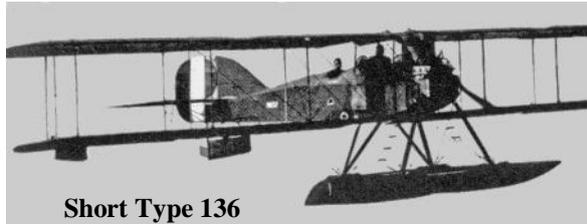


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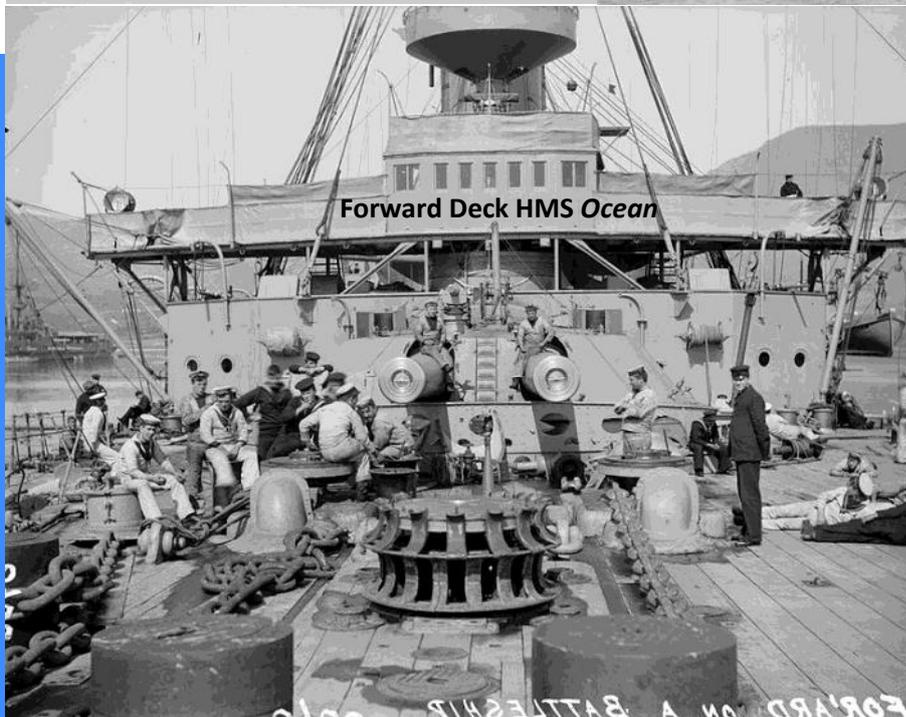
September — October 2019



Short Type 136



HMS Queen Elizabeth



Forward Deck HMS Ocean



This Issue:

- Guild Business
- Up Coming Events
- Gallipoli Naval Campaign
- Charlton Rifle
- CAC Wackett Trainer
- .38 Short RimFire
- Members Item
- Lt Colonel Maygar VC
- Footnote in History
- McCrudden Gun

UP COMING EVENTS

SEPTEMBER

- 13th Guild AGM
- 15th Werribee B24 Liberator Bus Trip

OCTOBER

- 11th Guild Meeting
- 12th & 13th Dookie Military Vehicle Muster
- 19th & 20th Melbourne Arms Fair

NOVEMBER

- 8th Guild Meeting
- 10th Guild Swap Meet & Xmas Rendezvous



N.V.A.C.G. Committee 2018/19

EXECUTIVE

President/Treasurer: John McLean

Vice Pres/M/ship Sec: John Miller

Secretary: Graham Rogers

Newsletter: Brett Maag

Safety Officer: Alan Nichols

Sgt. at Arms: Simon Baxter

GENERAL COMMITTEE MEMBERS

John Harrington

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Terry Warnock

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CLEAN & MIX GRAIN LO-
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selectseedgrower@gmail.com

Some of you may not know but the NVACG has its own website. Here you will find all the news and details for coming guild events and information for prospective members.



<http://www.nvacg.org.au/>

We are also on Facebook
[@ShepartonArmsExpo](https://www.facebook.com/ShepartonArmsExpo)



Achtung !!



From the secretaries desk

ANNUAL GENERAL MEETING & ELECTION of office bearers will now be held on Friday 13th September 2019, 8.00 pm at the SSAA Club Room 1170 Midland Hwy, Pine Lodge VIC 3631. The Committee positions are listed above, please consider what you can contribute to your guild and accept nomination for a position

Guild Membership subscriptions for the year 2019-20 are now past due. At this stage over 130 of the membership are financial. For those that haven't got around to it, - Subs are \$45 full \$40 Pension and can be payed by direct deposit to NVACG Inc. Bendigo Bank BSB No. 633-000 Account No. 101586287 or post to: The Secretary N.V.A.C.G., P.O. Box 985, Shepparton 3632.

