In his choice of subjects Lycett pandered to this taste, carefully concealing that New South Wales was "the biggest penitentiary on earth", (14) just as he euphemistically describes his stay in Australia as "ten years in the special employ of the Governor as an artist." (15) On the title page of Views he describes himself as "Artist to Major General Macquarie late Governor of those Colonies", implying in these two statements that he was employed by Macquarie for ten years. Bigge, in his report, certainly contradicts this. (16) One can almost hear Bigge, in private conversation, declaring that Lycett remained a con-man to the end!

It is highly likely that Lycett never saw some of the places represented in his Views, but depended on other people's sketches for his content. For example, his drawing of a Huon pine is totally unconvincing; and there is no way he could have reached the Bathurst Cataract, now known as Apsley Falls. However there is no doubt at all that his Views in Australia remains a monument to the Macquarie era.

(1) Historical Records of Australia, Series I, Vol 8, p.138
(2) Australian Dictionary of Biography, Vol 2, p. 140
(3) The Bigge Reports, Australian Facsimile Edition No. 68, p. 104
(4) Wantrup, J. Australian Rare Books, pp 288-9
(6) Australian Dictionary of Biography, Vol 2, p. 140
(7) Bigge Report, p. 104
(8) Ibid p. 289
(9) Ibid p. 290
(10) Flower, C. The Antipodes Observed, p 132
(11) Australian Dictionary of Biography, Vol 2, p 141 (By Rex Rienits)
(12) Wantrup, p 291
(13) A.D.B., p 141
(14) Summit Books, Complete History of Australia, p 183
(15) Lycett, J. Views in Australia, Introduction.
(16) Bigge Report, p 104

AIR CRASH ON THE CORDEAUX 1936

The following letter concerning an aircraft crash near Cordeaux Dam in 1936 has been received from Mr. J. F. Nielsen of Queenstown, South Australia, who went to live at the Dam as a small child in 1922, when his father was appointed as the Water Board's first professional resident engineer there. Mr. Nielsen has previously sent the Society valuable information on the history of the area. He has also supplied copies of the extensive coverage of the crash given in the Sydney newspapers of the day, and this material will be filed in the Local Studies section of the Wollongong Reference Library.

Having lived at Upper Cordeaux Dam pre-World War Two for most of my then life and now putting together a history for my extended family about those decades I have gained a very considerable amount of information from the relations of the victims of the crash near Sandy Creek on No. 3 Dam and subsequent burning of a passenger aeroplane in 1936.
The crash which killed everyone on board was of a twin-engined high wing "Tugan Gannet", which was designed, built and tested at Mascot by the Wackett Aircraft Company. It was built for Western and Southern Provincial Aviation of Sydney, the director and founder of which was the late Wilfred Kingsford-Smith.

The aircraft was an ungainly looking craft with both engines mounted on the top of the wings much like the later Catalina flying boats.

The Company serviced most large inland country towns like Dubbo, Leeton, Young, Narromine, Nyngan and Broken Hill. The last route was the reason for the building of the aircraft.

On the day of the crash the aircraft had already done its scheduled trip to Broken Hill when it was called to Leeton to do a non-scheduled trip to take a young man named Oliver King to Sydney for urgent eye surgery. The aircraft left Leeton at 1.45 p.m. on Friday 21st February 1936 for Sydney via Young, where it picked up three businessmen returning to Sydney on another aircraft, which was grounded by engine problems.

The pilot of the "Gannet" Captain "Jack" (E. J.) Small, supposedly of great experience and from a prominent Glen Innes rural family, was later buried in the old Randwick Cemetery at South Coogee, and a feature of the ceremony was the dropping of wreaths by parachute.

Leaving Young the aircraft met worsening weather and strong headwinds, and the pilot was believed to have descended prematurely, thinking that he was beyond the mountains, as by then it was nearly 8 p.m. and raining. In fact he came down and circled the No. 2 Dam area, where there were lights on at the pump houses. But those on the ground, knowing that no landing place was near, and fearful the aeroplane would hit the high tension electricity lines crossing the river there, turned off the lights, at which the plane flew off northwards and crashed into a ridge beyond Sandy Creek, about 2 - 2½ miles up from the No. 3 wall, where it exploded and burnt fiercely.

The crash was seen at No. 3 (Lower) Cordeaux Dam about 8 p.m. and reported to the postmaster at Douglas Park who then advised Mascot Aerodrome.

The then officer-in-charge at No. 3 (Lower) Cordeaux Dam was Mr. R. J, Walker (Robert Junior), who wanted to leave immediately for the crash site but was held back pending the arrival of the police party which came next day. He then led them to it. The plane had struck heavy bush on a ridge, and the fire had killed all the bush for 50 yards around. Four were burnt to death and one thrown out, and "killed" was the sad fate of all. They were Capt. E.J. Small, Pilot, and Mr. A. V. Finfield, Mr. C. H. Turner, Mr. O. King and Mr.F. Eagle, passengers.

Mr. Robert Walker lives presently (aged 92) at Helensburgh. My late father, J. W. Nielsen, was the resident engineer in charge of Cordeaux Dam No. 1 and No. 2 on the night of the crash.

As Upper Cordeaux has featured in much of your Society's writings over the years this should make an interesting addition to what you already know of the area.