

## **SOUTH AUSTRALIAN AVIATION MUSEUM**

### **SIGNIFICANT AVIATOR PROFILES**

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#### **HUGH RESKYMER BONYTHON (KYM)**



Kym Bonython was born at 329 Wakefield Street, Adelaide, on the 15<sup>th</sup> September 1920. His parents were John Lavington Bonython and Maria Louise Fredericka Balthasar. The Bonythons were of Cornish extraction.

In his autobiography Kym states he was named after Hugh Reskymer Bonython, a mid 17th Century Sheriff of Cornwall, England. He makes the point that the middle syllable of his middle name (Reskymer) was taken as a nickname, as at the time of his birth Rudyard Kipling had just published his novel *Kim* and the family wanted him to have the same name, albeit with a different spelling.

After his prep school years he entered St Peter's College in 1929. During his time there he was introduced to one of the greatest pleasures of his life, riding motor cycles. He acquired his first motorbike in 1935 when his father approved the acquisition of a Triumph 175cc machine. This need for speed was to play an important part in his life, for not only did it extend to motor racing, speedboat racing and even eventually owning Rowley Park race track, it channelled him into the fast moving, dangerous world of wartime aviation.

Like most youngsters Kym did not know what he wanted to do when he left school. His first job was working as a junior in an accountancy firm and he could well have remained in the firm but for the declaration of World War Two on the 3<sup>rd</sup> September 1939. He resigned from his job and volunteered to join the RAAF.

With a certain degree of luck he was quickly assimilated into the RAAF, undergoing his basic training at Mascot airfield, Sydney, on the 8<sup>th</sup> March 1940. He was posted to B Flight, No 4 Elementary Flying Training School (EFTS) and underwent instruction on Tiger Moths and DH60s. In his autobiography he mentions that flying did not come naturally to him although after a special flight test he was allowed to go solo in a DH60. EFTS was to last four months and during which he had to log fifty hours of dual flying, fifty hours solo and classroom instruction. It is not known what rating Kym achieved in his logbook. All he mentions was that the Chief Flying Instructor noted: "*Side slipping approaches dangerous*". However, he was passed down the line to continue his training at Point Cook and was selected for twin engine instruction.

Aircraft used in this part of the course were Avro Ansons and much of the training was designed to cover aspects of bombing and reconnaissance. Not long after he arrived at Point Cook he was given an 'above average rating'. At the end of his training he was given an 'above average rating' in navigation and a 'below average' in gunnery and bombing. On graduation as a Pilot Officer he was posted to 2 (General Reconnaissance) Squadron at Laverton, Victoria, flying Lockheed Hudson aircraft.



*No 30 Course. Point Cook. Photograph taken 4th July 1940. Kym Bonython is 4th from the left in the back row. (Bonython Collection SAAM)*

At the beginning of his operational career Kym flew as second pilot in the Hudson and, as 2 Squadron duties were primarily to give air cover to the troopships travelling to the Middle East, he was to spend many hours as co-pilot learning his trade. The primary task was seek out enemy submarines and minelayers and their beat stretched south of Sydney and as far as Adelaide. It was at Laverton that Kym renewed his interest in film making and photography. Such activity as filming in the cockpit was a serious offence and through his need to process the films, he was caught. He was lucky because all he suffered was a 'severe reprimand'. One of the interesting things about Kym was that he was a teetotaler, and being a non drinker meant he became a target for his friends' jokes in trying to find drinks he might like. He was often the most sober of his friends on mess dining in nights, and as such had to help get them back to their beds.



Lockheed Hudson  
(Photograph of J Rogers)

His time with No 2 Squadron was spent between the bases of Laverton, Darwin, Daly Waters, and later to Indonesia, (Netherland East Indies), Koepang, Ambon and Manlea. Often, when flying out of Darwin on familiarisation flights, he was able to practice landing at primitive airstrips hacked out of the jungle. It also gave him the chance to make his second documentary film he called *Tropical Paradise*.