Regerfully I have to notify Firearms Licencing Service of those that have not paid by the end of this month and you will no longer have the guild a legitimate reason for having a weaopon. If you have desided not to rejoin the Guild, could you please let us know so we don't keep pestering you - secretary@nvacg.org.au or 0417137232.

Newsletter - Brett is doing a great job of the Newsletter, but as we keep pointing out, we need content and we need it to be relevant to the club not just articals downloaded from the internet. So get out you phone and take a picture of something in you collection and email it to me - please.

Club Trips, The next free club bus trip is to the Bendigo Arms Show on 24th of this month Leaving 8.00 am to Arms Show, from Ford Bus Depot, leave show at 1.00 pm for lunch at Bendigo RSL then return to Shepparton. Only four seats left , get in quick.

****Werribee B-24 Liberator Guild Bus Trip****

On Sunday 15th September 2019, bus is free to members. Departure time is 7am Sunday morning from the fords bus depot in wheeler street Shepparton for arrival at the Werribee Airfield about 11am.

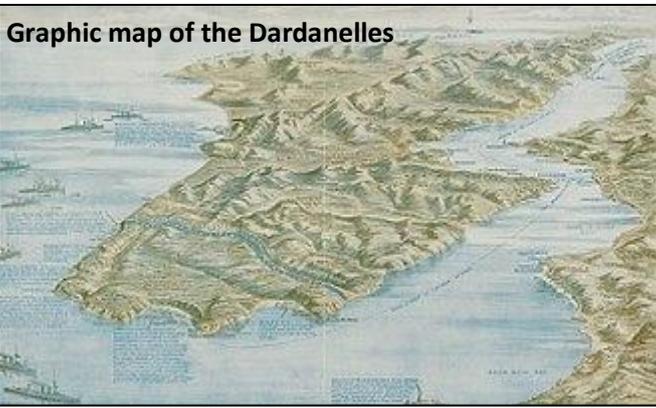
Lunch TBA and departing back for home about 4pm

To Book: - Call the Secretary Graham on 0417 137 232 or email secretary@nvacg.org.au.



**B-24 Liberator
Australia**





Graphic map of the Dardanelles

Gallipoli Naval campaign

Attempt to force the Straits

On 17 February 1915, a British seaplane from HMS *Ark Royal* flew a reconnaissance sortie over the Straits. Two days later, the first attack on the Dardanelles began when a strong Anglo-French task force, including the British dreadnought HMS *Queen Elizabeth*, began a long-range bombardment of Ottoman coastal artillery batteries. The British had intended to use eight aircraft from *Ark Royal* to spot for the bombardment but harsh conditions rendered all but one of these, a Short Type 136, unserviceable. A period of bad weather slowed the initial phase but by 25 February the outer

forts had been reduced and the entrance cleared of mines. After this, Royal Marines were landed to destroy guns at Kum Kale and Seddülbahir, while the naval bombardment shifted to batteries between Kum Kale and Kephez.

Frustrated by the mobility of the Ottoman batteries, which evaded the Allied bombardments and threatened the minesweepers sent to clear the Straits, Churchill began pressuring the naval commander, Admiral Sackville Carden, to increase the fleet's efforts. Carden drew up fresh plans and on 4 March sent a cable to Churchill, stating that the fleet could expect to arrive in Istanbul within 14 days. A sense of impending victory was heightened by the interception of a German wireless message that revealed the Ottoman Dardanelles forts were running out of ammunition. When the message was relayed to Carden, it was agreed the main attack would be launched on or around 17 March. It transpired that Carden, suffering from stress, was placed on the sick list by the medical officer and command was taken over by Admiral John de Robeck.



HMS *Ark Royal*

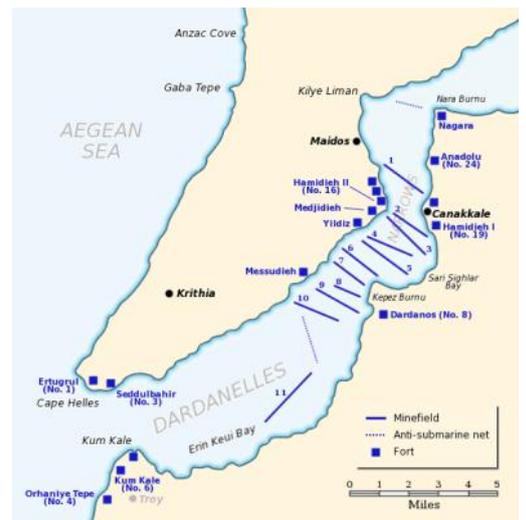
18 March 1915, the Allied fleet, comprising 18 battleships with an array of cruisers and destroyers began the main attack against the narrowest point of the Dardanelles, where the straits are 1 mile (1.6 km) wide. Despite some damage to the Allied ships engaging the forts by Ottoman return fire, minesweepers were ordered along the straits. In the Ottoman official account, by 2:00 p.m. "all telephone wires were cut, all communications with the forts were interrupted, some of the guns had been knocked out ... in consequence the artillery fire of the defence had slackened considerably". The French battleship *Bouvet* struck a mine, causing her to capsize in two minutes, with just 75 survivors out of a total crew of 718. Minesweepers, manned by civilians, retreated under Ottoman artillery fire, leaving the minefields largely intact. HMS *Irresistible* and HMS *Inflexible* struck mines and *Irresistible* was sunk, with most of her surviving crew rescued; *Inflexible* was badly damaged and withdrawn. There was confusion during the battle about the cause of the damage; some participants blamed torpedoes. HMS *Ocean* was sent to rescue *Irresistible*, struck a mine, and was abandoned, eventually to sink.

