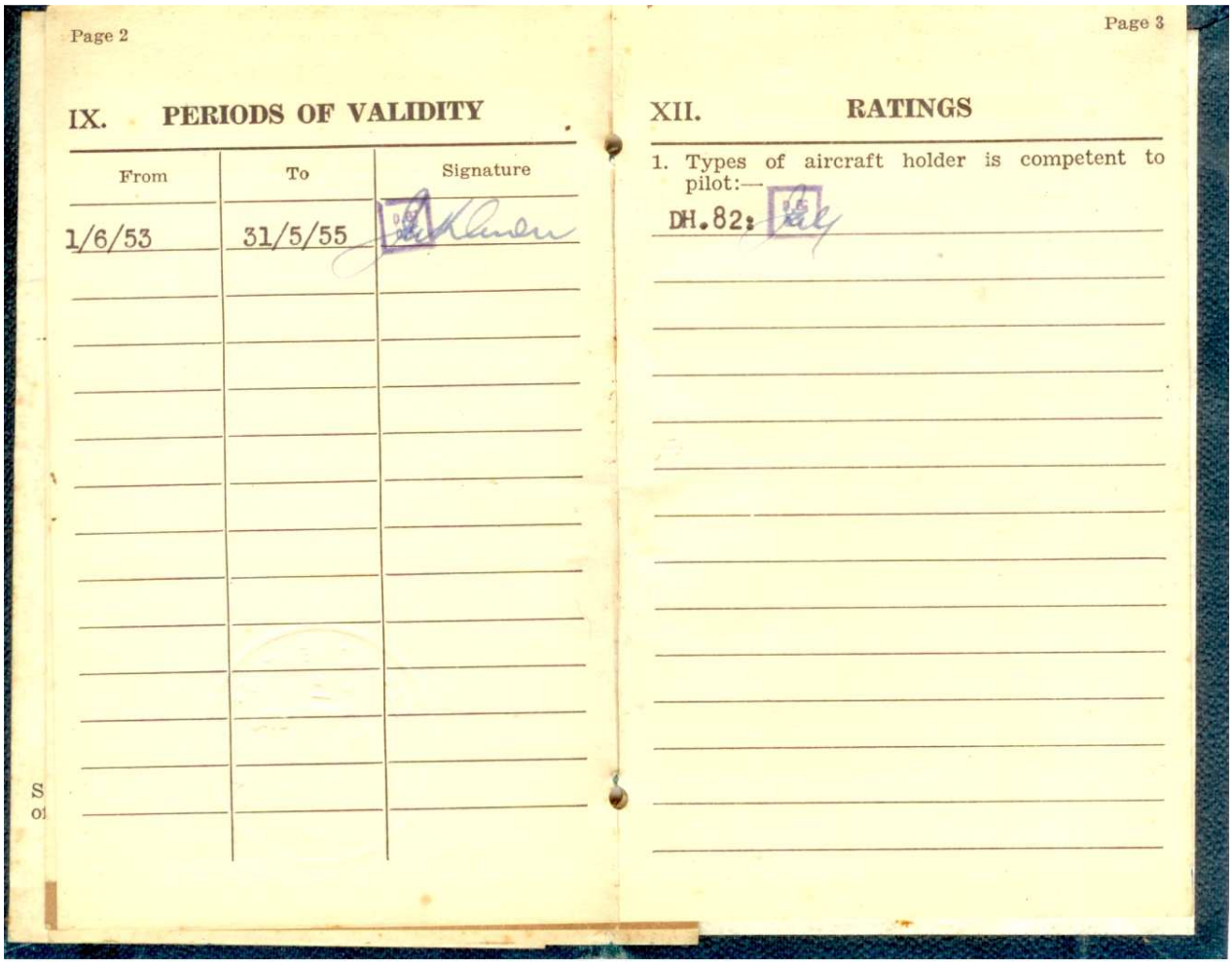
VIII. Issued in accordance with the provisions of the Air Navigation Act 1920-50, and the Regulations, Orders and Notices issued thereunder.

Given at SYDNEY

XI. **Seal.**

X. (Signed) [signature] 30 / 4 / 53
for Director-General of Civil Aviation. Date

Figure 41



Page 2

IX. PERIODS OF VALIDITY

From	To	Signature
1/6/53	31/5/55	

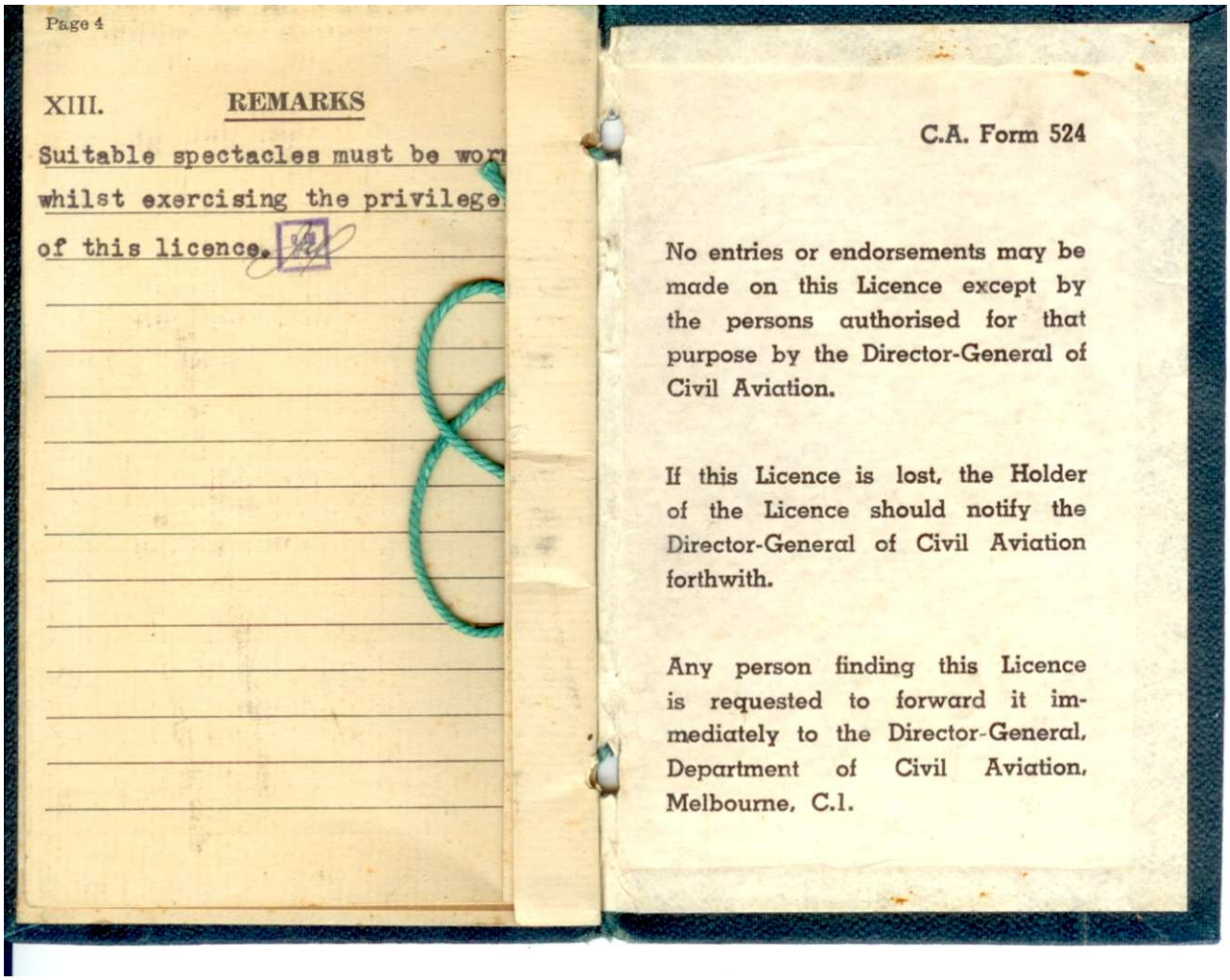
Page 3

XII. RATINGS

1. Types of aircraft holder is competent to pilot:—

DH.82:

Figure 42



Page 4

XIII. REMARKS

Suitable spectacles must be worn
whilst exercising the privileges
of this licence.

C.A. Form 524

No entries or endorsements may be made on this Licence except by the persons authorised for that purpose by the Director-General of Civil Aviation.

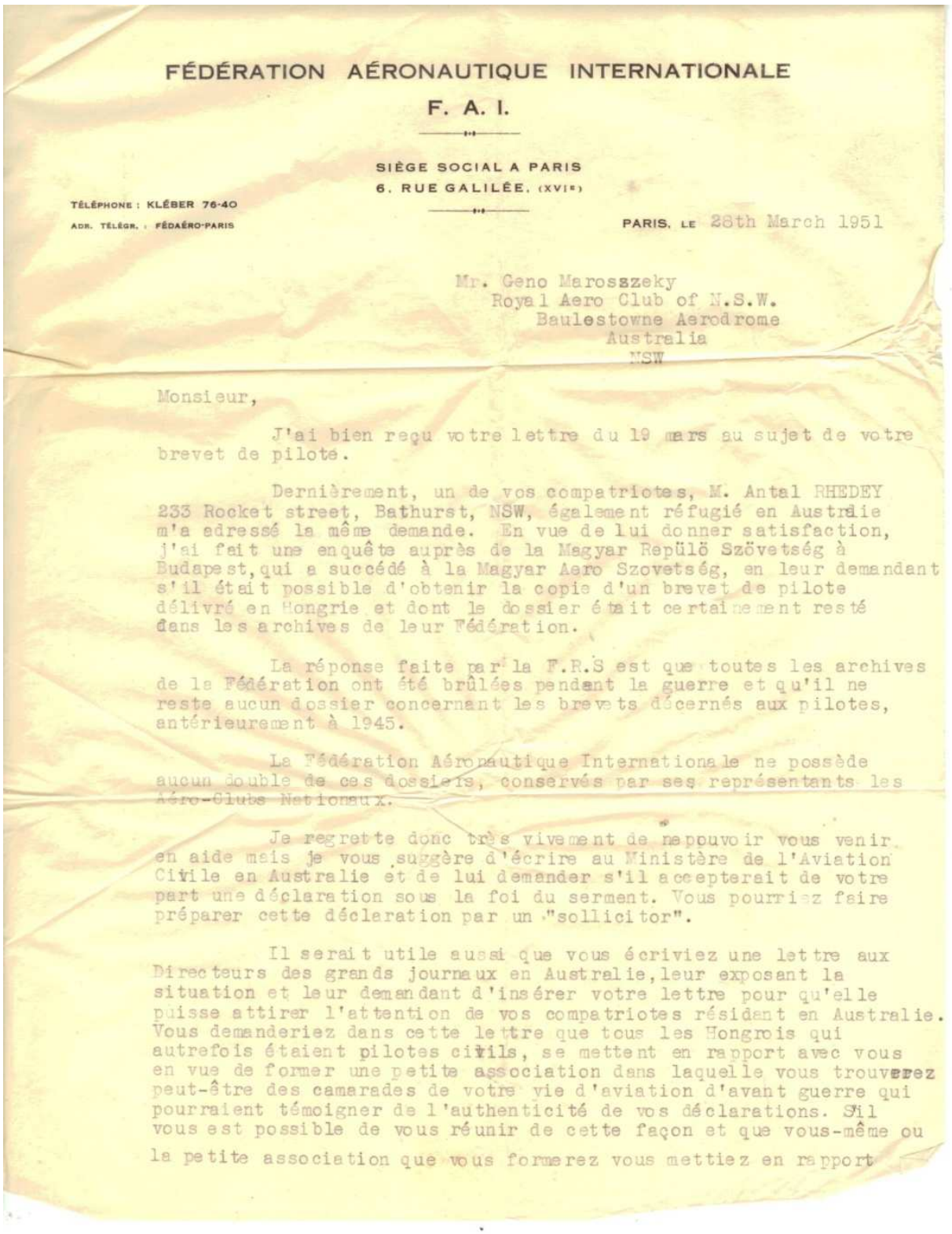
If this Licence is lost, the Holder of the Licence should notify the Director-General of Civil Aviation forthwith.

Any person finding this Licence is requested to forward it immediately to the Director-General, Department of Civil Aviation, Melbourne, C.1.

Figure 43

Fédération Aéronautique Internationale (FAI) Letter.

(Letter of acceptance) **Fig 44 & Fig 45**



FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

F. A. I.

SIÈGE SOCIAL A PARIS
6, RUE GALILÉE, (XVIe)

TÉLÉPHONE : KLÉBER 76-40
ADR. TÉLÉGR. : FÉDAÉRO-PARIS

PARIS, LE 28th March 1951

Mr. Geno Marosszeky
Royal Aero Club of N.S.W.
Baulestowne Aerodrome
Australia
NSW

Monsieur,

J'ai bien reçu votre lettre du 19 mars au sujet de votre brevet de pilote.

Dernièrement, un de vos compatriotes, M. Antal RHEDEY 233 Rocket street, Bathurst, NSW, également réfugié en Australie m'a adressé la même demande. En vue de lui donner satisfaction, j'ai fait une enquête auprès de la Magyar Repülö Szövetség à Budapest, qui a succédé à la Magyar Aero Szovetség, en leur demandant s'il était possible d'obtenir la copie d'un brevet de pilote délivré en Hongrie et dont le dossier était certainement resté dans les archives de leur Fédération.

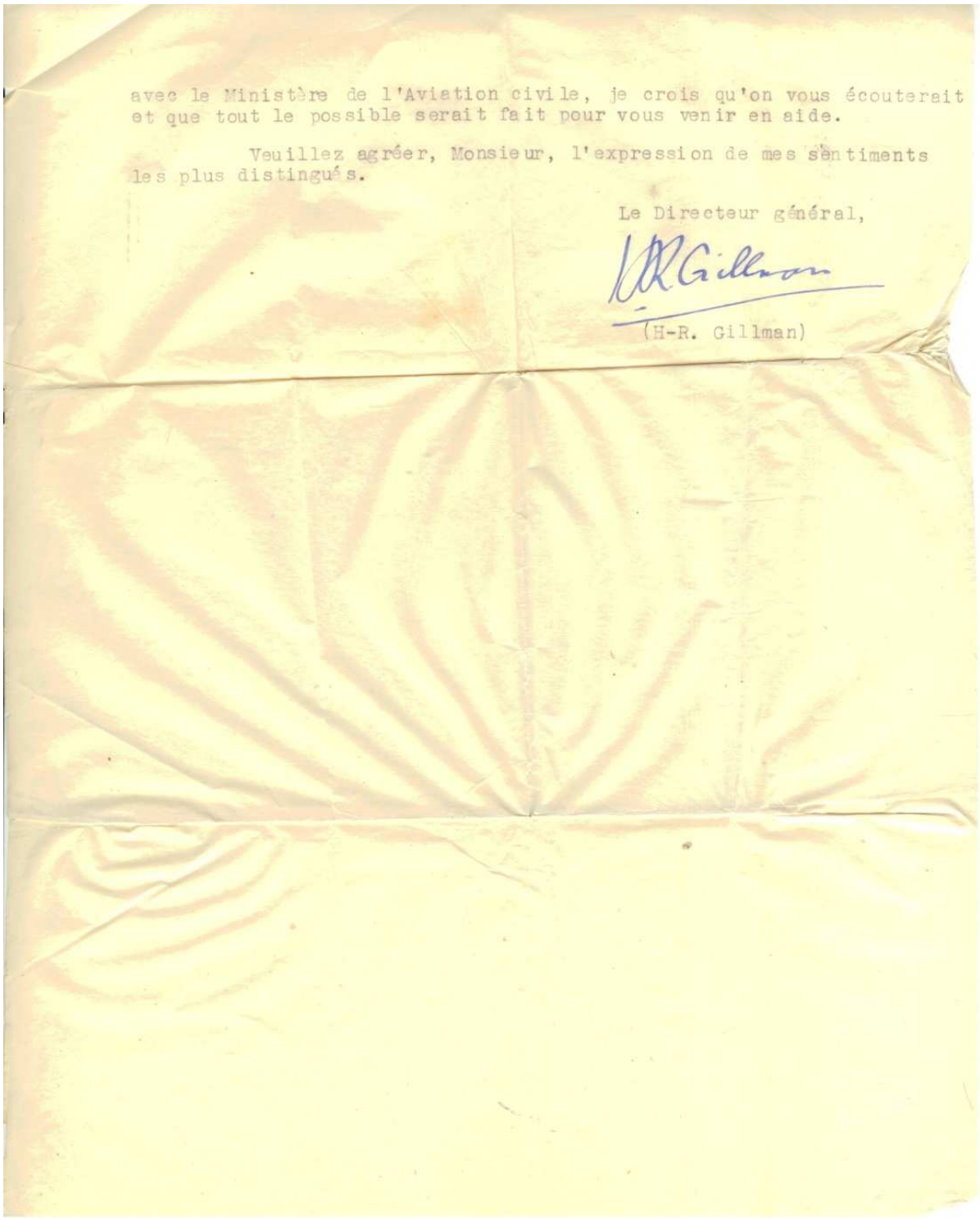
La réponse faite par la F.R.S est que toutes les archives de la Fédération ont été brûlées pendant la guerre et qu'il ne reste aucun dossier concernant les brevets décernés aux pilotes, antérieurement à 1945.

La Fédération Aéronautique Internationale ne possède aucun double de ces dossiers, conservés par ses représentants les Aéro-Clubs Nationaux.

Je regrette donc très vivement de ne pouvoir vous venir en aide mais je vous suggère d'écrire au Ministère de l'Aviation Civile en Australie et de lui demander s'il accepterait de votre part une déclaration sous la foi du serment. Vous pourriez faire préparer cette déclaration par un "sollicitor".

Il serait utile aussi que vous écriviez une lettre aux Directeurs des grands journaux en Australie, leur exposant la situation et leur demandant d'insérer votre lettre pour qu'elle puisse attirer l'attention de vos compatriotes résidant en Australie. Vous demanderiez dans cette lettre que tous les Hongrois qui autrefois étaient pilotes civils, se mettent en rapport avec vous en vue de former une petite association dans laquelle vous trouveriez peut-être des camarades de votre vie d'aviation d'avant guerre qui pourraient témoigner de l'authenticité de vos déclarations. S'il vous est possible de vous réunir de cette façon et que vous-même ou la petite association que vous formerez vous mettiez en rapport

Figure 44



avec le Ministère de l'Aviation civile, je crois qu'on vous écouterait et que tout le possible serait fait pour vous venir en aide.

Veuillez agréer, Monsieur, l'expression de mes sentiments les plus distingués.

Le Directeur général,

H.R. Gillman

(H-R. Gillman)

Figure 45

FAI Competitors Licence (No: 19). Issued to: Jenö Marosszéky
Fig. 46 – Fig. 48.

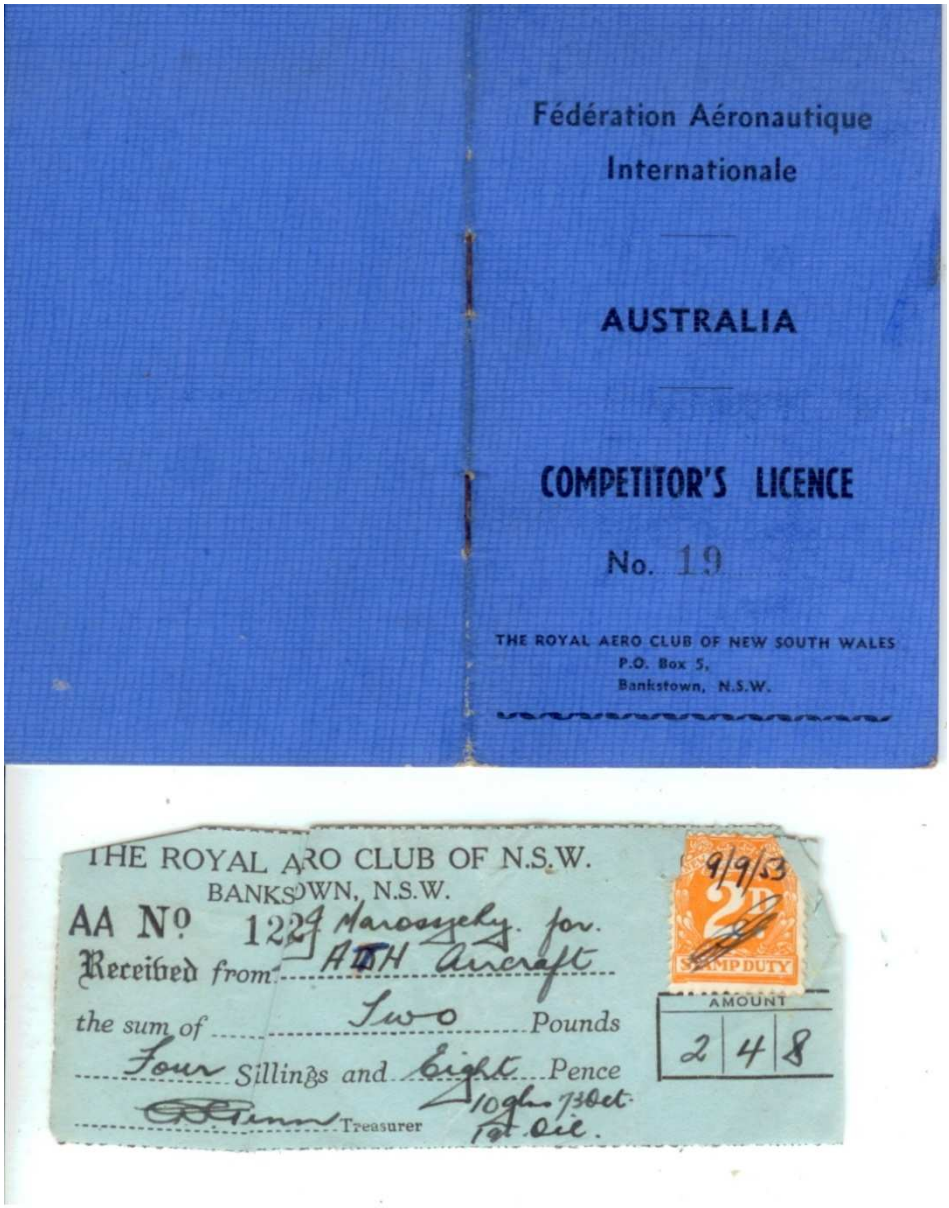
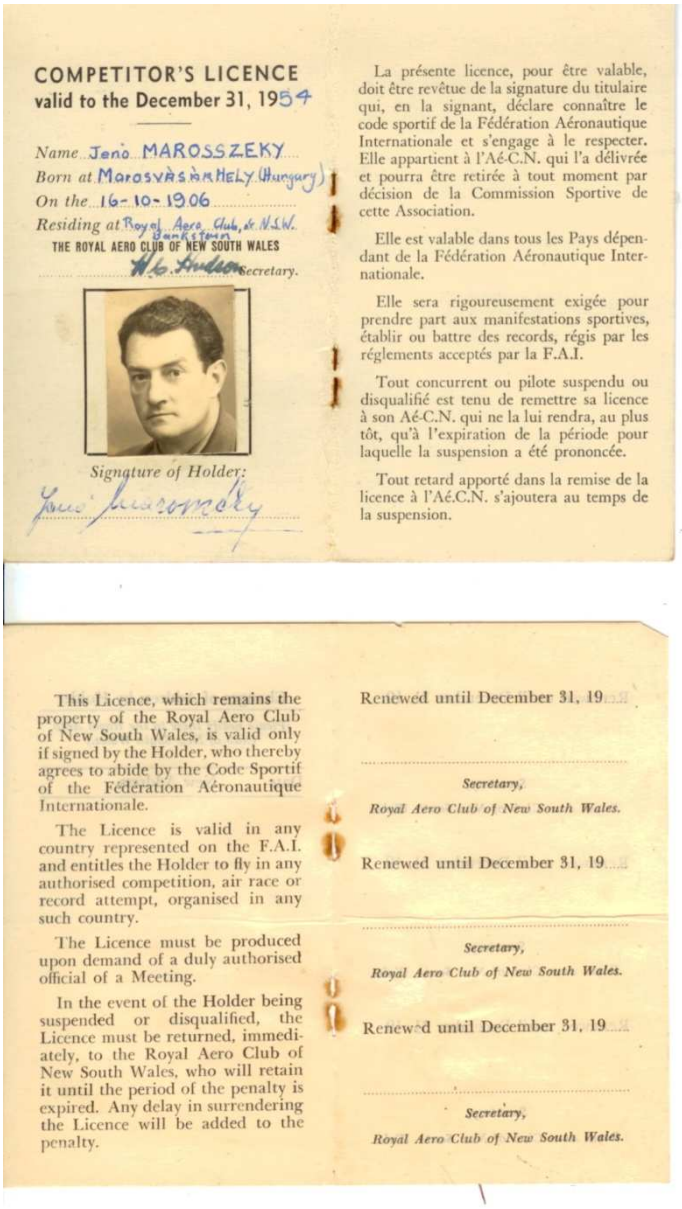


Figure 46



COMPETITOR'S LICENCE
valid to the December 31, 1954

Name Jenö MAROSSZEKY
Born at MarosvásárHELY (Hungary)
On the 16-10-1906
Residing at Royal Aero Club, of N.S.W. Bankstown
THE ROYAL AERO CLUB OF NEW SOUTH WALES
H.G. Hudson *Secretary.*

Signature of Holder:
Jenö Marosszeky

La présente licence, pour être valable, doit être revêtue de la signature du titulaire qui, en la signant, déclare connaître le code sportif de la Fédération Aéronautique Internationale et s'engage à le respecter. Elle appartient à l'Aé-C.N. qui l'a délivrée et pourra être retirée à tout moment par décision de la Commission Sportive de cette Association.

Elle est valable dans tous les Pays dépendant de la Fédération Aéronautique Internationale.

Elle sera rigoureusement exigée pour prendre part aux manifestations sportives, établir ou battre des records, régis par les réglements acceptés par la F.A.I.

Tout concurrent ou pilote suspendu ou disqualifié est tenu de remettre sa licence à son Aé-C.N. qui ne la lui rendra, au plus tôt, qu'à l'expiration de la période pour laquelle la suspension a été prononcée.

Tout retard apporté dans la remise de la licence à l'Aé.C.N. s'ajoutera au temps de la suspension.

This Licence, which remains the property of the Royal Aero Club of New South Wales, is valid only if signed by the Holder, who thereby agrees to abide by the Code Sportif of the Fédération Aéronautique Internationale.

The Licence is valid in any country represented on the F.A.I. and entitles the Holder to fly in any authorised competition, air race or record attempt, organised in any such country.

The Licence must be produced upon demand of a duly authorised official of a Meeting.

In the event of the Holder being suspended or disqualified, the Licence must be returned, immediately, to the Royal Aero Club of New South Wales, who will retain it until the period of the penalty is expired. Any delay in surrendering the Licence will be added to the penalty.

Renewed until December 31, 19....

Secretary,
Royal Aero Club of New South Wales.

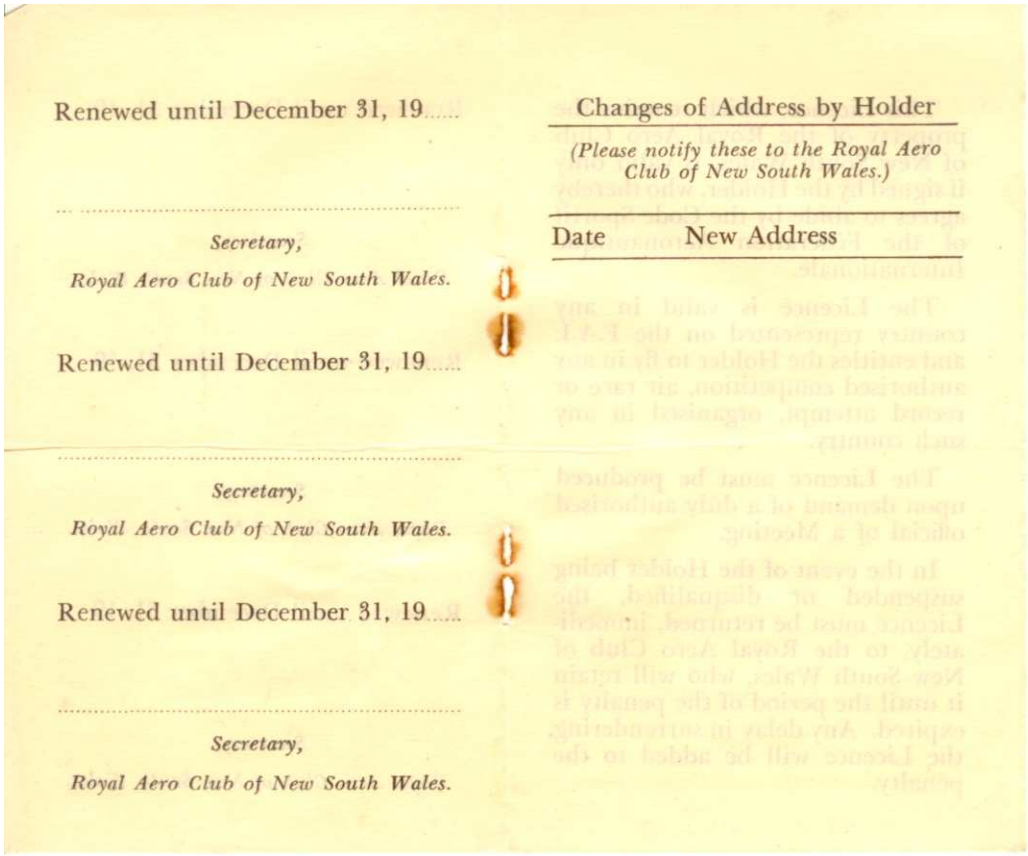
Renewed until December 31, 19....

Secretary,
Royal Aero Club of New South Wales.

Renewed until December 31, 19....

Secretary,
Royal Aero Club of New South Wales.

Figure 47



Renewed until December 31, 19.....

.....

Secretary,

Royal Aero Club of New South Wales.

Renewed until December 31, 19.....

.....

Secretary,

Royal Aero Club of New South Wales.

Renewed until December 31, 19.....

.....

Secretary,

Royal Aero Club of New South Wales.

