



FLYER & SALVAGE



This is Doug Connolly's Thames Trader pumper ME32 (see article page 6)

Where does the time go?**Brett Williams**

Yes I admit it is my fault; this May edition of Flyer & Salvage was supposed to be emailed out at the start of May, followed by hard copies by mail in late May. However, like everyone else I talk to these days, I'm too busy. I'm trying to do the work of three people. Not only that, but I've been on work trips to Leeton and Nhill, Perth, Picton and Dubbo, plus a holiday to Broken Hill. Seems like if I'm not in the office, I'm in the Verada. Here we are in Nhill at sunset, and at Silverton with another well known black car....



It's pretty sad when your car becomes your best companion, but back to the story. Now I've got a stint of jury service to look forward to, which should take me through to the end of June, when all the additional financial year end work kicks in. It doesn't look like there'll be any respite in the foreseeable future.

Why am I telling you this? Well, it's just so you don't expect anything outstanding from Flyer & Salvage.

I haven't received any articles for a long while, so once again this issue will be mainly photos from my personal collection. It is difficult when there are so few activities occurring, but someone must have some fire related stories to tell.

Below is a photo that I took at White Cliffs.



The Bedford was locked up a long way from the fence in an enclosure, so I had to use maximum zoom. It looks to me to be an ex-NSWFB Bedford MJR tanker, and

while it's signwritten for Ivanhoe, it's apparently a spare tanker at White Cliffs. Personally I wouldn't be concerned if White Cliffs burnt down and disappeared, but I must admit the night at the underground motel was worthwhile. Did you hear about the "new" pumper at Richmond?



After plenty of discussion regarding the suitability of the Isuzu Type2 pumper, it was finally identified that there was a spare Scania available, so it's now at Richmond. FBY 183 was one of two Scania 92s acquired (along with two Volvo FL7s, two Mercedes 1625s, and two ACCO2250Ds) back in 1990-91 as part of the evaluation of the successor to the petrol powered ACCOs. In the early days it moved around a bit including a stint at Mount Druitt, but it found a permanent home at Katoomba, where it acquired a number of additional features, including a lighting mast. After replacement at Katoomba it was overhauled and repainted, but then sat around for a while waiting for a new home. It's now at Richmond for the time being. Gerard Duck provided these photos taken at a pile burn in Richmond.

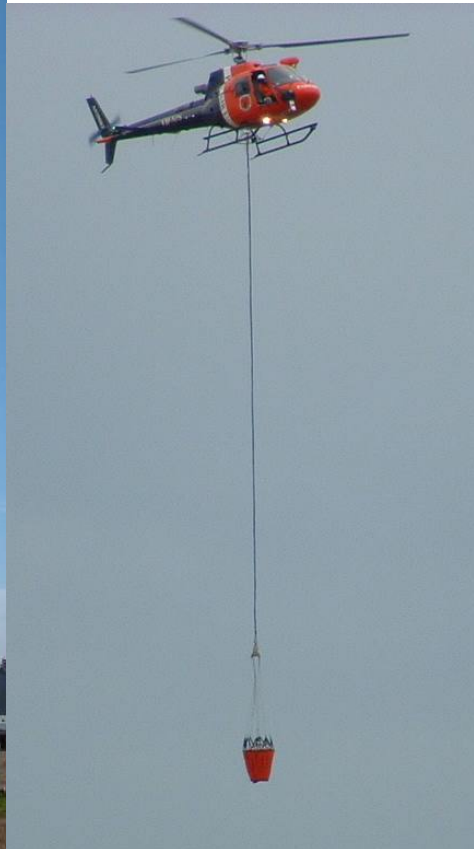


RESCUE EXPO 2006

Brett Williams

The HFEA participated in the Rescue Expo at Hawkesbury Showground at Clarendon in conjunction with the Museum of Fire. Leigh Daniels brought along his Ford D400 on the Friday, while my Dodge was there on Friday and Saturday. Shane's Dennis 250 was inside the Museum tent along with the Museum's Diamond T and a Garford, while the ACCO rescue monitor was elevated outside. The Museum's display featured various apparatus used by the Fire Brigades for rescue over the years.







FOR SALE

The Association still has the following bits and pieces for sale:

- Siren trumpets
- Old NSWFB radios
- Dennis 250 mugs (\$10 each)
- Historic Fire Engine name bars

Contact Doug Humphreys for further details

Alan Martin still has his Commer pumper and Morris composite for sale.
Phone 0412 965123 for further details.



Doug Connolly is interested in selling his Thames and also the Grifco 12 volt siren shown at left. The siren works but the trumpet has been bent and needs repairing and re-chroming (or you can buy a new one from the HFEA). Doug can be contacted at myora5@bigpond.com if you'd like a new toy.

EVENTS

H.F.E.A. MEETING DATES

The next General Meeting of the Historic Fire Engine Association Incorporated will be held at the Museum of Fire at Museum Drive off Castlereagh Road at Penrith on Sunday August 20th 2006 commencing at **11am**.