The French battleships *Suffren* and *Gaulois* sailed through a new line of mines placed secretly by the Ottoman minelayer *Nusret* ten days before and were also damaged. The losses forced de Robeck to sound the "general recall" to protect what remained of his force. During the planning of the campaign, naval losses had been anticipated and mainly obsolete battleships, unfit to face the German fleet, had been sent. Some of the senior naval officers like the commander of *Queen Elizabeth*, Commodore Roger Keyes, felt that they had come close to victory, believing that the Ottoman guns had almost run out of ammunition but the views of de Robeck, the First Sea Lord Jackie Fisher and others prevailed. Allied attempts to force the straits using naval power were terminated, due to the losses and bad weather.

Planning to capture the Turkish defenses by land, to open the way for the ships began. Two Allied submarines tried to traverse the Dardanelles but were lost to mines and the strong currents.

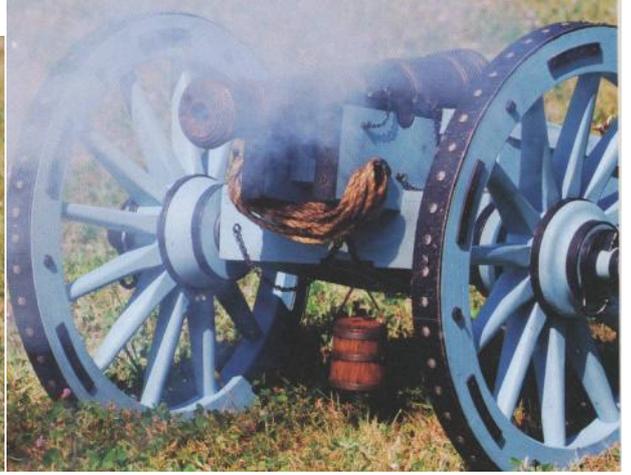


French battleship *Bouvet*



Something from your Collection With each newsletter we would like to feature something special from a members collection, it doesn't have to be valuable or rare, just something you don't see every day. Members who would like to have an item featured can contact Brett Maag or Graham Rogers. If you can supply a digital photo and a short spiel it would be good if not, bring it along to a meeting and we will photograph it there and take notes.

Hi all, John, Guild Member since 1964. My interest in firearms and muzzle loading cannon in particular goes back quite a few decades but it was not until 2009 that I got somewhat serious about it and decided to build a 1/4 scale 1770 British Light Six Pounder Muzzle Loading Cannon. The plans were available in "Round Shot and Rammers" by Peterson, so I had them enlarged to suit my 1/4 scale.



Twenty-two months later the cannon and carriage were finished along with several accessories such as the Vent Prick, Claw Hammer, Water Bucket, Portfire, Lin-stock, Worm, Wet and Dry Swab, Rammer, etc. To prove the barrel it was charged with FOUR TIMES the load and fired at that charge three times (pers onal in a safe place of course). The normal load is 120 grns. of F Black Powder, 12 mm of waxed felt wad and a 19 mm ball. Accuracy is what you would expect out of a smooth bore and a round ball. At sixty metres you would expect to hit a 6 metre round target two or three times out of five shots??? The rest being quite close.



It's a lot of fun, you get quite dirty at times but it also gives you an idea of just what the sailors and men in the field had to go through, in particular the men that served the guns below deck. The thick smoke, the smell, the moving gun platform, cannon ball coming through the side of the ship at you and the noise it must have horrendous. Still it is what I enjoy and I don't think that I am about to stop any time soon. I shoot with N.E.M.L., that is the North-East Muzzle Loaders at our range at Taminick in the Warby Rangers. We shoot from April through to November on the fourth Saturday of the month, that is providing there are no fire restrictions. If you would like to come along and get the feel and have a shot, please feel free to do so. You will have to bring your own food and drink.

