

## ALAN EDWARD CHADWICK b30.10.1907, d29.06.1972 and the Bush Church Aid Flying Medical Service



Figure 1- Alan Chadwick from a painting reproduced in AHSA Journal Vol 45 Nbr 1

Alan Chadwick was born in Wayville, South Australia, on 30 October 1907, and served as the Bush Church Aid Society's (BCA) chief pilot in Ceduna for the entire life of its aeromedical service from 1938 through to 1968. This profile sets out to tell the story of that service and Chadwick's pivotal role.

The BCA goes back to 1919 when it was founded in Sydney's St Andrew's Cathedral as the Bush Church Aid Society for Australia and Tasmania. The parent body was the Colonial and Continental Church Society, a global Anglican mission society, that began its Australian life in the Swan River Colony of Western Australia in 1836. Tasmania was dropped from the title in 1935, although a mission was established there to serve hydroelectric construction workers in 1954. One suspects it was dropped because of its redundancy in the title (Tasmania being part of Australia) rather than having no expectation of serving there.

The BCA's mission was to provide pastoral and spiritual care for the inhabitants – both indigenous and settler – of outback Australia. That quickly evolved into the provision of medical care as well.

The BCA opened its first South Australian medical mission in Ceduna in 1925, with a hospital installed in a converted farmhouse, after the first missionary had arrived in 1921. The Ceduna area had been settled since 1880, but it was 1901 before

Ceduna had taken over from Thevenard as the main centre of activity and was proclaimed as a township. The BCA's medical staff quickly became the main medical provider to Ceduna and the surrounding area. Up until then, bush medical services were commonly provided by the Farmers' Medical Society that took contributions from residents to fund very basic bone-setting and suturing services by generally non-medically qualified residents.<sup>i</sup>

A nursing sister had been sent to Penong in 1927 and the following year a basic hospital was built by the community out of local limestone and gifted to the Society to operate the following year. Ceduna's hospital was moved to a larger and more modern farmhouse in 1930.

In 1934, Drs Roy and Freda Gibson arrived in Ceduna to lead the mission's medical services. They had lobbied successfully for the building of the larger hospital there. Dr Roy Gibson agreed to act as medical officer for Penong hospital, as well as Ceduna. Then at the end of 1935, the Rev. T.E. (Tom) Jones became the BCA's Sydney-based Organising Missioner and immediately set his sights on establishing a flying medical service (FMS) to be based at Ceduna. This was in recognition of the enormous distances involved in servicing outlying centres and the primitive condition of the roads, but also the growth of Cook as a railway service centre since the completion of the transcontinental rail line in 1917 that made the need for medical services there increasingly important.

An aircraft for the Far West Mission in Ceduna for mission evangelism rather than medical services had already been mooted as early as 1930: the BCA's quarterly newsletters in March stated "*The BCA still steadily holds on to the plan of providing an aeroplane for work in this area...*" and even suggested in June that "*landing grounds have been plotted out*". The articles referred to the BCA's experience with aerial services through its Wilcannia missionary, Leonard Daniels, who was an ex-WW1 pilot and had used a DH60X Moth for much of his pastoral work throughout far western NSW from 1928 to 1932<sup>ii</sup>. The development of the two hospitals, of which only Ceduna had a resident doctor, plus the need for the doctor to travel widely through the local communities and stations to provide regular consultations, brought the issue to a head.

Tom Jones made a submission to the Commonwealth Government in late 1935 offering to build and staff a hospital at Cook, which, unsurprisingly, was quickly accepted and construction started the following year. In 1936, the Murat Bay Shire Council constructed a new purpose-built hospital at Ceduna, which the Society had agreed to staff and operate. The Cook hospital was opened on 18 September 1937, by which time the population of Cook had grown to 140 mostly railway employees. This resulted in a network that could only be given practical effect through use of a flying medical service. The Cook travel time by road from Ceduna then exceeded eight hours each way.

