

Jean Batten



with her Gypsy Moth G-AARB

Who was according to author Ian Mackersey: The Garbo of the Skies

Auckland Airport's International Terminal is named after Jean Batten and her Percival Gull G-ADPR is on display there now...

Some 5 years ago in PFBC's Newsletter the story of Jean Batten was told & an incorrect caption noted her Gypsy Moth G-AARB instead of the Percival Gull in 1934... apologies for that error!

***** A Selection of Jean Batten's Very Special Achievements**

- 1934... [England to Australia](#) in 14 days 22½ hrs women's record surpassing Amy Johnson's 10,500 miles flight by 4 days
- 1935... [Australia to England](#) in 17 days 15 hours as first woman ever to make this return flight
- 1935... [England to Brazil](#) in 61 ¼ hrs... 5,000 miles her record as a first by any aircraft... also S. Atlantic fastest record
- 1936... [England to New Zealand](#) 14,224 mls in 11 days 45 mins 'total elapsed time': first for any Ac (inc 2½ days Sydney)
- 1937... [Australia to England](#) 5 days 18 hrs = solo record both ways

The response to our article about the fabulous flier Jean Batten was most positive, for various Friends of PFBC were surprised by her connection with Poole when working at ROF Creekmoor, in the [Inspection Dept.](#) for making Hispano Machine Guns etc.

As this period of her life (approximately a year circa 1942/43), has only scant info. in the many Archives and written accounts we are somewhat indebted to [David Warhurst](#) for his work in 'A Short History of the Royal Ordnance Factory, Poole 1940-58', which has proved invaluable in trying to unravel this history...

Apparently she lived with her mother somewhere in Parkstone, (a large area) at an address that is still elusive to our research! Her desire to join the [Air Transport Auxiliary](#) had been thwarted much to her surprise, so the ROF had provided a worthwhile role, until she was recruited to a propaganda role - lecture tours etc.

This Chapter of Jean Batten's life has never been realised so far inasmuch as there is still significant scope for further research... and Poole should be proud of the association with such a Star!

With a sprinkling of [New Zealand Aircrew](#) attached to both 461 and 210 Squadrons, RAF Transport Command, and also BOAC... and with the Fleet Air Arm at RNAS Sandbanks, there must have social interaction with fellow fliers... and some *Kiwi connections*.



Her Percival Gull

ALL CONTACTS PLEASE

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For bookings of tickets for PFBC Celebrations contact [Ken Sanson](#),
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Poole Flying Boats Celebration

* Please note: *Visitors to the Office by appointment only... (Except Library Afternoons)*

New Volunteers are Welcome

Poole Flying Boats Celebration

Charity No. 1123274

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THE PICK A BACK PAIR



PFBC Friends Newsletter: Spring 2017

www.pooleflyingboats.com (THE PICK A BACK PAIR in colour)

Wishing all Friends of PFBC good health & happiness in 2017:

In some ways 2016 was a difficult + challenging time for most, both at a local level, nationally and internationally esp. Syria... also for PFBC with loss of dear June Topham, who was such a fantastic supporter, a great friend & a conduit with the WRNs. She was full of marvellous memories & wonderful information that encompassed so much about Flying Boats and Seaplanes.

The past year has seen PFBC Commodore Ken, Ian Andrews, Val Lewis, Brian Galpin... and most recently Harry Alexander seriously unwell, but all on the way to making a good recovery.

PFBC has been so grateful to Bertie with his greater office input, and with Marion they organised the successful Christmas Party for those who put in so much regular effort on behalf of PFBC.. After making the arrangements at Gilbey's Restaurant, B'mth., Bertie & Marion were looking forward to a trip to New Zealand for 5 weeks, to be with family, a holiday plus a visit to MoTaT... Despite being *half-a-world-away*, there are various significant threads which bind Flying Boat History together for Poole + NZ. Some of these have a resonance which is explored in this edition.



Well, since the ‘potted history’ about the Flight from Poole to mark [New Zealand’s Centennial Celebration](#), PFBC Archive has gained a more detailed account given by [Sid Cook](#) (which was published):

This details that the Royal Party and entourage first gathered at the Norfolk Hotel Bournemouth before transferring to the Haven Hotel on the 3rd. Jan... Meanwhile, [Canopus](#) had been prepared at Hythe. The formalities & usual paperwork were checked at the Haven Hotel [by Customs Officer [Lock](#), who was based opposite the Antelope, and with his family was billeted above the fishmonger’s shop there.]

The 4th [Capt. Bill Madge](#) departed for [Alexandria](#) where [Capt. Bellin](#) would take over. The route was via [Biscarrosse](#), [Marseilles](#), then on to [Lake Bracciano](#) for a stopover in Rome (- Italy was still a neutral country) staying at the Grant Hotel/dining at the Embassy on the 5th.