.38 Short RimFire Historical Notes: When the Civil War ended in 1865, a number of rimfire cartridges had been developed and used successfully in battle. Most were large-calibre rifle cartridges. After the war, there was demand for smaller-calibre metallic cartridges for revolvers and sporting rifles. Both the .38 Short and Long rimfires date from this period and are listed in the 1869 Folsom Bros. & Co. gun catalogue. The Remington Model 1866 revolving rifle was available in .38 rimfire. In 1871, the Remington New Model revolver was advertised as available with an extra .38 rimfire cylinder. The .38 Short rimfire was listed in the 1876 J. Brown & Son catalogue for use in Ballard, Remington, and Wesson rifles and Allen, Colt's, Enterprise, Whitney, X.L., and other pistols. This is now an obsolete cartridge, but it was manufactured until 1940.

General Comments: The .38 Short rimfire is in the same class as the centrefire .38 Short Colt. The original loading was a 130-grain lead bullet and 18 grains of black powder. Like most older rimfires, the bullet is outside-lubricated. Bullet diameter is .375-inch, the same as the ball fired in .36-caliber cap-and-ball revolvers. The .38 Short probably originated as a cartridge for breech-loading conversions of these old revolvers. Many catalogues listed the .38 Short for use in pistols and revolvers, whereas the .38 Long is shown as a rifle round. The Rollin White patent covering the bored-through cylinder, held by Smith & Wesson, did not expire until 1869. This undoubtedly had an effect on the use of the rimfire .38 Short for revolvers.



NaturaBuy

Footnote in History 5th Victorian Mounted Rifles The 5th contingent enrolled for the Second Boer War in February 1901, leaving for South Africa in mid-February. The regiment was mobilised at Pretoria between 24 March and 4 April 1901. It saw considerable action during the Second Boer War when it was used to combat the guerilla warfare tactics of the Boers. Leslie Cecil Maygar was awarded the Victoria Cross for gallant acts during the Second Boer War whilst enlisted in 5 VMR.

The Regiment came into controversy after an attack on their camp at Wilmansrust. The 5th saw heavy casualties with the Regimental surgeon, and 18 NCOs and men killed; five officers and 36 NCOs and men were wounded. The Officer in Charge of the column, Major-General Sir Stuart Brownlow Beatson, K.C.B., K.C.S.I., K.C.V.O. (1854–1914), was not satisfied with the actions of the Victorian Mounted Rifles and was quoted as saying: *"I tell you what I think. The Australians are a damned fat, round shouldered, useless crowd of wasters . . . In my opinion they are a lot of white-livered curs . . . You can add dogs too."* He charged three men—Troopers James Steele (1142), Arthur Richards (1272) and Herbert Henry Parry (1335). Of the VMR for inciting mutiny and after a summary Court Martial, he sentenced them to death. This sentence was commuted by General Kitchener who was in charge of all allied forces. The reduced sentences were debated in both the Australian and British Parliaments and were eventually commuted. When the 5th VMR departed from South Africa, Lord Kitchener sent the CO this telegram:

"11 March 1902,Cape Town,

Please Convey to your Australians my warm appreciation of their gallant and arduous service in this country. In the name of the Army in South Africa, I wish them good luck and God speed."

| | |
|------------------------------|---|
| Type | Semi-automatic rifle/Light machine gun |
| Place of origin | New Zealand |
| Service history | |
| In service | 1942–1945 |
| Used by | New Zealand |
| Production history | |
| Designer | Philip Charlton |
| Designed | 1941 |
| Produced | 1942–1945 |
| Variants | Electrolux SMLE Model |
| Specifications | |
| Mass | 16 lb (7.3 kg), unloaded |
| Length | 44.5 in (1150 mm) |
| Cartridge | .303 British |
| Calibre | 0.3125 inch (7.938 mm) |
| Action | Gas-operated semi-automatic |
| Rate of fire | 600 rounds/minute |
| Muzzle velocity | 2,440 ft/s (744 m/s) |
| Effetive firing range | 1,000 yards (910 m) |
| Maximum firing range | 2,000 yards (1830 m) |
| Feed system | 10-round magazine or modified (30-round Bren gun magazine |
| Sights | Sliding ramp rear sights, fixed post front sights |

The Charlton Automatic Rifle

was a fully automatic conversion of the Lee–Enfield rifle, designed by New Zealander Philip Charlton in 1941 to act as a substitute for the Bren and Lewis gun light machine guns which were in severely short supply at the time.

Description

The original Charlton Automatic Rifles were converted from obsolete Lee–Metford and Magazine Lee–Enfield rifles dating from as early as the Boer War, and were intended for use as a semi-automatic rifle with the full-automatic capability retained for emergency use¹ It used the 10-round Lee–Enfield magazines and modified 30-round Bren magazines.

