



# Monbulk RSL Newsletter

*out of the low cloud in a steep dive. The plane did not pull out of the dive, it continued on and the motor appeared to be roaring at full throttle. In a few seconds it crashed”.*

Geoff, with his father George and brother Ron, drove the F500 farm truck to the area of the crash site, not knowing what to expect when they arrived at the junction of Camms Road and Monbulk-Kallista Road. The crash site was directly opposite the T intersection of the two roads, and over the other side of the Sassafras Creek, just a few meters up the slope.

Other vehicles were parked at the intersection, including the Monbulk fire truck. There was no fire apart from a few smouldering pieces that were quickly doused.

Geoff recounted: *“We found that there was nothing anyone could do, as the plane was destroyed after hitting the treetops. The motor was buried into the ground about six feet and the pilot was killed instantly”.*

Another local, Rob Rich, remembered the accident because he was working on a building site with Harry Bradshaw and his

son Peter, near the elbow on Olinda Road. They too travelled down to the accident site. Rob and both the Bradshaws were members of the fire brigade.

Hundreds of twisted fragments of the plane were scattered over a large area of hillside. Police found Flockhart’s body lying amongst the ruins of the plane. He was still strapped to the wrecked remains of his seat and his parachute was strapped on him.



The afternoon edition of 'The Herald' newspaper on Thursday April 12, 1962

“Two Ferntree Gully council workers Mr. Alan McCormack, 19, and Harry Gay, saw the plane crash. They ran 200 yards to the spot immediately, but all they found were pieces of the wings and fuselage scattered among blackberry bushes. Mr. McCormack said the dead pilot was still strapped to his seat which had been

flung clear of the rest of the wreckage. The parachute had apparently been opened by the force of the impact, and it was fluttering in the slight breeze. Mr. McCormack said there was no sign of flame, but some smoke was rising from the broken engine and aircraft parts”.

A report supplied by Roger Meyer, President of the Civil Aviation Historical Society States:

*The pilot had arranged to fly the aircraft from Moorabbin to Bankstown where some items of radio and navigational equipment were to undergo maintenance in preparation for the record attempt. From Moorabbin Aerodrome his flight plan provide for the flight to be conducted at an altitude of 2,000 feet to Lilydale, which is some 18miles distant from the departure point, thence to Bankstown at varying heights up to 5,000 feet. The aircraft took off at 1015 hours and, after completing one circuit of the aerodrome, set course for Lilydale at 1018 hours.*

*At 1023 hours the pilot reported to Moorabbin tower that he was over Lilydale and, one minute later, advised that he was*