By April 1937 the BCA Council formally decided to launch the FMS<sup>iii</sup> and a DH83 Fox Moth was ordered for delivery in January 1938. The Fox Moth had established a reputation as an efficient air ambulance, and two were built for this purpose at De Havilland's Mascot plant. VH-AAA was one of them, dedicated by the BCAS in the forecourt of St Andrew's Cathedral in Sydney on 19 January 1938.<sup>iv</sup> It was a single-engined biplane largely derived from the earlier Tiger Moth, with many components common to both. However, the Fox Moth had an enclosed cabin that could accommodate a stretcher and two passengers forward of the pilot's open cockpit. It cruised at 85mph and had a range of over 400 miles. Most importantly, it would reduce the travel time from Ceduna to Cook to 2½ hours.

Alan Chadwick answered the Society's press advertisement for a pilot and was quickly hired. Although born in South Australia, he was then working at Essendon Airport. He had qualified as a pilot and LAME in 1936 and by 1937 was endorsed to fly various aircraft including the DH60 Moth used in his initial training, plus the DH53 Humming Bird and Avro Avian. He was also a staunch church attendee and an accomplished church organist, so he jumped at the chance to satisfy his spiritual aspirations as well as his love of flying that the Society offered.

Chadwick's first task for the BCA was to be endorsed on the DH83 and to ferry VH-AAA to Ceduna. He did so via Essendon, where he stayed several weeks, and Parafield where he stayed a further week, eventually arriving at Ceduna on 30 March in time to fly his first mercy flight on 4 April 1938.<sup>v</sup> His wife Doris had preceded him by road, steamer and rail and was there to meet him. Over that first year he made 71 flights over 13,300 miles with Dr Gibson seeing 1,017 patients, six of whom were carried to the Ceduna hospital. There were no useable maps available, and he used an atlas for navigation. Macarthur Job, who later also flew with the BCA, described him as "An erect, unemotional, methodical and imperturbable little man, he was a perfectionist, repeatedly emphasising there was always more to learn from flying." He went on to say "...by his careful systematic planning, he established a reputation for flying safety that became legendary."<sup>vi</sup>



Figure 3 – VH-AAA in WW2 livery as directed by the government [Neil Follett collection via G Goodall]

a turn and bank indicator sent out from England, with which he taught himself rudimentary instrument flight. The aircraft went on to provide long and faithful service to the BCA, although it underwent a couple of registration changes along the way. In 1949 the DCA resumed the -AAA registration because of conflict with radio call-signs and assigned -BYA to the BCA. This was changed



Figure 2 – Crowds greeting the arrival of DH83 Fox Moth VH-AAA – undated but probably Ceduna on 30 Mar 1938 or Penong on 7 April 1938 [BCA Facebook photo archive]

Chadwick quickly managed the construction of a hangar at Ceduna aerodrome to accommodate the Fox Moth with wings folded and another at Cook by October 1939; and by then eleven 'landing grounds' had been developed. Also during this period the BCA's pastoral activities grew as well, with new South Australian missions being established at Minnipa, Kyancutta (briefly), Cummins and Kirton Point to add to those at Ceduna, Penong and Cook. BCA nursing staff and Dr Gibson also served the Lutheran Mission aboriginal hospital at Koonibba, between Ceduna and Penong, from 1938.

The Fox Moth was not equipped for instrument flying, which made climbing through cloud on emergency northbound flights to clear the Gawler ranges, for instance, dangerous. It wasn't until July 1940 that Chadwick was able to secure the funding for



at the BCA's request to -CAS (Church Aid Society – BCA was not available) before that fell victim to the DCA's resumption of the entire -CAA-CAZ series for its own aircraft and the BCA had to settle for VH-GAS. The assignment of -GAS for -CAS at least made the repainting of the registration easier. It was also painted in Government mandated RAAF camouflage from 1942 although the aircraft remained in BCA service throughout. Chadwick, incidentally, was deemed too valuable to be released for war service, but Dr Roy Gibson was gone for two and a half years, while his wife Freda, also a doctor, was left to carry the load. She was awarded an OBE in the 1946 New Year Honours for her services. Roy returned after the war but died undecorated in 1948, again leaving Freda to cope on her own until joined by Dr Merna Mueller in March 1951. Freda quit in 1954 after 22 years in Ceduna, sold her Ceduna practice to the BCA, and opened a practice in Adelaide. Merna soldiered on, mostly single handed right through until December 1967 when she resigned to take up private practice in Ceduna. She had scored an OBE in the 1965 New Year Honours.