There were two versions of the Charlton: the New Zealand version, as designed and manufactured by Charlton Motor Workshops in Hastings, and a version produced in Australia by Electrolux, using the SMLE Mk III* for conversion. The two designs differed markedly in external appearance (amongst other things, the New Zealand Charlton had a forward pistol grip and bipod, whilst the Australian lacked this making it lighter and cleaner in appearance), but shared the same operating mechanism. Approximately 1,500 Charlton Automatic Rifles were manufactured in New Zealand, and nearly all of them were destroyed in an accidental fire at the Ordnance Depot located at the Palmerston North Show Grounds shortly after World War II.

An example of the New Zealand-manufactured Charlton Automatic Rifle is known to survive in the Imperial War Museum in London, along with a handful elsewhere— one is on display in the Waiouru Army Museum and another in the Auckland War Memorial museum in New Zealand, and another at the Army Museum (Bandiana) in Australia.



Charlton Automatic Rifle (Lee-Metford)



Charlton Automatic Rifle (Lee-Enfield)





McCrudden Gun

The First World War established the machine gun the king of the battlefield. We have the image of heavy machine guns in fortified positions mowing down advancing soldiers in their hundreds. As the war progressed, the light machine gun arrived on the scene and proceeded to change infantry tactics forever. Now the infantry had a machine gun light

enough that it could be carried in the attack with them, providing covering fire as they went into the assault. In the years immediately after the First World War, John Charles Reginald McCrudden, an AIF veteran designed a light machine gun which he intended would replace the Lewis gun in Australian service. The McCrudden light machine rifle, to give it its official title was a recoil operated weapon, meaning that the recoil of firing pushes the barrel backwards while still locked to the breechblock. After about 2cm of travel, the barrel stops moving backward and returns to its proper position. The breechblock unlocks at that point and continues to travel backwards, allowing the empty shell to be ejected. When the bolt ran out of rearward energy, it was pushed forward under the pressure of the return spring allowing a new round to be picked up from the magazine and pushed into the chamber. This was not a new method of operation, but McCrudden insisted that his weapon was superior to the current issue light machine guns because it contained "only seven moving parts", thus making it simpler and more reliable.

Apart from its operation, the McCrudden had several interesting features that worked both for and against it. Firstly, the operator could alter the tension on the return spring, which Mr McCrudden claimed could allow the weapon to have a rate of fire adjustable from 1 to 800 rounds per minute. This feature had been available on earlier maxim type machine guns, but not widely used during the war.

The barrel had an exterior aluminium jacket featuring "helical" fluting along its length, to dissipate heat generated by firing, and the muzzle displayed an odd conical mounting which was claimed to suck air along the barrel to aid cooling. The prototype weapon had a crude wrought iron bipod, which could be attached and locked by a simple nut and bolt arrangement. However, the bipod it seems was an afterthought, and McCrudden probably intended his gun to be used as an automatic rifle, similar in nature to the famous Browning BAR. It was only ever demonstrated as a light machine gun, so we will never know.

The magazine a 20, 25 or 30 round rotary affair, fixed underneath the weapon but used spring pressure to push rounds upward into a loading position on the side of the weapon. It would appear during testing and evaluation that this was a major weakness, and cause of failures.

The McCrudden has an interesting safety feature mounted on the pistol grip. At the base of the grip is a small "button" for want of a better word, which if pushed forward, it physically holds the trigger and will not allow the weapon to fire.

Mr McCrudden first tried to sell his weapon in England, but it performed poorly in testing and was not accepted. He then tried the same in Australia, but the gun was not accepted here either. It seems the magazine feeding was not reliable, but McCrudden may have been a victim of timing as much as anything else. The major armies of the world were war weary, and even at the best of times were rarely willing to spend time and money on new designs.

John McCrudden and his Light Machine rifle faded into obscurity by the mid-1920s, and today only two examples of the weapon are known to exist. One is housed in England's Ministry of defence pattern room collection, the other can be seen at the Lithgow Small Arms Factory in Lithgow, New South Wales.



Beer Bread

- 1 Can or bottle of beer
- 3 Tablespoons sugar
- 3 Cups self-rising flour

Directions

1. In a large bowl, mix together the sugar and flour. Add beer and continue to mix, first using a spoon, then your hands. Batter will be sticky. Pour into a 9x5 inch greased loaf tin.
2. Bake at 350 F (175C) for 50 to 60 minutes. The top will be crunchy and the inside will be soft. Serve topped with butter, jam or cheese spread.