The following day heading for [Alexandria](#) via both [Brindisi](#) & [Corfu](#). After a night’s stop it was onwards on the 7th. for lovely [Lake Gallilee](#), [Lake Habbaniyah](#) to [Basra](#) on its waterway arriving before nightfall. On the 8th. it was an early morning departure for [Canopus](#) at 0550 hrs. Next stop [Bahrain](#), then [Dubai](#), and [Jiwani](#) before reaching [Karachi](#), after a welcome [Lord & Lady Willingdon](#) stayed at the Govt. House, whilst the Aircrew spent the night at [Imperial Airways](#) own Residency.

Then on the 9th was the hand-over from [Canopus](#) to [G-AEUI Coorong](#) {*Coorong was built for QEA but after repair was switched to BOAC*} with [Capt. Bellin](#) still in command continuing right thro’ to [Singapore](#): across British India via [Raj Samand](#), [Gwalior](#) & [Allahabad](#) to [Calcutta](#).

An early departure from [Calcutta](#) at 0645 afforded arrival at [Rangoon](#) for lunchtime, was followed by slight delay at [Penang](#) for refuelling, which meant that the Party could enjoy a short sightseeing tour there. This meant that the schedule was affected reaching [Singapore](#) later than expected at nightfall on the 10th. ready for a change of aircrew: For QEA took over with [Capt. Ambrose](#) in command, [FO Caldwell](#), [RO Patterson](#), [Flight Clrk Maclean](#) & [Steward Barron](#), with [Sid Cook](#) the only original crew member to continue (as the Flight Engineer)... [Coorong](#) departed 0800 for Dutch East Indies’ [Batavia](#) on 11th. - to [Sourabaya](#) + a nightstop as a problem meant could not reach [Darwin](#). So arrived [Darwin](#) on 14th -> [Karumba](#). Stayed [Townsville](#) overnight, on the 16th, then on the next day to [Gladstone](#), [Brisbane](#) & [Sydney](#). Dep [Sydney](#) on 18th on [Aotearoa](#) for [Auckland](#) and on to [Wellington](#).

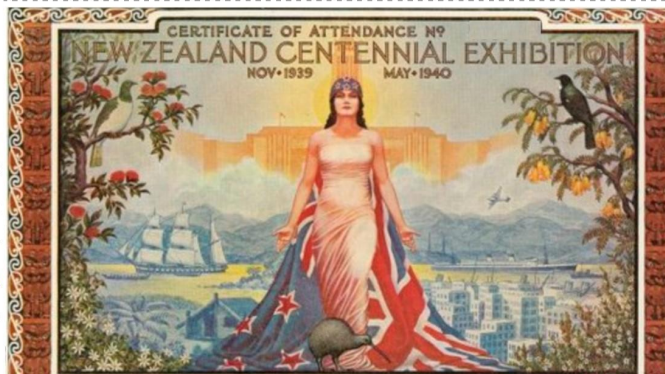
NB Some of the spellings of Stations listed above have been amended slightly to correspond more closely with those in use in recent times; however, [Sea of Galilee](#) is usually given as [Tiberias](#), and [Sid’s](#) terms for [Dubai](#) is specified as [Sharjah](#) normally associated with landplanes and a staging post for a refuelling barge was at [Jiwani](#) not [Juwara](#)...



Arrival of the Willingdon Party at Wellington on 19th. Jan. 1940 in Evans Bay on TEAL’s Short S30 C-Class: ZK-AMA Aotearoa



Aotearoa + the Willingdon Party greeted by a very large crowd with Wellington + its Centennial Exhibition Site in the background



More Significant Links with Poole...

To join [Aotearoa](#) and establish services across the Tasman Sea to Sydney, [Awarua](#) departed Poole on 15th March 1940 on delivery with Pax, via 10 night stops, arriving Sydney 28th, then delayed until 3rd April in reaching NZ in respect to the funeral of the PM. Prior to this WW2 daring flight [Awarua](#) had been used to survey alternative routes should Italy enter the war & be hostile to the UK.



New Zealand’s Prime Minister [Michael Savage](#) (1872-1940) died on the 27th. March

Courtesy of Air New Zealand

Delivery of ZK-AMC [Awarua](#) from Poole, 1940

[ZK-AMH Auckland](#) delivered on 28th. October having left Poole on the 15th. with our [Capt. H Rose](#) ([Tommy Rose](#)) in command



Delivery of ZK-AMH [Auckland](#) from Poole, 1947 - today conserved at Solent Sky as [Beachcomber](#)

Besides [Awarua](#) and its eventual replacement [ZK-AMH Auckland](#) together with three more Dominion C1. Sandringhams for TEAL, [ZK-AMB Tasman](#), [ZK-AMD Australia](#) + [ZK-AME New Zealand](#) there was also ex-[G-AHJR](#) formerly used for training at Poole, before entering service with RNZAF, and ending up at [MoTaT](#).