Figure 4 - DH84 Dragon VH-AGA and DH83 Fox Moth VH-AAA at Ceduna c1947- Note VH-AAA repainted from its wartime livery [SLSA-Daw collection]

In 1946 the Society acquired the bigger DH84 Dragon VH-AGI. It had an enclosed cockpit and cabin with 6-seats and 2 stretchers mounted as double bunks, was slightly faster (90mph) and had longer-range (460mi). By then Chadwick had flown the Fox Moth some 125,220 miles on 680 flights totalling nearly 1,700 flight hours, to carry 7,800 passengers including 50 stretcher cases. This reflected the BCA's vastly expanded medical activities with regular clinics by 1946 including Colona and Nullarbor stations and communities as far flung as Eucla, Mandrabilla and Forrest over the WA border, plus railway communities at Oldea, Kingoonya and Tarcoola. Chadwick was also called on to make emergency flights to destinations as far north at Coober Pedy and Mt Eba in response to burns, broken bones, lacerations and the like. Additionally, of course, there were innumerable appendectomies and tonsillectomies to perform, plus care related to the various diseases endemic throughout the period such as whooping cough, meningitis, diphtheria, gastroenteritis and polio.

The Fox Moth was placed in Kyancutta on 10 June 1947 where it continued to be flown in BCA service first for the Wudinna hospital by its resident doctor-pilot, Russell Roxburgh, and then from June 1949 by local Kyancutta volunteer pilot Bill Bedford.<sup>vii</sup> The BCA had provided nursing staff at Wudinna since March 1946. It was finally sold on 16 December 1953 to a new owner in NSW after primary use as an air ambulance between the Wudinna and Adelaide hospitals.

The Dragon was ex-RAAF A34-28, built in 1942 at Mascot to RAAF order, and delivered from 5AD Storage Cootamundra via Mascot, Essendon and Parafield to Ceduna on 23 March 1946.<sup>viii</sup> The delivery pilot endorsed Alan Chadwick on the Dragon then



Figure 5 – DH84 Dragon VH-AGI on a clinic run at Mulgathing SA [Macarthur Job Collection via CAHS/G Goodall]

returned to Mascot in the Fox Moth, which was due for overhaul. The RAAF disposal price was £750, less than half the original cost of the Fox Moth from de Havilland. The twin Gipsy Major engines provided a necessarily greater margin of safety than the Fox Moth, but it was nevertheless underpowered for fully loaded take-offs in hot temperatures. A radio station was established in Ceduna (VKB Ceduna) in 1953 and the Dragon plus the outlying hospitals and station clinics equipped with transceivers. The Dragon's lack of an electrical system and very limited battery power, however, meant very limited radio use inflight.



Figure 6 - Proctor III VH-BQR at Ceduna with Alan Chadwick c1954-58 [Macarthur Job collection/G Goodall]

The 1953 sale of the Fox Moth was to part-fund the purchase of a Percival Proctor III VH-BQR from Australian Aircraft Sales Bankstown on 4 December. The Proctor was needed for its superior speed (135mph cruise), which enabled BCA doctors to reach patients faster for consultation and treatment onsite. It also had a useful range of 540 miles. It was a four-seat low-wing monoplane with an electrical system and self-starter that eliminated the prop-swinging required on the Fox and Dragon. It had a variable pitch propeller and, while it still had fixed gear, the gear was housed in streamlined fairings that increased its performance. It was not intended to carry patients, which remained the job of the slower Dragon, although an emergency stretcher could be installed. The Dragon was mostly used for the longer regular clinic flights to Cook, Tarcoola, Coober Pedy and Kingoonya and, from 1951, to a new medical centre at Rawlinna in WA. The Proctor was then available for emergency medical calls when its higher speed was critical. The aircraft was not a great success, however, and in fact was so drafty because of serious deterioration of its interior woodwork that it had to be substantially rebuilt at Parafield over some months in 1954. It was nevertheless reliable and operated through until it was ferried to Parafield for sale on 7 February 1959.