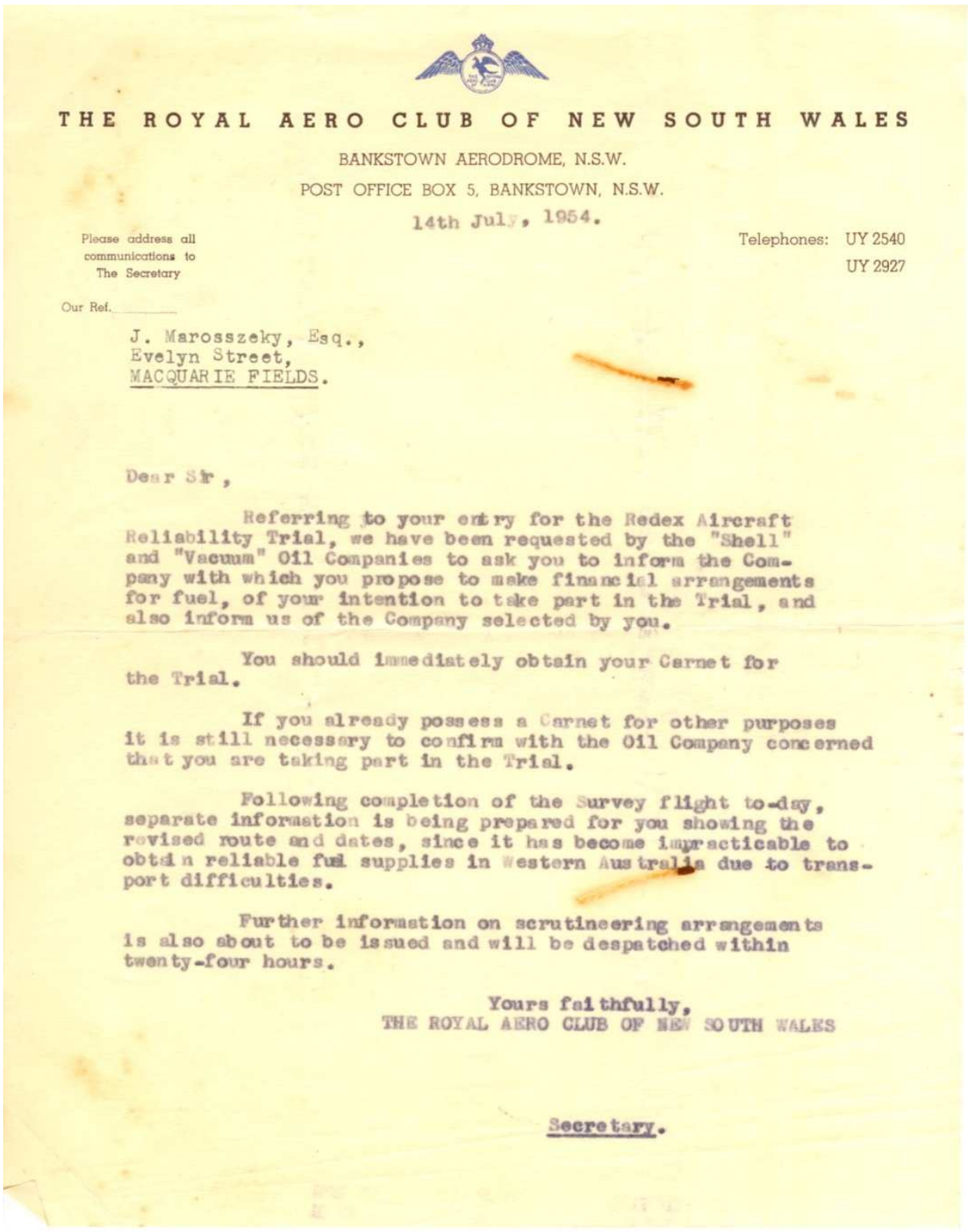
Changes of Address by Holder

(Please notify these to the Royal Aero Club of New South Wales.)

Date	New Address

Figure 48

Royal Aero Club request for identifying means of payment for fuel.



THE ROYAL AERO CLUB OF NEW SOUTH WALES

BANKSTOWN AERODROME, N.S.W.

POST OFFICE BOX 5, BANKSTOWN, N.S.W.

14th July, 1954.

Please address all communications to The Secretary

Telephones: UY 2540
UY 2927

Our Ref.

J. Marosszeky, Esq.,
Evelyn Street,
MACQUARIE FIELDS.

Dear Sir,

Referring to your entry for the Redex Aircraft Reliability Trial, we have been requested by the "Shell" and "Vacuum" Oil Companies to ask you to inform the Company with which you propose to make financial arrangements for fuel, of your intention to take part in the Trial, and also inform us of the Company selected by you.

You should immediately obtain your Carnet for the Trial.

If you already possess a Carnet for other purposes it is still necessary to confirm with the Oil Company concerned that you are taking part in the Trial.

Following completion of the Survey flight to-day, separate information is being prepared for you showing the revised route and dates, since it has become impracticable to obtain reliable fuel supplies in Western Australia due to transport difficulties.

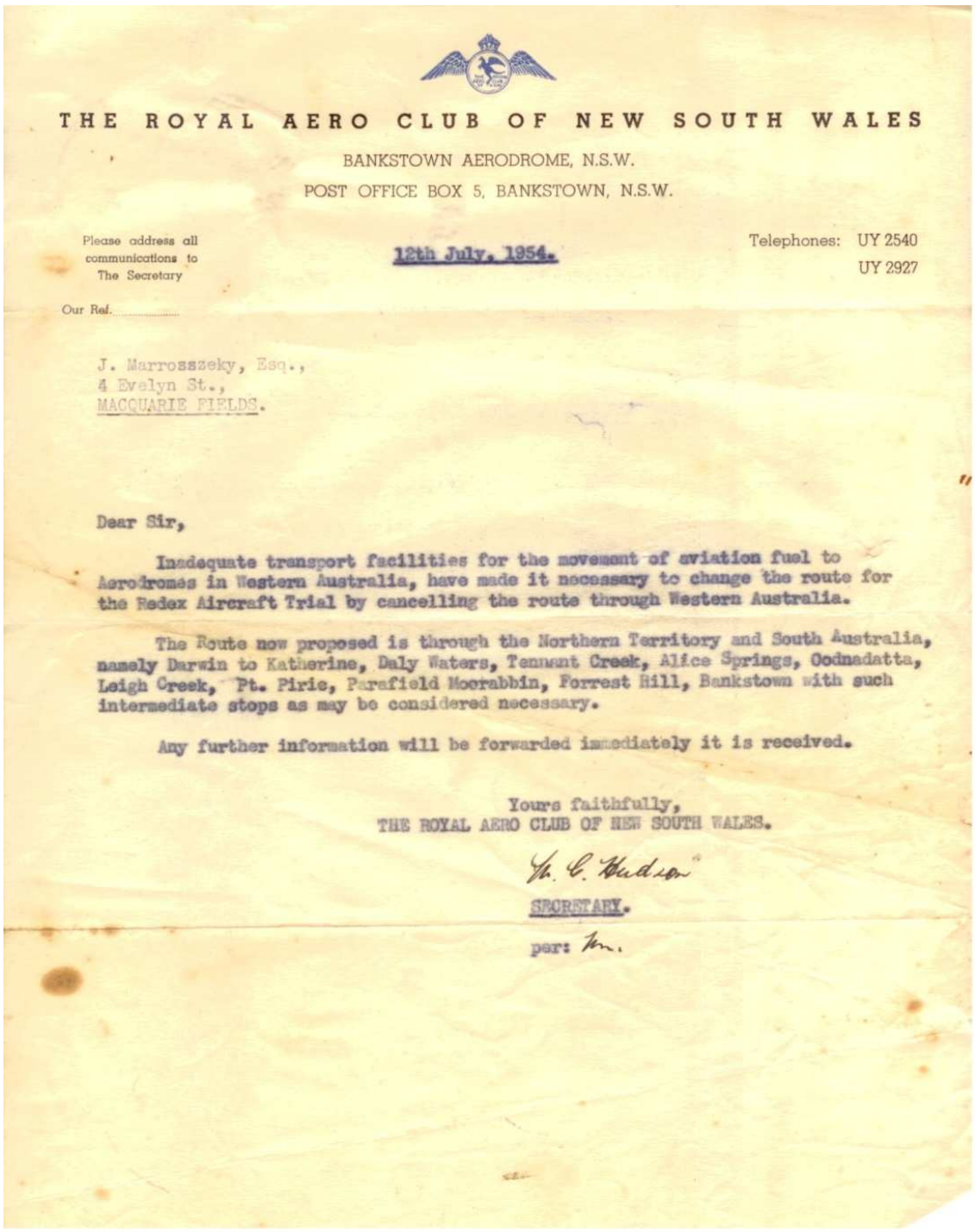
Further information on scrutineering arrangements is also about to be issued and will be despatched within twenty-four hours.

Yours faithfully,
THE ROYAL AERO CLUB OF NEW SOUTH WALES

Secretary.

Figure 49

Royal Aero Club notice to competitors: of change in route structure.



THE ROYAL AERO CLUB OF NEW SOUTH WALES

BANKSTOWN AERODROME, N.S.W.

POST OFFICE BOX 5, BANKSTOWN, N.S.W.

Please address all communications to The Secretary

12th July, 1954.

Telephones: UY 2540
UY 2927

Our Ref.

J. Marrosszeky, Esq.,
4 Evelyn St.,
MACQUARIE FIELDS.

Dear Sir,

Inadequate transport facilities for the movement of aviation fuel to Aerodromes in Western Australia, have made it necessary to change the route for the Redex Aircraft Trial by cancelling the route through Western Australia.

The Route now proposed is through the Northern Territory and South Australia, namely Darwin to Katherine, Daly Waters, Tennant Creek, Alice Springs, Oodnadatta, Leigh Creek, Pt. Pirie, Parafield Moorabbin, Forrest Hill, Bankstown with such intermediate stops as may be considered necessary.

Any further information will be forwarded immediately it is received.

Yours faithfully,
THE ROYAL AERO CLUB OF NEW SOUTH WALES.

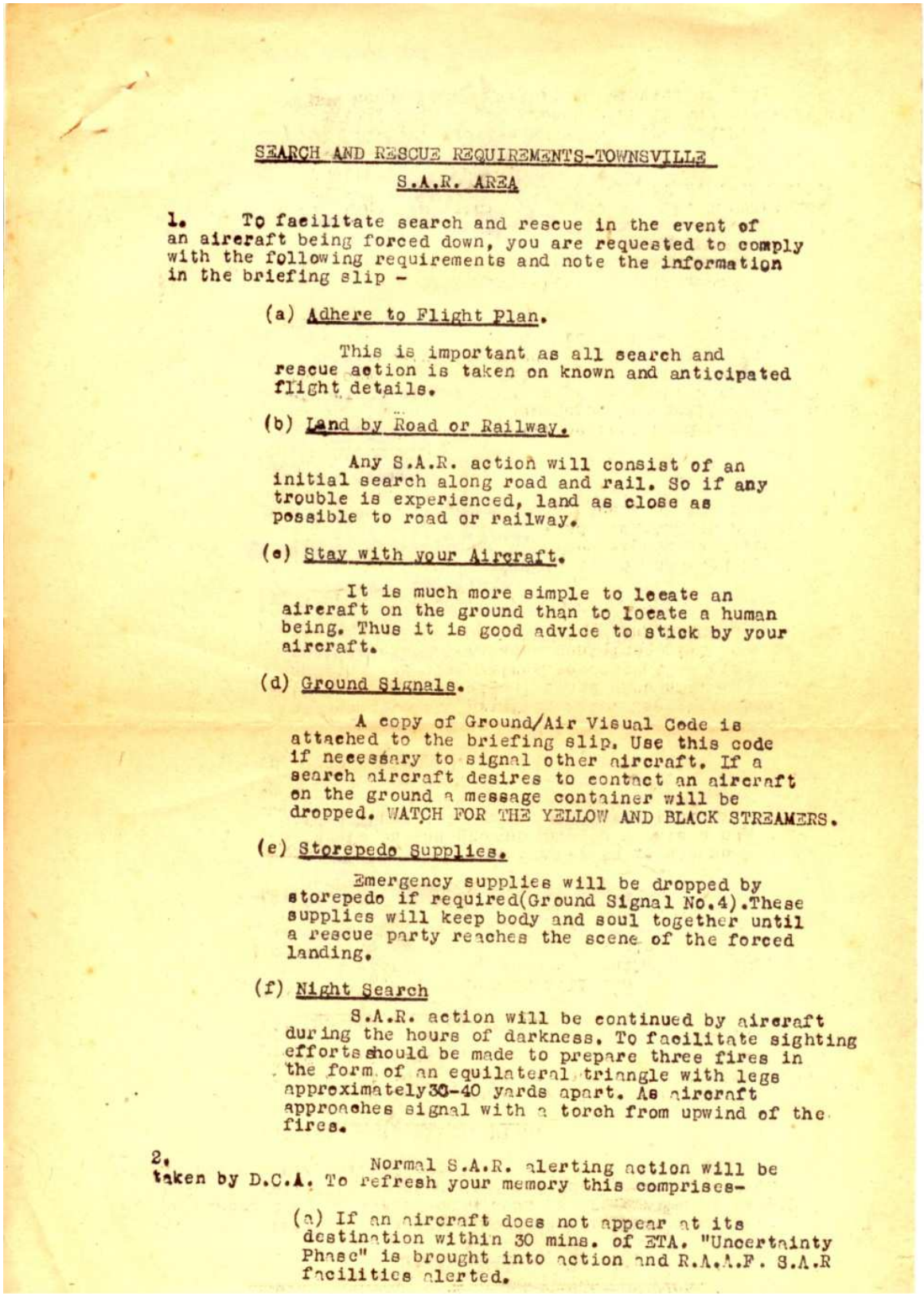
W. C. Hudson

SECRETARY.

per:

Figure 50

SAR (Search and Rescue) instructions: Fig. 53 – Fig. 55



SEARCH AND RESCUE REQUIREMENTS-TOWNSVILLE

S.A.R. AREA

1. To facilitate search and rescue in the event of an aircraft being forced down, you are requested to comply with the following requirements and note the information in the briefing slip –

(a) Adhere to Flight Plan.

This is important as all search and rescue action is taken on known and anticipated flight details.

(b) Land by Road or Railway.

Any S.A.R. action will consist of an initial search along road and rail. So if any trouble is experienced, land as close as possible to road or railway.

(c) Stay with your Aircraft.

It is much more simple to locate an aircraft on the ground than to locate a human being. Thus it is good advice to stick by your aircraft.

(d) Ground Signals.

A copy of Ground/Air Visual Code is attached to the briefing slip. Use this code if necessary to signal other aircraft. If a search aircraft desires to contact an aircraft on the ground a message container will be dropped. WATCH FOR THE YELLOW AND BLACK STREAMERS.

(e) Storepedo Supplies.

Emergency supplies will be dropped by storepedo if required(Ground Signal No.4).These supplies will keep body and soul together until a rescue party reaches the scene of the forced landing.

(f) Night Search

S.A.R. action will be continued by aircraft during the hours of darkness. To facilitate sighting efforts should be made to prepare three fires in the form of an equilateral triangle with legs approximately 30-40 yards apart. As aircraft approaches signal with a torch from upwind of the fires.

2. Normal S.A.R. alerting action will be taken by D.C.A. To refresh your memory this comprises-

(a) If an aircraft does not appear at its destination within 30 mins. of ETA. "Uncertainty Phase" is brought into action and R.A.A.F. S.A.R facilities alerted.

Figure 51

This is important as all search and rescue action is taken on known and anticipated flight details.

(b) Land by Road or Railway.

Any S.A.R. action will consist of an initial search along road and rail. So if any trouble is experienced, land as close as possible to road or railway.

(c) Stay with your Aircraft.

It is much more simple to locate an aircraft on the ground than to locate a human being. Thus it is good advice to stick by your aircraft.

(d) Ground Signals.

A copy of Ground/Air Visual Code is attached to the briefing slip. Use this code if necessary to signal other aircraft. If a search aircraft desires to contact an aircraft on the ground a message container will be dropped. WATCH FOR THE YELLOW AND BLACK STREAMERS.

(e) Storepedo Supplies.

Emergency supplies will be dropped by storepedo if required(Ground Signal No.4).These supplies will keep body and soul together until a rescue party reaches the scene of the forced landing.

(f) Night Search

S.A.R. action will be continued by aircraft during the hours of darkness. To facilitate sighting efforts should be made to prepare three fires in the form of an equilateral triangle with legs approximately 30-40 yards apart. As aircraft approaches signal with a torch from upwind of the fires.

2. Normal S.A.R. alerting action will be taken by D.C.A. To refresh your memory this comprises-

(a) If an aircraft does not appear at its destination within 30 mins. of ETA. "Uncertainty Phase" is brought into action and R.A.A.F. S.A.R facilities alerted.

(b) R.A.A.F. decides when to bring S.A.R. in action. This would probably be if the aircraft has not been sighted within 60 minutes of ETA.

Figure 52

GROUND DISTRESS SIGNAL FOR USE BY SURVIVORS.

When the symbols shown in the following table are used, they shall have the meanings indicated. As far as possible the following instructions should be adhered to:-

(a) Form symbols by using strips of fabric, parachutematerial, pieces of wood, stones, or other available material.
(b) Make symbols not less than eight feet high.
(c) Lay out symbols exactly as depicted, to avoid confusion.
(d) Provide maximum colour contrast.
(e) Endeavour to attract attention by other means such as radio, flares or smoke.

1. Require Doctor serious injuries.	I
2. Require Medical supplies.	II
3. Unable to proceed.	X
4. Require food and water.	F
5. Require firearms and ammunitions.	V
6. Require map and compass.	□
7. Require signal lamp with battery and radio.	:
8. Indicate direction to proceed	K
9. Am proceeding in this direction	↑
10. Will attempt take-off	I>
11. Aircraft seriously damaged.	⌐
12. Probably safe to land.	△
13. Require fuel and oil.	L
14. All well.	LL
15. NO	N
16. YES	Y
17. Not understood.	JL
18. Require Engineer.	W

Figure 53

Original planned route for 1954 REDeX Trial

THE REDeX AVIATION NAVIGATIONAL TRIAL, 1954.

TRACKS AND DISTANCES

SECTION "A": AIRCRAFT WITH CRUISING SPEEDS UP TO 120 M.P.H.

DEPARTING	TRACK	DIST. S/MILES	MAP REF.	SECTION "A"	
BANKSTOWN TO ARCHERFIELD	015°T	454	J9,H9	1st D.C.P.	(L)
ARCHERFIELD TO BUNDABERG	348°T	190	H9,G9	C.R.F.P.	(L)
BUNDABERG TO ROCKHAMPTON	312°T	156	G9,F9	C.R.F.P.	(L)
ROCKHAMPTON TO MACKAY	331°T	175	F9	2nd D.C.P.	(L)
MACKAY TO TOWNSVILLE	311°T	199	F9,E8	C.R.F.P.	(L)
TOWNSVILLE TO HUGHENDON	257°T	200	E8,F8	C.R.F.P.	(L)
HUGHENDON TO CLONCURRY	273°T	242	F7,F8	3rd D.C.P.	(L)
CLONCURRY TO DUCHESS	228°T	64	F7	C.R.F.P.	(I)
DUCHESS TO MT. ISA	331°T	48	F7	C.R.F.P.	(I)
MT. ISA TO CAMOOWEAL	303°T	107	F7	C.R.F.P.	(I)
CAMOOWEAL TO TENNANTS CK.	275°T	254	F7,E6,F6	4th D.C.P.	(L)
TENNANTS CK. TO DALY WATERS	342°T	163	E6	C.R.F.P.	(L)
DALY WATERS TO DARWIN (x)	327°T	310	D6,E6	5th D.C.P.	(L)
DARWIN TO KATHERINE	146°T	170	D6,D5	C.R.F.P.	(L)
KATHERINE TO VIC. RIVER DOWNS	212°T	160	D6,E6	C.R.F.P.	(I)
VIC. RIVER DOWNS TO WAVE HILL	184°T	72	D6	6th D.C.P.	(L)
WAVE HILL TO ORD RIVER	273°T	118	E5,F6	C.R.F.P.	(I)
ORD DIVER TO HALLS CREEK	333°T	92	E5	C.R.F.P.	(L)
HALLS CK. TO FITZROY CROSSING	272°T	138	E5	C.R.F.P.	(L)
FITZROY CROSSING TO DERBY	294°T	138	E4,E5	C.R.F.P.	(L)
DERBY TO BROOME	247°T	102	E4	7th D.C.P.	(L)
BROOME TO ANNA PLAINS	208°T	105	E5	C.R.F.P.	(I)
ANNA PLAINS TO WALLAL	238°T	64	E4	C.R.F.P.	(L)
WALLAL TO PT. HEDLAND	253°T	135	E4,F4	C.R.F.P.	(L)
PT. HEDLAND TO ONSLOW	249°T	243	F3,F4	8th D.C.P.	(L)
ONSLOW TO CARNARVON	202°T	242	F3,G3	C.R.F.P.	(L)
CARNARVON TO GERALDTON	166°T	278	G3,H3	9th D.C.P.	(L)
GERALDTON TO MAYLANDS (x)	162°T	263	J3,H3	10th D.C.P.	(L)
MAYLANDS TO KALGOORLIE	076°T	338	J3,J4,H4	11th D.C.P.	(L)
KALGOORLIE TO FORREST	090°T	366	H4,J4,H5	12th D.C.P.	(L)
FORREST TO COOK	084°T	139	H5,H6	C.R.F.P.	(L)
COOK TO CEDUNA	117°T	224	J5,J6	C.R.F.P.	(L)
CEDUNA TO PT. PIRIE	107°T	264	J6,J7,K7	13th D.C.P.	(L)
PT. PIRIE TO PARAFIELD	161°T	114	J7,K7	C.R.F.P.	(L)
PARAFIELD TO MOORABBIN	120°T	405	K7,K8,J7	14th D.C.P.	(L)
MOORABBIN TO FORREST HILL	034°T	227	K7,K8,L8	C.R.F.P.	(L)
FORREST HILL TO BANKSTOWN	067°T	219	K9,K8,J9	15th D.C.P.	(L)

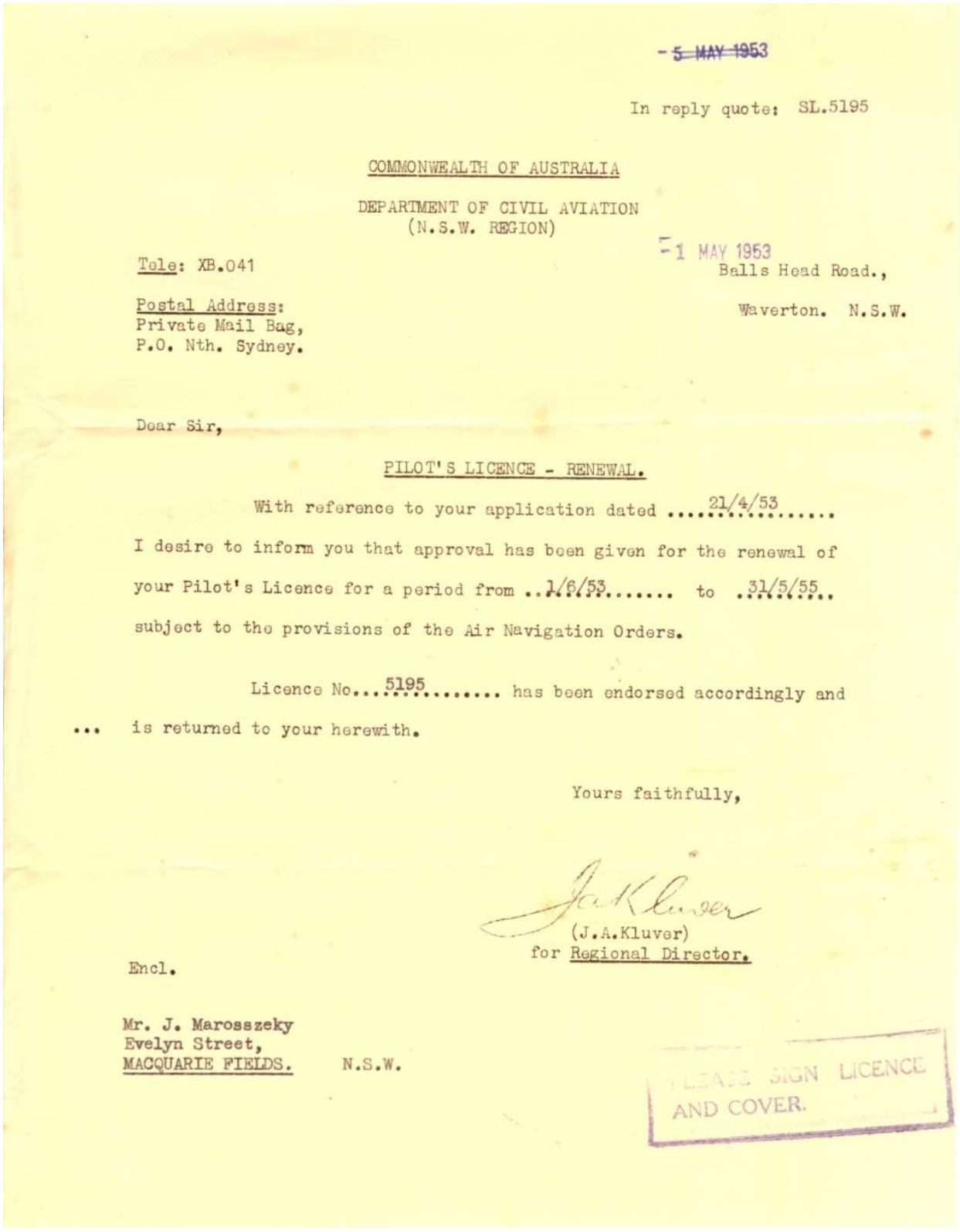
(x) 24 HOUR REST PERIOD.

(L) Aircraft must land.

(I) Aircraft to fly over for identification purposes.

Figure 54 (& Fig.1)

Notification of Australian Pilots Licence renewal



- 5 MAY 1953

In reply quote: SL.5195

COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF CIVIL AVIATION
(N.S.W. REGION)

- 1 MAY 1953

Tele: XB.041

Balls Head Road.,
Waverton. N.S.W.

Postal Address:
Private Mail Bag,
P.O. Nth. Sydney.

Dear Sir,

PILOT'S LICENCE - RENEWAL.

With reference to your application dated ....21/4/53.....
I desire to inform you that approval has been given for the renewal of your Pilot's Licence for a period from ..1/6/53..... to .31/5/55..
subject to the provisions of the Air Navigation Orders.

Licence No...5195..... has been endorsed accordingly and
... is returned to your herewith.

Yours faithfully,

(J.A.Kluver)
for Regional Director.

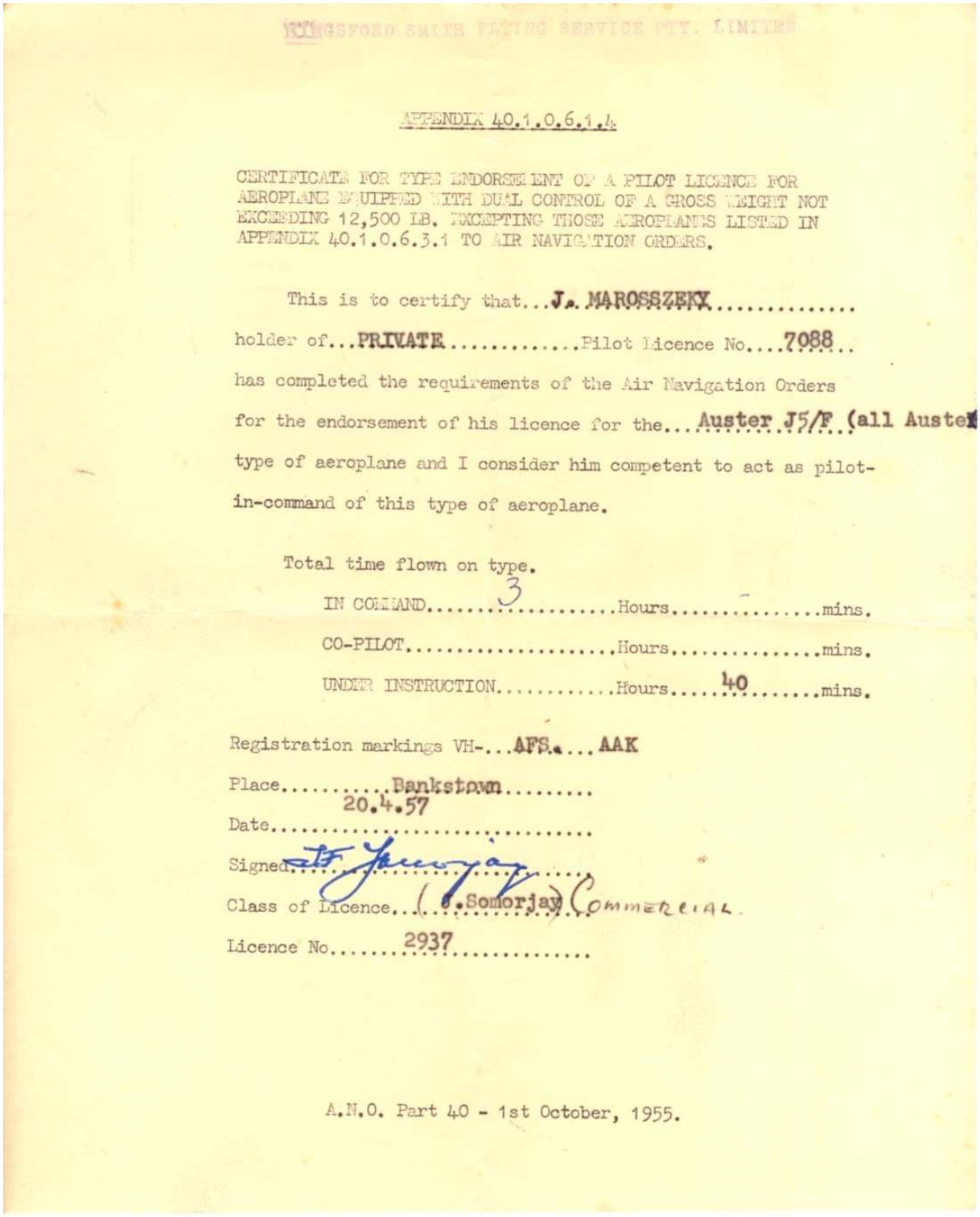
Encl.

Mr. J. Marosszeky
Evelyn Street,
MACQUARIE FIELDS. N.S.W.

PLEASE SIGN LICENCE AND COVER.

Figure 56

Certificate of Endorsement: Australian Pilots Licence.
Fig. 57 & Fig. 58



KINGSFORD SMITH FLYING SERVICE PTY. LIMITED

APPENDIX 40.1.0.6.1.4

CERTIFICATE FOR TYPE ENDORSEMENT OF A PILOT LICENCE FOR AEROPLANE EQUIPPED WITH DUAL CONTROL OF A GROSS WEIGHT NOT EXCEEDING 12,500 LB. EXCEPTING THOSE AEROPLANES LISTED IN APPENDIX 40.1.0.6.3.1 TO AIR NAVIGATION ORDERS.

This is to certify that...J. MAROSSZEKY.....

holder of...PRIVATE.....Pilot Licence No....7088..

has completed the requirements of the Air Navigation Orders for the endorsement of his licence for the...Auster J5/F (all Auster

type of aeroplane and I consider him competent to act as pilot-in-command of this type of aeroplane.

Total time flown on type.

IN COMMAND.....3.....Hours.....mins.

CO-PILOT.....Hours.....mins.

UNDER INSTRUCTION.....Hours.....40.....mins.

Registration markings VH-...AFS....AAK

Place.....Bankstown.....

Date.....20.4.57.....

Signed.....A.F. Somorjay.....

Class of Licence...(A.F. Somorjay) COMMERCIAL.

Licence No.....2937.....

A.N.O. Part 40 - 1st October, 1955.