YEAR		AIRCRAFT		Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	DUTY (Including Results and Remarks)
Month	Date	No.				
Totals Brought Forward						
APRIL	1.	LOCKHEED HUDSON	A16-129	F/O. BONYTHON	SELF	DARWIN - BACHELOR
	2	"	A16-129	F/O. BONYTHON	SELF	BACHELOR - DALY WATERS.
	"	"	A16-129	F/O. BONYTHON	SELF	DALY WATERS - BACHELOR.
	"	"	A16-129	F/O. BONYTHON	SELF	BACHELOR - DALY WATERS.
	3	"	A16-129	F/O. BONYTHON	SELF	DALY WATERS - DARWIN
	"	"	A16-129	F/O. BONYTHON	SELF	SEA PATROL
	5	"	A16-129	F/O. BONYTHON	SELF	SEA PATROL.
	7	"	A16-80	F/O. BONYTHON	SELF	SEA PATROL.
	9	"	A16-70	F/O. BONYTHON	SELF	SEA PATROL
	10	"	A16-70	F/O. BONYTHON	SELF	SEA PATROL
	14	"	A16-129	F/O. BONYTHON	SELF	SEARCH FOR SEA PATROL. MISSING AIRCRAFT.
	18	"	A16-77	F/O. BONYTHON	SELF	SEA PATROL
	20	"	A16-129	F/O. BONYTHON	SELF	DARWIN - DALY WATERS
	21	"	A16-129	F/O. BONYTHON	SELF	DALY WATERS - DRYSDALE
	"	"	A16-129	F/O. BONYTHON	SELF	SEARCH OF WEST COAST FOR MISSING AIRCRAFT.
	22	"	A16-129	F/O. BONYTHON	SELF	DRYSDALE - DALY WATERS
24	"	A16-80	F/O. BONYTHON	SELF	KILLED 2 HAWKS. AIRCRAFT U.S. JUMPED FUEL - LANDED	
"	"	A16-80	F/O. BONYTHON	SELF	DALY WATERS - DRYSDALE	
25	"	A16-80	F/O. BONYTHON	SELF	DRYSDALE - DARWIN. MFB	
"	"	A16-80	F/O. BONYTHON	SELF	SEARCH FOR AIRCRAFT. - FOUND SEARCH FOR SHIP. - NOT FOUND	
SUMMARY		FOR APRIL		1942		AIRCRAFT TYPE
						1. LOCKHEED HUDSON.

D.8200/7.37.-C.4947.

GRAND TOTAL [Cols. (1) to (10)]

TOTAL HOURS TO DATE

Totals Carried Forward

489 Hrs. 25 Mins.

A page from Kym's log book illustrating the sea patrols and the search for missing aircraft and ships undertaken by No 2 Squadron in April 1942. (Bonython Collection SAAM)



It was during the time the squadron spent at Koepang that Kym's real war began. The Japanese had advanced close enough to bomb Koepang airfield on a regular basis, and to machine gun anything that moved. Any major aircraft servicing had to be carried out at Darwin. On the 28<sup>th</sup> January 1942 Kym's aircraft returning to Koepang after a major service had to divert to a satellite field at Mena River, and on landing became bogged down. The aircraft was destroyed next day when strafed by a flight of Zero aircraft. His crew had to remain there for a week until they managed by walking from village to village to eventually return to Koepang. Shortly after his return Kym was ordered to board a flight to Darwin, thus escaping capture by the Japanese when they occupied all the airfields used by the RAAF in the Dutch East Indies. After severe operational losses the remnants of Nos 2 and 13 Squadrons were withdrawn to Darwin.

Recuperating in the RAAF Base Hospital, Darwin, from a bout of Dengue Fever, he was forced to dive into a nearby slit trench as a waves of Japanese bombers and fighters bombed and strafed Darwin, destroying the hospital he had just left. The date was 19<sup>th</sup> February 1942. His last flight with 2 Squadron occurred on the 14<sup>th</sup> July 1942 when he left Darwin during a Japanese air raid, with bombs falling all round him as he took off. At this time his logbook showed he had totalled 700 hours of flying, most of which were on operations. Shortly after this flight he was posted to 100 (Beaufort) Squadron. The squadron was based at Laverton and after converting to Beaufort aircraft he had to perfect the technique of dropping torpedoes. Much of this training was carried out at Nowra, New South Wales.