Figure 7 - Auster J/5 Adventurer VH-KAV in later life at Kalgoorlie in 1973, some 14 years after Bill Bedford sold it [G Goodall]

To complicate the story slightly, there was also an Auster J/5 Adventurer involved just prior to the sale of the Fox Moth. As related earlier, Bill Bedford had been using the Fox Moth for the BCA out of Kyancutta since 1949, plus he had purchased his own Auster J/1 Autocrat in June 1951. The J/1 was severely limited in uplift and range for ambulance work, so it appears that the sale of the Fox Moth prompted the purchase by the BCA of the J/5, VH-KAV, in July 1953 to maintain the Kyancutta/Wudinna hospital ambulance capability. It was registered to Bill Bedford a couple of months later on 12 September 1953. It's not clear if it was operated by Alan Chadwick out of Ceduna at all in the interim.

All through this period Alan Chadwick had safely and efficiently led the Flying Medical Service as its chief and only pilot other than volunteer Bill Bedford in Kyancutta. He was also a licenced aircraft maintenance engineer and performed all the day-to-day maintenance on the various aircraft. He was well established in Ceduna with Doris and four daughters born to them there. He was a pillar of that small community and continued his church organ playing. His first help with piloting duties was the hiring of Macarthur Job in March 1954, which enabled them to operate the Dragon and Proctor simultaneously.

The next big fleet change was the purchase of a Lockheed 12A VH-BHH on 30 September 1957, part funded by the sale of the Proctor. It was ferried to Ceduna by Chadwick and Macarthur Job on 2 November, whereupon the BCA was operating the Proctor and Lockheed (the Dragon was parked at Parafield and sold the following year sold to Surfers Paradise Air Taxis on 31 May 1958), so the availability of two pilots remained necessary.



Figure 8 - Lockheed 12A VH-BHH c1957-59. Macarthur Job is the centre figure [Macarthur Job collection/G Goodall]

The Lockheed was a bargain. It was built at Burbank in 1939 and had a long history of service in the US and England before being sold to the Zinc Corporation in 1952 and flown to Australia. It was added to the Australian register on 31 October 1952 and operated with the Zinc Corporation's subsidiary, Silver City Airways in Broken Hill, until its sale to the BCA.<sup>ix</sup> It was extremely low-time for an aircraft with such a history and considered to be worth at least £54,000. The Zinc Corporation, however, was charitably minded, and sold it to the BCA for only £8,000 together with £4,000 worth of spares for £1,500.<sup>x</sup>

The aircraft, notwithstanding its age, represented a significant step-up from the Dragon, which it replaced. It was all-metal with a cruise speed of 213mph, range of 800 miles and a service ceiling of 22,900 feet, all of which added greatly to the BCA's ability to service its expanded network of hospitals and clinics. It was reregistered as VH-FMS (Flying Medical Service) on 24 June

1959 but did not last long thereafter. On 17 March 1960 it was substantially damaged when the landing gear collapsed after a heavy landing at Ceduna, fortunately with no injuries to Chadwick and four passengers. It had been on a medical survey flight to



Yalata Lutheran Mission with Dr Mueller and three SA Government public health officials on board. This was Chadwick's first and only bingle, and it wasn't his fault. Incorrect assembly of the undercarriage actuating screws had led to reverse folding of the drag-struts with the result being extensive damage to the undercarriage mechanism, the port engine mountings, support bulkheads and both propellers. A prop blade had penetrated the fuselage, causing further damage. The wreckage was trucked to Parafield where it sat until sold and trucked to Moorabbin for restoration on 19 August 1962.

Macarthur Job had departed at the end of 1958 and it wasn't until June the following year that the BCA was able to replace him with an ex-Qantas pilot, Gordon Taylor. He only lasted until replaced by John Lindridge on 27 September 1961, who stayed on until the BCA's flying medical services ended in 1968. Mac Job, however, features in the story again because he purchased the BCA's old Dragon VH-AGI from its Cooma operator at the end of 1959 to operate on charter out of Merimbula in NSW, and chartered it back to the BCA to cover the Lockheed's absence until the next phase of BCA fleet renewal I'll describe below. First though, there is a fascinating story relating to the Lockheed: the BCA had shipped its spare engine to Parafield for overhaul in January 1959 out of Streaky Bay on Adelaide Coastal Steamship's *SS Yandra*. The *Yandra* ran aground in dense fog on North Neptune Island and sank, never to be recovered, so the BCA already had an insurance claim pending when the crash of VH-FMS required another. The *Yandra* was already famous, having been requisitioned by the RAN in June 1940 and commissioned as a minesweeper. On 31 May 1942, it rammed a Japanese midget sub in Sydney Harbour, disabled itself with its own depth charges, but prevented the sub from releasing its torpedoes.