Figure 57

CERTIFICATION FOR TYPE ENDORSEMENT OF PILOT LICENCE FOR AIRCRAFT EQUIPPED WITH DUAL CONTROL OF A GROSS WEIGHT NOT EXCEEDING 12,500 LBS. EXCEPTING THOSE AIRCRAFT LISTED IN APPENDIX 40.1.0.5.5 OF AIR NAVIGATION ORDERS PART 40, SUB-SECTION 40.1.0.

This is to certify that JENO MAROSZEKY

holder of PRIVATE Pilot Licence No. 7088

has completed the requirements of the Air Navigation Orders for the endorsement of his licence for the DHC.-1 type of aeroplane and I consider him competent to act as pilot in command of this type of aeroplane.

Total Time flown on Type

IN COMMAND .....Hours.....Mins

CO-PILOT .....Hours.....Mins

UNDER INSTRUCTION...1...Hours...15'...Mins

Registration Markings VH-AFR

Place BANKSTOWN

Date 13-7-53

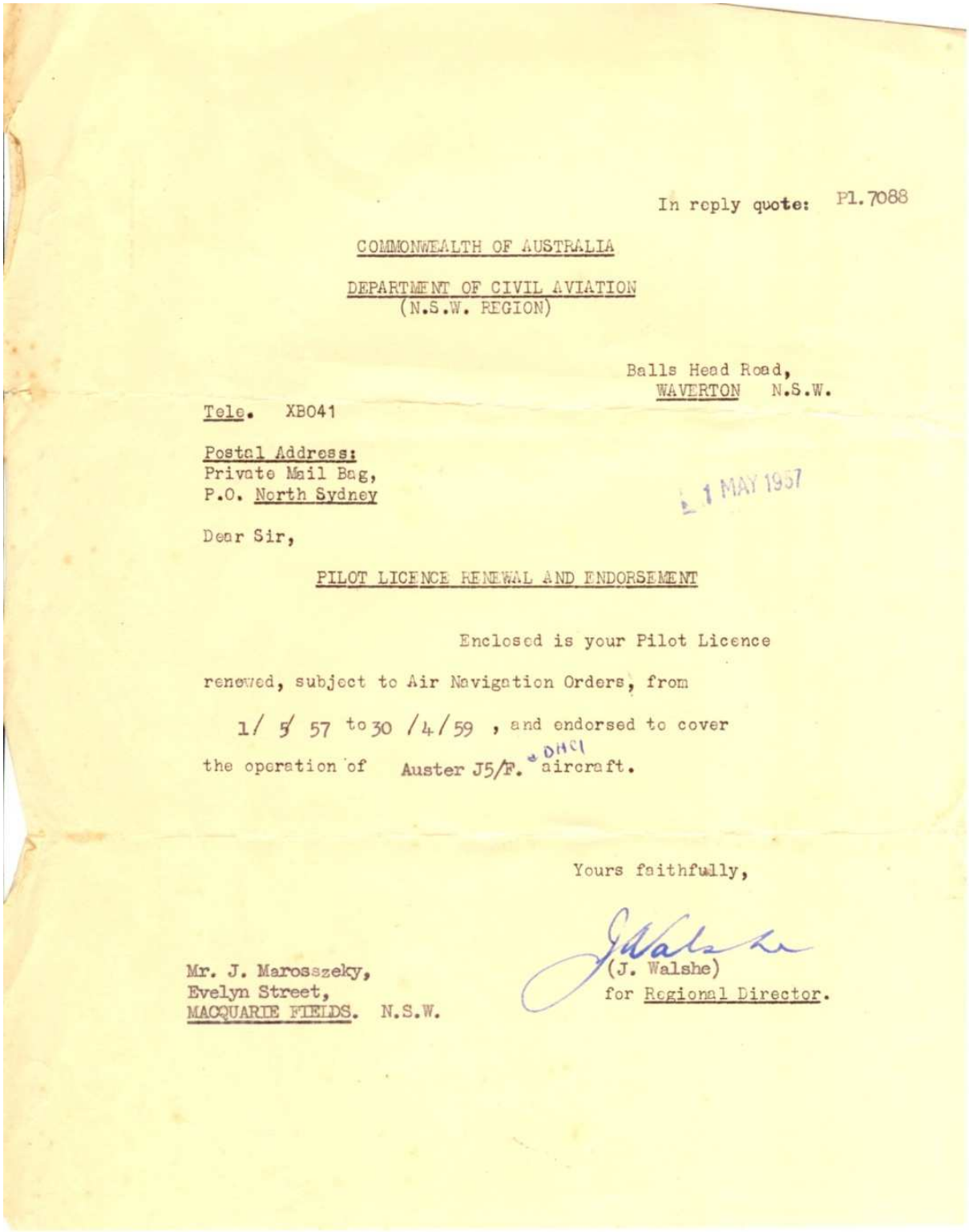
Signed W L Ives

Class of Licence SENIOR COMMERCIAL

Licence No. 118

Figure 58

DCA letter of approval of Licence renewal & endorsement



In reply quote: P1.7088

COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF CIVIL AVIATION
(N.S.W. REGION)

Balls Head Road,
WAVERTON N.S.W.

Tele. XB041

Postal Address:
Private Mail Bag,
P.O. North Sydney

1 MAY 1957

Dear Sir,

PILOT LICENCE RENEWAL AND ENDORSEMENT

Enclosed is your Pilot Licence renewed, subject to Air Navigation Orders, from 1/ 5/ 57 to 30 /4/ 59 , and endorsed to cover the operation of Auster J5/F. * DHCI aircraft.

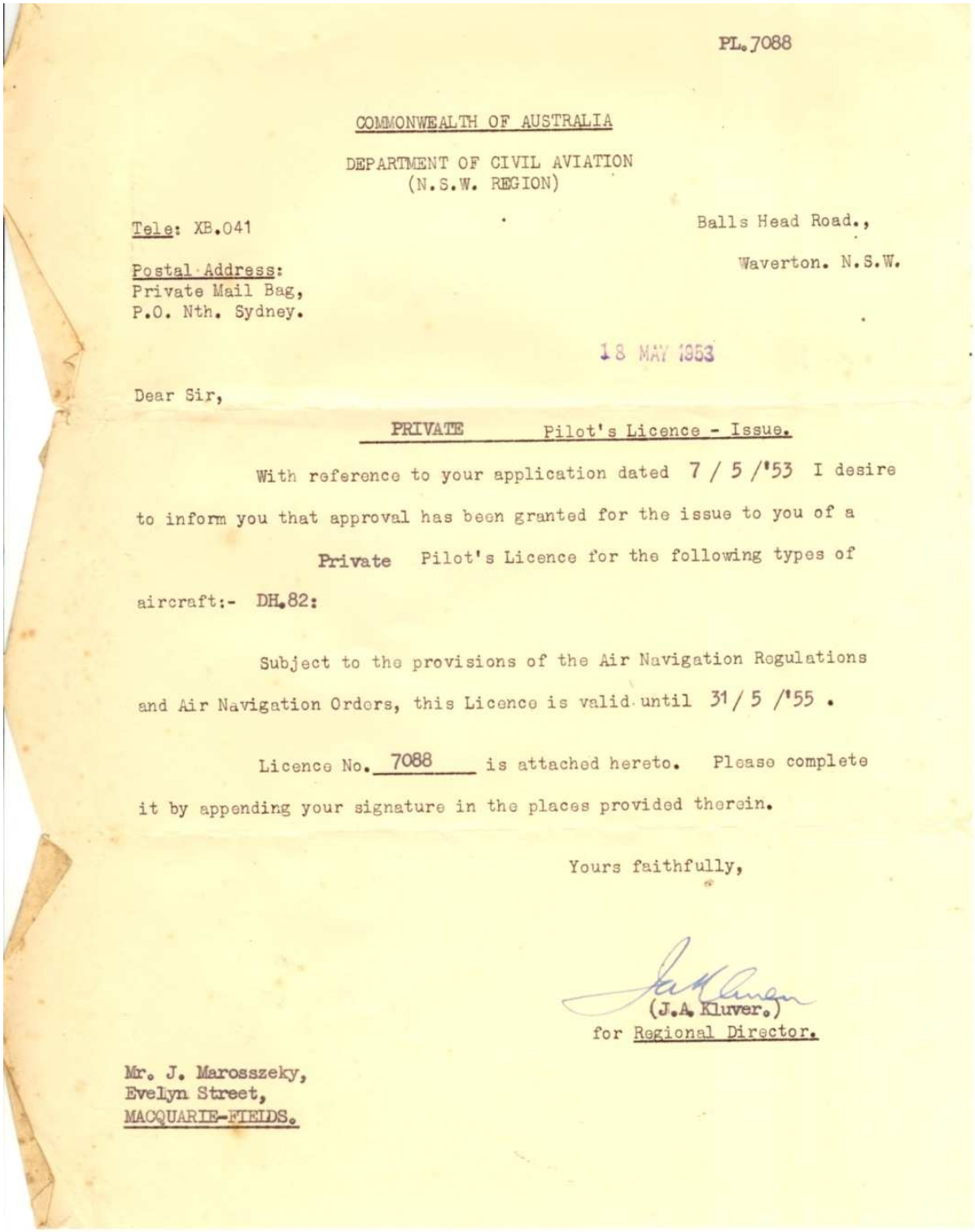
Yours faithfully,

(J. Walshe)
for Regional Director.

Mr. J. Marosszeky,
Evelyn Street,
MACQUARIE FIELDS. N.S.W.

Figure 59

DCA Letter of issue: Australian Private Pilot's Licence



PL.7088

COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF CIVIL AVIATION
(N.S.W. REGION)

Tele: XB.041

Balls Head Road.,
Waverton. N.S.W.

Postal Address:
Private Mail Bag,
P.O. Nth. Sydney.

18 MAY 1953

Dear Sir,

PRIVATE Pilot's Licence - Issue.

With reference to your application dated 7 / 5 /'53 I desire to inform you that approval has been granted for the issue to you of a Private Pilot's Licence for the following types of aircraft:- DH.82:

Subject to the provisions of the Air Navigation Regulations and Air Navigation Orders, this Licence is valid until 31 / 5 /'55 .

Licence No. 7088 is attached hereto. Please complete it by appending your signature in the places provided therein.

Yours faithfully,

(J.A. Kluver.)
for Regional Director.

Mr. J. Marosszeky,
Evelyn Street,
MACQUARIE-FIELDS.

Figure 60

Jenö Marosszéky's Pilot's Log Book (C.A.Form 7)**: Fig. 61 – Fig. 68.**

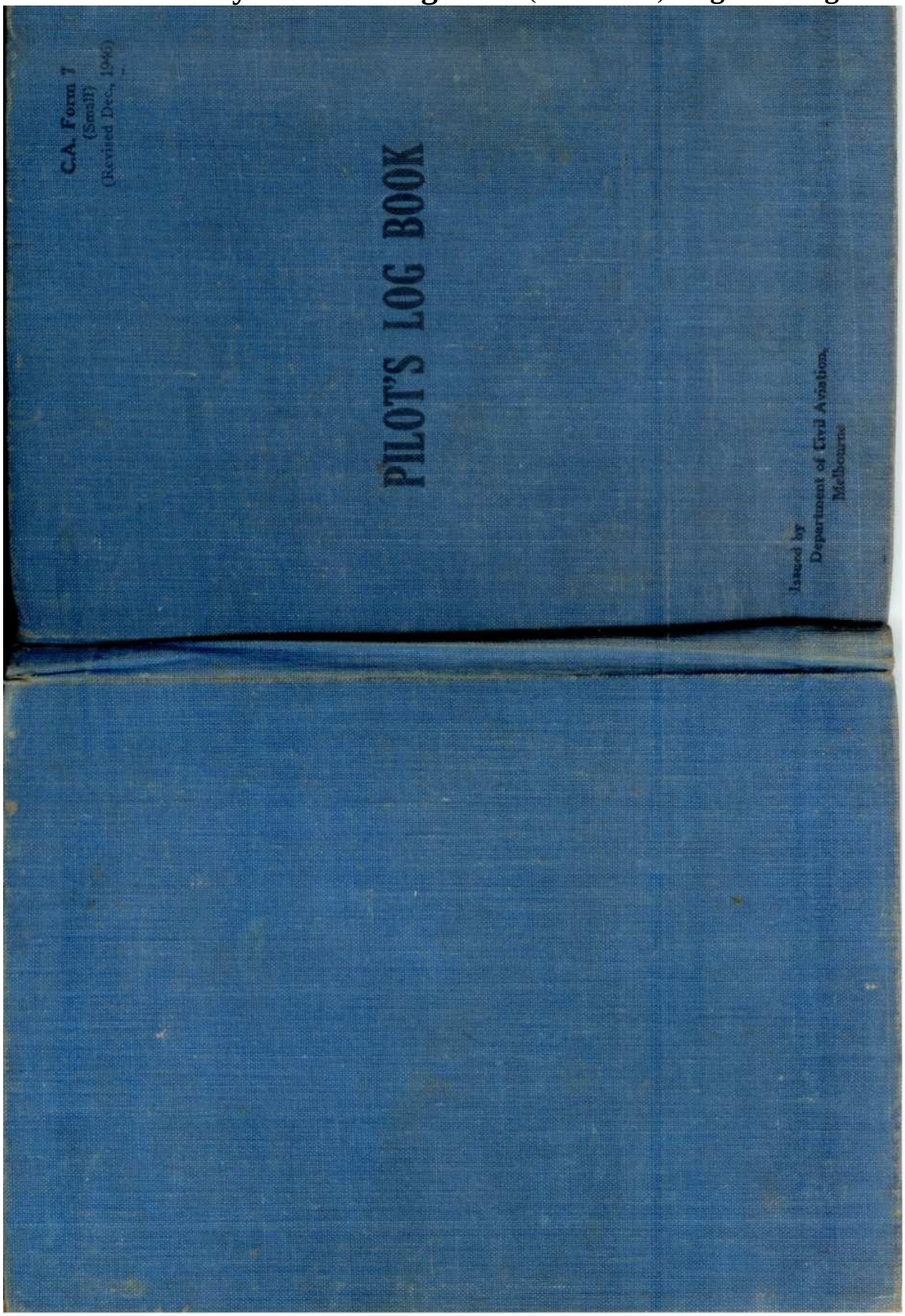


Figure 61

INSTRUCTIONS

1. Air Navigation Regulations and Orders require that every licensed pilot shall keep an accurate record of his flying time in a pilot's log book.

2. All entries in this book are to be made in ink.

3. This log book is to be kept entered up to date and is to be produced :—
   (a) when applying for a rating or a higher class of licence ;
   (b) when applying for endorsement of licence with additional aircraft types ;
   (c) on request by an authorized officer of the Department of Civil Aviation.

4. Total Aeronautical Experience, at the foot of each page, is to be compiled as follows :—
   Pilot in command—Total time so flown.
   Dual instruction—Total time so flown.
   Co-Pilot—50% of time so flown.
   Supernumerary Pilot—Nil.
   This total shall therefore equal the sum of the individual totals for columns 1, 2, 3, 4, 5, 6, 9 and 10, plus fifty per cent. of the individual totals for columns 7 and 8.

5. **Instrument Flight Time:**
   Time spent at the controls while in flight under actual or properly simulated instrument flight conditions, will be recorded in the "In Flight" column, as well as being included in the appropriate column 1 to 10.
   Time recorded in the column headed "Ground Training" will be that time which is spent in Link Trainers or other approved ground training devices for instrument flying.

Printed by The Unley Press, Maud Street, Unley, S.A.

Figure 62

PERSONAL PARTICULARS

Name JENÖ MAROSSZÉKY

Date of Birth 16. 10. 1906.

Address EVELYN ST. MACQUARIE-FIELDS N.S.W.

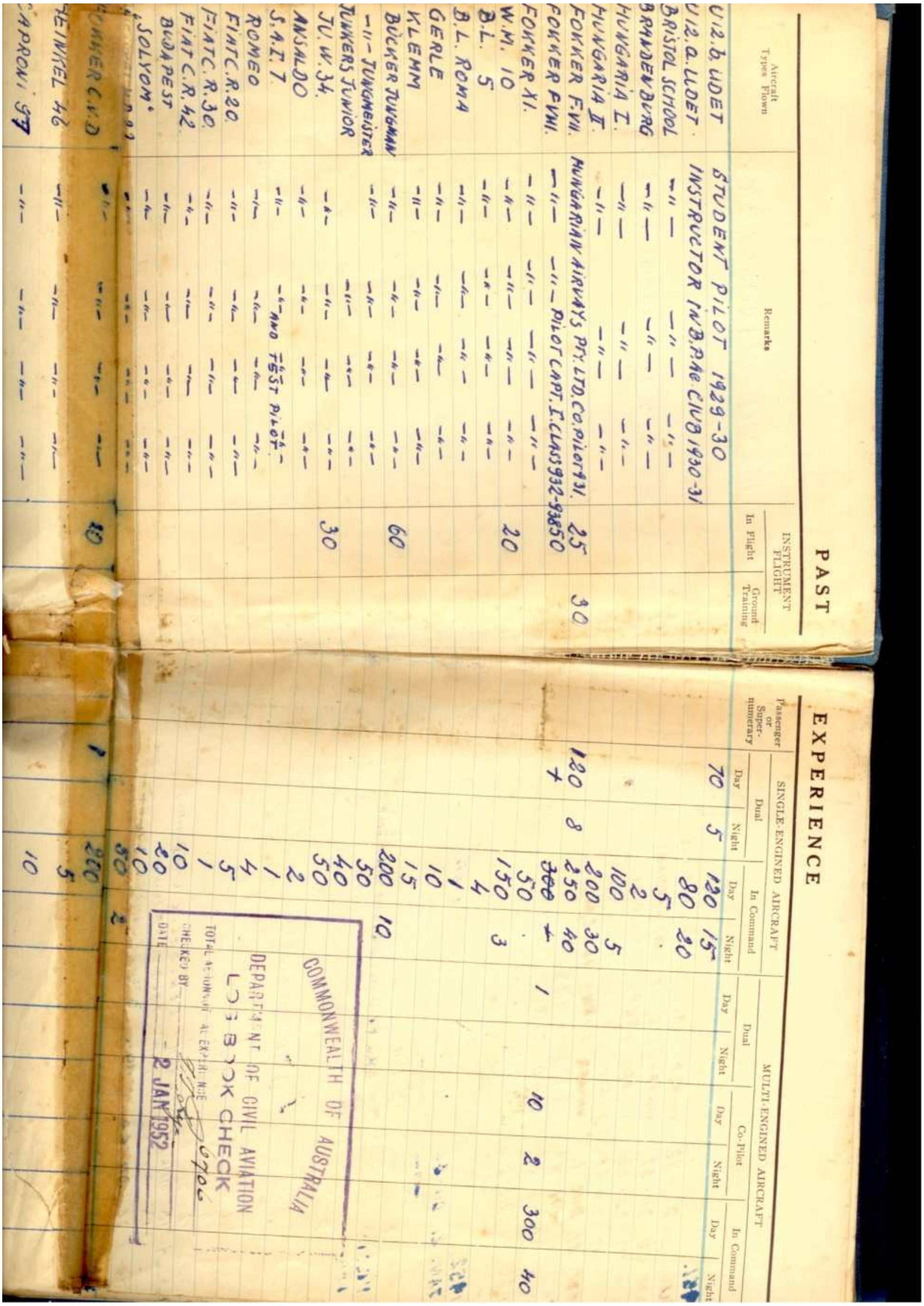
Class of Licence Held No. 5195

Licence Renewal Dates

OTHER RATINGS OR LICENCES

CLASS	Date of Issue

Figure 63

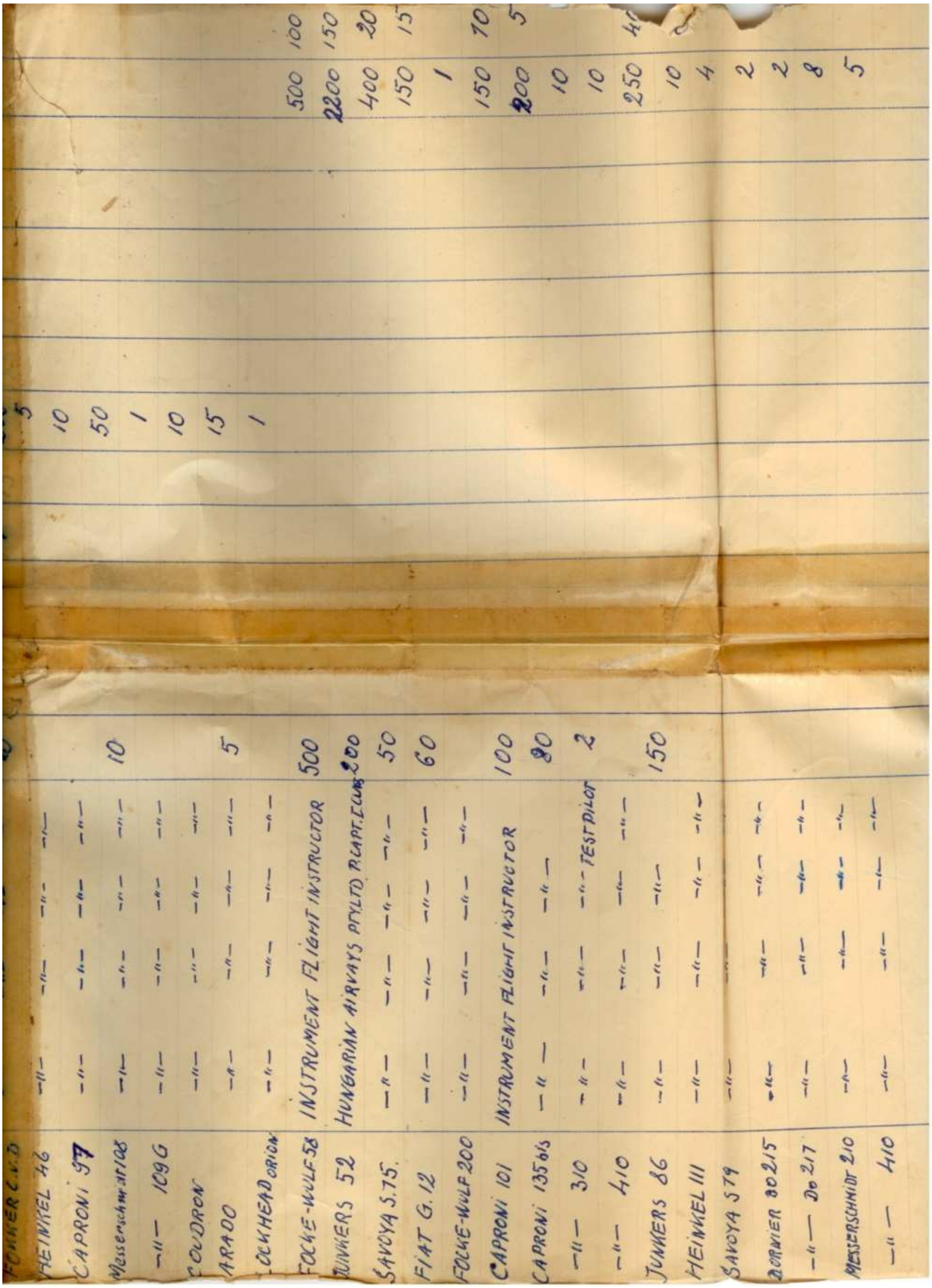


PAST EXPERIENCE

Aircraft Types Flown	Remarks	Instrument Flight: In Flight	Instrument Flight: Ground Training	Passenger or Super-numerary	Single-Engined: Dual Day	Single-Engined: Dual Night	Single-Engined: In Command Day	Single-Engined: In Command Night	Multi-Engined: Dual Day	Multi-Engined: Dual Night	Multi-Engined: Co-Pilot Day	Multi-Engined: Co-Pilot Night	Multi-Engined: In Command Day	Multi-Engined: In Command Night
U12.b UDET	STUDENT PILOT 1929-30				70	5	120	15						
U12.a LLDET	INSTRUCTOR IN B.P.Ae CLUB 1930-31						80	20						
BRISTOL SCHOOL	-"-						5							
BRANDENBURG	-"-						2							
HUNGARIA I.	-"-						100	5						
HUNGARIA II.	-"-						200	30						
FOKKER F.VII.	HUNGARIAN AIRWAYS PTY. LTD. CO.PILOT 931.	25	30		120	8	250	40						
FOKKER F.VIII.	-"- PILOT CAPT. I.CLASS 932-938	50			7		300	4	1					
FOKKER XI.	-"-						50				10	2	300	40
W.M. 10	-"-	20					150	3						
B.L. 5	-"-						4							
B.L. ROMA	-"-						1							
GERLE	-"-						10							
KLEMM	-"-						15							
BÜCKER JUNGMAN	-"-	60					200	10						
-"- JUNGMEISTER	-"-						50							
JUNKERS JUNIOR	-"-						40							
JU. W. 34.	-"-	30					50							
ANSALDO	-"-						2							
S.A.I. 7	-"- AND TEST PILOT -"-						1							
ROMEO	-"-						4							
FIAT C.R. 20	-"-						5							
FIAT C.R. 30	-"-						1							
FIAT C.R. 42	-"-						10							
BUDAPEST	-"-						20							
SOLYOM	-"-						10							
[illegible]	-"-						50	2						
[illegible] C.V.D	-"-	10					200							
HEINKEL 46	-"-						5							
CAPRONI 97	-"-						10							

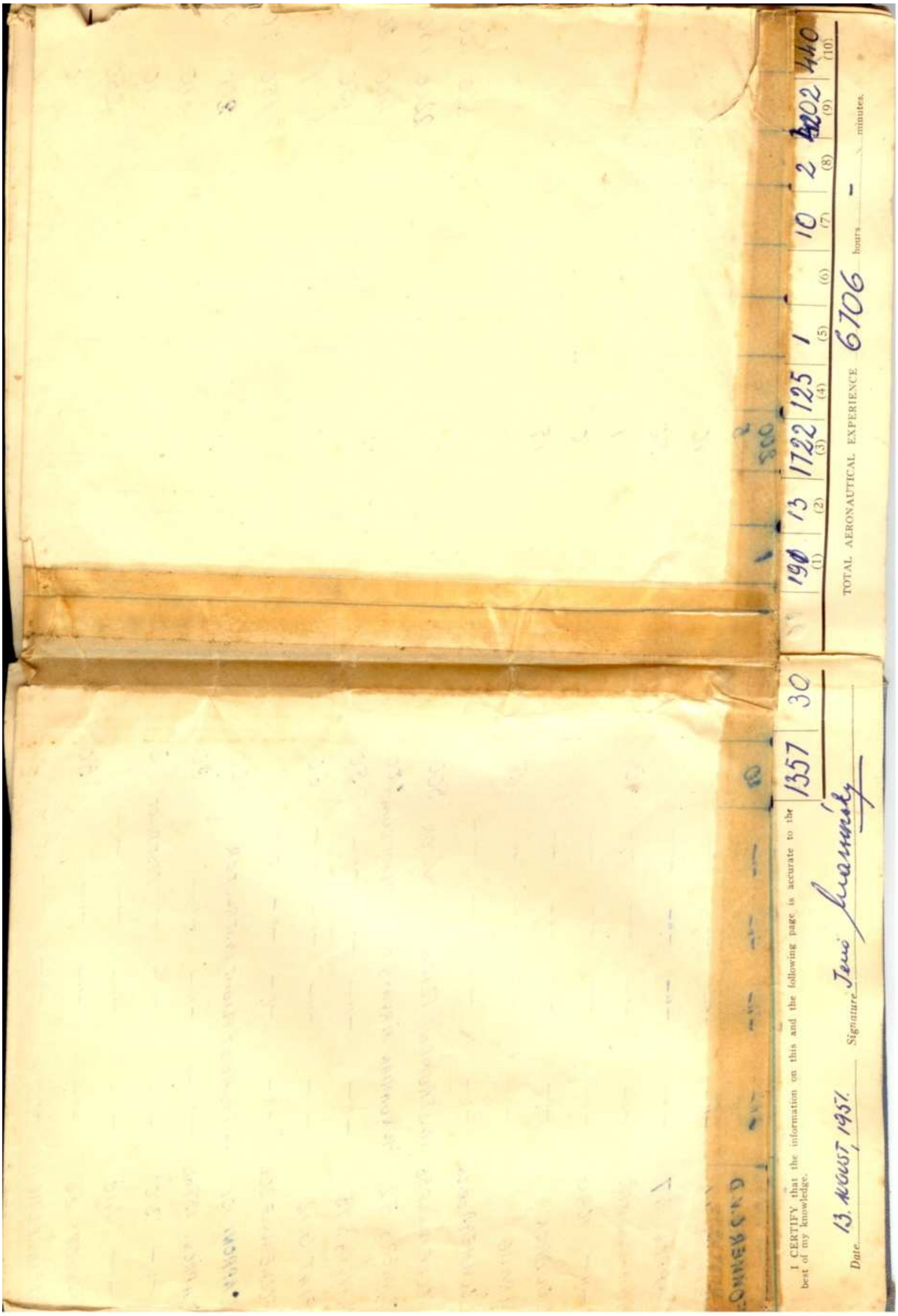
COMMONWEALTH OF AUSTRALIA
DEPARTMENT OF CIVIL AVIATION
LOG BOOK CHECK
TOTAL AERONAUTICAL EXPERIENCE
CHECKED BY [signature] 0706
DATE 2 JAN 1952

Figure 64



FOKKER C.V.D						5		
HEINKEL 46	-"-	-"-	-"-	-"-		10		
CAPRONI 97	-"-	-"-	-"-	-"-		50		
Messerschmitt 108	-"-	-"-	-"-	-"-	10	1		
-"- 109G	-"-	-"-	-"-	-"-		10		
CAUDRON	-"-	-"-	-"-	-"-		15		
ARADO	-"-	-"-	-"-	-"-	5	1		
LOCKHEAD ORION	-"-	-"-	-"-	-"-				
FOCKE-WULF 58	INSTRUMENT FLIGHT INSTRUCTOR				500		500	100
JUNKERS 52	HUNGARIAN AIRVAYS PTYLTD R.CAPT.CLUB				200		2200	150
SAVOYA S.75	-"-	-"-	-"-	-"-	50		400	20
FIAT G.12	-"-	-"-	-"-	-"-	60		150	15
FOCKE-WULF 200	-"-	-"-	-"-	-"-			1	
CAPRONI 101	INSTRUMENT FLIGHT INSTRUCTOR				100		150	70
CAPRONI 135 bis	-"-	-"-	-"-		80		200	5
-"- 310	-"-	-"-	-"-	TEST PILOT	2		10	
-"- 410	-"-	-"-	-"-	-"-			10	
JUNKERS 86	-"-	-"-	-"-		150		250	4
HEINKEL 111	-"-	-"-	-"-	-"-			10	
SAVOYA S79	-"-						4	
DORNIER 215	-"-	-"-	-"-	-"-			2	
-"- Do 217	-"-	-"-	-"-	-"-			2	
MESSERSCHMIDT 210	-"-	-"-	-"-	-"-			8	
-"- 410	-"-	-"-	-"-	-"-			5	

Figure 65



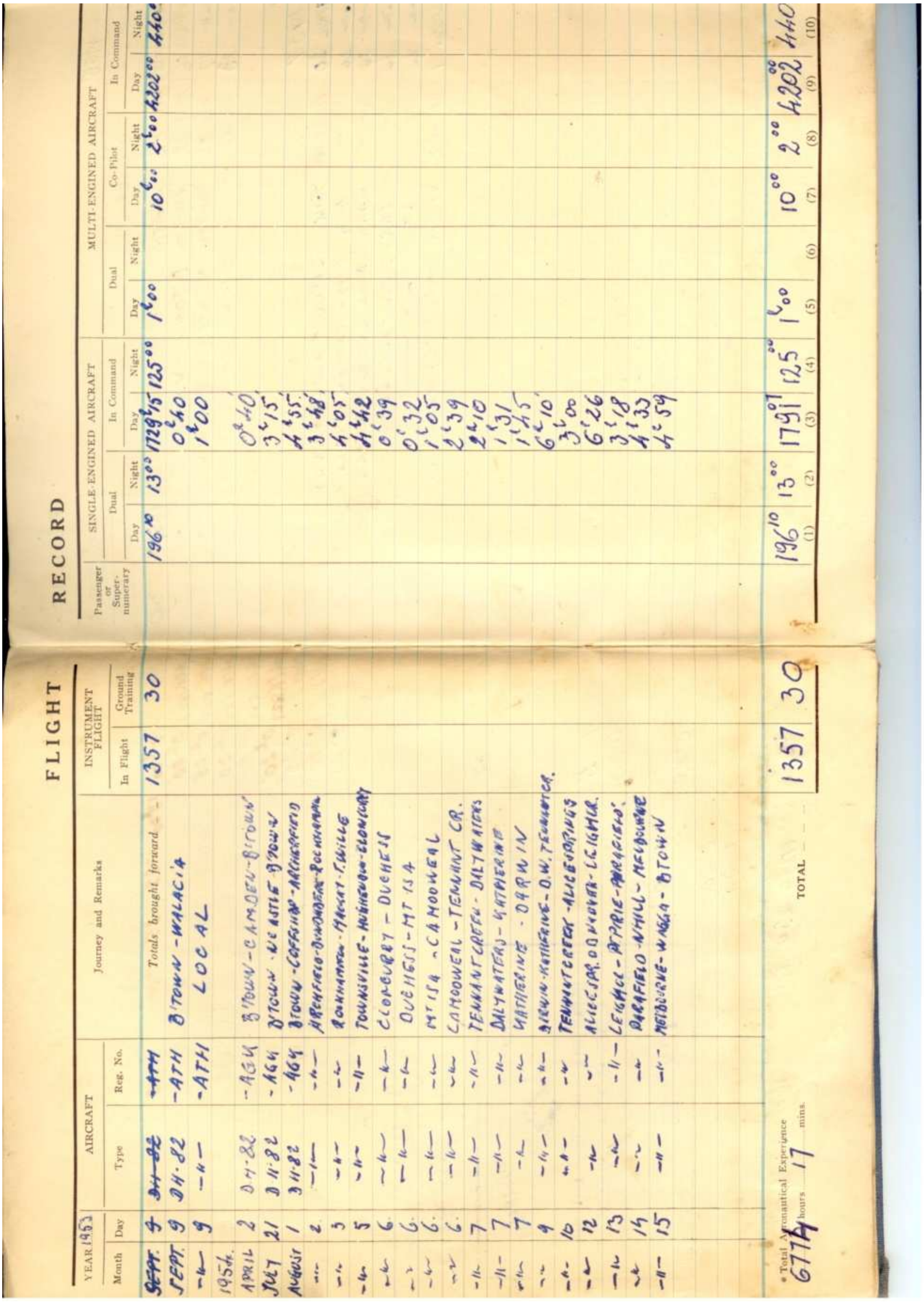
I CERTIFY that the information on this and the following page is accurate to the best of my knowledge.