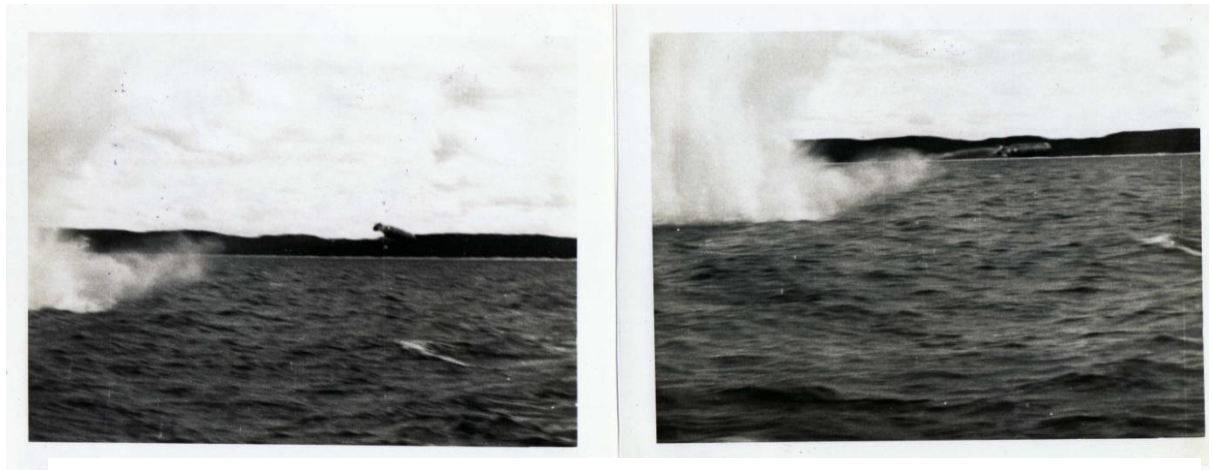
The following photographs were taken at Nowra during training. July/ August 1942.



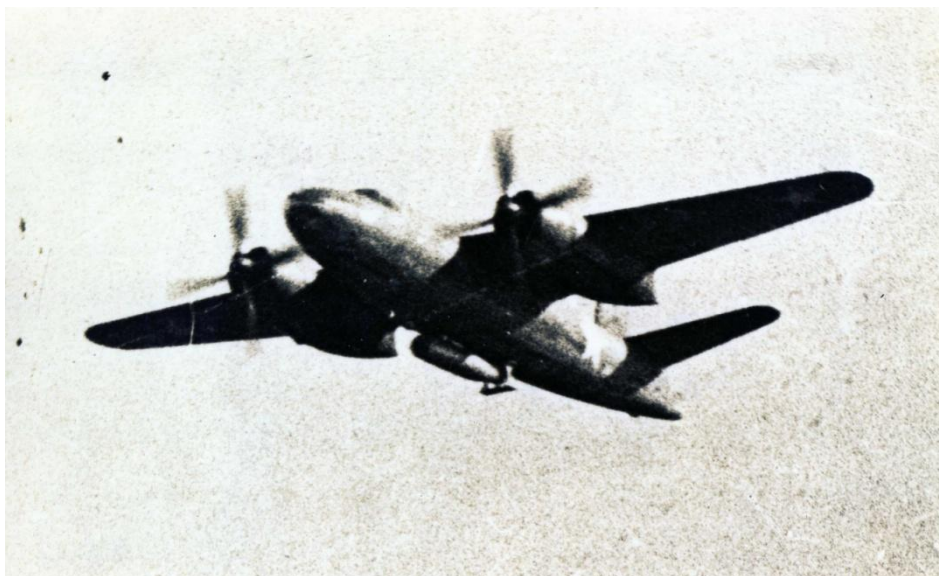
*100 Squadron leaving Nowra at the end of the torpedo dropping course. W/C Sam Balmer leading the squadron to return to Laverton prior to the squadron being posted to Milne Bay (August 1942.  
(Bonython Collection SAAM)*



*Loading an American Mk13 torpedo on to a Martin Marauder B26 aircraft. American torpedoes were used in numbers by the RAAF, as were the American Douglas A20s in training. July 1942.( Bonython Collection SAAM)*



*How not to drop a Mk 13 torpedo. Both pictures are of the same drop. Photograph taken from Beaufort A9-107  
(Bonython Collection SAAM)*



*Martin Marauder B26 preparing for a Mk13 torpedo drop, Nowra July 1942.  
(Bonython Collection. SAAM)*

As soon as the course ended each squadron aircraft was loaded with a live torpedo and sent to Milne Bay at the eastern tip of New Guinea. Milne Bay was a nightmare in every sense of the word. Torrential rain, slippery metal sheets covering the runway, and if an aircraft skidded off the metal sheets it became bogged up to the axels in mud. As night fell Japanese warships bombarded the strip. These ships were the first target for 100 Squadron the day after their arrival. The story of this attack can best be described by Kym:

*The enemy began shooting at us when we were still ten miles away. By the time we were three miles away barely skimming the surface we were dodging through great fountains of water thrown up by everything the cruisers and destroyers could fling at us. When we reached dropping range which was supposed to be 1000 yards, we*

*seemed to be flying through a solid mass of bursting shells, incendiary bullets and cannon shells, and foaming explosions.*

*By the time we had dropped our torpedoes and made frantic left hand turns we were almost over the enemy bows. We could hardly have got any closer but it seems that none of our torpedoes scored a hit. We were using American-type torpedoes at that time, and these were inclined to be unstable in the air before diving into the water.<sup>1</sup>*



*Beaufort bombers.  
(Bonython Collection. SAAM)*

Besides the above memories Kym had about this mission, another document was discovered that either described this particular mission or a similar one conducted about the same time. His reason for writing the second document occurred in October 1997 and concerned a mission carried out on the 7<sup>th</sup> September 1942.<sup>2</sup>

The document is reproduced on the next page.

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<sup>1</sup> Bonython, 1979

<sup>2</sup> A painting was to be commissioned to illustrate torpedo dropping operations, and Kym was asked to comment on its authenticity. More will be said about the painting in the postscript, but, It was felt important to include this document at this point in the article to illustrate the dangers and the complexity of these types of missions.

12/10/97 (21) 7 SEPTEMBER 1942 100 SQN RAAF Normanby Island SOLOMON SEA  
F/O H R Bonython (Pilot) Age Beaufort Mk V1 A9-75

I left from Laverton in darkness one morning, landed at Nowra to collect a torpedo. Then I left at once to join the other aircraft, and we were sent to Milne Bay. After we arrived we were spoken to by Group Captain Bull Garing who ordered us to stand by to use our training to attack enemy ships. On the morning of the 7 September 1942 a Japanese destroyer and cruiser were sighted by three Hudson bombers from 6 Squadron. Two of these aircraft attacked the ships at 9.43am dropping 8 x 250lb bombs, recording two near misses on the stern of the destroyer.

At 8.30am a combined operation saw six Beauforts, three Beaufighters and ten Kittyhawks take off from Fall River at Milne Bay to attack the ships. However they were not able to find them and with the Kittyhawks running low on fuel, all aircraft returned to base.

Later that day the ships were sighted again and once more a combined force was assembled to launch an attack. The six Beauforts from 100 Squadron each carried a torpedo and were piloted by W/Cdr J R Balmer A9-46, F/O Mercer A9-87, F/O R S Green A9-30, F/Lt Douglas A9-54, F/O Stumm A9-60, while I was the pilot of A9-75.

Only two of the 30 Squadron Beaufighters took part they were piloted by F/Sgt G W Sayers with observer F/Sgt Shaw in A19-53, and F/O Jones with observer F/Sgt Suthons in A19-49. The third Beaufighter A19-13, piloted by F/Sgt Vial being written off, along with the Hudson it hit during take-off.

Eight Kittyhawks from 76 Squadron were also involved in the attack, they were led by S/Ldr Truscott A29-120, with Sgt Loudon A29-80, F/O Kerville A29-140, Sgt Carroll A29-150, F/Lt Meehan A29-144, Sgt Watts A29-96, P/O Rutherford A29-146 and P/O Baker A29-147.

This operation was significant for two reasons, it was the first time that Beaufort bombers had made a torpedo attack on Japanese ships in the South-West Pacific area. It was also the first time that Beaufighters were used in the New Guinea area.

The enemy ships were located and the attack began at about 4.55pm. The Beaufighters attacked first from 500feet, each firing 200 rounds of 20mm and 4000 rounds of .303. They saw their fire hitting the bridge area of the ships and in turn they were met by very heavy but inaccurate A/A fire. The Kittyhawks then joined in, diving from 3000 feet they opened fire at 800yards and closed to 250yards before breaking away. They fired a total of between 5-6000 rounds of .50 at the ships. While the Beaufighters and Kittyhawks were strafing the ships the Beauforts were approaching to carry out their torpedo attack.

Initially we were flying in two V formations, each of three aircraft in loose formation. Then as we approached the ships head on, with one formation on either side of them, we changed to a line astern formation. We were flying at low level, visibility was unlimited, and the sea was a glassy mirror.

