

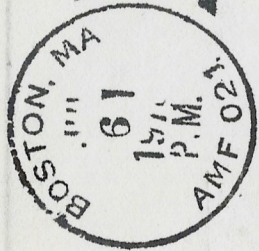
Short Sandringham

*Carmel Beane
Nicholas Castuccio*

Maureen O'Hara Blair

Noel Hollie Margaret Hollie

*James C. Flanagan
Charles F. Fitzsimons*



*Rh. Swift Jim J. Duell Jaime Fitzsimons Andrew Fitzsimons
Shady J. White Maureen Fitzsimons Steven Hollie
Carmel Castuccio Bob Beason William G. Matthew Hollie
Margaret J. Morgan David J. May Daniel Hollie*

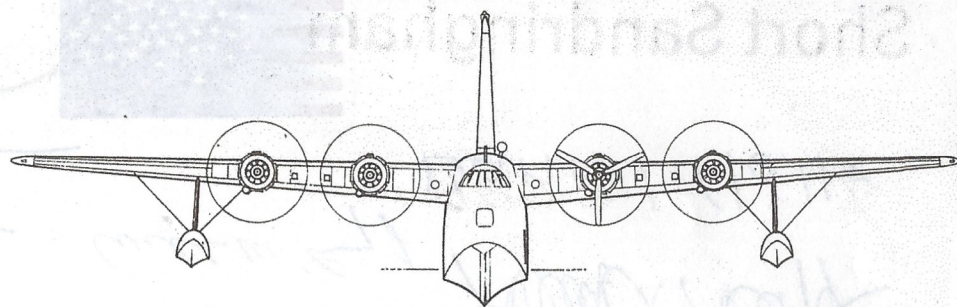


THE WORLD'S LARGEST SEAPLANE AIRLINE

#24/29

This aircraft began life as Sunderland III JM715, built as one of a batch of 50 at Rochester and having no constructor's number, but coming under shop order no SB.2018. It had four 1,065 h.p. Bristol Pegasus XVIII radial engines. On July 8, 1943, JM715 was allocated to the RAF flying boat station at Wig Bay in Scotland, where it remained until it went to No 57 Maintenance Unit on January 8, 1944. On April 6, 1945 it was delivered to Scottish Aviation Ltd at Greenock, where it was converted to Mark V standard with four Pratt & Whitney R-1830 Twin Wasps of 1,200 h.p. and the ASV Mk IVc radar. It was back at No 57 MU on August 3, 1945.

On April 30, 1947, JM715 went to Short Brothers and Harland at Belfast, where it was converted to a 30-passenger Sandringham 4, its conversion number being SH.55C. Bearing the marks ZK-AMH and named Auckland, it was delivered to Tasman Empire Airways Ltd of New Zealand in 1947 as the last of four Sandringhams ordered to replace two weary Empire Boats on their Sydney-Auckland service. However, TEAL had to withdraw the flying boats from their Tasman service on February 23, 1948, as the engines showed a tendency to overheat. On June 17, following an enquiry and a comprehensive overhaul at Rose Bay, they returned to work, serving until they were replaced by new Solent 4s 18 months later.



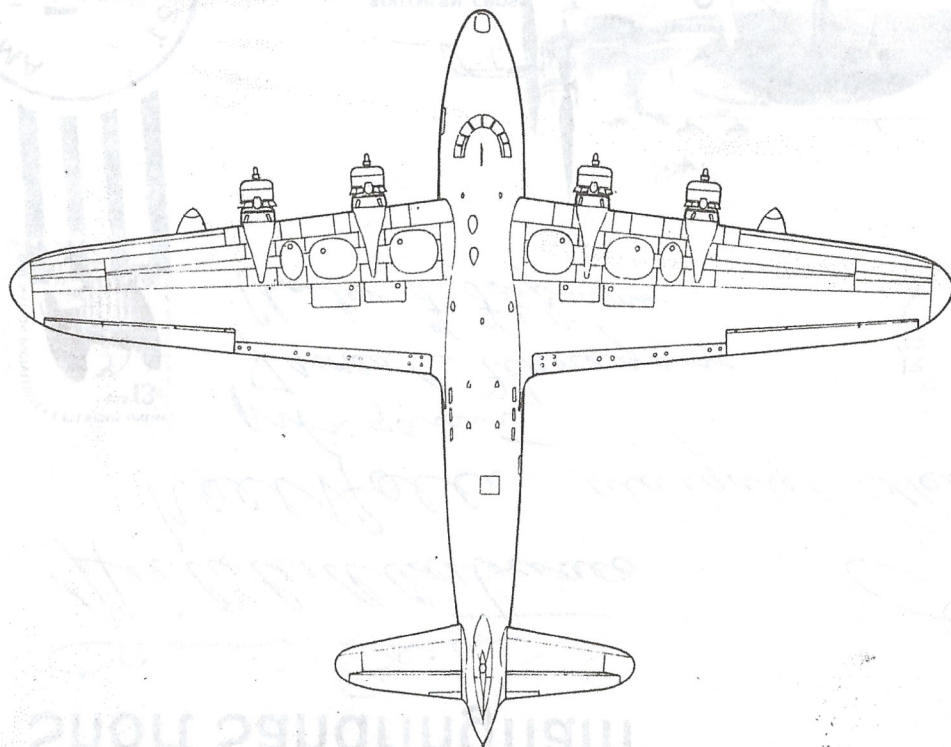
Specification

Span	112ft 9½in	All-up weight	59,000lb
Length	86ft 3in	Maximum speed	238 m.p.h.
Empty weight	38,000lb	Cruising speed	221 m.p.h.

In 1950 Ansett Airways of Australia purchased ZK-AMH and sister-ship ZK-AME, the former becoming VH-BRC Beachcomber, and both flew on the Sydney-Lord Howe Island service taken over from Trans-Oceanic Airways in 1953.

The registered owner's name changed several times in the ensuing years, being Ansett Australian National Airways in 1959; Airlines of New South Wales Ltd in 1960; and Ansett Flying Boat Service Pty Ltd in 1961. By 1963 Beachcomber was the sole survivor of Ansett's Sandringhams, and the converted RNZAF Sunderland VH-BRF came to share the burden. In 1968 Ansett was integrated with Airlines of New South Wales Pty Ltd, becoming Ansett of New South Wales Ltd in 1973.

Late in 1974 both 'BRC and 'BRF were acquired by Antilles Air Boats, operating out of the Virgin Islands, and on November 28 Beachcomber, renamed Southern Cross and bearing the American registration N158C, commenced the long range, staged ferry flight from Rose Bay to its new home base at St Croix, which it reached on December 9 after a virtually trouble-free flight of some 9,900 nautical miles. The pilot for this historic journey was Charles Blair, president of Antilles Air Boats Inc. This venerable flying boat, now bearing the Antigua registration VP-LVE, is still soldiering on with Antilles Air Boats at the time of writing, and is expected to serve for some years to come.



ANTILLES AIR BOATS

C'sted, St. Croix, U.S. Virgin Islands 00820