The Royal Aero Club of South Australia, meanwhile, had nominated Alan Chadwick for the Royal Federation of Aero Clubs of Australia's 1959 Oswald Watt gold medal, which was duly awarded to him on 18 August 1960 for "Outstanding work and devotion to duty with the Flying Medical Service of the Bush Aid Society". The medal had been established in 1921 in memory of Oswald Watt, one of Australia's most distinguished WW1 aviators for "A most brilliant performance in the air or the most notable contribution to aviation by an Australian or in Australia", and Alan was in very good company with previous winners including such stalwarts as Ivor McIntyre, Bert Hinkler (4 times), Charles Kingsford Smith (4 times) and Patrick Gordon Taylor.



Figure 9 – Cessna 210 VH-FMS 'S.J. Kirkby' Parafield Jan 1963 [G Goodall]



Figure 10 – Cessna 210 VH-AEC at Parafield May 1963 [RW]

The BCA considered the cost of parts for the Lockheed and difficulty in obtaining them made its repair unfeasible, so they elected to put the insurance payout towards the purchase of two Cessna 210s from Rex Aviation in Bankstown. The first, purchased new for £13,000, was registered to the BCA on 3 Dec 1960 as VH-FMS (Flying Medical Service - the registration freed by the crash of the L12A). The other, second-hand, was previously VH-TOM/RBH with an operator in Orange NSW, and was registered to the BCA as VH-AEC (to honour Alan Edward Chadwick) on 14 June 1962. Both were configured to carry a stretcher patient but these early model C210s were based on the C182 with a retractable gear and could be considered a step down from the L12A in that they were single-engined with a max cruise speed of only 190mph. They had the advantages, however, of greater reliability, access to parts and more modern avionics.

The BCA operated them through until 1966<sup>xi</sup> when they were traded-in to Hawker de Havilland in Sydney for their last aircraft, a new Beech B95-55 Baron, which took the registration VH-FMS on 8 September 1966. The C210 VH-FMS it replaced had had to be reregistered VH-PMS on 28 Aug 1966 in order to free the 'Flying Medical Service' registration for the Baron – the 'PMS' selected no doubt for ease of repainting the registration on the aircraft.

The Baron represented a step back up to twin engines and a faster cruise speed of 220mph and it cut twenty minutes off the Ceduna-Cook and Ceduna-Adelaide flight times. The aircraft had been ferried from the US to Mascot in August 1966, then fitted



Figure 11 - Beechcraft Baron B95-B55 VH-FMS at Parafield- probably when on display at Parafield 10 Sep 1966 at the National Air Show [G Goodall]

out for medical service by Hawker de Havilland and flown down to Parafield where it was exhibited at the National Air Show at Parafield on 10 September. BCAS pilot John Lindridge was endorsed on the aircraft at Parafield on 23 September.

With the implementation of single aircraft service Chadwick was able to step back a bit from flying and increasingly he left it to Lindridge and acted as a back-up pilot instead – and of course he remained the BCA’s chief pilot. He spent more time in the radio control room, which the BCA had established in Ceduna (VKB Ceduna) in 1953 with radio transceivers installed in the outlying hospitals, clinics and stations. By 1959 the radio station had been expanded to include ‘school of the air’ services and a network of 112 transceivers established – 23 of which were on Thevenard-based fishing boats.<sup>xii</sup>