Some humorous exchanges between pilots & tower

Tower "Delta 351, you have traffic at 10 o'clock, 6 miles"
 Delta 351 "Give us another hint! We have digital watches"
 Tower "TWA2341, for noise abatement turn right 45 degrees"
 TWA2341 "tower, we are at 35000ft. how much noise can we make up here"
 Tower "Sir have you ever heard the noise a 747 makes when it hits a 727"
 From unknown aircraft waiting in a very long takeoff queue "I'm f...ing bored!"
 Tower "Last aircraft transmitting, identify yourself immediately"
 Unknown aircraft "I said I was f...ing bored, not f...ing stupid"
 O'Hare Approach Tower to a 747 "United 329 heavy, your traffic is a Fokker, one o'clock, 3 miles eastbound"
 United 329 "Tower, I've always wanted to say this....I've got the little Fokker in sight"



Lieutenant Colonel Leslie Cecil Maygar, VC, DSO, VD (27 May 1868 – 1 November 1917) was an Australian recipient of the Victoria Cross, the highest award for gallantry in the face of the enemy that can be awarded to British and Commonwealth forces. He was awarded the VC for facilitating the rescue of a dismounted man while under severe rifle fire in 1902 during the Second Boer War. He later served at Gallipoli during the First World War, and died of wounds received at the Battle of Beersheba during the Sinai and Palestine Campaign.

He was born on 27 May 1868, at Dean Station, near Kilmore, Victoria. The seventh child of Edwin Willis and Helen Maygar (née Grimshaw), his full name was Edgar Leslie Cecil Willis Walker Maygar. Both of his parents were originally from Bristol, England. There was a long-standing family belief that his father's family were originally political refugees from Hungary. Research into the Maygar family history has disproved the Hungarian connection as his ancestors have been traced to Wells, Somerset. It is possible that confusion originated from the similarity between Maygar and Magyar. Educated at state schools in Kilmore and Alexandra, his family moved north to the Strathbogie Ranges region of Ruffy when he was about 20 years old, where he worked on his father's property. In March 1891 he enlisted in the Victorian Mounted Rifles.

Following the outbreak of the Second Boer War, Maygar unsuccessfully attempted to volunteer for active service on several occasions with the first and second contingents of the Victorian Mounted Rifles that were departing for South Africa, but was prevented from doing so due to a decaying tooth. He was later accepted into the fifth contingent and was promoted to the rank of lieutenant. He arrived in Cape Town in March 1901. Maygar's unit was constantly in action for the next 12 months, seeing service north of Middelburg, East Transvaal, then at Rhenoster Kop, Klippan, Kornfontein and Drivelfontein, before being transferred to Natal in August.

He was 29 years old, and a lieutenant in the 5th Victorian Mounted Rifles when the following deed took place for which he was awarded the Victoria Cross:

On 23 November 1901 at Geelhoutboom, Natal, Maygar galloped out and ordered men of a detached post, which was being outflanked, to retire. The horse of one of the men was shot under him when the enemy were within 200 yards and he dismounted and lifted the man on to his own horse which bolted into boggy ground, making them both dismount. As the horse could not carry two, Maygar again put the man on its back and told him to gallop for cover at once, while he himself went on foot. All this took place under very heavy fire.

Maygar's award was presented by Lord Kitchener and he was later also mentioned in despatches. He returned to Australia in March 1902.

Maygar worked as a grazier at Ruffy near Euroa, while continuing to serve in the 8th Light Horse, Victorian Mounted Rifles, and was promoted to captain in 1905. In July 1912 he transferred to the 16th (Indi) Light Horse Regiment. Following the outbreak of the First World War he enlisted in the Australian Imperial Force, lowering his age by four years in order to do so. Appointed as a captain in the 4th Light Horse Regiment on 20 August 1914, he sailed for Egypt in October. He later fought at Gallipoli, and was promoted to major. On 17 October 1915 he was given temporary command of the 8th Light Horse Regiment, with his promotion to lieutenant colonel being confirmed in December. During the evacuation he commanded a small party of forty men, with instructions to hold the trenches at all costs until early morning, in order to allow the successful embarkation of the remainder of the force.

Following the withdrawal, Maygar commanded the 8th Light Horse Regiment during the Sinai and Palestine Campaign throughout 1916 and 1917. He also temporarily commanded the 3rd Light Horse Brigade on three occasions. He was awarded the Distinguished Service Order in June 1917, and was mentioned in despatches on three occasions. He qualified for the Volunteer Officers' Decoration in July 1917. Maygar was wounded during the Battle of Beersheba by a German aircraft on 31 October 1917 and died in hospital in Karm, Palestine, on 1 November. He is buried in the Beersheba War Cemetery, now in Israel.

The Australian Army base located at Broadmeadows (a northern suburb of Melbourne, Victoria) is named Maygar Barracks in honor of Leslie Maygar; the then Captain Maygar had helped establish Broadmeadows as an Army base in 1914 to train soldiers for the First World War. There is a VC Memorial dedicated to Leslie Maygar, along with other local Victoria Cross winners in Euroa, which as of April 2012 was seeking funding to upgrade the site. A hill in the Strathbogie Ranges is named Maygars Hill in his honour, as well as a winery of the same name nearby which uses his name and image. There is also a major road called Maygar Street in north Brisbane, Queensland. His Victoria Cross is displayed at the Australian War Memorial in Canberra.