Date 13. AUGUST 1957. Signature

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
190	13	1722	125	1		10	2	2202	440

TOTAL AERONAUTICAL EXPERIENCE 6706 hours - minutes.

Figure 66

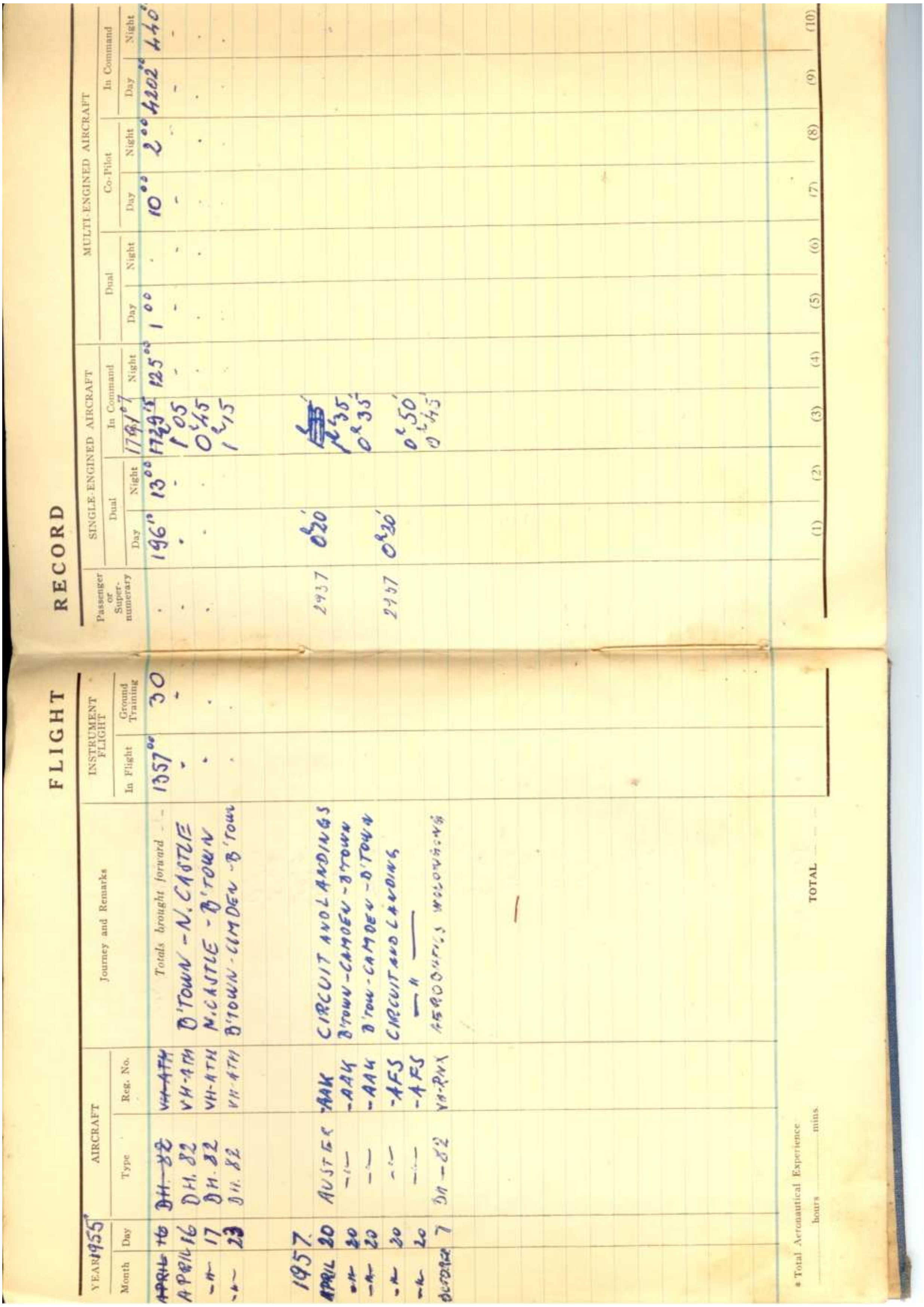


YEAR 1953

Month	Day	Aircraft Type	Reg. No.	Journey and Remarks	Instrument Flight: In Flight	Instrument Flight: Ground Training	Passenger or Super-numerary	Single-Engined Dual Day	Single-Engined Dual Night	Single-Engined In Command Day	Single-Engined In Command Night	Multi-Engined Dual Day	Multi-Engined Dual Night	Multi-Engined Co-Pilot Day	Multi-Engined Co-Pilot Night	Multi-Engined In Command Day	Multi-Engined In Command Night
~~SEPT.~~	~~4~~	~~DH-82~~	~~-ATH~~	Totals brought forward	1357	30		196 10	13 00	1729 15	125 00	1 00		10 00	2 00	4202 00	440
SEPT.	9	DH-82	-ATH	B'TOWN - WALACIA						0 40							
-"-	9	-"-	-ATH	LOCAL						1 00							
1954.																	
APRIL	2	DH-82	-AGU	B'TOWN - CAMDEN - B'TOWN						0 40							
JULY	21	DH-82	-AGU	B'TOWN - NEWCASTLE - B'TOWN						3 15							
AUGUST	1	DH-82	-AGU	B'TOWN - COFFS HBR - ARCHERFIELD						4 55							
-"-	2	-"-	-"-	ARCHERFIELD - BUNDABERG - ROCKHAMPTON						3 48							
-"-	3	-"-	-"-	ROCKHAMPTON - MACKAY - T'VILLE						4 05							
-"-	5	-"-	-"-	TOWNSVILLE - HUGHENDEN - CLONCURRY						4 42							
-"-	6	-"-	-"-	CLONCURRY - DUCHESS						0 39							
-"-	6	-"-	-"-	DUCHESS - MT ISA						0 32							
-"-	6	-"-	-"-	MT ISA - CAMOOWEAL						1 05							
-"-	6	-"-	-"-	CAMOOWEAL - TENNANT CR.						2 39							
-"-	7	-"-	-"-	TENNANT CREEK - DALY WATERS						2 10							
-"-	7	-"-	-"-	DALY WATERS - KATHERINE						1 31							
-"-	7	-"-	-"-	KATHERINE - DARWIN						1 45							
-"-	9	-"-	-"-	DARWIN - KATHERINE - D.W. TENNANT CR.						6 10							
-"-	10	-"-	-"-	TENNANT CREEK - ALICE SPRINGS						3 00							
-"-	12	-"-	-"-	ALICE SPR. OODNADATTA - LEIGHCR.						6 26							
-"-	13	-"-	-"-	LEIGHCR. - PT PIRIE - PARAFIELD						3 18							
-"-	14	-"-	-"-	PARAFIELD - NHILL - MELBOURNE						4 33							
-"-	15	-"-	-"-	MELBOURNE - WAGGA - B'TOWN						4 59							
				TOTAL	1357	30		196 10 (1)	13 00 (2)	1791 01 (3)	125 00 (4)	1 00 (5)	(6)	10 00 (7)	2 00 (8)	4202 00 (9)	440 (10)

* Total Aeronautical Experience ~~6771~~ 6774 hours 17 mins.

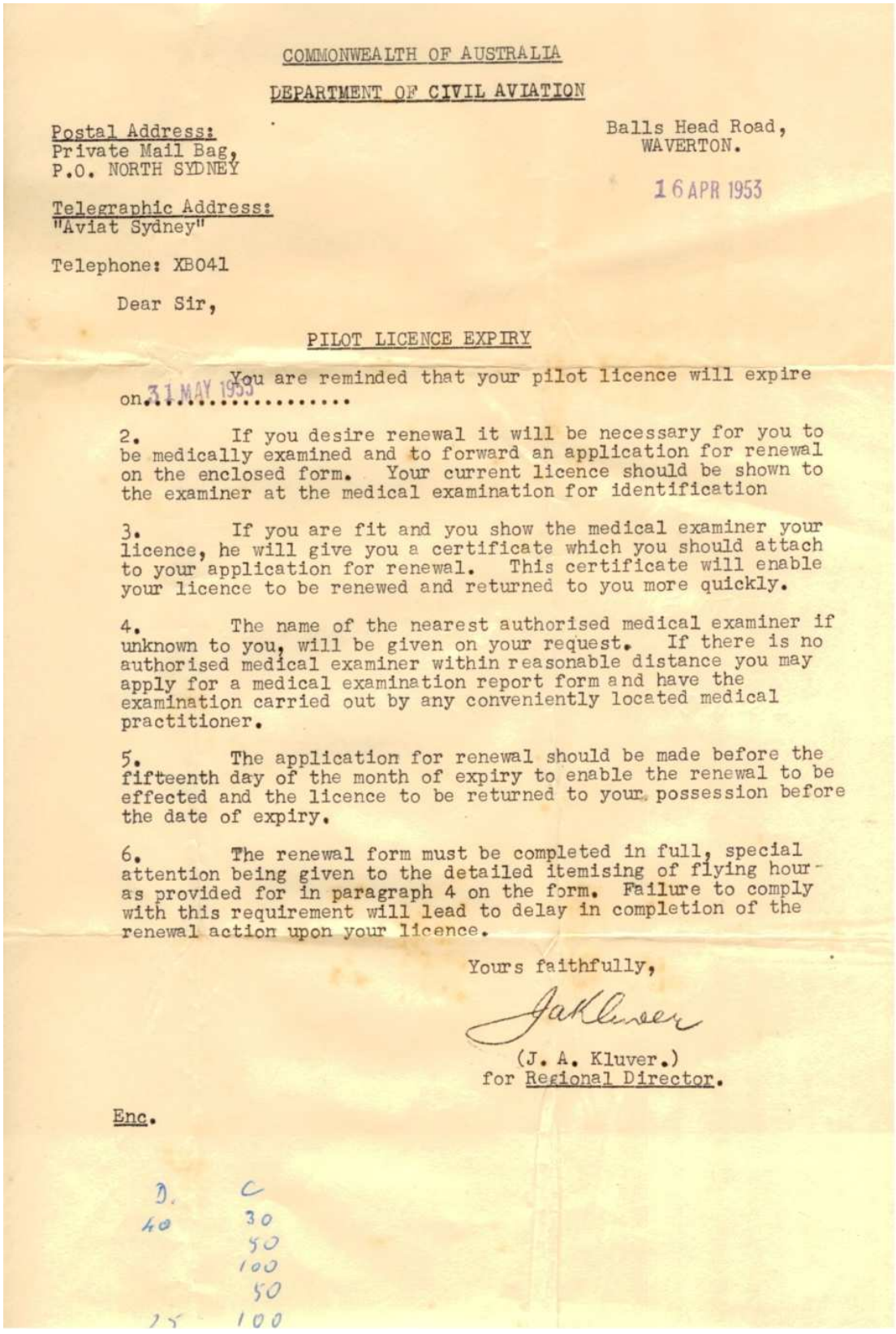
Figure 67



Month (YEAR 1955)	Day	Aircraft Type	Reg. No.	Journey and Remarks	Instrument Flight: In Flight	Instrument Flight: Ground Training	Passenger or Super-numerary	Single-Engined Dual Day (1)	Single-Engined Dual Night (2)	Single-Engined In Command Day (3)	Single-Engined In Command Night (4)	Multi-Engined Dual Day (5)	Multi-Engined Dual Night (6)	Multi-Engined Co-Pilot Day (7)	Multi-Engined Co-Pilot Night (8)	Multi-Engined In Command Day (9)	Multi-Engined In Command Night (10)
~~APRIL~~	~~16~~	~~DH-82~~	~~VH-ATH~~	Totals brought forward	1357 00	30		196 10	13 00	1729 15 (1781 07)	125 00	1 00		10 00	2 00	4202 00	440 00
APRIL	16	DH.82	VH-ATH	B'TOWN - N.CASTLE						1 05							
-"-	17	DH.82	VH-ATH	N.CASTLE - B'TOWN						0 45							
-"-	23	DH.82	VH-ATH	B'TOWN - CAMDEN - B'TOWN						1 15							
1957																	
APRIL	20	AUSTER	-AAK	CIRCUIT AND LANDINGS			2937	0 20		[struck out]							
-"-	20	-"-	-AAK	B'TOWN - CAMDEN - B'TOWN						1 35							
-"-	20	-"-	-AAK	B'TOWN - CAMDEN - B'TOWN						0 35							
-"-	20	-"-	-AFS	CIRCUIT AND LANDING			2937	0 30									
-"-	20	-"-	-AFS	—"—						0 50							
OCTOBER	7	DH-82	VH-RNX	AERODYNAMICS WOLLONGONG						0 45							
* Total Aeronautical Experience ___ hours ___ mins.				TOTAL													

Figure 68

Notice of Australian Pilot's Licence Expiry



COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF CIVIL AVIATION

Postal Address:
Private Mail Bag,
P.O. NORTH SYDNEY

Balls Head Road,
WAVERTON.

16 APR 1953

Telegraphic Address:
"Aviat Sydney"

Telephone: XB041

Dear Sir,

PILOT LICENCE EXPIRY

You are reminded that your pilot licence will expire on 31 MAY 1953.

2. If you desire renewal it will be necessary for you to be medically examined and to forward an application for renewal on the enclosed form. Your current licence should be shown to the examiner at the medical examination for identification

3. If you are fit and you show the medical examiner your licence, he will give you a certificate which you should attach to your application for renewal. This certificate will enable your licence to be renewed and returned to you more quickly.

4. The name of the nearest authorised medical examiner if unknown to you, will be given on your request. If there is no authorised medical examiner within reasonable distance you may apply for a medical examination report form and have the examination carried out by any conveniently located medical practitioner.

5. The application for renewal should be made before the fifteenth day of the month of expiry to enable the renewal to be effected and the licence to be returned to your possession before the date of expiry.

6. The renewal form must be completed in full, special attention being given to the detailed itemising of flying hours as provided for in paragraph 4 on the form. Failure to comply with this requirement will lead to delay in completion of the renewal action upon your licence.

Yours faithfully,

Jak Kluver

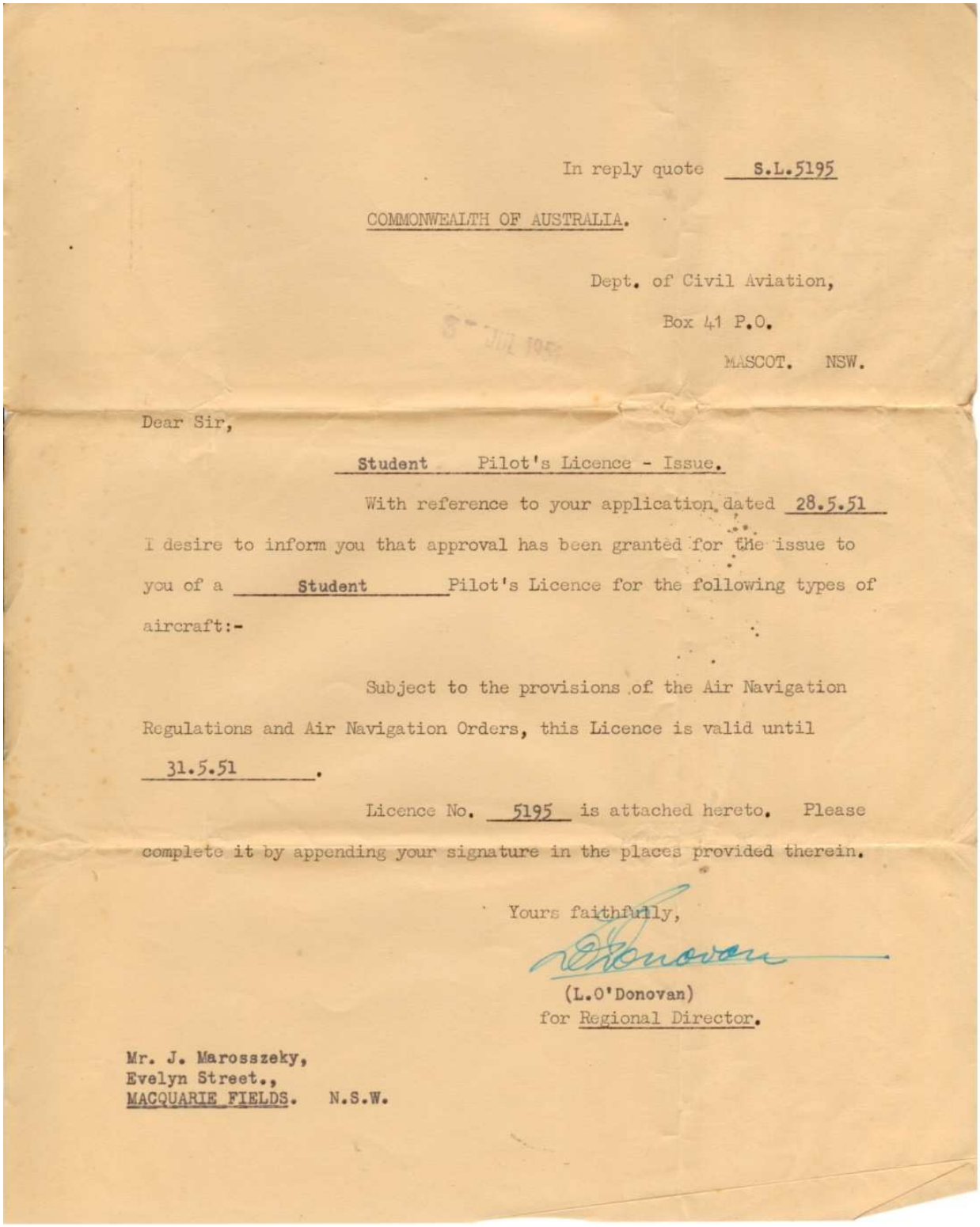
(J. A. Kluver.)
for Regional Director.

Enc.

D. C
40 30
50
100
50
25 100

Figure 69

Notice of Australian Student Pilot's Licence issue:



In reply quote S.L.5195

COMMONWEALTH OF AUSTRALIA.

Dept. of Civil Aviation,
Box 41 P.O.
MASCOT. NSW.

Dear Sir,

Student Pilot's Licence - Issue.

With reference to your application dated 28.5.51 I desire to inform you that approval has been granted for the issue to you of a Student Pilot's Licence for the following types of aircraft:-

Subject to the provisions of the Air Navigation Regulations and Air Navigation Orders, this Licence is valid until 31.5.51.

Licence No. 5195 is attached hereto. Please complete it by appending your signature in the places provided therein.

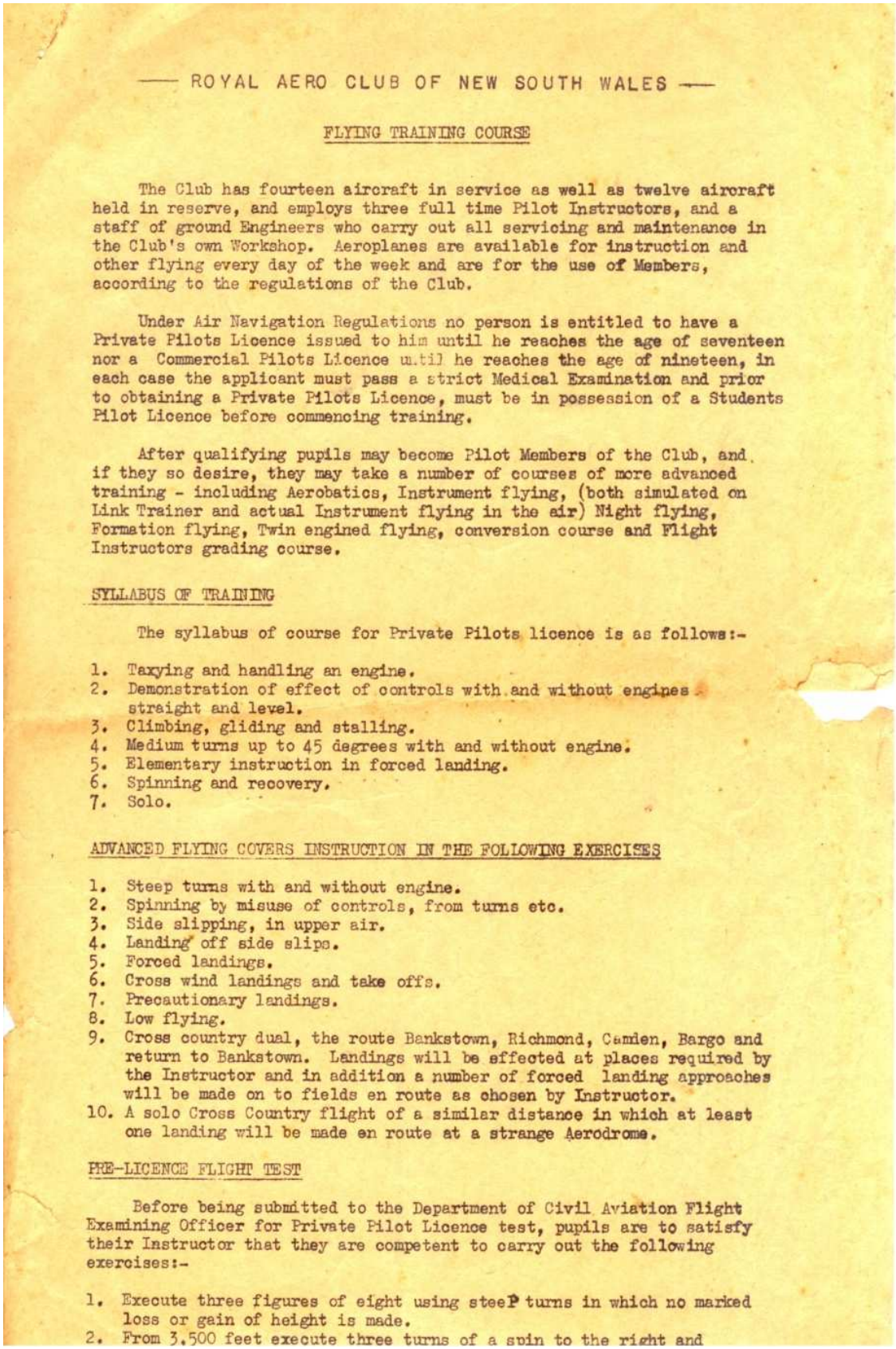
Yours faithfully,

(L.O'Donovan)
for Regional Director.

Mr. J. Marosszeky,
Evelyn Street.,
MACQUARIE FIELDS. N.S.W.

Figure 70

Royal Aero Club Training syllabus: Fig.71 – Fig.76.



—— ROYAL AERO CLUB OF NEW SOUTH WALES ——

FLYING TRAINING COURSE

The Club has fourteen aircraft in service as well as twelve aircraft held in reserve, and employs three full time Pilot Instructors, and a staff of ground Engineers who carry out all servicing and maintenance in the Club's own Workshop. Aeroplanes are available for instruction and other flying every day of the week and are for the use of Members, according to the regulations of the Club.

Under Air Navigation Regulations no person is entitled to have a Private Pilots Licence issued to him until he reaches the age of seventeen nor a Commercial Pilots Licence until he reaches the age of nineteen, in each case the applicant must pass a strict Medical Examination and prior to obtaining a Private Pilots Licence, must be in possession of a Students Pilot Licence before commencing training.

After qualifying pupils may become Pilot Members of the Club, and if they so desire, they may take a number of courses of more advanced training - including Aerobatics, Instrument flying, (both simulated on Link Trainer and actual Instrument flying in the air) Night flying, Formation flying, Twin engined flying, conversion course and Flight Instructors grading course.

SYLLABUS OF TRAINING

The syllabus of course for Private Pilots licence is as follows:-

1. Taxying and handling an engine.
2. Demonstration of effect of controls with and without engines straight and level.
3. Climbing, gliding and stalling.
4. Medium turns up to 45 degrees with and without engine.
5. Elementary instruction in forced landing.
6. Spinning and recovery.
7. Solo.

ADVANCED FLYING COVERS INSTRUCTION IN THE FOLLOWING EXERCISES

1. Steep turns with and without engine.
2. Spinning by misuse of controls, from turns etc.
3. Side slipping, in upper air.
4. Landing off side slips.
5. Forced landings.
6. Cross wind landings and take offs.
7. Precautionary landings.
8. Low flying.
9. Cross country dual, the route Bankstown, Richmond, Camden, Bargo and return to Bankstown. Landings will be effected at places required by the Instructor and in addition a number of forced landing approaches will be made on to fields en route as chosen by Instructor.
10. A solo Cross Country flight of a similar distance in which at least one landing will be made en route at a strange Aerodrome.

PRE-LICENCE FLIGHT TEST

Before being submitted to the Department of Civil Aviation Flight Examining Officer for Private Pilot Licence test, pupils are to satisfy their Instructor that they are competent to carry out the following exercises:-

1. Execute three figures of eight using steep turns in which no marked loss or gain of height is made.
2. From 3,500 feet execute three turns of a spin to the right and

Figure 71

The Club has fourteen aircraft in service as well as twelve aircraft held in reserve, and employs three full time Pilot Instructors, and a staff of ground Engineers who carry out all servicing and maintenance in the Club's own Workshop. Aeroplanes are available for instruction and other flying every day of the week and are for the use of Members, according to the regulations of the Club.

Under Air Navigation Regulations no person is entitled to have a Private Pilots Licence issued to him until he reaches the age of seventeen nor a Commercial Pilots Licence until he reaches the age of nineteen, in each case the applicant must pass a strict Medical Examination and prior to obtaining a Private Pilots Licence, must be in possession of a Students Pilot Licence before commencing training.

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The syllabus of course for Private Pilots licence is as follows:-

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2. Demonstration of effect of controls with and without engines straight and level.
3. Climbing, gliding and stalling.
4. Medium turns up to 45 degrees with and without engine.
5. Elementary instruction in forced landing.
6. Spinning and recovery.
7. Solo.

ADVANCED FLYING COVERS INSTRUCTION IN THE FOLLOWING EXERCISES

1. Steep turns with and without engine.
2. Spinning by misuse of controls, from turns etc.
3. Side slipping, in upper air.
4. Landing off side slips.
5. Forced landings.
6. Cross wind landings and take offs.
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8. Low flying.
9. Cross country dual, the route Bankstown, Richmond, Camden, Bargo and return to Bankstown. Landings will be effected at places required by the Instructor and in addition a number of forced landing approaches will be made on to fields en route as chosen by Instructor.
10. A solo Cross Country flight of a similar distance in which at least one landing will be made en route at a strange Aerodrome.

PRE-LICENCE FLIGHT TEST

Before being submitted to the Department of Civil Aviation Flight Examining Officer for Private Pilot Licence test, pupils are to satisfy their Instructor that they are competent to carry out the following exercises:-

1. Execute three figures of eight using steep turns in which no marked loss or gain of height is made.
2. From 3,500 feet execute three turns of a spin to the right and recover facing the direction of entry, climb back to original height and repeat manoeuvre to the left.

Figure 72

3. Take off cross wind on right, and complete circuit and landing cross wind on right. Take off cross wind on left and complete cross wind on left.
4. From 1,500 feet on base leg of circuit pilot to throttle off engine and land within 150 yards of fence three out of four attempts to be completed successfully.
5. From 1,000 feet on base leg of circuit pilot to carry out precautionary landing and land within 150 yards of fence.
6. Forced landings, the pilot to execute successfully six out of eight forced landings in three cases the engine will be shut off without warning. The Pilot to select the most suitable field for himself. Two of the forced landings will be from low altitude.

AEROBATICS COURSE

The Club's Aerobatic course shall consist of the following manoeuvres:-

1. Stopping and restarting motor in flight.
2. Loops.
3. Stall Turns.
4. Rolls off the top of loop.
5. Slow roll.
6. Flick half roll.

INSTRUMENT FLYING

After receiving Instrument flying training on Link Trainer and carrying out 10 hours instrument flying training in the air in which a hood will be placed over the rear cockpit ,the Pilot will receive the following prescribed test.