The next Annual General Meeting of the Historic Fire Engine Association Incorporated will be held on Sunday February 11th, 2007 at 10am at a venue to be confirmed.

EVENTS (Events Officer – Shane McDonell 0401 690081)

Liverpool Super Swap Meet Fairfield Showground July 23
coming soon, more fire station centenaries:

NSW FIRE BRIGADES FIREFIGHTERS CHAMPIONSHIPS

Zone North 3/7	Swansea	8-9 July 2006
Zone South 2/3/5	Unanderra	26-27 August 2006

State Championships Port Macquarie 21-27 October 2006

Yes it's State Championships time again. This year it's at Port Macquarie again. Running from Saturday 21st to Friday 27th October, it will be at Westport Reserve as usual.

On Saturday from 1000 to 1200 there will be a display featuring the Fire Brigades band, precision marching team and rescue and firefighting demonstrations in the town centre. Historic and modern fire appliances will be displayed at Westport Reserve from 1030 to 1600 hours.

The torch light procession is on Saturday from 1800 hours featuring all competing teams carrying lanterns, the band, and historic and modern appliances. This will be followed by the fire fighting display at Town Beach Reserve.

Competition commences at 0900 hours Sunday and the opening ceremony runs from 1030 until 1130. Events continue until 1600 hours.

Events run on Monday (0800 –1600), Tuesday (0800 – 1500), Thursday (0800 – 1600) and Friday (0800 – 1400).

Tuesday night's social function commencing at 1830 hours will consist of a served meal, band, dancing and themed western party. Cost is \$20 per head.

Wednesday is an event free day to allow all competitors to enjoy the Port Macquarie area.

Friday night is the presentation and dinner function commencing at 1830 hours, with a closing ceremony, presentation and dinner dance, including a three course sit down dinner. Cost is \$30 per head.

Why not join the HFEA and Museum of Fire at the Championships this year?
 Contact the Events Officers if you wish to participate.

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Flyer & Salvage is the official newsletter of the Historic Fire Engine Association Incorporated (HFEA).

The HFEA solicits and actively encourages submissions to this newsletter from members and other interested parties. Since many such submissions are published, this newsletter often reflects the opinions and views of its contributors and not necessarily the opinions and views of the Association.

All contributions for inclusion in Flyer & Salvage should be mailed to:

The Editor, Flyer & Salvage, P.O. Box 520, Kingswood NSW 2747,
or emailed to brettkw@tpg.com.au.

All other correspondence should be addressed to:

The Secretary, H.F.E.A., P.O. Box 520, Kingswood NSW 2747.

Flyer & Salvage is named after two of the firefighting appliances that operated from the City of Sydney Fire Station (traditionally known as Headquarters) in Castlereagh St, Sydney. During the early days of the Historic Fire Engine Association, meetings were held at Headquarters Fire Station, and were often interrupted by fire calls. Crews were called to their appliances over the public address system, and the call of "Flyer & Salvage" was the most common.

The Flyer was one of three pumping appliances at Headquarters (the others being the Runner and the Second Call). It was the first appliance to leave the station on each fire call in the city area. It was crewed by an Officer and five firefighters, none of whom were allowed to leave the immediate area of the Flyer during their shift.

The Salvage motor was designed and equipped to carry salvage and rescue gear not normally carried on firefighting appliances. Most Salvages have now been removed from their traditional homes at the District stations and redeployed at stations which have been allocated primary rescue responsibilities. In this new role they are known as Rescues and respond to all rescue incidents within their area.

H.F.E.A. OFFICERS FOR 2006: (elected at the February Annual General Meeting).

President	Guy Ellis	(0414) 182010 (mob)	ellisgc@tac.com.au
Vice Presidents	Kevin Smith	(02) 46571290 (home)	
	Shane McDonell	(02) 47367609 (home)	jorcon@pnc.com.au
Secretary	Ray Kelly	(02) 96268289	(0408) 268289 (mob)
Treasurer	Doug Humphreys		
CMC Delegate	Brian Blunt	(02) 96630661 (ah)	
Events Officers	Shane McDonnell	(02) 47367609 (home)	
	Stuart Collins	(0404) 734531	
Registrars	Gerard Duck	(02) 45783665 (ah)	
	Ted Pike	(02) 45736435	fax: (02) 45736440
Editor	Brett Williams	(0407) 921386 (mob)	brettkw@tpg.com.au
		(02) 45885365 (ah/fax)	(02) 98309954 (bh)
Vehicle Recorder	Brian Blunt	(02) 96630661 (ah)	
Station Recorder	Brian Blunt	(02) 96630661 (ah)	
NSWFB Liaison	Ray Kelly	(02) 96268289	(0408) 268289 (mob)
NSWRFS Liaison	Keith Lang	(0415) 497735 (mob)	
Public Officer	Gerard Duck	(02) 45783665 (ah)	

Note: Telephone numbers listed as "home" relate to firefighters working 10/14 shift patterns. They will not always be at home during normal "after hours" times.