CAC Wackett trainer was the first aircraft type designed in-house by the Commonwealth Aircraft Corporation of Australia. The name was derived from its designer Lawrence Wackett.

Development The type was designed to meet RAAF Specification 3/38 for an *ab initio* training aircraft. It was a tandem seat fixed tail wheel-undercarriage monoplane aircraft with a fuselage of steel tube and fabric construction and wings and tail made of wood. Despite the simplicity of the design, construction of the first of two CA-2 prototypes, begun in October 1938, was not completed until September 1939 (this was partly because CAC was still building its factory during this time period). The first prototype flew for the first time on 19 September 1939 fitted with a Gipsy Major engine. The aircraft proved to be underpowered with this engine so the second prototype was fitted with a Gipsy Six prior to its first flight in early November the same year (the first prototype was subsequently also re-engined with a Gipsy Six). Although in-flight performance was

improved, the heavier engine negated any benefits to take-off performance obtained from the increased power, so the decision was made to install a Warner Scarab radial engine driving a Hamilton two-bladed propeller. The two prototypes were fitted with Scarabs in mid-1940.

Several months passed before the RAAF committed to the type, partly because for a time it appeared that the organisation's training needs could be met with other types already being procured. However RAAF Specification 1/40 for the "Supply of [the] CAC Wackett..." was eventually issued in August 1940 and the Wackett entered production. The first CA-6 Wackett recorded its first flight on 6 February 1941 and entered service in March that year. Supplies of Hamilton propellers, which were being manufactured locally by de Havilland Australia, and the Scarab engines, were erratic during the first half of 1941. The propeller supply problem was not fully resolved until October of that year, so many unflyable aircraft accumulated at the CAC factory at Fisherman's Bend. However, during this time the opportunity was taken to incorporate modifications to the thickness of the lower wing skins that in-service use had shown were required. Following the outbreak of the Pacific War production was increased to make way for the Boomerang and the last Wackett was delivered to the Royal Australian Air Force on 22 April 1942.

In the 1950s several aircraft were converted by Kingsford Smith Aviation Services Pty. Ltd. as agricultural aircraft, being renamed the KS-2 or KS-3 Cropmaster. The KS-2 had a hopper installed in the front cockpit; the single conversion was not a success so it was re-modified as the KS-3 with the hopper located in the rear cockpit. Four more Wacketts were converted to KS-3s and the type was further developed as the Yeoman Cropmaster.

Operational history VH-BEC on display at the Central Australian Aviation Museum, 2015The Wackett served primarily with No. 1 Wireless Air Gunnery School (WAGS) at Ballarat, Victoria; 1 Elementary Flying Training School at Tamworth, New South Wales; No. 2 WAGS at Parkes, New South Wales; No. 3 WAGS at Maryborough, Queensland and No. 5 Operational Training Unit at Tocumwal, New South Wales. It also served at several other Empire Air Training Scheme establishments in Australia. About one-third of the 200 aircraft were written-off during the type's service with the RAAF and after the end of World War II the remaining aircraft were withdrawn from use and sold to civilian individuals and organisations. About thirty aircraft were subsequently re-sold to the Netherlands East Indies Air Force and the survivors of these were transferred to the nascent Indonesian Air Force at independence, although it is thought that they did not see further use. Several dozen more were placed on the Australian civil register.

On 14 January 1962 James Knight commenced a flight from Ceduna, South Australia to Cook, South Australia (c.220 miles WNW) in Wackett VH-BEC (ex-RAAF A3-139). He was never seen again. Over three years later, on 28 March 1965, VH-BEC was found by chance two hundred miles north of Cook. Knight had remained with the aircraft after it force-landed and inscribed a diary and his Last Will and Testament on the fuselage panels; the last diary entry was made on 20 January 1962. It was subsequently determined that the mount of the magnetic compass was loose and displayed headings that were 30 degrees in error. VH-BEC was recovered in 1977 and is now on display at the Central Australian Aviation Museum. Several other Wacketts and a KS-3 Cropmaster are in other museums and in private hands in Australia.

Variants

- **CA-2 Wackett Trainer** : Prototypes. Two aircraft were built.
- **CA-6 Wackett Trainer** : Two-seat basic trainer aircraft for the RAAF. 200 aircraft were built.