(a) The Pilot will be required to climb to a predetermined height on course at the best climbing angle and turn on to a course thereafter maintain and constant course and air speed.

(b) The Pilot will be required to turn on to different headings involving turns in each direction, keeping a steady rate of turn and constant air speed.

(c) The Pilot will be required to put the aircraft into a spin and recover resuming the original course without undue loss of height and within a reasonably short space of time.

(d) The Pilot will be required to descend at a normal speed and turn on to different courses while on the descent.

(e) On completion of the above tests, the Pilot will be required to work out courses and times for turns on a cross country flight which shall include three turning points to be fixed by the examiner, this flight shall be of one hour's duration. An estimate of wind, speed and direction will be given, and that Pilot will take off under the hood and complete the above exercise without comment or assistance from the safety pilot.

FORMATION FLYING.

This course covers all standard formation drill including take-offs and landing in formation.

COMMERCIAL PILOTS LICENCE

As prescribed by Air Navigation Orders part 40.

1. The Pilot shall have flown and logged a minimum of 165 hours of which 100 hours shall have been [illegible]

Figure 73

on left.

4. From 1,500 feet on base leg of circuit pilot to throttle off engine and land within 150 yards of fence three out of four attempts to be completed successfully.
5. From 1,000 feet on base leg of circuit pilot to carry out precautionary landing and land within 150 yards of fence.
6. Forced landings, the pilot to execute successfully six out of eight forced landings in three cases the engine will be shut off without warning. The Pilot to select the most suitable field for himself. Two of the forced landings will be from low altitude.

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FORMATION FLYING.

This course covers all standard formation drill including take-offs and landing in formation.

COMMERCIAL PILOTS LICENCE

As prescribed by Air Navigation Orders part 40.

1. The Pilot shall have flown and logged a minimum of 165 hours of which 100 hours shall have been in command.

Figure 74

2. Shall demonstrate to an examiner his ability both by day and night to perform safely and competently both normal and emergency flight manouvres.

3. Shall be examined in Instrument flying as prescribed in Club's Instrument flying course.

4. Shall carry out at least one cross-country flight of not less than 300 miles, during which landings to a full stop shall be made at two selected places along the course. Carry out a number of shorter cross-country flights making a total of 20 hours cross-country experience before applying for Commercial Pilot's Licence flight examination.

5. Shall have flown and logged a minimum of 10 hours by night which shall include 5 hours in command.

NIGHT FLYING

In accordance with Air Navigation Orders class 40 a Private Pilot's night flying course shall consist of at least 2 hours' dual instruction and 3 hours' solo flying. Commercial pilots' requirements are at least 10 hours of which 5 hours shall be solo.

SPECIAL TRAINING COURSES

Instructors' Grading Course:

To obtain a Flight Instructor's grading, Pilots must receive a certain amount of dual and solo practice flying which will vary according to their ability, and will receive a flight grading test on the principles of flying instruction as set out in R.A.A.F. publication AP. 1732A.

Conversion Course:

Twin engine conversion courses may be carried out on Club's DH-84 Dragon Aircraft after Pilot has completed at least 100 hours Solo Flying. On completion of the course, tests shall be carried out on single-engine flying, single-engine approaches and landings. Pilot shall also do a number of take-offs and landings with a full load before he may carry passengers in this type of aircraft.

Figure 75

Invitation to Pilots Dinner for competitors February 1954

Figure 76

Navigators Protractor (Luftwaffe Issue)

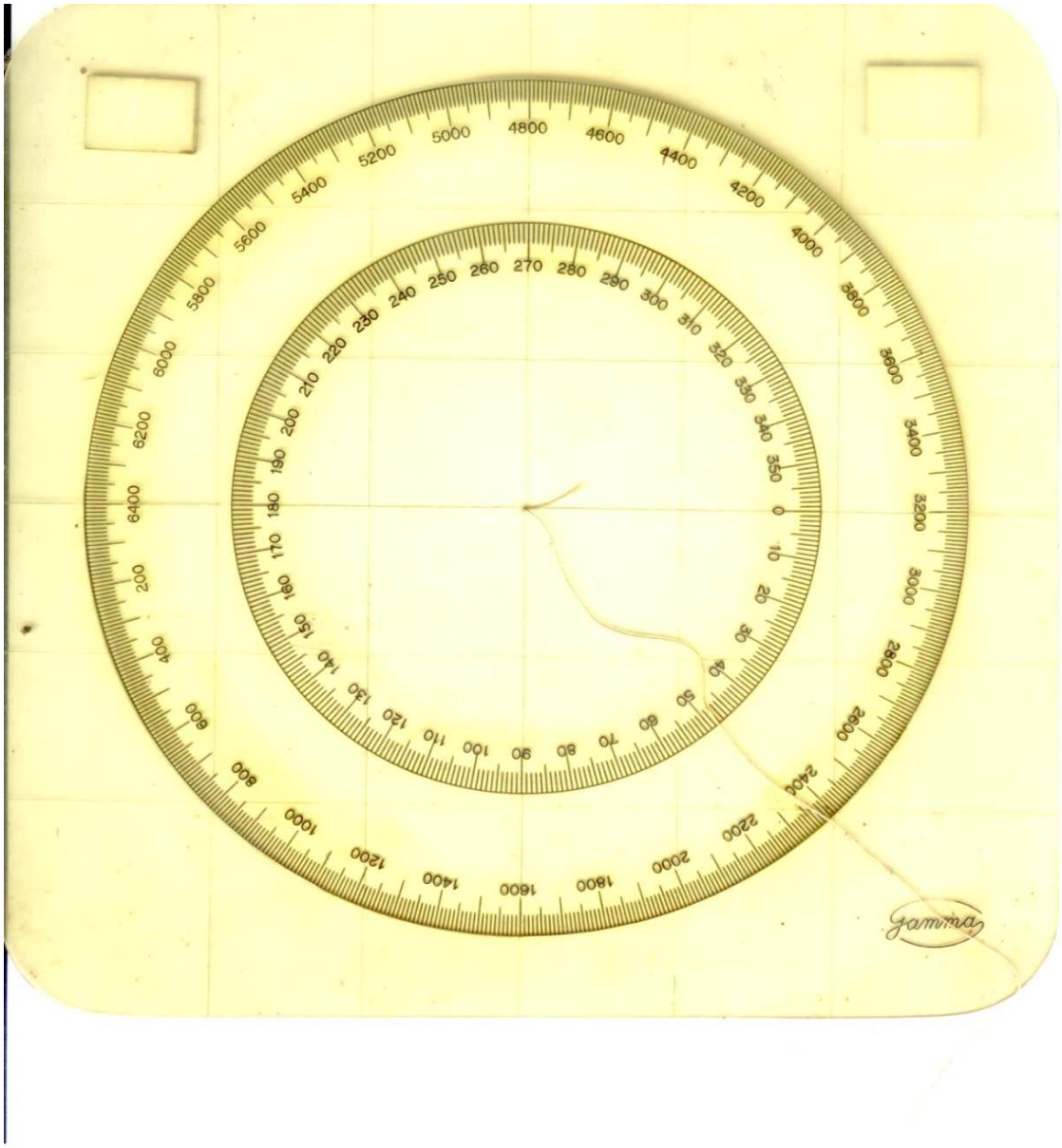


Figure 77

Navigation map Grid overlay (Royal Hungarian Air Force Issue)

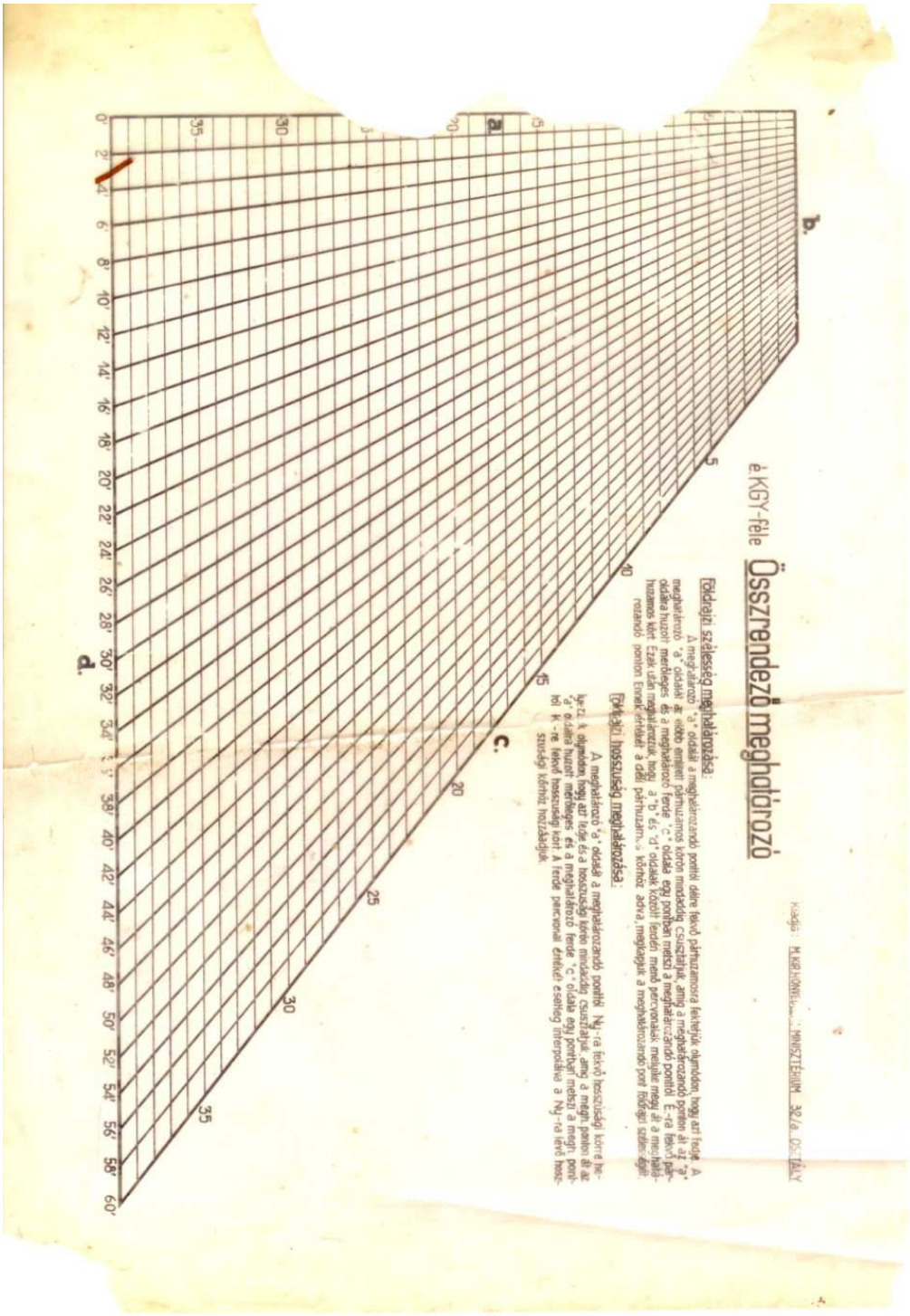


Figure 78

Navigation map dividers (Luftwaffe Issue)

Figure 79

Pilots Navigation flight computer – Obverse (Luftwaffe Issue)

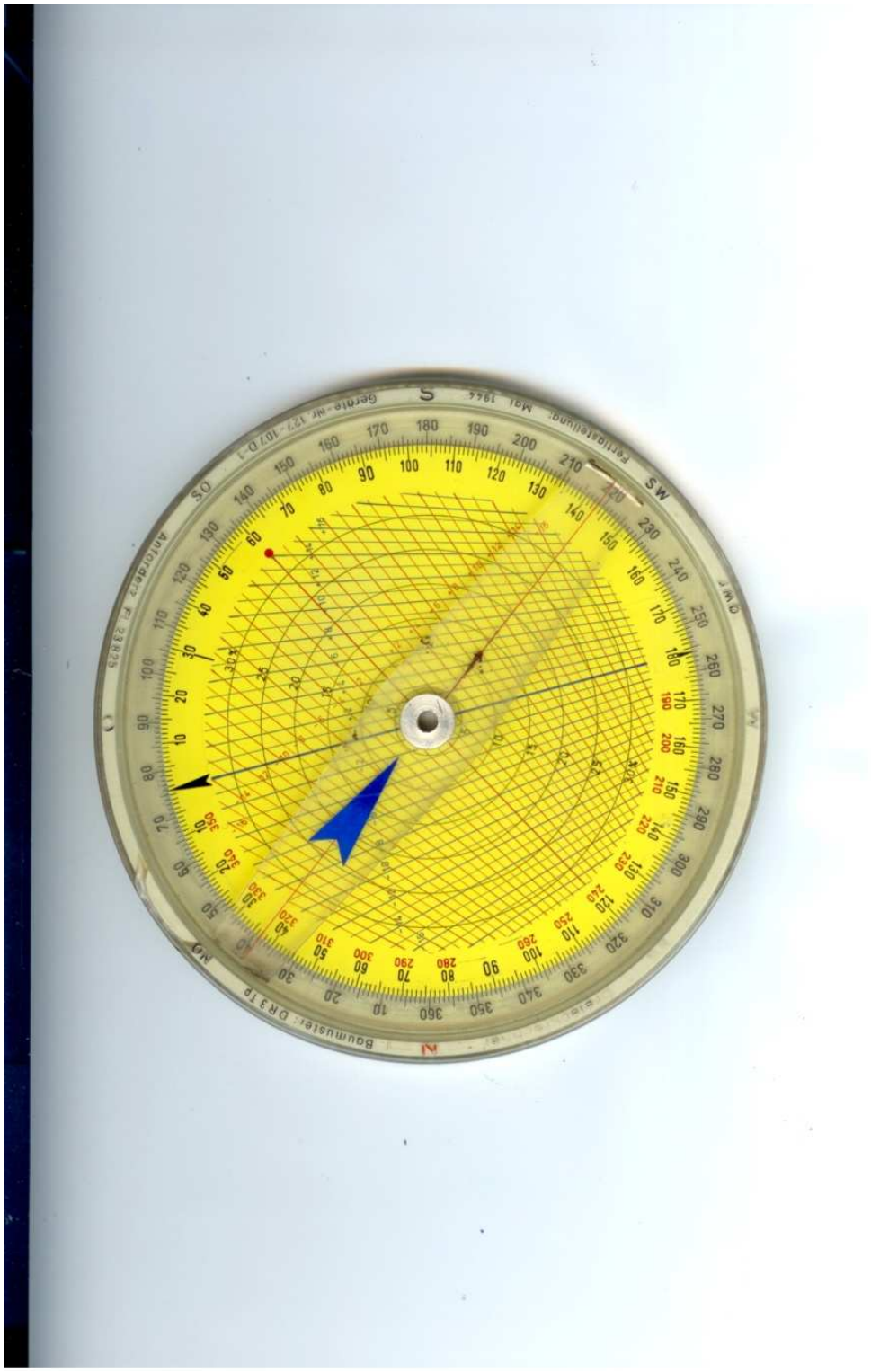


Figure 80

Pilots Navigation Computer – Front Face (Luftwaffe Issue)

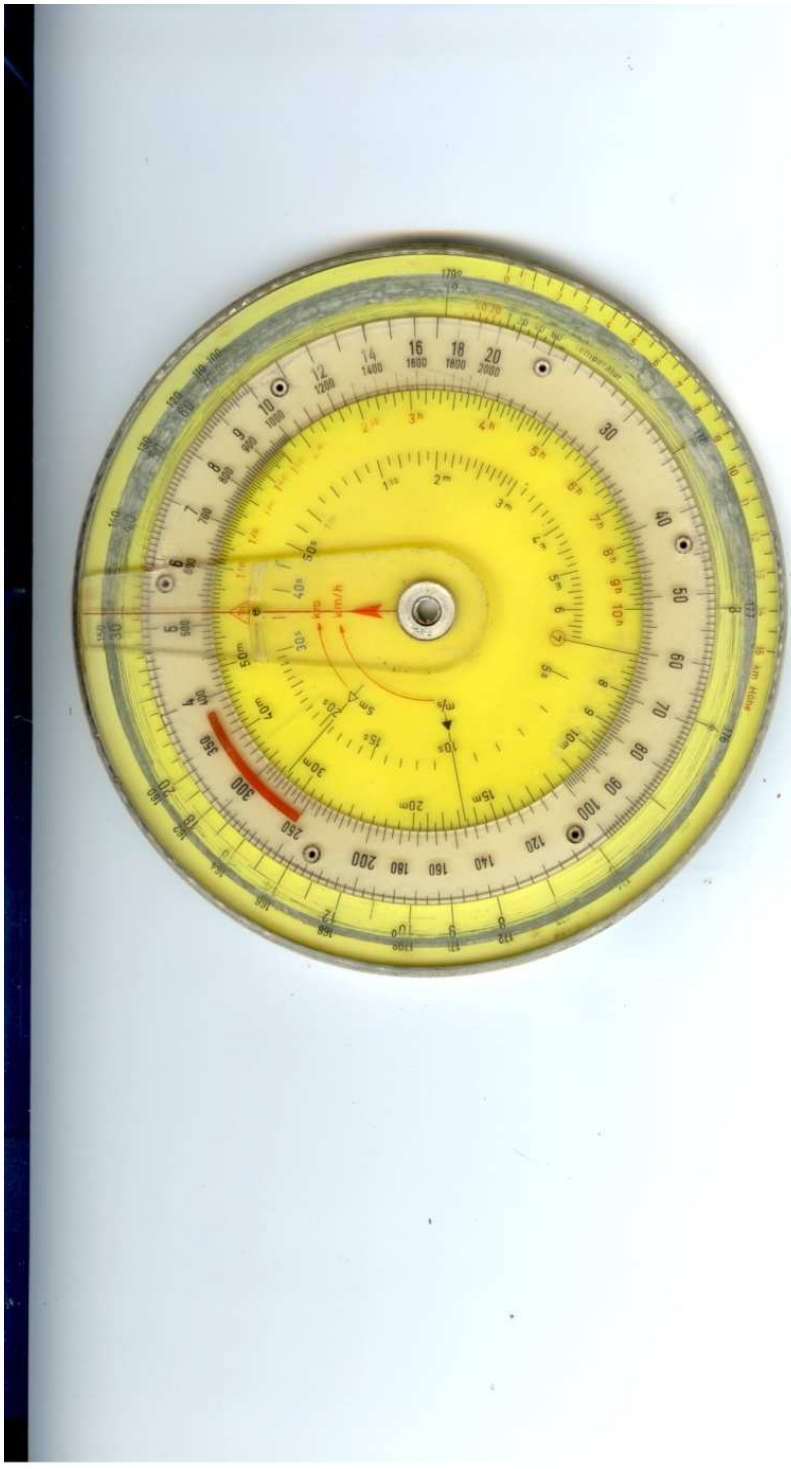


Figure 81

Royal Aero Club membership cards: 1954 & 1956.

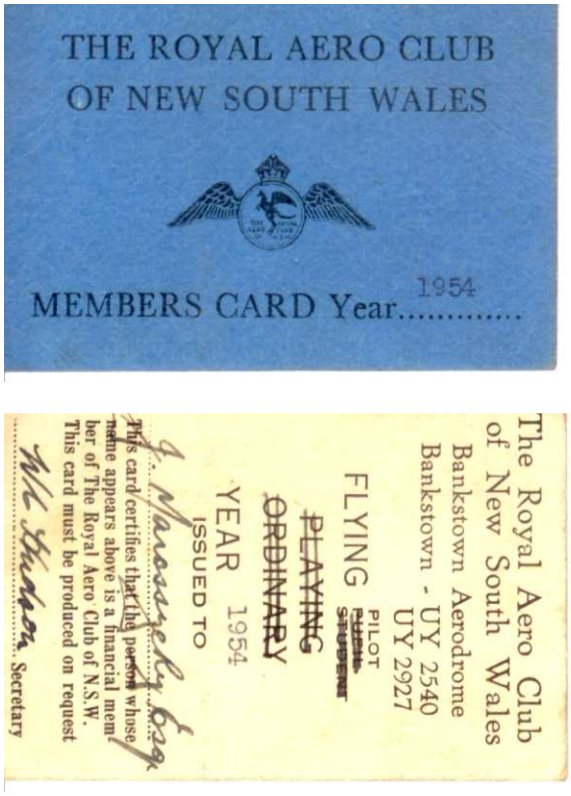


Figure 82

Figure 83

DCA Basic Principles (Flying) Course Syllabus: Fig. 84 – Fig.86

SYLLABUS REQUIREMENTS FOR BASIC PRATICES
AND PRINCIPLES EXAMINATION

Due to the wide scope of the Basic examinations, it is not proposed to go into details of each subject or feature of the examination in the Syllabus. Text books, which form a satisfactory standard, and on which questions will be asked, have been appended against each feature.

Feature of Syllabus	Recommended Text Books for Study
DIVISION C - BASIC PRINCIPLES	
A. D.C.A. Requirements.	Air Navigation Regulations. Air Navigation Orders, Parts 100 and 104
B. Theory of Flight.	Aircraft Basic Science (Northrop Aeronautical Institute.)
C. Materials of Aircraft Construction	Materials of Aircraft Construction - Hill, 1946 Edition. Fundamentals for the Aircraft Mechanic - Markley. Airplane Maintenance - Lesley Basic Airplane Mechanics - Lesley
D. Instruments, Pressure, Mechanical and Electrical.	Aircraft Basic Science (Northrop Aeronautical Institute.
E. Hydraulic Principles	Basic Airplane Mechanics - Lesley. Fundamentals for the Aircraft Mechanic Markley.
F. Electrical Principles	Aircraft Basic Science (Northrop Aeronautical Institute).
G. Workshop Practice	Fundamentals for the Aircraft Mechanic Markley. Basic Airplane Mechanics - Lesley.
H. Workshop Mathematics	Aircraft Basic Science (Northrop Aeronautical Institute). Arithmetic at Work - Proudfoot.
I. Rigging Principles	The Rigging, Maintenance and Inspection of Aircraft ("A" Licence)) W.J.C. Speller
DIVISION D - BASIC PRINCIPLES	
A. D.C.A. Requirements	Air Navigation Regulations. Air Navigation Orders, Parts 100, 104 and Appendix "A". Notices, Parts 100.
B. Workshop Theory Measuring Instruments, Micrometer, Vernier, Hydrometer and Manometer.	Micrometers, Verniers and Other Precision Measuring Instruments - J.E. McAvoy.
C. Workshop Mathematics	Fundamentals for the Aircraft Mechanic Markley. Basic Airplane Mechanics - Lesley Arithmetic at Work - Proudfoot.

Figure 84

DIVISION D - BASIC PRINCIPLES (Cont.)

Feature of Syllabus	Recommended Text Books for Study.
D. Practical Physics - Temperature Scales, Laws of gases, Principle Of Moments, Balancing.	Basic Physics, Vol. I - Martin & Connor.
E. Workshop Practice	Fundamentals for the Aircraft Mechanic Markley. Basic Airplane Mechanics - Lesley
F. Metallurgy & Heat Treatment	Metallurgy for Engineers - Rollason
G. Engine Principles H. Ignition Systems. I. Carburation. J. Engine Operatuon. K. Fuel & Oil Systems.	Aircraft Power Plants (Northrop Aeronautical Institute.)
L. Engine Electrics M. Engine Instruments	Aircraft Basic Science (Northrop Aeronautical Institute.)
N. Principles of Jet Propulsion	Aircraft Basic Science. Elementary Theory of Gas Turbines & Jet Propulsion - J.G. Keenan.

DIVISION A - BASIC PRACTICES.

A. D.C.A. Requirements.	Air Navigation Regulations. Air Navigation Orders, Parts 100, 104 105.
B. Workshop Calculations	Arithmetic at Work - Proudfoot.
C. Mensuration	" " " "
D. Practical Physics	Basic Physics, Vol. I Martin & Connor.
E. Repair Methods - General	Civil Aeronautics Manual No. 18. A.R.B. Civil Aircraft Inspection Procedures. Manufacturers Repair Manuals.
F. Hydraulic Systems, Components etc.	Basic Airplane Mechanics - Lesley. Airplane Maintenance - Lesley.
G. Electrical Principles	Aircraft Basic Science (Northrop Aeronautical Institute.)
H. Workshop Practices.	Civil Aeronautical Manual No. 18.
I. Repair Methods - Wooden Structures	Civil Aeronautical Manual No. 18.
J. Repair Methods - Metal Structures	Civil Aeronautical Manual No. 18.
K. Metals - Inspection Methods	Principles of Magnaflux - Doane & Betz. Air Navigation Orders, Section 108, and Makers Handbooks.

Figure 85

Feature of Syllabus.	Recommended Text Books for Study.
DIVISION B - BASIC PRACTICES.	
A. D.C.A. Requirements	Air Navigation Regulations. Air Navigation Orders, Parts 100, 104, 106.
B. Metals - Inspection Methods	Air Navigation Orders, Section 108. Engine Overhaul Manuals. Principles of Magnaflux - Doane & Betz.
C. Metals - Heat Treatment	Metallurgy for Engineers - Rollason.
D. Engine Parts - Cleaning	Engine Overhaul Manuals.
E Engine Parts - Inspection	Engine Overhaul Manuals.
F. Carburettors - Flow Testing	Engine Overhaul Manuals. Carburettor Service Manuals.
G. Magneto Inspection After Overhaul	Manufacturers Overhaul & Service Manuals.
H. Engine Block Testing	Engine Overhaul Manuals.
I. Engine Operating, Principles and Performance	Engine Operation and Service Manuals.
J. Practical Physics	Basic Physics Vol. I - Martin & Connor. Arithmetic at Work - Proudfoot.

Figure 86

Supplementary Log Book of Jenö Marosszéky: Fig. 88 – 93.