We all turned in towards the ships together, so it was like a fan with torpedos running to intercept the ship allowing for course and speed. We were deliberately all over the ship, so that the Japs had many different targets all coming at them at once, from almost as many different directions.

When we were about 4 miles out the main guns opened up on us firing a shell every 15 seconds. We were barely skimming the surface and dodging through great fountains of water thrown up by everything the ships could fire at us. As we got closer we came within range of the Pom Poms and lighter calibre guns. I attacked the larger of the two ships, which was leading.

When we were about 1500 yards from the ship we climbed to 150 feet and released our Mk 13 Mod 1 torpedo with its 400lb warhead. We were assisted in better judging our attack by a mark which we had put on the windscreen of our aircraft, as at that time we had no proper bomb sight. Immediately the torpedo had been launched we began a left turn while at the same time taking very violent evasive action. Up and down, hard left then hard right rudder so that their gunners would have a more difficult target to aim at. By the time we were part way through our left turn the Jap ship was getting very close. However none of our aircraft were damaged and in turn none of our torpedos found their mark.

Up above Harry Suthons in A19-49 watched the Beauforts come in and drop their torpedos, which then went off in all different directions except towards the ships they were aimed at. By this time the ships were also taking evasive action with the cruiser turning sharply to the left while the destroyer turned sharply to the right, both then circling at high speed.

*Kym Bonython's description of the mission on 7 September 1943  
(Bonython Collection. SAAM)*

Despite this unsuccessful mission the Japanese never again entered Milne Bay, and also abandoned their plans to attack Port Moresby. Whether this had anything to do



with a torpedo bomber squadron being available to attack Japanese shipping at this time, is not known.



*These photographs were taken of Kym's personal aircraft A9-75. Each engine was given the names of (starb) 'boogie' and (port) 'woogie'. The emblem beneath the cockpit was Tweedle Dum and Tweedle Dee. The motto beneath Kym's arm in the left photograph reads: 'we'd rather have a Capstan'. No doubt relating to a well known brand of cigarettes. (Bonython Collection. SAAM)*

After the attack at Milne Bay the field of operations was directed toward shipping targets in the Solomon Islands. The method of attack most favoured was to fly at night and attempt to catch the ships at anchor and silhouetted against the moon. After these early torpedo attacks the squadron had to return to Townsville to replace the torpedoes as there were no replacements in New Guinea. It was during his time at Milne Bay that Kym made his third 'unofficial' documentary entitled *'These Eagles' - incognito*. Opening credits show that it was a *Bullshit Pictures Production* with the trademark featuring a bovine in a difficult position being ringed with the slogan *'Per Ardua ad Terra Firma'*. The slogan was a parody of the RAF and RAAF motto *Per Ardua ad Astra* (through adversity to the Stars). Possibly Kym had another interpretation (through struggle to the ground).

In December 1942 after many close calls with death and the loss of many of his squadron mates, he was posted back to a Torpedo Training School at Nowra. One of the most popular photographs taken of Kym at this time was of him in a Wackett trainer. This aircraft was used as a spotting platform for the training torpedo drops from Beauforts.

