

GENERAL UPDATE-  
**The NHF Project- Progress for WEEK ENDING 31 MAR 19**

Michael Hough AM  
HARS Navy Heritage Flight Project Leader

This week ending 31 Mar 19 has been a quieter week, with our main activities focusing on finalizing the last short term moves of the Sea Fury/ Trackers and C47 out of the Albatross Aviation Technology Park secure storage offered by our major sponsor Air Affairs, AND on completing the paperwork on the range of approvals required from Defence /CASA and Warbirds Australia to get Tracker 844 back into the air.

The main activities that have been achieved this last week are now listed- NOT in any order of time sequence of events, or of relative importance:-

Here is a brief summary of each airframe of the NHF and its status this week:-

844 Tracker

We are running Tracker 844 each week, and attached FYI are photos of Tracker 844 in its new orientation in short term secure storage at Air Affairs. It was successfully ground run again last Friday 29 Mar without any issues of concern. Our thanks to the dedicated team of Volunteers providing this essential service each week!

Tracker 845

We are exploring ways of towing this to HARS Albion Park- where it can undergo an external refurbishment as a first stage but essentially this is a display airframe only.

Dakota C47

AS first reported last week, we are now planning to tow this airframe to HARS Albion Park, and to submit it to a thorough engineering inspection with a view to restoring it to flying longer term. However once again the issues of gaining RMS and other permits to move this airframe have emerged, and we are now commencing the approvals process. See attached photos for the current interior of this airframe.

Wessex

Wessex 832 (Albion Park) is still being cleaned up and worked on to improve its display features, and we would welcome more volunteers to assist with this particular project  
Wessex 813 (Parkes)

We have now established a reporting system from our Parkes volunteers so here is a first report from Matt Scott who has volunteered to provide this feed to us, and my sincere thanks for this Matt, and here is his first report:-

*“The de Havilland Heron has now been moved outside of the HARS Parkes display hanger, making way for Wessex 813. 813 is still outside until next week when the Wessex towbar is delivered from Albion Park and then can be moved into the hanger. 813 was delivered to Parkes with the incorrect nosecone, with slight damage. Repairs or replacement with the 813 nosecone will be early on the list of restoration task for display.”*

Sea Venom

The completely dismantled Sea Venom has a team of committed HARS volunteers unpacking and cleaning components as they are removed from e.g. their containers. Just to remind you of our long term goal I have attached a photo I took recently of the (nearly restored) Sea Venom at the Queensland air Museum at Caloundra on the Sunshine Coast north of Brisbane- it's a museum well worth visiting by the way!

Sea Fury

Sea Fury WG 630 is in temporary secure storage at Air Affairs, and we are planning to move the airframe by road asap from Nowra to HARS Hangar 1 Albion Park. We have now been advised that we will require additional Police escorts plus two other escort vehicles to make the move, and the estimated costs of this move have just increased considerably as a result of this decision.

#### Hueys

Both Iroquois UH-1B- Numbers 893 and 898 are at Air Affairs at AATP in secure storage. I am pleased to provide this report from one of our HARS Volunteers- Murray Lindsay- on one part of the service history of these two airframes. Here it is:-

***Hi Michael,***

***This information on Iroquois 893 and 898 comes courtesy of LCDR Denes (Ralph) Illyes. Ralph was good enough to look in his flying log book to confirm that 893 and 898 were used when the Australian fleet was put on readiness due to the first Fiji coup of 1987. There were two coups in 1987 and four in total.***

***For three weeks during May and June 1987 HMAS Tobruk was part of a small flotilla that embarked troops and sailed to preposition at sea in the vicinity of Fiji in readiness for all eventualities. Both our Iroquois were embarked on Tobruk and were used to help with preparations and would have been used in support had Australian intervention been required. In the end nothing eventful occurred and the ships returned to Australia.***

***Probably the closest these aircraft came to seeing any 'action'. Of course, they were also used extensively in preparing the RAN Helicopter Flight Vietnam (RANHFV) for action, but that is another story. By the way this was also an example of a very rare occasion when RAN Iroquois were deployed to sea, usually they only operated from shore bases.***

***Ralph didn't have any pictures but perhaps a general invitation might flush out something.***

***Regards,***

***Murray Lindsay “***

#### General Comments

The airframes are in a very wide range of condition, and therefore represent many challenges, and I restate that HARS is, in principle, committed to the future return of **selected** operational airframes back to the long- term home of Naval aviation at Nowra Hill.

We are going to ask for your help!

As advised last week, I reconfirm that the HARS Navy Heritage Flight is incurring, and will continue to incur, real costs associated with ground transport and haulage of airframes, and the purchase of essential restoration items such as paint and oils.

We will VERY SOON launch a crowdfunding project with a 'can you help' series of requests for help-either straight financial or 'in-kind' support e.g. paint/ transport and similar.

We look forward to any support that you can choose to give!

Regards and thanks to all our followers and supporters

Michael Hough

Navy Heritage Flight Project Leader

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PHOTOS OF:-

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Trackers/ C47 / Wessex 813

Sea Fury at Air Affairs

Sea Venom at Caloundra