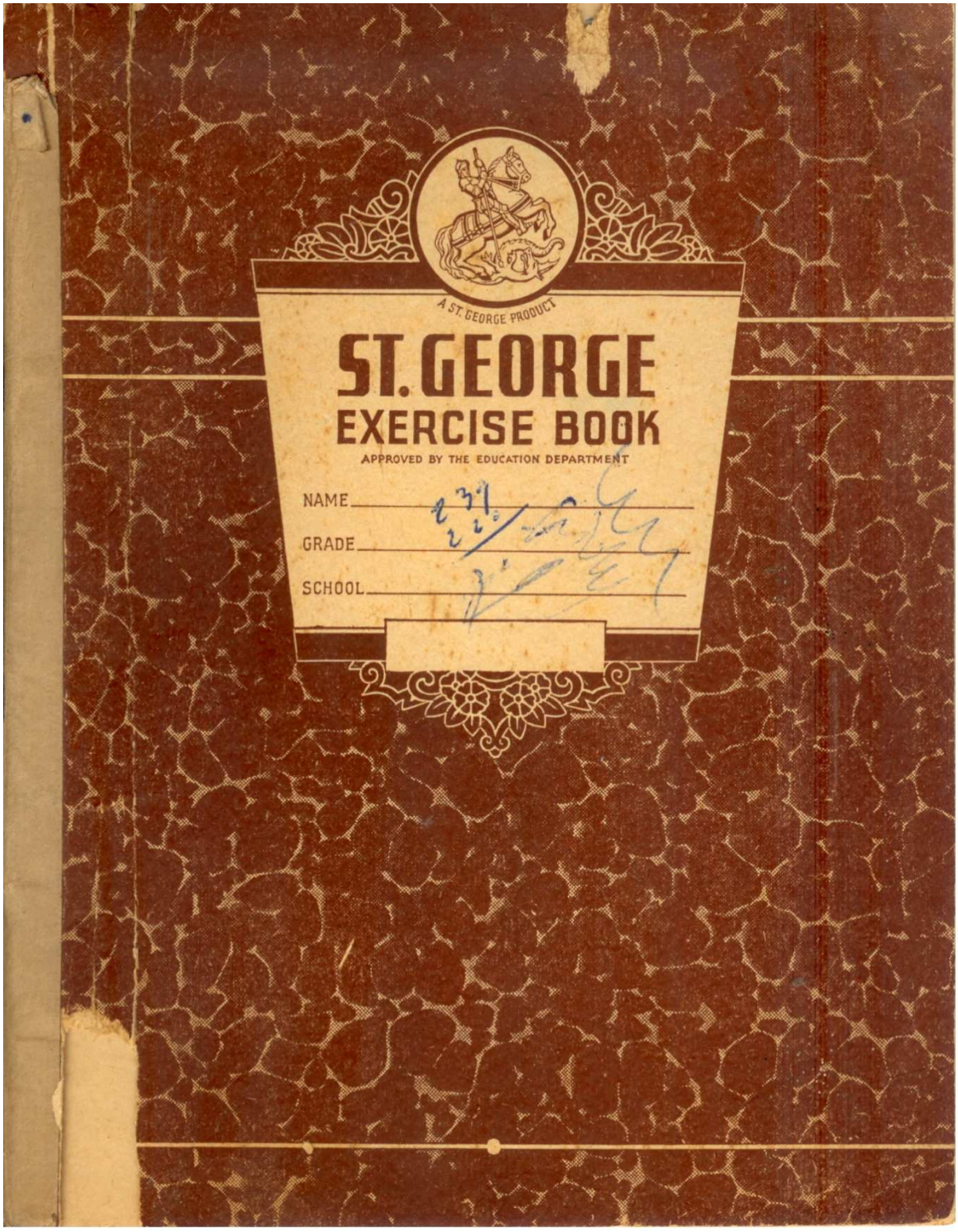
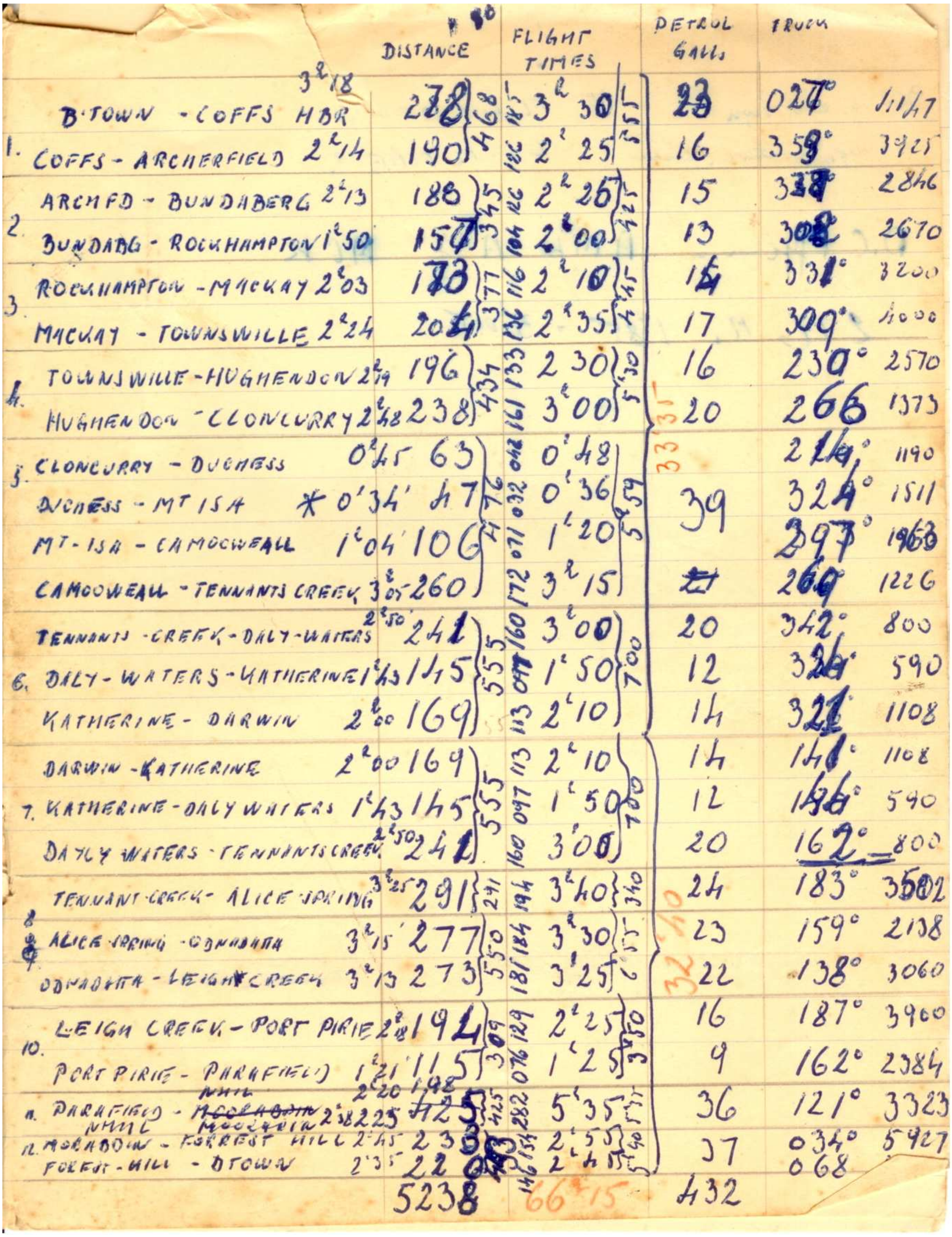
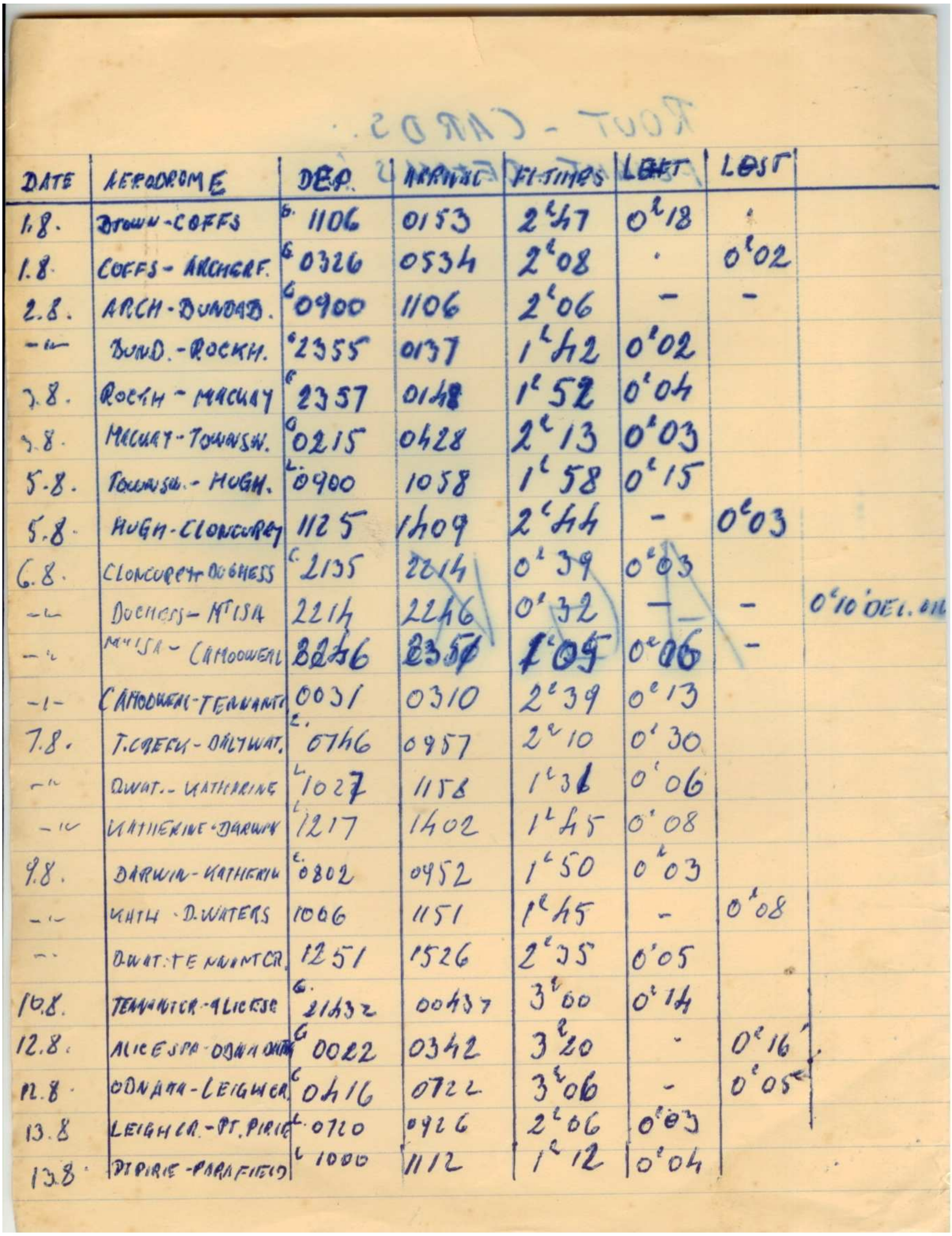


Figure 87



	Distance	Flight Times	Petrol Galls	Track	
B'TOWN - COFFS HBR $3^{h}18$	278	$3^{h}30$	23	027°	1147
1. COFFS - ARCHERFIELD $2^{h}14$	190	$2^{h}25$	16	358°	3925
ARCHFD - BUNDABERG $2^{h}13$	188	$2^{h}25$	15	338	2846
2. BUNDABG - ROCKHAMPTON $1^{h}50$	157	$2^{h}00$	13	308	2670
ROCKHAMPTON - MACKAY $2^{h}03$	173	$2^{h}10$	14	331°	3200
3. MACKAY - TOWNSVILLE $2^{h}24$	204	$2^{h}35$	17	309°	4000
TOWNSVILLE - HUGHENDON $2^{h}19$	196	$2^{h}30$	16	230°	2570
4. HUGHENDON - CLONCURRY $2^{h}48$	238	$3^{h}00$	20	266	1373
5. CLONCURRY - DUCHESS $0^{h}45$	63	$0^{h}48$		214°	1190
DUCHESS - MT ISA * $0^{h}34$	47	$0^{h}36$	39	324°	1511
MT-ISA - CAMOOWEAL $1^{h}04$	106	$1^{h}20$		297°	1963
CAMOOWEAL - TENNANTS CREEK $3^{h}05$	260	$3^{h}15$	[illegible]	264	1226
TENNANTS CREEK - DALY WATERS $2^{h}50$	241	$3^{h}00$	20	342°	800
6. DALY WATERS - KATHERINE $1^{h}43$	145	$1^{h}50$	12	326°	590
KATHERINE - DARWIN $2^{h}00$	169	$2^{h}10$	14	321	1108
DARWIN - KATHERINE $2^{h}00$	169	$2^{h}10$	14	141°	1108
7. KATHERINE - DALY WATERS $1^{h}43$	145	$1^{h}50$	12	146°	590
DALY WATERS - TENNANTS CREEK $2^{h}50$	241	$3^{h}00$	20	162°	800
TENNANT CREEK - ALICE SPRING $3^{h}25$	291	$3^{h}40$	24	183°	3502
8. ALICE SPRING - OODNADATTA $3^{h}15$	277	$3^{h}30$	23	159°	2138
9. OODNADATTA - LEIGH CREEK $3^{h}13$	273	$3^{h}25$	22	138°	3060
LEIGH CREEK - PORT PIRIE $2^{h}08$	194	$2^{h}25$	16	187°	3900
10. PORT PIRIE - PARAFIELD $1^{h}21$	115	$1^{h}25$	9	162°	2384
11. PARAFIELD - ~~MOORABBIN~~ NHILL - MOORABBIN $2^{h}20$ $2^{h}28$	225 (?)	$5^{h}35$	36	121°	3323
12. MOORABBIN - FORREST HILL $2^{h}45$	230 (?)	$2^{h}55$	37	034°	5927
FOREST HILL - B'TOWN $2^{h}35$	[illegible]	$2^{h}45$		068	
	5238	$66^{h}15$	432		

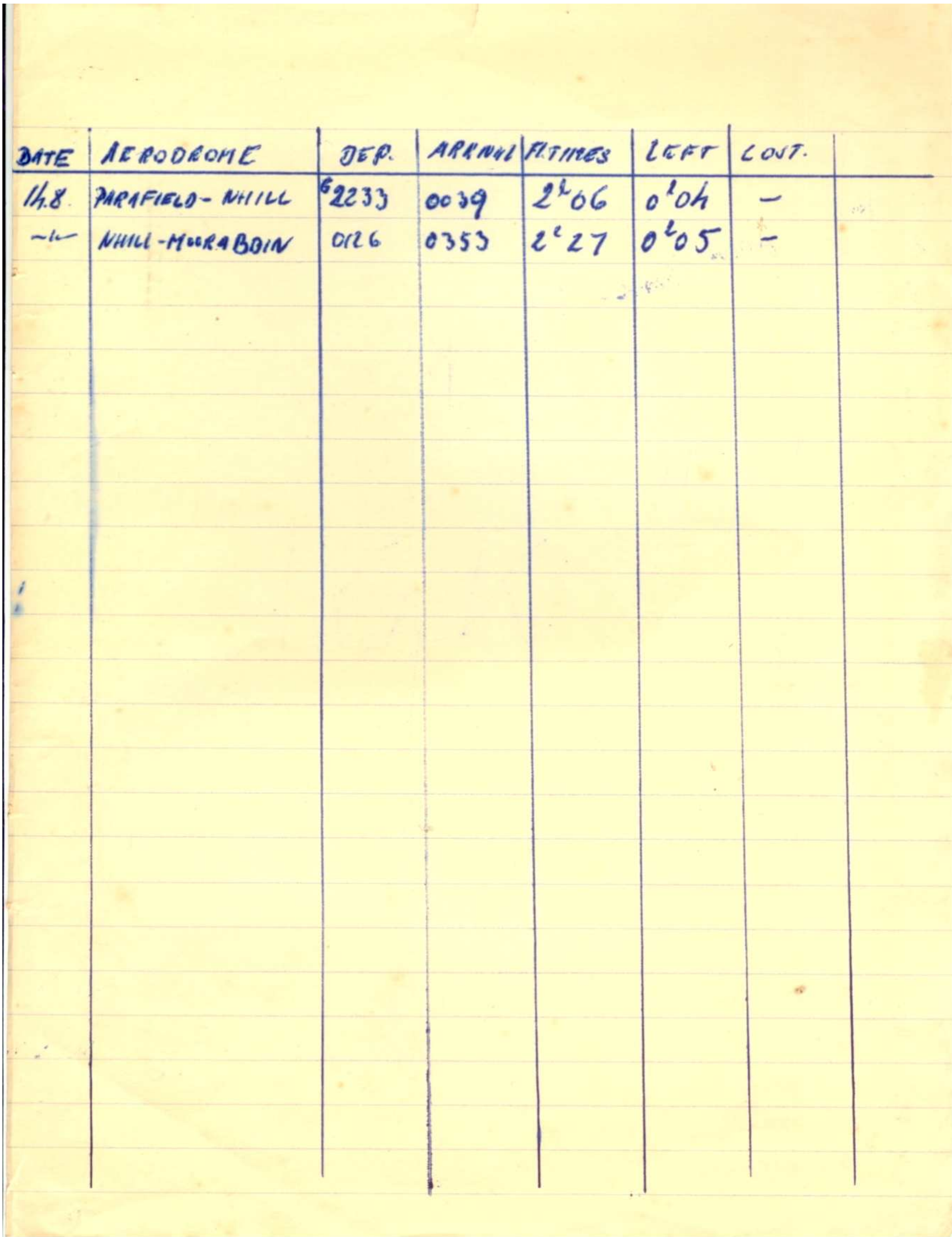
Figure 88



ROUT - CARDS.

DATE	AERODROME	DEP.	ARRIVAL	FL-TIMES	LEFT	LOST	
1.8.	BROWN-COFFS	G. 1106	0153	2h47	0h18		
1.8.	COFFS - ARCHERF.	G 0326	0534	2h08	.	0h02	
2.8.	ARCH-BUNDAB.	G 0900	1106	2h06	–	–	
–"–	BUND.-ROCKH.	G 2355	0137	1h42	0h02		
3.8.	ROCKH - MACKAY	G 2357	0148	1h52	0h04		
3.8.	MACKAY-TOWNSV.	G 0215	0428	2h13	0h03		
5.8.	TOWNSV.- HUGH.	L 0900	1058	1h58	0h15		
5.8.	HUGH-CLONCURRY	1125	1409	2h44	–	0h03	
6.8.	CLONCURRY-DUCHESS	C. 2135	2214	0h39	0h03		
–"–	DUCHESS– MT ISA	2214	2246	0h32	–	–	0h10 DEL. [illegible]
–"–	MT ISA – CAMOOWEAL	2246	2351	1h05	0h06	–	
–"–	CAMOOWEAL-TENNANT	0031	0310	2h39	0h13		
7.8.	T.CREEK - DALYWAT.	L. 0746	0957	2h10	0h30		
–"–	DWAT.- KATHERINE	L 1027	1158	1h31	0h06		
–"–	KATHERINE-DARWIN	L 1217	1402	1h45	0h08		
9.8.	DARWIN- KATHERIN	L. 0802	0952	1h50	0h03		
–"–	KATH - D.WATERS	1006	1151	1h45	–	0h08	
–"–	DWAT.-TENNANTCR.	1251	1526	2h35	0h05		
10.8.	TENNANTCR-ALICESP.	G. 2143	0043	3h00	0h14		
12.8.	ALICESPR-OODNADATTA	G 0022	0342	3h20	.	0h16	
12.8.	OODNADA-LEIGHCR.	G 0416	0722	3h06	–	0h05	
13.8	LEIGHCR.-PT. PIRIE	L 0720	0926	2h06	0h03		
13.8.	PT PIRIE -PARAFIELD	L 1000	1112	1h12	0h04		

Figure 89



DATE	AERODROME	DEP.	ARRIVAL	FLTIMES	LEFT	CONT.	
14.8.	PARAFIELD - NHILL	6 2233	0039	2h06	0h04	–	
–"–	NHILL - MOORABBIN	0126	0353	2h27	0h05	–	

Figure 90

ARITHMETICAL TABLES

WEIGHTS AND MEASURES

Grade III.

Length	12 inches	= 1 foot
	3 feet	= 1 yard
	16 ounces	= 1 pound
Weight	2 pints	= 1 quart
Liquid Measure	4 quarts	= 1 gallon
Time	60 minutes	= 1 hour
	24 hours	= 1 day
	7 days	= 1 week
Number	12 things	= 1 dozen
	20 things	= 1 score
Money	1 penny	= 4 farthings
	1 shilling	= 12 pennies
	1 florin	= 2 shillings
	1 half-crown	= 2 shillings and six-pence
	1 half-sovereign	= 10 shillings
	1 sovereign, or pound sterling	= 20 shillings

Additional for Grade IV.

Length	22 yards	= 1 chain
	80 chains	= 1 mile
Weight	28 pounds	= 1 quarter of a hundredweight
	4 quarters	= 1 hundredweight
	112 pounds	= 1 hundredweight
	20 hundredweights	= 1 ton
Liquid Measure	8 pints	= 1 gallon
Number	12 dozen	= 1 gross
	144 things	= 1 gross

Grades V., VI., VII., VIII.

N.B.—The Fifth Grade Tables are in bold-face type.

Avoirdupois Weight

(For General Merchandise)

16 ounces (oz.)	= 1 pound (lb.)
28 pounds	= 1 quarter (qr.)
4 quarters	= 1 hundredweight (cwt.)
112 pounds	= 1 hundredweight
20 hundredweights	= 1 ton
2240 pounds	= 1 ton
100 pounds	= 1 cental, or "short hundred", (cent.)
20 centals	= 1 short ton (e.g., a ton of flour)
2000 pounds	= 1 short ton
60 pounds of wheat	= 1 bushel
480 pounds or 8 bushels	= 1 quarter of wheat
40 pounds of oats	= 1 bushel

Troy Weight

(For Weighing Gold and Silver)

24 grains (gr.)	= 1 pennyweight (dwt.)
20 pennyweights	= 1 ounce (oz.)

Linear or Length Measure

12 inches (in.) (")	= 1 foot (ft.) (')
3 feet or 36 in.	= 1 yard (yd.)
5½ yards or 16½ ft.	= 1 rod (r.)
25 links	= 1 rod (r.)
4 rods	= 1 chain (ch.)
22 yards	= 1 chain
100 links	= 1 chain
10 chains	= 1 furlong (fur.)
8 furlongs	= 1 mile (m.)
80 chains	= 1 mile
1760 yards	= 1 mile

N.B.—A cricket pitch is one chain long.

Square or Surface Measure

144 square inches (12" by 12")	= 1 square foot (sq. ft.)
9 square feet (3' by 3')	= 1 square yard (sq. yd.)
30¼ sq. yds. (5½ yd. by 5½ yd.)	= 1 square perch (sq. p.)
40 perches	= 1 rood (ro.)
4 roods	= 1 acre (a.)
4840 sq. yds.	= 1 acre
10,000 sq. links (100 lks. by 100 lks.)	= 1 square chain (sq. ch.)
10 sq. chains	= 1 acre
100,000 sq. links	= 1 acre
640 acres	= 1 square mile (sq. m.)

Cubic or Volume (Solid) Measure

1728 cubic inches (c. in.) (12" by 12" by 12")	= 1 cubic foot (c. ft.)
27 cubic feet (3' by 3' by 3')	= 1 cubic yard (c. yd.)
40 cubic feet	= 1 ton measurement (c. ton)
277.274 cubic inches (say 277¼ c. in)	= 1 gallon
1 cubic foot	= 6¼ gallons

Imperial Liquid Measure

2 pints (pt.)	= 1 quart (qt.)
4 quarts	= 1 gallon (gal.)
8 pints	= 1 gallon
6¼ gallons	= 1 cubic foot
1 gallon of pure water weighs 10 lbs.	

Angular Measure

60 seconds (")	= 1 minute (')
60 minutes	= 1 degree (°)
90 degrees	= 1 right angle, or quadrant
360 degrees	= 1 circle
4 right angles	= 1 circle

Time.

60 seconds	= 1 minute (m.)
60 minutes	= 1 hour (h.)
24 hours	= 1 day (d.)
7 days	= 1 week (w.)
52 weeks and 1 day	= 1 year
365 days	= 1 year

There are 366 days in every leap year.

MULTIPLICATION TABLE

1—2	is 2	1—3	is 3	1—4	is 4	1—5	is 5	1—6	is 6	1—7	is 7	1—8	is 8	1—9	is 9	1—10	is 10	1—11	is 11	1—12	is 12
2—2s are	4	2—3s are	6	2—4s are	8	2—5s are	10	2—6s are	12	2—7s are	14	2—8s are	16	2—9s are	18	2—10s are	20	2—11s are	22	2—12s are	24
3— "	6	3— "	9	3— "	12	3— "	15	3— "	18	3— "	21	3— "	24	3— "	27	3— "	30	3— "	33	3— "	36
4— "	8	4— "	12	4— "	16	4— "	20	4— "	24	4— "	28	4— "	32	4— "	36	4— "	40	4— "	44	4— "	48
5— "	10	5— "	15	5— "	20	5— "	25	5— "	30	5— "	35	5— "	40	5— "	45	5— "	50	5— "	55	5— "	60
6— "	12	6— "	18	6— "	24	6— "	30	6— "	36	6— "	42	6— "	48	6— "	54	6— "	60	6— "	66	6— "	72
7— "	14	7— "	21	7— "	28	7— "	35	7— "	42	7— "	49	7— "	56	7— "	63	7— "	70	7— "	77	7— "	84
8— "	16	8— "	24	8— "	32	8— "	40	8— "	48	8— "	56	8— "	64	8— "	72	8— "	80	8— "	88	8— "	96
9— "	18	9— "	27	9— "	36	9— "	45	9— "	54	9— "	63	9— "	72	9— "	81	9— "	90	9— "	99	9— "	108
10— "	20	10— "	30	10— "	40	10— "	50	10— "	60	10— "	70	10— "	80	10— "	90	10— "	100	10— "	110	10— "	120
11— "	22	11— "	33	11— "	44	11— "	55	11— "	66	11— "	77	11— "	88	11— "	99	11— "	110	11— "	121	11— "	132
12— "	24	12— "	36	12— "	48	12— "	60	12— "	72	12— "	84	12— "	96	12— "	108	12— "	120	12— "	132	12— "	144

Figure 91

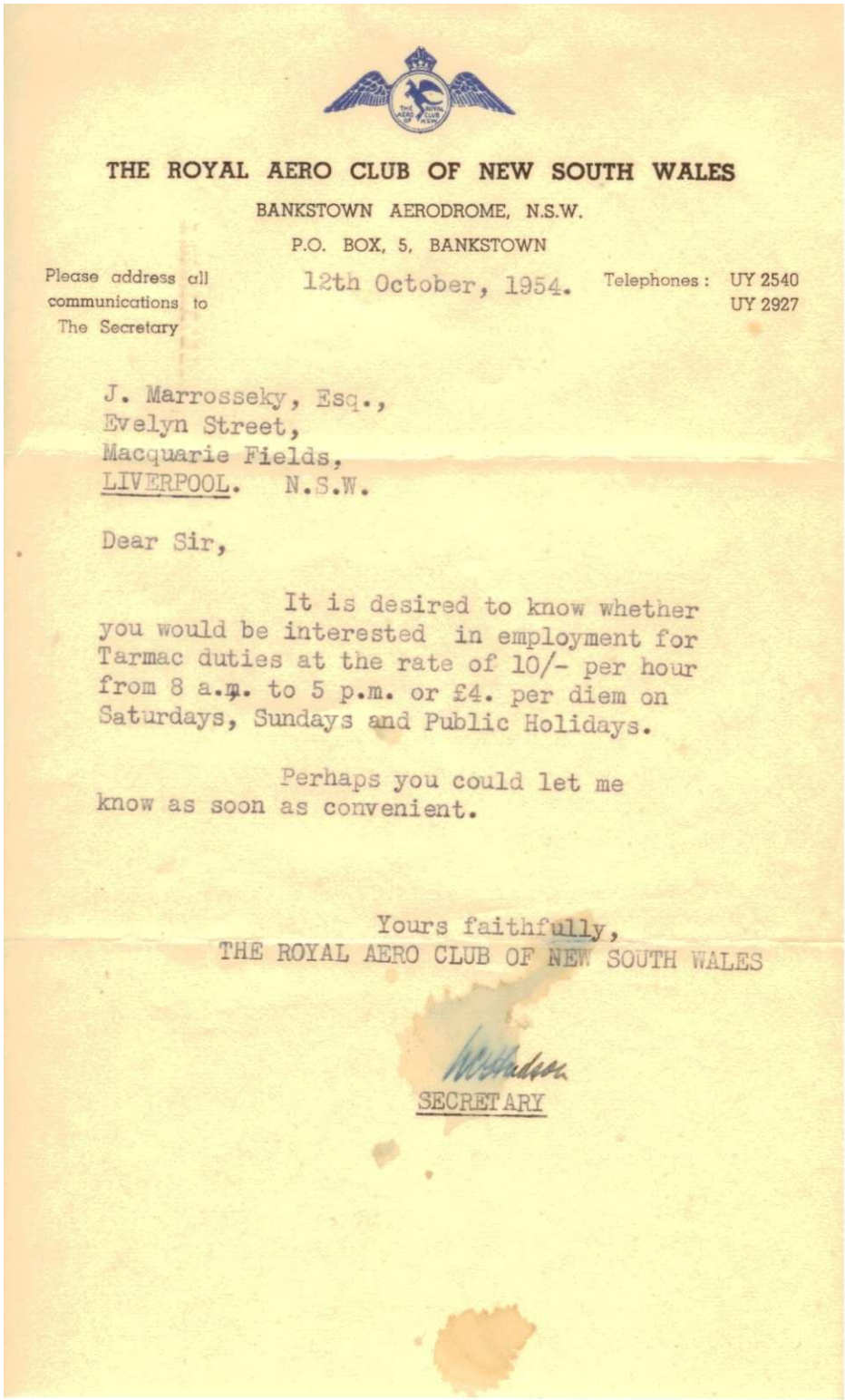
Final history of Tiger Moth VH-AGK

A17-11	82565 DHA11 T011	Fuselage Built in England. Delivered to the RAAF 17/08/39. To 1 FTS 17/08/39. It was later Instructional Airframe No 1 28/10/40. Held by RAAF Technical College 07/06/51. Approval granted for disposal 21/06/57. Sold and Registered VH-RIN 17/04/59 to 30/06/60. Registered VH-CFA 30/06/60 to 20/06/63. Registered VH-DBE 20/06/63 to 04/01/72 and from 19/05/78.
A17-12	82566 DHA12	Fuselage Built in England. Registered VH-APM 03/10/46 to 20/10/47 and 16/11/49 to 09/01/51. Crashed 03/11/50 at Woy Woy NSW. Registered VH-APM 09/07/53 to 10/04/59. Crashed 20/03/59 at Foster VIC.
A17-13	82567 DHA13	Fuselage Built in England. Registered VH-RAR 14/05/53 to 22/09/59.
A17-14	82568 DHA14	Fuselage Built in England. Served with 2 EFTS. Registered VH-BOR 05/06/53 to 04/11/61 and from 30/05/65.
A17-15	82569 DHA15	Fuselage Built in England. Registered VH-DHR from 29/10/96.
A17-16	82570 DHA16	Fuselage Built in England.
A17-17	82571 DHA17	Fuselage Built in England. Registered VH-LNW from 25/09/98.
A17-18	82572 DHA18 T223	Fuselage Built in England. Registered VH-BNC 21/10/48 to 08/12/50. Registered VH-BWC 08/12/50 to 06/12/54. Registered VH-BSY 06/12/54 to 30/11/56. Damaged beyond repair 02/04/56 at Hawker SA.
A17-19	82573 DHA19	Fuselage Built in England. Registered VH-APQ 11/04/46 to 24/06/63 and from 10/03/66.
A17-20	82574 DHA20	Fuselage Built in England.
A17-21	3689	Registered VH-AAI 08/08/38 to 04/01/40. Sold to RAAF Impressed into RAAF Service 04/01/40.
A17-22	3515	Registered VH-UXC 19/10/36 to 01/41. Impressed into RAAF Service 01/41. Registered VH-UXC 05/04/46 to 02/07/47. Destroyed by fire 11/08/46 at Maryborough QLD. • Images of A17-22.
A17-23	3746	Registered VH-AAK 02/10/39 to 12/01/40. Sold to RAAF 12/01/40. Registered VH-AAK 23/03/48 to 07/06/48. Crashed 24/04/48 at Albury NSW.
A17-24	DHA21	Sold by RAAF and became VR-RBA, VH-BSD. Written off 02/06/53.
A17-25	DHA22	Sold to RQAC for 250 pounds in 1946. Registered VH-AQC. Damaged at Toowoomba (13.10.46) and subsequently struck from the register. • Images of A17-25.
A17-26	DHA23	Sold by RAAF and became VH-AQJ. • Images of A17-26.
A17-27	DHA24	Later VH-BLQ, VT-BBB.
A17-28	DHA25	Damaged by A17-29 during a windstorm in 1940 at Narromine. Post war, sold by the RAAF to the Assoc of Australian Aero Clubs. Rego'd VH-AGK, operated by the RAC of NSW. Subsequently, Goulburn Aero Club and Tumut Aero Club. Rego cancelled in 1963 following an accident at Adelong, NSW. • Images of A17-28.
A17-29	DHA26	Damaged A17-28 in a windstorm at Narromine in 1940.
A17-30	DHA27	?
A17-31	DHA28	?
A17-32	DHA29	?

http://www.adf-serials.com/2a17.shtml 7/05/2011

Figure 92

RAC Job Offer



THE ROYAL AERO CLUB OF NEW SOUTH WALES

BANKSTOWN AERODROME, N.S.W.

P.O. BOX, 5, BANKSTOWN

Please address all communications to The Secretary

12th October, 1954.

Telephones: UY 2540
UY 2927

J. Marrosseky, Esq.,
Evelyn Street,
Macquarie Fields,
LIVERPOOL. N.S.W.

Dear Sir,

It is desired to know whether you would be interested in employment for Tarmac duties at the rate of 10/- per hour from 8 a.m. to 5 p.m. or £4. per diem on Saturdays, Sundays and Public Holidays.

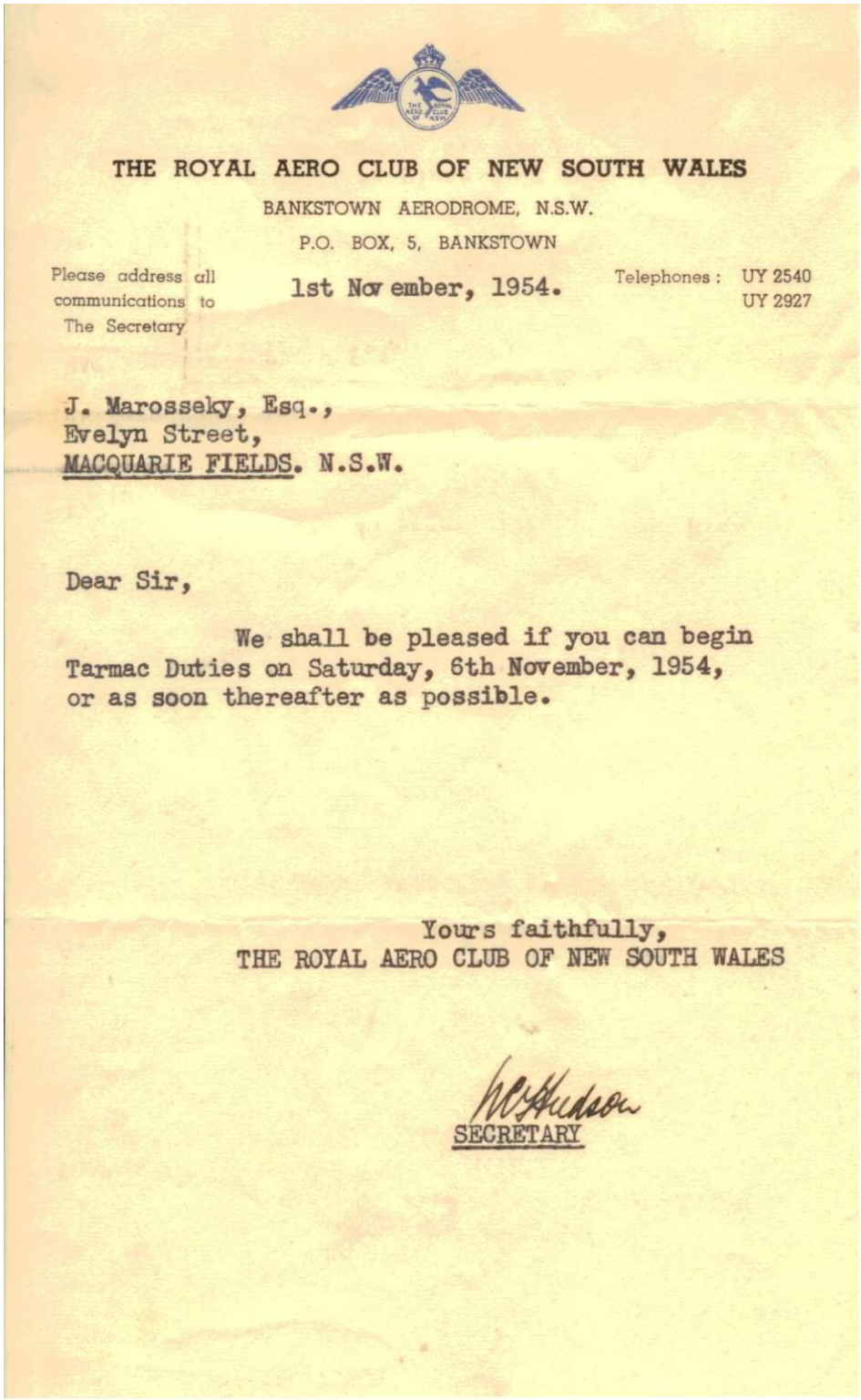
Perhaps you could let me know as soon as convenient.