RFDS had been established in South Australia since 1954 when it opened its Port Augusta base and by 1968 it was evident to the Anglican Flying Medical Services Board that its pioneering services had achieved their objective and the RFDS, now equipped with modern aircraft, was well able to take over the BCA network. Further, the then FMS doctor at Ceduna, Dr Merna Mueller OBE, who had served the FMS for the past fifteen years, had resigned at the end of 1967 to run the town medical practice for the Murat Bay District Council in Ceduna instead, leaving the Society without a resident doctor.<sup>xiii</sup> Efforts to replace her were unsuccessful. The decision was therefore made to close the Ceduna-based network and radio station and transfer responsibility to the RFDS, with the Baron, with effect from 15 February 1968. The Murat Bay District Hospital in Ceduna was transferred to Council responsibility from March 1969, reducing the BCAS’s medical responsibilities in the area to nursing work at Cook, Tarcoola and Coober Pedy. The decision and circumstances were announced in the March 1968 edition of *The Real Australian*.<sup>xiv</sup>



Figure 12 - Alan Chadwick in the Ceduna radio room c1968 [Aust Medical Heritage Soc.]

Alan Chadwick’s last role was to ferry the Baron to Adelaide to be used in the RFDS’s expanded network out of Port Augusta.

He flew via Whyalla to return his youngest daughter, Helen, holidaying in Ceduna to her Whyalla teaching job, reversing the same course he had flown back in 1938 in the Fox Moth – but this time cruising at 220mph rather than 86mph. On both occasions he was the BCAS’s sole pilot.<sup>xv</sup>

He was by then 61 years old and had led the BCAS’s Flying Medical Service as its chief pilot for the entire 30-year term of its existence – including throughout the war years when his service to the country was considered more valuable than service in the armed forces could have been. He retired in Ceduna with his wife Doris and in the 1970 New Year’s Honours was awarded Membership of the Most Excellent Order of the British Empire, an MBE. He died in Ceduna of cancer on 29 June 1972. Macarthur Job wrote an obituary for him, part of which helps to explain his extraordinary safety record. It is worth repeating here:

*Chaddy refused to budge from his deliberate, methodical tempo in the planning and conduct of a flight, or in the servicing of his machine. Infuriatingly obstinate at times, the more so because of the amiable way he went about it all, Chaddy would be implacable in the face of barely concealed impatience on the part of the medical staff, not to mention that of his more exuberant junior pilots! He would never be stampeded into ill-advised operational decisions of any sort. He had learnt to respect the hostile and unforgiving environment over which he had to retain mastery – “it’s no good trying to save one life if you kill three others doing it.” His 30 year service with BCA’s Flying Medical Service speaks eloquently for the soundness of his judgement and the excellence of his self-imposed standards.<sup>xvi</sup>*

## APPENDIX – Summary of significant dates in relation to the BCA Flying Medical Service<sup>xvii</sup>

Date	Event
1925	Established first Ceduna hospital in converted farmhouse
1928	Penong hospital built by the local community and passed to BCA to staff and operate
1930	Ceduna hospital relocated to a larger converted farmhouse
1937	Murat Bay District Council built new Ceduna hospital for the BCA to staff and operate
1937	BCA built Cook hospital, which it staffed and operated
1938	Flying Medical Service established with DH83 Fox Moth and Ceduna hangar constructed
1938	Commenced staffing of aboriginal medical centre at Koonibba Lutheran Mission
1941	Established and staffed medical hostel at Tarcoola
1946	DH84 Dragon acquired
1947	DH83 Fox Moth relocated to Wudinna/Kyancutta for use on behalf of BCA by Dr Roxburgh and later Bill Bedford
1946	Commenced staffing and operation of the Wudinna hospital
1948	Opened Ceduna pharmacy
1951	Established and staffed Rawlinna WA nursing centre
1953	DH83 Fox Moth sold
1953	Percival Proctor III purchased
1953	Auster J/5 Adventurer purchased for use by Bill Bedford ex Kyancutta
1953	Established Ceduna radio station
1954	Macarthur Job hired as second BCA pilot
1955	New hospital at Tarcoola opened
1955	Established Ceduna ambulance service and operated it until taken over by St John's Ambulance in 1967
1957	Lockheed 12A purchased
1958	Macarthur Job resigned as BCA pilot
1959	Gordon Taylor hired as second BCA pilot
1960	Lockheed 12A severely damaged in landing accident at Ceduna and written off
1960	First C210 purchased
1960	Ceduna medical centre comprising doctor's and dentist's offices and pharmacy built
1961	Gordon Taylor resigned and was replaced by John Lindridge as second BCA pilot
1962	Second C210 purchased
1965	Established and staffed Coober Pedy medical centre, later expanded as a hospital
1966	Beech Baron B95-B55 purchased
1968	Flying Medical Service Beech Baron B95-B95 sold to RFDS and Radio Station transferred to RFDS jurisdiction
1969	Ceduna and Wudinna hospitals returned to local government jurisdiction
1977	Ceased staffing Coober Pedy medical services
1995	Ceased staffing Cook and Tarcoola medical services
1998	Cook hospital decommissioned.