General characteristics

- **Crew:** 2
- **Length:** 7.92 m (26 ft 0 in)
- **Wingspan:** 11.28 m (37 ft 0 in)
- **Height:** 3 m (9 ft 10 in)
- **Empty weight:** 866 kg (1,910 lb)
- **Gross weight:** 1,175 kg (2,590 lb)
- **Powerplant:** 1 × Warner Scarab, 130 kW (175 hp)
- **Maximum speed:** 185 km/h (115 mph)
- **Range:** 684 km (425 miles)



VH-BEC on display at the Central Australian Aviation Museum

N.V.A.C.G. CALENDAR 2019

JULY

| Mon | TUE | Wed | Thu | Fri | Sat | Sun |
|---|-----|-----|-----|-----|-----|-----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | | | | |
| 6th & 7th Melbourne Arms Fair 12th NVACG Meeting 13th & 14th Ballarat Arms Fair | | | | | | |

AUGUST

| Mon | TUE | Wed | Thu | Fri | Sat | Sun |
|--|-----|-----|-----|-----|-----|-----|
| | | | 1 | 2 | 3 | 4 |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | 29 | 30 | 31 | |
| 9th NVACG Meeting 24th & 25th Bendigo Arms Show | | | | | | |

SEPTEMBER

| Mon | TUE | Wed | Thu | Fri | Sat | Sun |
|--|-----|-----|-----|-----|-----|-----|
| 30 | | | | | | 1 |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 13th NVACG AGM & Elections 15th Werribee Liberator Bus Tour | | | | | | |

OCTOBER

| Mon | TUE | Wed | Thu | Fri | Sat | Sun |
|---|-----|-----|-----|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | 31 | | | |
| 11th NVACG Meeting 12th & 13th Dookie 19th & 20th Melbourne Arms Fair | | | | | | |

NOVEMBER

| Mon | TUE | Wed | Thu | Fri | Sat | Sun |
|--|-----|-----|-----|-----|-----|-----|
| | | | | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | |
| 5th Melbourne Cup 8th NVACG Meeting 10th NVACG Xmas Rendezvous | | | | | | |

DECEMBER

| Mon | TUE | Wed | Thu | Fri | Sat | Sun |
|--|-----|-----|-----|-----|-----|-----|
| 30 | 31 | | | | | 1 |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 13th NVACG Meeting 25th & 26th Christmas/Boxing Day | | | | | | |



NVACG Meetings



NVACG Events



Other Arms Events



Public Holidays

Spencer Repeating Rifles and Carbines



To whom it may concern,

As I continue a rather protracted line of research on the subject of Spencer Repeating Rifles and Carbines which I first began around 1963, I write in the hope that any collector who has a Spencer on hand might help me along the way.

Although I maintain a broad interest in both Spencer rifles both sporting and military and carbines, my particular focus at this juncture is directed towards two particular models of Army carbine. Both types are believed to have been exported from America to Australia during the middle to late 1860s and used in the Australian Colonies; and are noted below as 1. and 2.

1. The large .52 caliber 1860 Model or Civil War Model carbine, manufactured by the Spencer Repeating Rifle Company, Boston Massachusetts.

2. The smaller .50 caliber Model 1865 carbine, manufactured by Spencer Repeating Rifle Company, Boston Massachusetts.

Whilst well aware of the fact that the Model 1865 carbines were also manufactured under contract by the Burnside Rifle, my particular interest is in terms of those made by the Spencer Company in Boston.

On that basis, I'd be most grateful to hear from anyone who might be willing to share information regarding either of these types of Spencer manufactured carbine, in particular the serial number; and in relation to the smaller carbine, any barrel markings, and additional mechanical features such as magazine cut-off, spring on the extractor etc.

With thanks in advance.

Gordon K. Byrne
 Member of the Antique & Historical Arms Collectors Guild of Victoria
 P.O. Box 60 Burwood, Victoria 3125
 Email: colonialbyrne@hotmail.com
 Mobile: 0401 174 949



About Us.....

Our Meetings

The Guild meets at the Sporting Shooters Association of Australia (SSAA) Shepparton Branch Shotgun Club Rooms.

These are located at the SSAA Shooting Range 1170 Midland Hwy, Shepparton East.

Just drive for 20 minutes or so from Shepparton along what we call Benalla Road, and there you will find the Range on the right hand side in a former quarry. The site is well signed and is the Guilds "returning home" to what was Paul Gribben's other favourite club.

General Meetings are held here on the second Friday evening of each month

Meeting commence from 8.00 pm

Our Background

The Northern Victorian Arms Collectors Guild Inc. Had its origins in August 1967, under the guidance of the late Paul Gribben - still regarded as one of Australia's most advance firearms collectors.

His fondness for Manton shotguns (and lesser examples of gunsmith's and engravers art), was equalled only by his love of history and enthusiasm for sharing it with others.

Our Guild continues this tradition and caters for those interested in the preservation and restoration of all antique and historic arms, accessories, militaria, Australiana and other heritage items.

New Members are Most Welcome!



P.O. Box 985
Shepparton 3632

**AFFIX
STAMP
HERE**

ADDRESS LABEL

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Newsletter
(After the Manner of our Ancestors)
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