Yours faithfully,
THE ROYAL AERO CLUB OF NEW SOUTH WALES

SECRETARY

Figure 93

Letter from RAeC, start date of Job to Jenö Marosszéky



THE ROYAL AERO CLUB OF NEW SOUTH WALES

BANKSTOWN AERODROME, N.S.W.

P.O. BOX, 5, BANKSTOWN

Please address all communications to The Secretary

1st November, 1954.

Telephones : UY 2540
UY 2927

J. Marosseky, Esq.,
Evelyn Street,
MACQUARIE FIELDS. N.S.W.

Dear Sir,

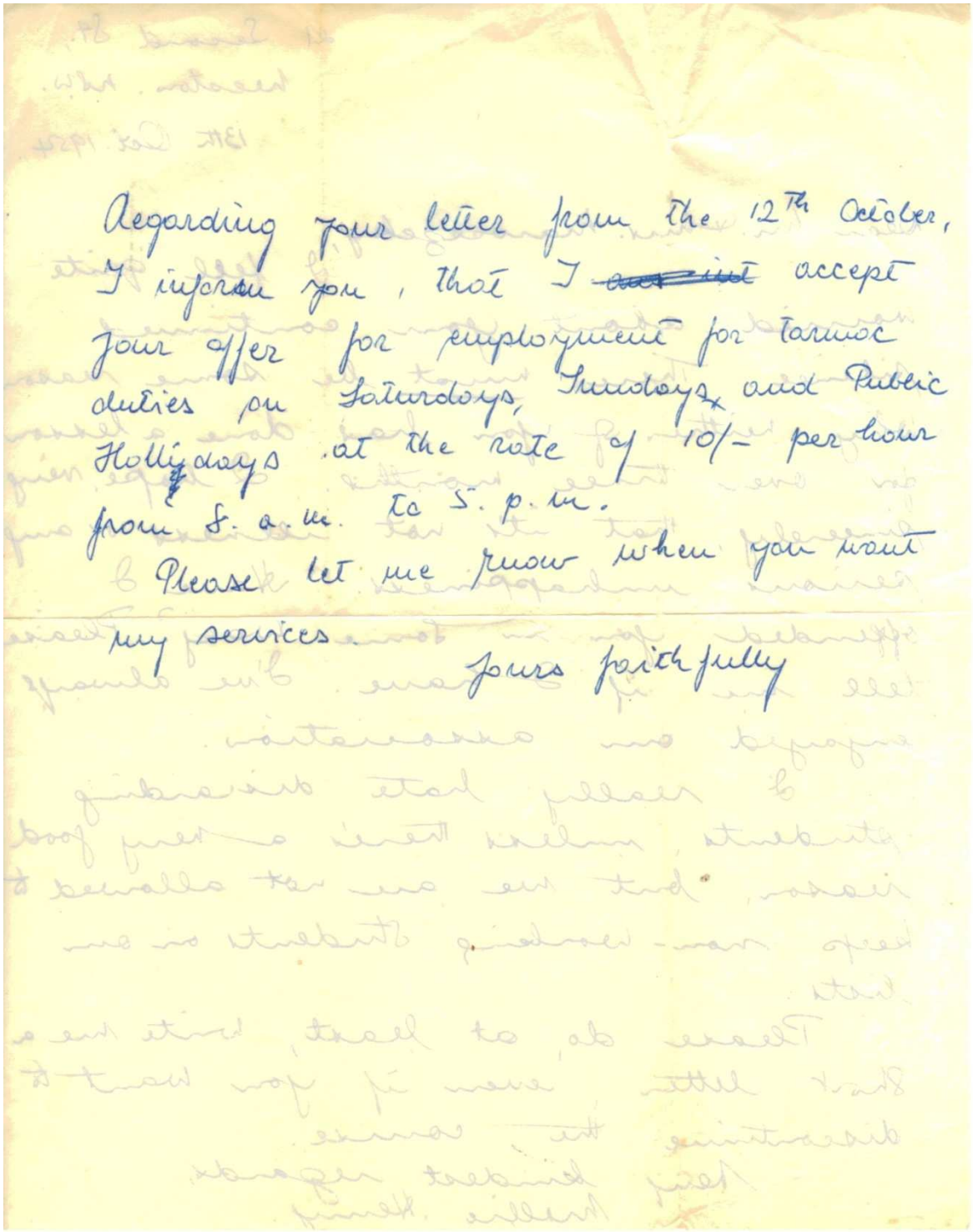
We shall be pleased if you can begin Tarmac Duties on Saturday, 6th November, 1954, or as soon thereafter as possible.

Yours faithfully,
THE ROYAL AERO CLUB OF NEW SOUTH WALES

W.C. Hudson
SECRETARY

Figure 94

Letter of Acceptance of Job offer & conditions



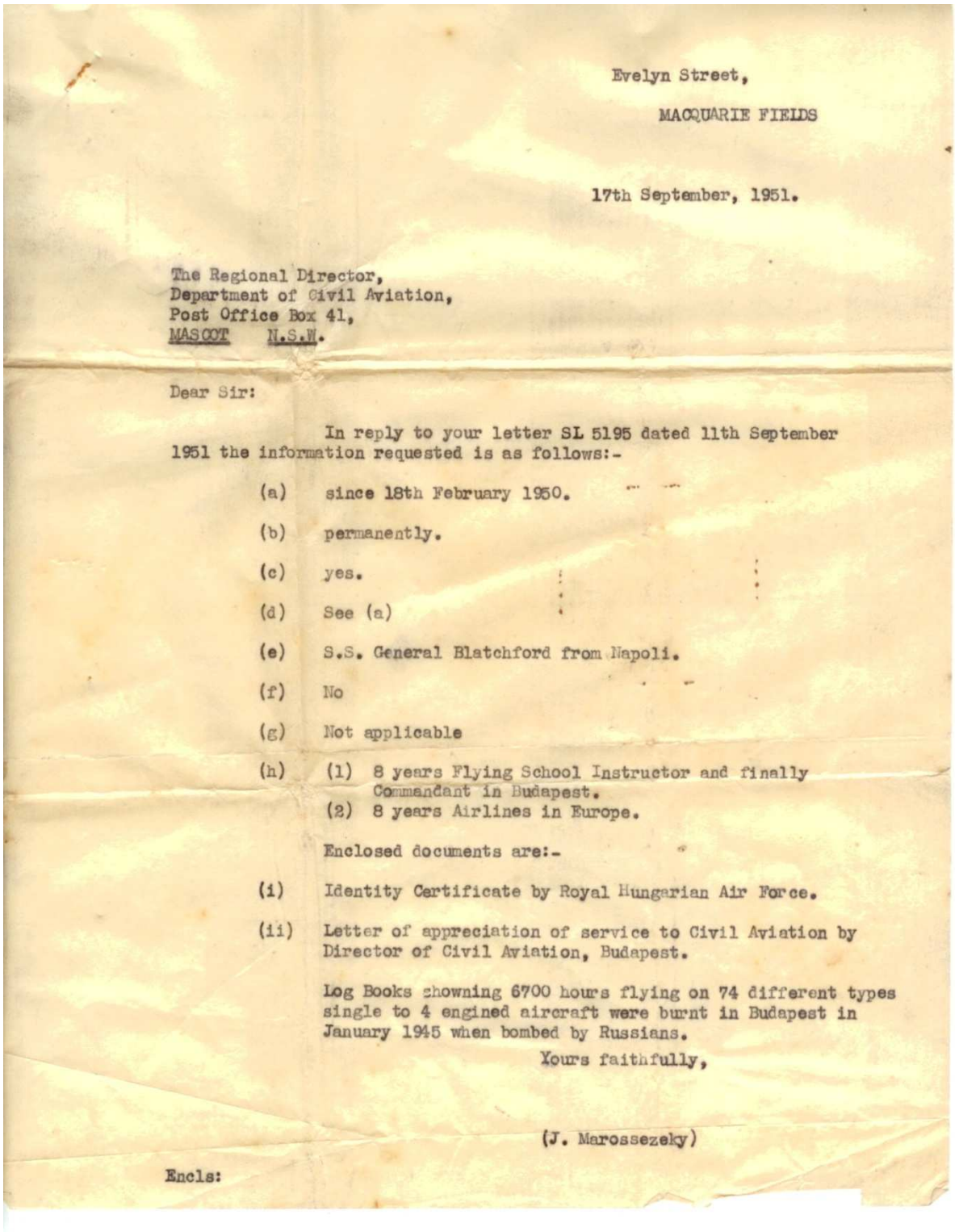
Regarding your letter from the 12th October, I inform you, that I ~~could not~~ accept your offer for employment for tarmac duties on Saturdays, Sundays and Public Holidays at the rate of 10/- per hour from 8. a.m. to 5. p.m.

Please let me know when you want my services.

Yours faithfully

Figure 95

Letter of request response for information to support Licence application



Evelyn Street,

MACQUARIE FIELDS

17th September, 1951.

The Regional Director,
Department of Civil Aviation,
Post Office Box 41,
MASCOT N.S.W.

Dear Sir:

In reply to your letter SL 5195 dated 11th September 1951 the information requested is as follows:-

(a) since 18th February 1950.

(b) permanently.

(c) yes.

(d) See (a)

(e) S.S. General Blatchford from Napoli.

(f) No

(g) Not applicable

(h) (1) 8 years Flying School Instructor and finally Commandant in Budapest.
(2) 8 years Airlines in Europe.

Enclosed documents are:-

(i) Identity Certificate by Royal Hungarian Air Force.

(ii) Letter of appreciation of service to Civil Aviation by Director of Civil Aviation, Budapest.

Log Books showning 6700 hours flying on 74 different types single to 4 engined aircraft were burnt in Budapest in January 1945 when bombed by Russians.

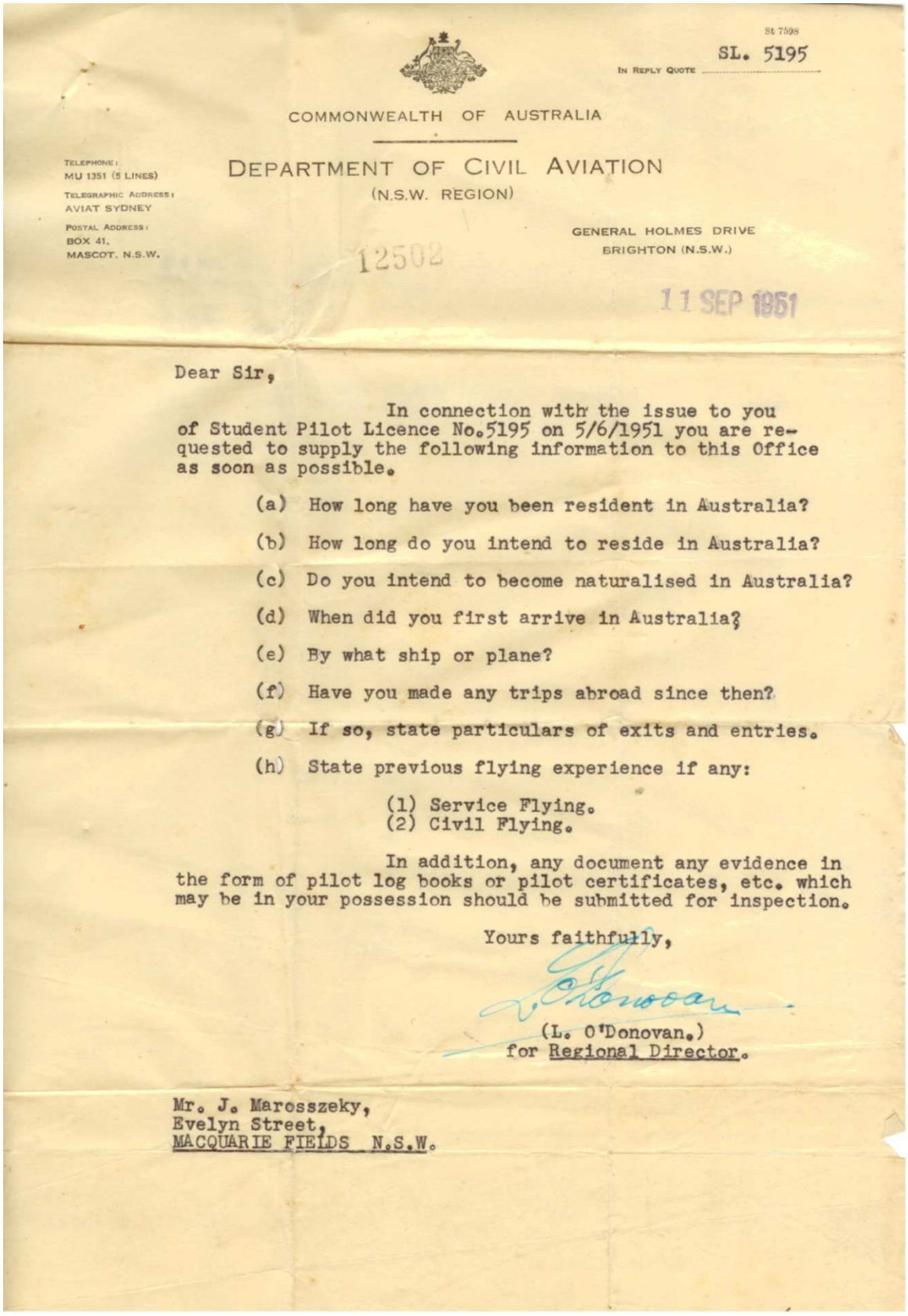
Yours faithfully,

(J. Marossezeky)

Encls:

Figure 96

Letter of request for information to support Licence application



St 7598

SL. 5195

IN REPLY QUOTE .....

COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF CIVIL AVIATION

(N.S.W. REGION)

TELEPHONE:
MU 1351 (5 LINES)

TELEGRAPHIC ADDRESS:
AVIAT SYDNEY

POSTAL ADDRESS:
BOX 41,
MASCOT, N.S.W.

GENERAL HOLMES DRIVE
BRIGHTON (N.S.W.)

12502

11 SEP 1951

Dear Sir,

In connection with the issue to you of Student Pilot Licence No.5195 on 5/6/1951 you are requested to supply the following information to this Office as soon as possible.

(a) How long have you been resident in Australia?

(b) How long do you intend to reside in Australia?

(c) Do you intend to become naturalised in Australia?

(d) When did you first arrive in Australia?

(e) By what ship or plane?

(f) Have you made any trips abroad since then?

(g) If so, state particulars of exits and entries.

(h) State previous flying experience if any:

(1) Service Flying.
(2) Civil Flying.

In addition, any document any evidence in the form of pilot log books or pilot certificates, etc. which may be in your possession should be submitted for inspection.

Yours faithfully,

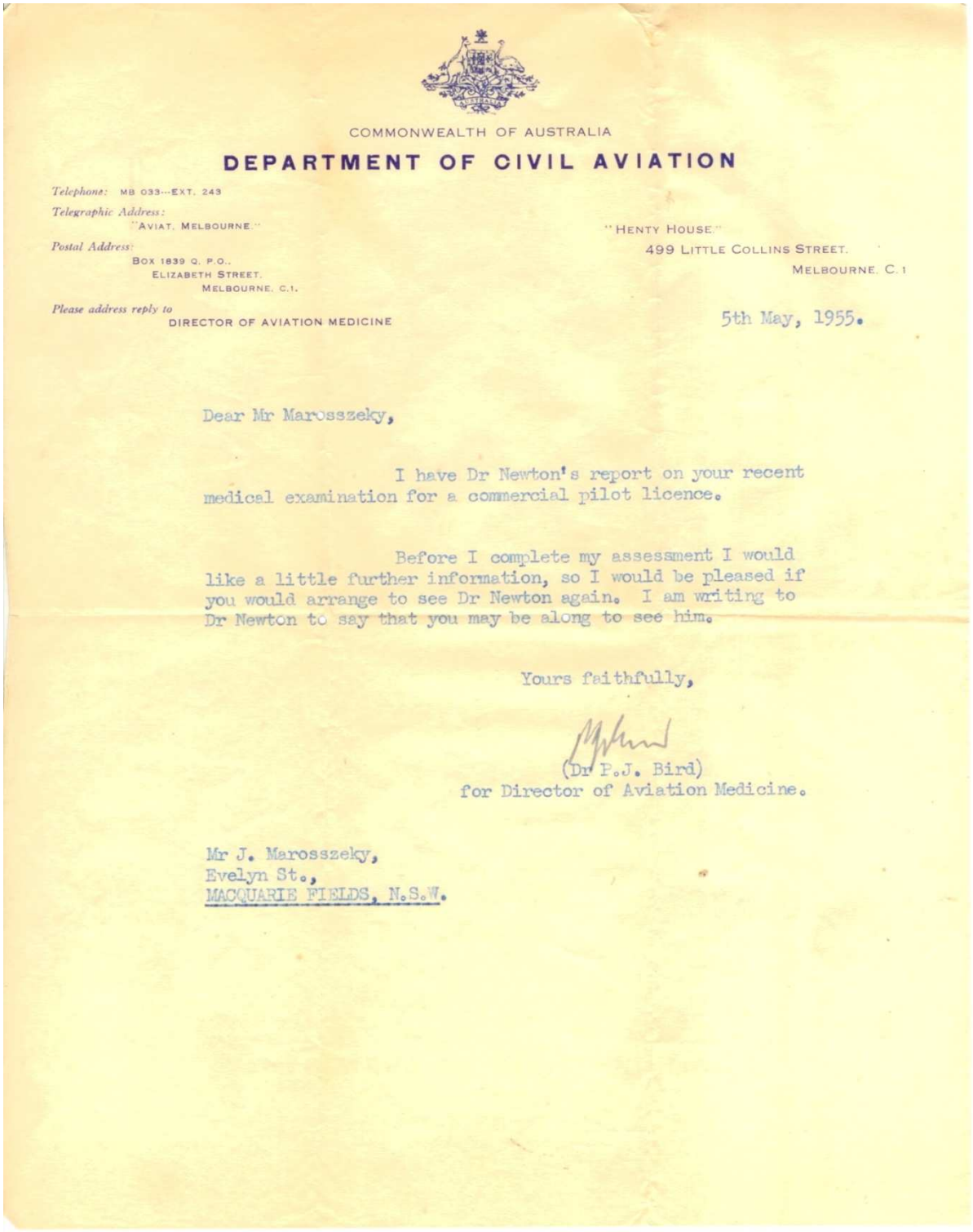
L. O'Donovan

(L. O'Donovan.)
for Regional Director.

Mr. J. Marosszeky,
Evelyn Street,
MACQUARIE FIELDS N.S.W.

Figure 97

DCA Letter of request for Medical check-up



COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF CIVIL AVIATION

Telephone: MB 033---EXT. 243

Telegraphic Address:
"AVIAT, MELBOURNE."

Postal Address:
BOX 1839 Q, P.O.,
ELIZABETH STREET,
MELBOURNE, C.1.

"HENTY HOUSE."
499 LITTLE COLLINS STREET.
MELBOURNE, C.1

Please address reply to
DIRECTOR OF AVIATION MEDICINE

5th May, 1955.

Dear Mr Marosszeky,

I have Dr Newton's report on your recent medical examination for a commercial pilot licence.

Before I complete my assessment I would like a little further information, so I would be pleased if you would arrange to see Dr Newton again. I am writing to Dr Newton to say that you may be along to see him.

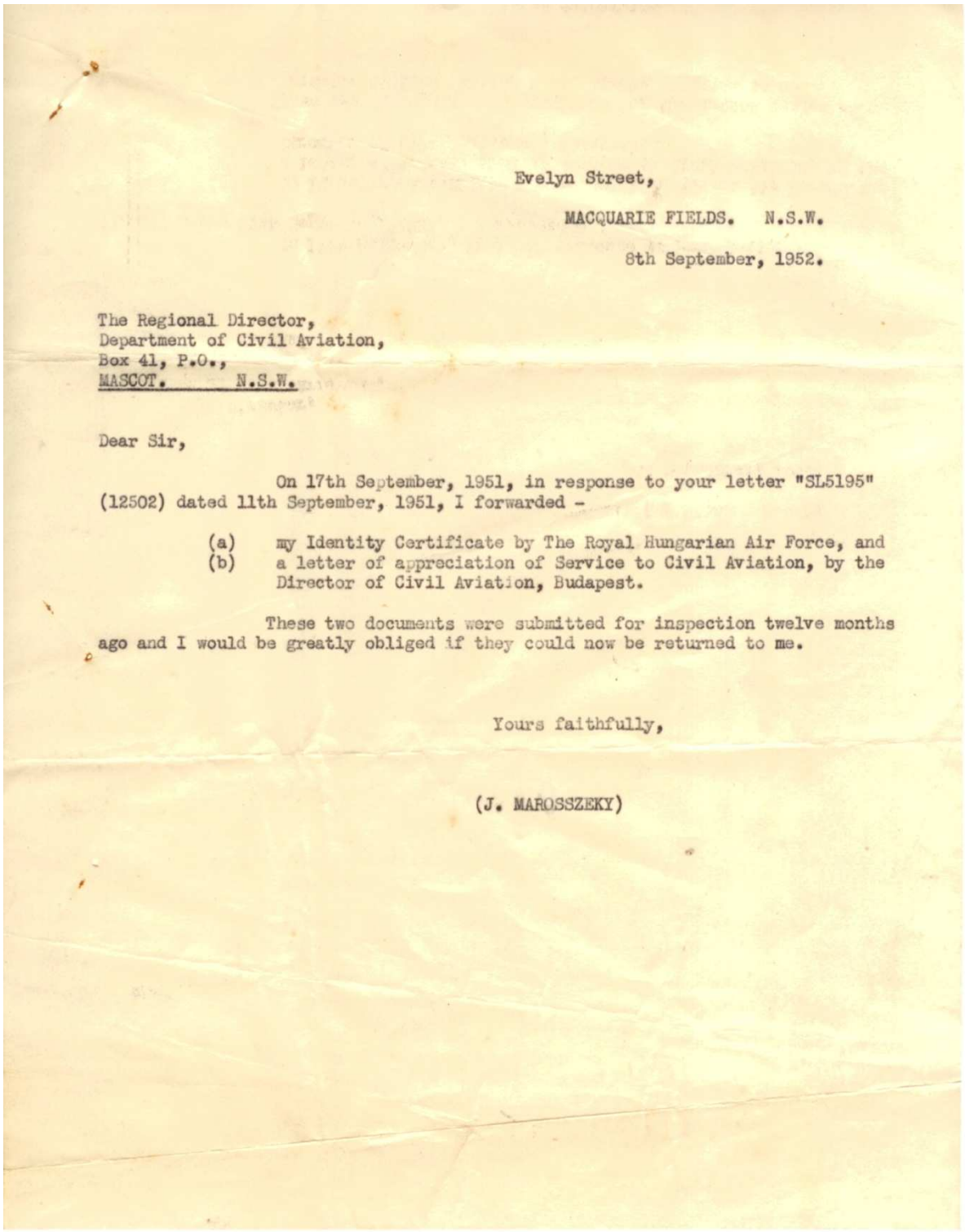
Yours faithfully,

(Dr P.J. Bird)
for Director of Aviation Medicine.

Mr J. Marosszeky,
Evelyn St.,
MACQUARIE FIELDS, N.S.W.

Figure 98

Request for return of original documents



Evelyn Street,

MACQUARIE FIELDS. N.S.W.

8th September, 1952.

The Regional Director,
Department of Civil Aviation,
Box 41, P.O.,
MASCOT. N.S.W.

Dear Sir,

On 17th September, 1951, in response to your letter "SL5195" (12502) dated 11th September, 1951, I forwarded -

(a) my Identity Certificate by The Royal Hungarian Air Force, and
(b) a letter of appreciation of Service to Civil Aviation, by the Director of Civil Aviation, Budapest.

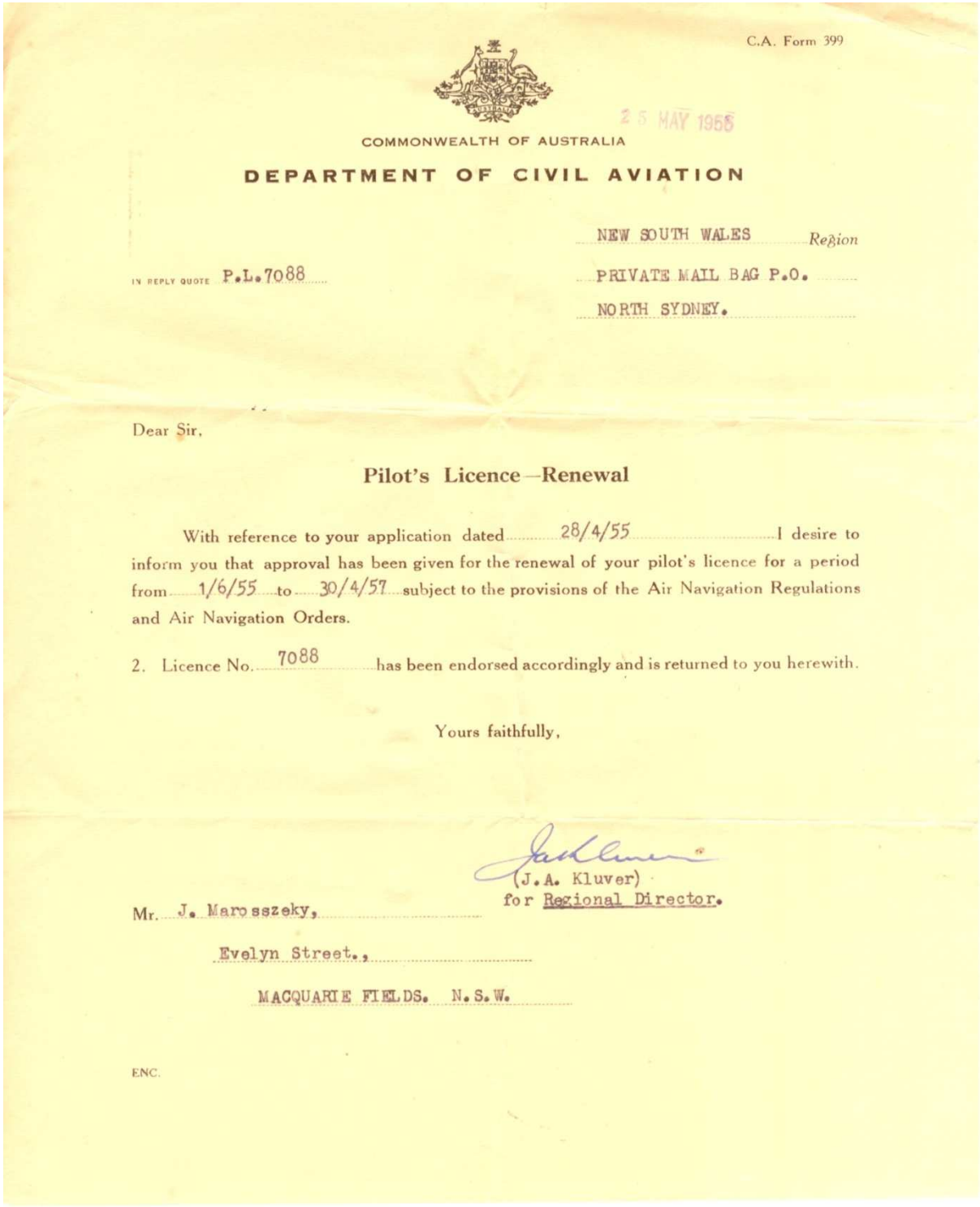
These two documents were submitted for inspection twelve months ago and I would be greatly obliged if they could now be returned to me.

Yours faithfully,

(J. MAROSSZEKY)

Figure 99

Pilots licence renewal 1957



C.A. Form 399

COMMONWEALTH OF AUSTRALIA

25 MAY 1955

DEPARTMENT OF CIVIL AVIATION

NEW SOUTH WALES Region

IN REPLY QUOTE P.L.7088

PRIVATE MAIL BAG P.O.
NORTH SYDNEY.

Dear Sir,

Pilot's Licence—Renewal

With reference to your application dated 28/4/55 I desire to inform you that approval has been given for the renewal of your pilot's licence for a period from 1/6/55 to 30/4/57 subject to the provisions of the Air Navigation Regulations and Air Navigation Orders.