## ACKNOWLEDGMENTS/SOURCES

Neil Follett, for his assistance in providing reference to and photographs from *Oswald Watt Medal – Alan Edward Chadwick 1959*, by Macarthur Job, Aviation Heritage Vol 46 Nbr 1 March 2014, pp3-5.

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Ken Johnson of SAAM's library, always willing to help, who assisted me in locating images for the profile.

*These Twenty Years: a record of the work of the Bush Church Aid Society for Australia & Tasmania 1919-1939*, by T.E. Jones, Edgar Bragg & Sons).

The Bush Church Aid Society's on-line archive of its quarterly publication *The Real Australian*.

The South Australian Medical Heritage Society Inc Website for the Virtual Museum.

## NOTES

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- <sup>i</sup> Robert Bedford of Kyancutta was an example. See profile “William Rudolf Buddicom (Bill) Bedford” [Milln, Sep 2022], which includes much additional information about his father, Robert, and Bill’s role with the BCAS.
- <sup>ii</sup> Daniels married and left Wilcannia in 1932 and his successor, Rev C. Klemmis learned to fly but hit a wing on landing at Wilcannia soon afterwards on 7.11.1932 and the aircraft was withdrawn from the registry and sold.
- <sup>iii</sup> *The Real Australian*, April 1937
- <sup>iv</sup> The other went to Dr Clyde Fenton, who had established an aerial medical service using a DH60 in Katherine NT in 1934. This eventually became the Department of Health’s Northern Territory Aerial Medical Service.
- <sup>v</sup> According to T.E Jones (*These Twenty Years: a record of the work of the Bush Church Aid Society for Australia & Tasmania 1919-1939*, Edgar Bragg & Sons) the Aerial Medical Service was actually inaugurated on 6 April 1938.
- <sup>vi</sup> <https://www.samhs.org.au/Virtual%20Museum/Notable-individuals/chadwick/chadwick.html> Appendix by Macarthur Job. Accessed 20 Jan 23
- <sup>vii</sup> See *William (Bill) Rudolph Bedford of Kyancutta*, Mike Milln Sep 2022 [http://www.saam.org.au/history\\_group.html](http://www.saam.org.au/history_group.html)
- <sup>viii</sup> This detail and other detail concerning the Fox Moth, Dragon and Proctor III is derived from Geoff Goodall’s Aviation History site <https://www.goodall.com.au/>. Accessed 27-30 Jan 23
- <sup>ix</sup> <https://www.adastron.com/lockheed/electra-12/vh-fms.htm>. Accessed 27 Jan 23
- <sup>x</sup> *The Real Australian*, Sep 1958
- <sup>xi</sup> Both were sold to Hawker de Havilland Aust: -AEC on 4 Jul 1966 and -FMS on 5 Oct 1966 as trade-ins for the B55.
- <sup>xii</sup> *The Real Australian* Dec 1966 listed Lindridge as the Flying Medical Service pilot and Chadwick instead as the radio station base operator.
- <sup>xiii</sup> Responsibility for Ceduna ambulance services were transferred to the St John’s Far West Ambulance Brigade – Ceduna Division on 4 Oct 1967, together with the BCAS’s VW Combi ambulance. The BCAS had run the service for the previous 12 years. *Real Australian* Dec ,1967
- <sup>xiv</sup> *The Real Australian*, Mar 1968
- <sup>xv</sup> From an article by Macarthur Job published in the *The Real Australian* Mar 1970
- <sup>xvi</sup> *The Real Australian*, Oct 1972 p6
- <sup>xvii</sup> *The Real Australian*, Summer 2001 pp3-5 for infrastructure and various issues for aircraft acquisitions/disposals

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