2. Licence No. 7088 has been endorsed accordingly and is returned to you herewith.

Yours faithfully,

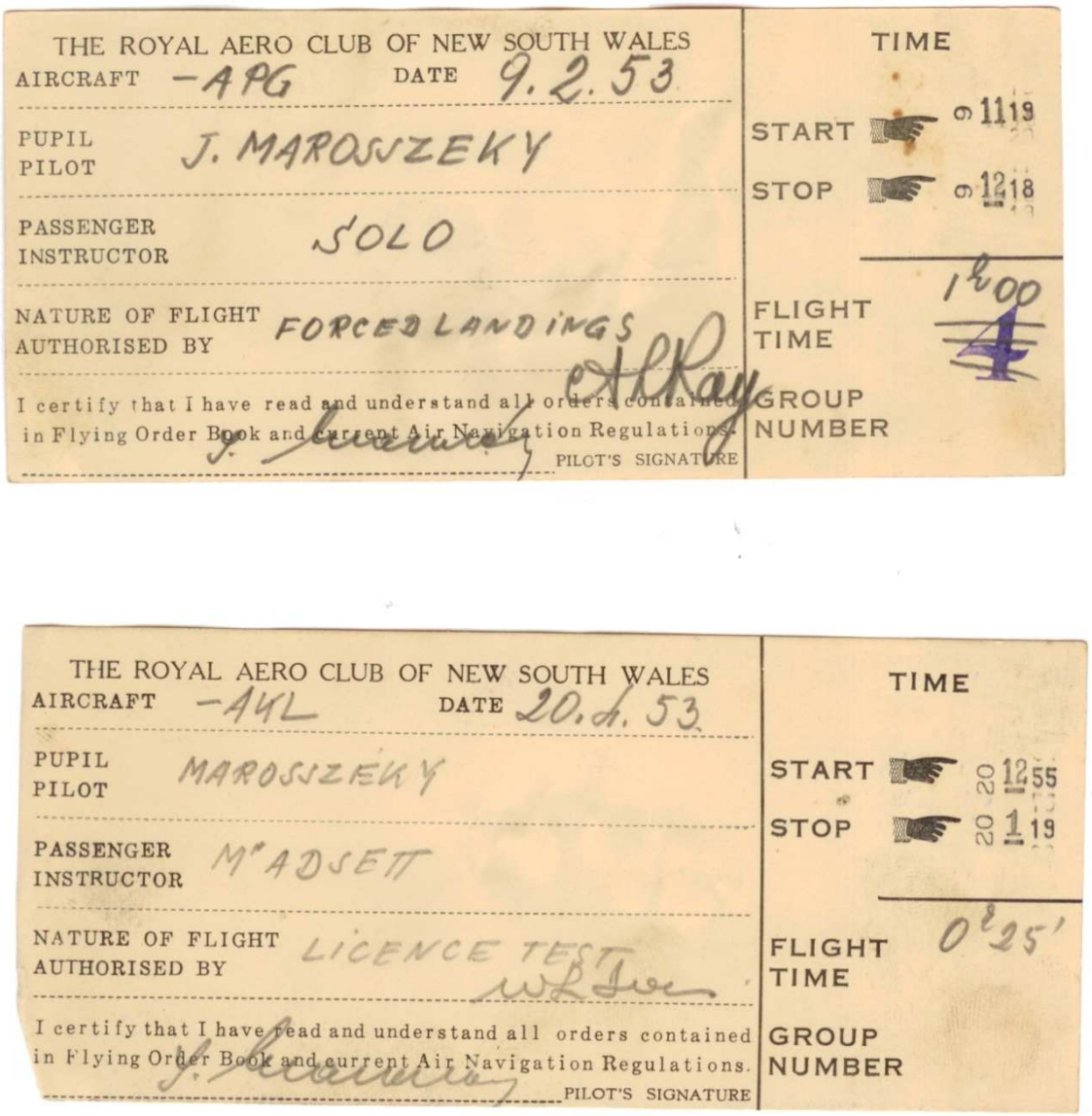
(J.A. Kluver)
for Regional Director.

Mr. J. Marosszeky,
Evelyn Street.,
MACQUARIE FIELDS. N.S.W.

ENC.

Figure 100

Flight Training Time Cards



THE ROYAL AERO CLUB OF NEW SOUTH WALES

AIRCRAFT -APG DATE 9.2.53

PUPIL PILOT J. MAROSZEKY

PASSENGER INSTRUCTOR SOLO

NATURE OF FLIGHT AUTHORISED BY FORCED LANDINGS A.L.Ray

I certify that I have read and understand all orders contained in Flying Order Book and current Air Navigation Regulations. J. Maroszeky PILOT'S SIGNATURE

TIME

START 9 11 19

STOP 9 12 18

FLIGHT TIME 1h00

GROUP NUMBER 4

THE ROYAL AERO CLUB OF NEW SOUTH WALES

AIRCRAFT -AYL DATE 20.4.53

PUPIL PILOT MAROSZEKY

PASSENGER INSTRUCTOR M°ADSETT

NATURE OF FLIGHT AUTHORISED BY LICENCE TEST W.L.Ivers

I certify that I have read and understand all orders contained in Flying Order Book and current Air Navigation Regulations. J. Maroszeky PILOT'S SIGNATURE

TIME

START 20 12 55

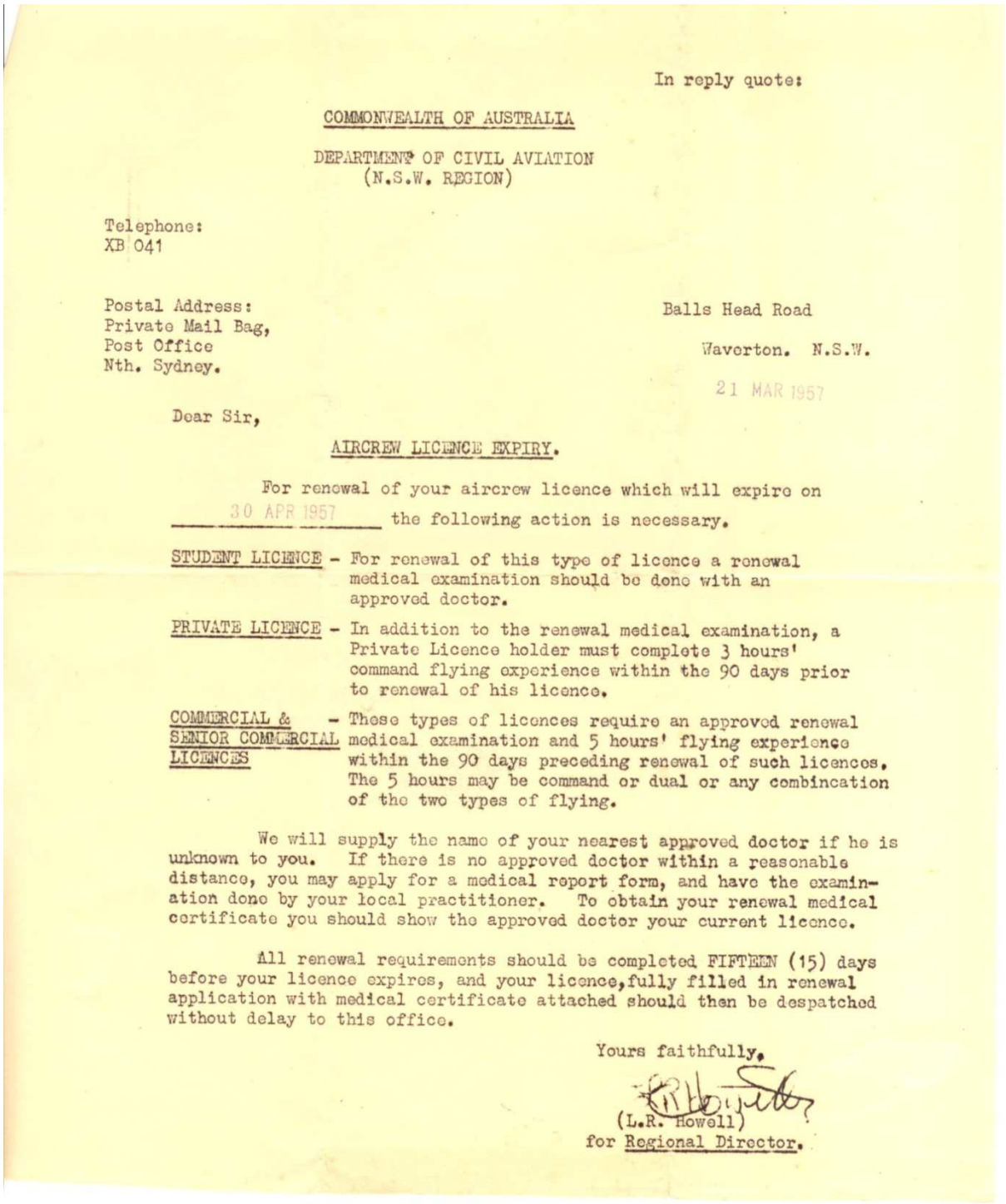
STOP 20 1 19

FLIGHT TIME 0h25'

GROUP NUMBER

Figure 101

Crew Licence expiry 1957



In reply quote:

COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF CIVIL AVIATION
(N.S.W. REGION)

Telephone:
XB 041

Postal Address:
Private Mail Bag,
Post Office
Nth. Sydney.

Balls Head Road

Waverton. N.S.W.

21 MAR 1957

Dear Sir,

AIRCREW LICENCE EXPIRY.

For renewal of your aircrew licence which will expire on 30 APR 1957 the following action is necessary.

STUDENT LICENCE - For renewal of this type of licence a renewal medical examination should be done with an approved doctor.

PRIVATE LICENCE - In addition to the renewal medical examination, a Private Licence holder must complete 3 hours' command flying experience within the 90 days prior to renewal of his licence.

COMMERCIAL & SENIOR COMMERCIAL LICENCES - These types of licences require an approved renewal medical examination and 5 hours' flying experience within the 90 days preceding renewal of such licences. The 5 hours may be command or dual or any combination of the two types of flying.

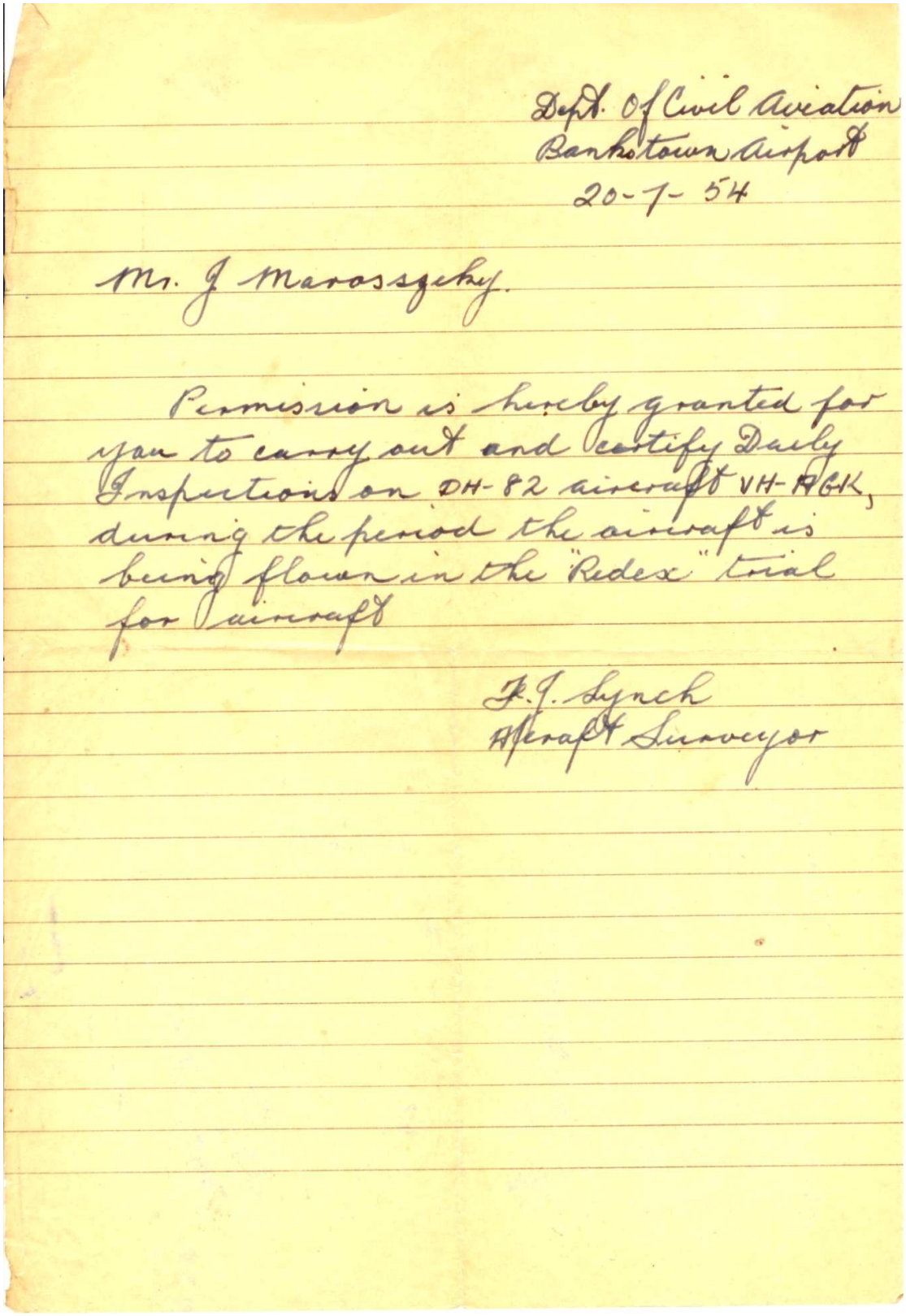
We will supply the name of your nearest approved doctor if he is unknown to you. If there is no approved doctor within a reasonable distance, you may apply for a medical report form, and have the examination done by your local practitioner. To obtain your renewal medical certificate you should show the approved doctor your current licence.

All renewal requirements should be completed FIFTEEN (15) days before your licence expires, and your licence, fully filled in renewal application with medical certificate attached should then be despatched without delay to this office.

Yours faithfully,

(L.R. Howell)
for Regional Director.

Figure 102



Dept. of Civil Aviation
Bankstown Airport
20-7-54

Mr. J Marossgehy.

Permission is hereby granted for you to carry out and certify Daily Inspections on DH-82 aircraft VH-HGK, during the period the aircraft is being flown in the "Redex" trial for aircraft

F.J. Lynch
Aircraft Surveyor

Figure 103

August 1st. 1954 Departure Photo's from Bankstown Aerodrome

Departure on the around Australia **REDEX** trial

P51 Mustang take-off

DH Chipmunk (not in race)

Last minute engine check


Jenö & Pierre


Viktoria with children & friends


Family friends

Photo shot of Pierre Allard & Jenö Marosszéky

August 15th. 1954 Arrival Photo's at Bankstown Aerodrome

Viktoria, children & Friends

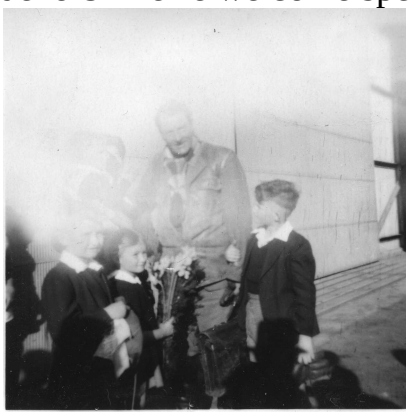
Jenö alighting from aircraft

Welcoming crowd

taxiing after landing

Jenö & Pierre welcome speech

Congratulatory offers



Bankstown Aerodrome Control Tower & friends

Royal Aero Club House and Clay Pigeon shooting range. Bankstown Aerodrome 1954

Maps

These maps were supplied for the **REDEX** Trial:

1. **Australia. RAAF Map section April 1943**

2. **Australia – New Guinea. H.E.C Robinson Pty. Ltd. Map No: 518** (no print date)

3. **South West Queensland Map section G.8. 3rd. Edition. RAAF Headquarters. September 1943.**

4. **South East Australia Map section J.9. 3rd. Edition. RAAF Headquarters. November 1942…..**

&

5. **South East Australia Map section K.9. 3rd. Edition. RAAF Headquarters. November 1942.**

6. **Western NSW Map section J.8. 3rd. Edition. RAAF Headquarters & Department of Civil Aviation**

7. **South East Australia Map section K.9. Reprinted March 1948. State Lands Department of Surveys & Department of Interior.**

The Pilots

(Major) Eugene (Jenö) Marosszéky was born 1906 into a military family in Hungary, his father was General In the Hungarian Armed Forces during the Second World War. He attended Military Academy from a very early age as was the tradition of the time, after graduating from the Academy in 1922 he volunteered for flying duties. He learnt to fly in gliders and the Bleriot IV aircraft obtaining his Pilots Licence Number 160 endorsed on aircraft with 100HP engines in 1923.

Major Eugene (Jenö) Marosszéky

Military Identification Card

Flying came naturally to him and he went on to become a test pilot and eventually commanded bomber squadrons flying primarily over the Eastern Front WWII. Details of his flying record are reflected in his Flight Log which was transcribed from the original Flight Log he maintained during the war. (Ref: Figures; 62, 63, 64, 65, 66, 67, 68, 69).

In the early 1930's working with the Hungarian Air Force, the Luftwaffe and a short stint with Hungarian Airways Pty. Ltd. (Future Malev Airlines) he became a full time test pilot and flight instructor. Aircraft he tested included:

- U12. B. Udet
- U12. A. Udet
- Bristol School
- Brandenburg
- Hungaria I
- Hungaria II

- Fokker F.VII
- Fokker F.VIII
- Fokker F. XI
- W.M 10
- B.L 5
- B.L. ROMA
- GERLE
- KLEMM
- BŰCKER JUNGMAN
- BŰCKER JUNGMEISTER
- JUNKERS JUNIOR
- JUNKERS JU.W.34
- ANSALDO
- SIA MARCHETTI S.A.I. 7
- ROMEO
- FIAT.C.R.2Ö
- FIAT.C.R.30
- FIAT.C.R.42
- BUDAPEST
- SOLYOM
- HEIKEL HD.22
- FOKKER C.V.D
- HEIKEL 46
- CAPRONI 97
- MESSERSCHMITT 108
- MESSERSCHMITT 109G
- COUDRON
- ARADO
- LOCKHEED ORION
- FOCKE WULFE 58
- JUNKERS 52
- SAVOYA.S.75
- FIAT G.12
- FOCKE WULFE 200
- CAPRONI 135.bis
- CAPRONI 310
- CAPRONI 410
- JUNKERS 86
- HEINKEL 111
- SAVOYA S79

- DORNIER DO215
- DORNIER DO 217
- MESSERSCHMITT 210
- MESSERSCHMITT 410

In 1942 he went into full time combat as a squadron commander over the eastern front, earning various decorations. The photo below shows a squadron photo with the various crews. His total flying time was 6,706 hours.

Heavy Bomber Squadron photo (Sopron Hungary 1944) (He is in the centre)

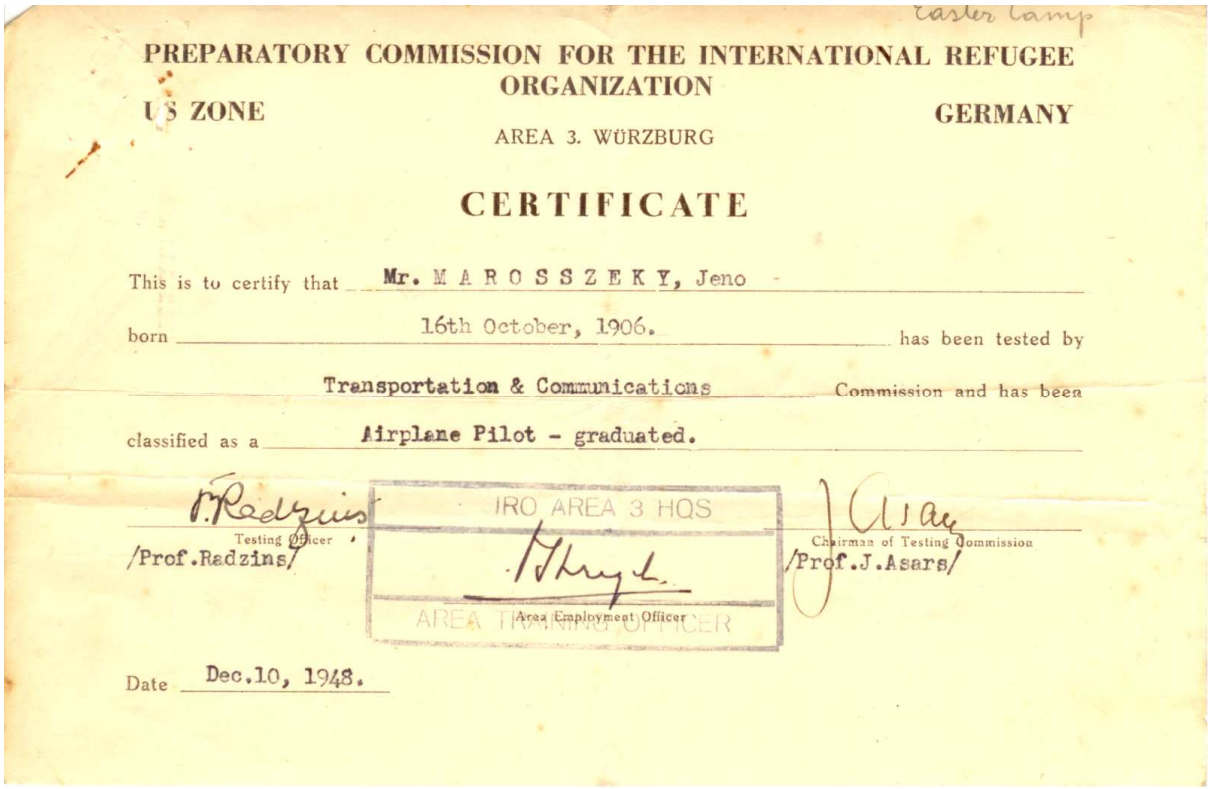
At the end of the European theatre of war May 1945, Jenö was directed to demobilize his squadron in Bád Aibling, Bávaria Southern Germany.

In May 1945 he married Viktoria Szügyi in Pápa, Hungary. Viktoria was the only daughter of the very highly decorated General (Vitéz) Zoltán Szügyi who fighting with the German Wehrmacht commanded one of the last big land battle in Europe defending Budapest and the subsequent battle of Burgonland (Austria). After defeating the Russian Divisions he surrendered his Division (St. Laszlo) to the British and American forces. His Division was ordered to stay fully mobilized and on standby till August 1945 just in case the Russian forces intended to overrun the western allies' area of control.
Jenő with his squadron took the respective families to Bád Aibling in Bávaria, where they demobilized their aircraft.

Viktoria Marosszéky (Nee Szügyi)

Work was scarce in Europe especially for combat pilots, a chance encounter in the town of Wúrzbűrg where the Australian government had set up a consular office to seek candidates for the purpose of immigrating to Australia, gave an opportunity to present himself as a potential candidate. The Consular authority recognized his impressive flying record and suggested that there were opportunities for him to carry on his flying career in Australia. He was duly given a letter of offer of employment (in aviation) and the right of passage as a refugee immigrant with his young family.

The following documents were required to be able to gain permission for work and immigration:



PREPARATORY COMMISSION FOR THE INTERNATIONAL REFUGEE ORGANIZATION

U S ZONE GERMANY

AREA 3. WÜRZBURG

CERTIFICATE

This is to certify that Mr. M A R O S S Z E K Y, Jeno

born 16th October, 1906. has been tested by

Transportation & Communications Commission and has been

classified as a Airplane Pilot - graduated.

Testing Officer /Prof.Radzins/

IRO AREA 3 HQS

Area Employment Officer

AREA TRAINING OFFICER

Chairman of Testing Commission /Prof.J.Asars/

Date Dec.10, 1948.

FORSCHUNGSGESELLSCHAFT FÜR ERDBEBENSICHERES BAUEN

GESELLSCHAFT FÜR WISSENSCHAFTLICHE FORSCHUNG

Registered by § 25 Allied control / order Nr. B 155

Zentrale: Amsterdam Zuid, Achillerstraße 73/II., Instituut voor Atectonsche Bouwkunde
Büro für Ost-Zone: Berlin-Charlottenburg II., Knesebeckstraße 89 / Gth. / Erdg.
Büro für britische Zone: Steinberghaff-Zöllnerhaus, Post Steinbergkriche (24).
Büro für U. S. A. Zone: Valley 10 1/7, Post Darching (13 b), Oberbayern

Bestätigung.

Hierdurch wird Herrn Eugen MAROSSZÉKY Major a.D. bestätigt, daß er seit dem 1.März 1948 Mitarbeiter der obengenannten Forschungsgesellschaft ist und als deren freiberufliches Mitglied auf dem Gebiet der Luftverkehr und Transportwesen beschäftigt ist.

Die Forschungsgesellschaft arbeitet hier in Deutschland in erster Linie daran, die erforderlichen Verbindungen mit den erdbebenbedrohten Ländern in allen Erdteilen wieder herzustellen / also auch im Jnteresse der Exportwirtschaft /. Die Arbeit des Obengenannten ist daher für die Landwirtschaft (es) außerordentlich wichtig. Einzelheiten derselben können nicht preisgegeben werden, weil dieselbe auf Patenten und Geheimverfahren beruht.

Valley 10 1/7, Post Darching / 13 b / Oberbayern
Wirtschaftliche-Technische Abteilung
den 1.März 1948

Walther W. A. Boehmer
Wirtschaftssachverständiger

Alexander Baron van Swieten
Präsident

Prof.Dipl.Ing.Lóránt Tirczka
Wissenschaftsabteilung.

Forsch[illegible]sgesellschaft
für erdb[illegible]sicheres Bauen
B 155

Nr.....00399.

APPENDIX I TO ADMINISTRATIVE ORDER NO.83

PREPARATORY COMMISSION
for the
INTERNATIONAL REFUGEE ORGANIZATION

Area Headquarters No. 7

Address: Munich

Ingolstädterstr. 193

CERTIFICATE OF IRO ELIGIBILITY
(NOT CALP CARE)

TO WHOM IT MAY CONCERN:

The individual hereby identified has been determined as falling within the category of persons with whom the Preparatory Commission of International Refugee Organization is concerned:-

MAROSSZEKY Jeno Date of birth 16.1011906
Name (Familie) Vorname Geburtsdatum

Height 175 CM Weight 75 Kgs. Hair brown Eyes brown grey
Grösse Gewicht Haar Augen

Nationality Hungarian Sex male Identifying Marks wounded on right side of the face 10 cm
Nationalität Geschlecht Besondere Merkmale

K.K. No B 43 177

Holder's Signature/Inhabers Unterschrift

LUITPOLD KASERNE CONTROL CENTER 23.6.48 MUNICH

Signature: .....
Control Center Officer

ELIGIBILITY DETERMINED AT (Place) Control Center Munich

.....

ON (DATE) 22.6.48

REPORT OF EFFICIENCY RATING
FOR INDIGENOUS PERSONNEL
(See reverse side for instructions)

BERICHT DER FAEHIGKEITS-UND LEISTUNGSBEWERTUNG
FUER EINHEIMISCHES PERSONAL
(Anweisungen siehe Rueckseite)

To Mr

NAME Marosszeky, Feno	POSITION TITLE Chief Clerk BEZEICHNUNG DER STELLUNG	DATE 1.10.48 DATUM
ORGANIZATION UNIT Transport DIENSTSTELLE Warehouse	RATING PERIOD: from 1.11.48 to 1.2.49 BEWERTUNG FUER DIE ZEIT vom bis	

This rating represents the evaluation of the employee in terms of actual performance on the job.

Diese Bewertung stellt die Beurteilung des Angestellten aufgrund seiner Leistungen und Fuehrung an der Arbeitsstelle dar.

	RATING ELEMENTS BEWERTUNGSFAKTOREN	Excellent (10 Points) Ausgezeichnet (10 Punkte)	Satisfactory (5 Points) Zufriedenstellend (5 Punkte)	Unsatisfactory (0 Points) Nicht zufriedenstellend (0 Punkte)
1.	Physical fitness for the work Koerperliche Eignung fuer die Arbeit	10		
2.	Knowledge and ability for the job Kenntnisse und Faehigkeiten fuer die Stellung		5	
3.	Initiative Initiative	10		
4.	Productivity Arbeitsleistung	10		
5.	Accuracy Genauigkeit	10		
6.	Dependability Zuverlaessigkeit	10		
7.	Judgment Urteilsvermoegen		5	
8.	Interest Interesse	10		
9	Cooperativeness Zusammenarbeit	10		
10.	Conduct Fuehrung	10		
	TOTAL GESAMT	80	10	

Total rating (points) 90
Gesamtbewertung (Punkte)

Adjective rating Excellent
Bewertungsbezeichnung

70-100 Excellent (Ausgezeichnet)
35-65 Satisfactory (Zufriedenstellend)
0-30 Unsatisfactory (Nicht zufriedenstellend)

This rating has been discussed with the employee.

Diese Bewertung ist mit dem Angestellten besprochen worden.

E. TOOMRE
Warehouse Officer

Signature and title of immediate supervisor

Unterschrift und Titel des unmittelbaren Vorgesetzten

Date 17.2.49.
Datum

MARNIX VAN LENNEP Area Transport Officer

Signature and title of reviewing official

Unterschrift und Titel des Abteilungsleiters

Date 17.2.49.
Datum

EC Form 1-92 (Jan 48)

Aviation career in Australia

Obtaining a Pilots Licence in Australia for a migrant was considered very difficult particularly if English was not your first language. To this end the learning of English was a priority and and the government of the day provided a service on the ABC Radio (2FC AM frequency 576)... “Learning English”.

In May 1951 Jenö applied for and received a “Student Pilots Licence” (Ref: Page 88, Figure 70). Providing DCA with the requested data (Ref: Page 117, Fig: 99).

In November 1951 passing his “Air legislation Examination” (Page 54, Fig: 31).

He also received a notice from DCA of the expiry date of his Student PPL in April 1953. (Ref: Page 87, Fig: 69). He promptly renewed his licence on the 30th. April 1953. (Ref: Page 59, Fig: 41. Page 60, Fig: 42. Page 61, Fig: 43). He received notification of renewal for Licence No: 5195 effective 1st. June 1953.

It did not take too many hours of flying training to convince the Examiner of Airman to realize that Jenö’s flying proficiency was well above standard, resulting in granting him his initial PPL (Private Pilot’s Licence) in May 1953 (Ref: Page 78, Fig: 60).

On May 13th. 1953 DCA granted Jenö his Flight Crew Licence No: 7088. Ref: (Page 56, Fig: 38. Page 57, Fig: 39. Page 58, Fig: 40). Received his DH-82 Tiger Moth endorsement.

13th. July 1953 endorsed on DHC-1 Chipmunk aircraft Ref: (Page 76, Fig: 58).

Received Competitors Licence No: 19 from the Fédération Aéronautique International in 1954(Ref: Page 64, Fig: 46. Page 65, Fig: 47. Page 66, Fig: 48).

On 01st. June 1955 he received notification of his Flight Crew Licence renewal from DCA Ref: (Page 120, Fig: 102).

On April 3rd. 1957 he received notification of his Flight Crew Licence expiry date, subsequently he renewed. April 17th. 1957 endorsed on the Auster J5/F series aircraft. (Ref: Page 75, Fig: 57).

The ongoing cost of maintaining a Pilot’s licence without the benefit of a flying career could not justify subsequent renewals. However, He was accepted and considered qualified as an Aircraft Mechanic, at the Royal Aero Club and subsequently at Butler Air Transport.

Pierre Allard

Little is known about Pierre except he was the son of a high ranking World War II French Naval officer. After the **REDEX** Trial, he returned to France where he continued his flying career with one of the French airlines.

Pierre Allard and Jenö Marosszéky

There were a number of reasons that both Pierre and Jenő entered the race, they had little chance of gaining employment in Australia as pilots, despite being lured with a flying job prospect in Australia.

Some of the fellow members of the Royal Aero Club urged both pilots that they should enter the race as it would raise their profile and airlines would be inclined to hire them. To their great disappointment this was not to be. The financial burden on both was considerable, as they had to borrow money to allow them to participate.

On November 1st. 1954 Jenö was offered employment beginning Tarmac Duties with the Royal Aero Club, Figure 96. In 1955 he was offered employment with Butler Airways as an aircraft mechanic.

Jenö and Viktoria raised seven children who all became professionals in medicine, aviation, finance, geology, computing sciences, telecommunications, teaching and academia.

REDEX Oil & Service Company Logo's

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