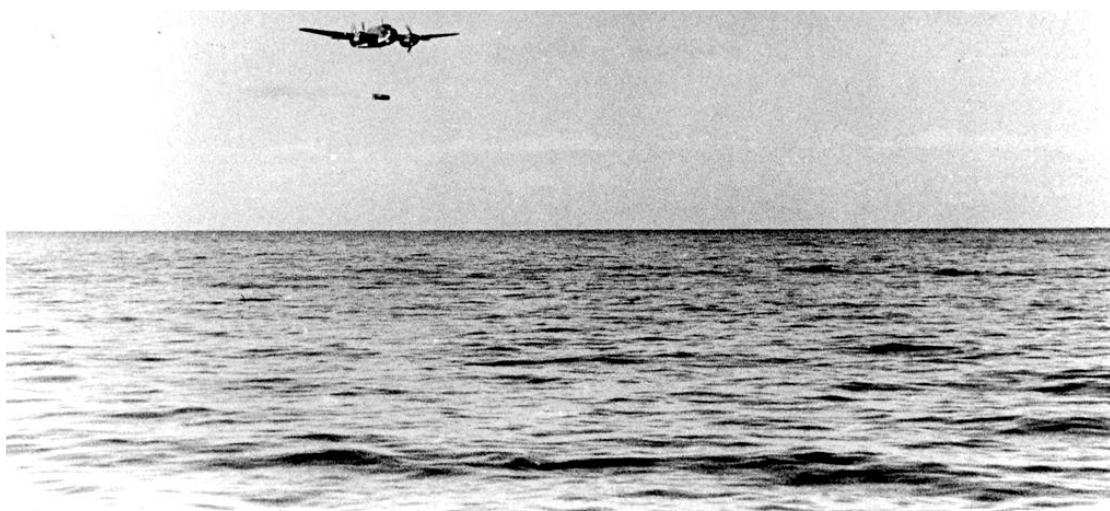




*Kym Bonython in the wrecked Wackett trainer Nowra, 1943. (Bonython Collection. SAAM)*

It was in this aircraft that Kym and the squadron dental officer F/L Robertson were returning after a joy ride when the engine suffered a fuel blockage and the aircraft crashed into some trees 100 yards short of the runway. The aircraft was badly damaged but, Kym and his passenger suffered only minor injuries.

Much to his delight the American torpedoes were replaced by British ones which were better suited to aerial work. His time at Nowra and later at Jervis Bay, brought home to him the dangers of training command. He mentions in his autobiography the training accidents which led to the deaths of both his friends and other trainee torpedo pilots and crews, many of which were caused through misjudgement when flying low over water.



*On the back of this photograph Kym has written Mk 13 runner, 150 knots, 200 feet. June 1943 (Bonython Collection. SAAM)*

In September 1943 his unit moved from Nowra to Jervis Bay. He was to remain with No 6 O.T.U (Operational Training Unit) until it was disbanded in April 1944. Air Force strategy ruled out the further use of torpedo operations.

For the next eighteen months he was to spend his time in administration, or as he termed it 'rear echelon service'. He even painted on his office door "Don't Get

*Around Much Anymore'* but whether this had anything to do with his next posting is unknown. In August 1944 he was transferred to No 5 O.T.U. at Williamstown, NSW, to undertake a conversion course on Mosquito (photo reconnaissance) aircraft. His navigator was F/O Keith Roget who was to be with Kym for the remainder of his flying time in the RAAF.

In September 1944 he was posted as Flight Commander (Squadron Leader) of A Flight 87, Photo Reconnaissance Squadron, based at Coomallie Creek, south of Darwin.

November 1944 saw 87 Squadron in operations in the Celebes, Java, Bali and the Kangean Islands. On these photographic/reconnaissance missions, Broome and Drysdale were often used as the staging points before each mission. The purpose of many of the operational flights was to cover enemy-occupied ports and airfields. Operations were planned to observe enemy concentrations, shipping movements and paid particular attention to numbers of enemy aircraft both in the air and on the ground. In his autobiography Kym mentions that enemy fighter aircraft had often taken off to intercept his aircraft but because of the speed of the Mosquito were unable to catch him.

Two flights were undertaken by Kym and Keith to East Java in Mosquito A52-9 and although these missions were unsuccessful due to the weather conditions, his luck never deserted him. He arrived back to base after one of them with only 30 gallons of fuel remaining due to a fuel leak. On 29<sup>th</sup> May 1945, they made one of the deepest penetrations in Central East Java and obtained photographs of targets never before photographed.



*Mosquito aircraft most probably photographed at  
Coomallie, W.A.  
(Bonython Collection. SAAM)*

One interesting fact occurred about this time when the Area Intelligence Officer W/C Jamieson had an idea about acquiring intelligence of enemy shipping in Surabaya Harbour. Although this area had been photographed before, Jamieson wanted it photographed again. His plan was for one of the squadron to fly the whole length of the harbour at 200 feet at half throttle (160 mph) and photograph the cruisers, destroyers and armed merchant ships they found there. Kym was chosen for it and told that if he could not get the photographs on the first run he was to turn 180 degrees and use the cameras on the other side of the aircraft. His thoughts were: *Any Japanese gunner who missed me the first time*

certainly would be ready and waiting when I flew over him again.<sup>3</sup> A reprieve from this suicide mission was granted when S/L Reg Rechner, Jamieson's deputy, convinced his boss that the same photographs could be achieved at 20,000 feet, thus, saving Kym's neck. (The interesting point about this was that Reg Rechner, who became SAAM's first patron in November 1991, no doubt saved the life of Kym Bonython, who succeeded him as SAAM's next patron in 1994).

Kym and Keith were posted (Darwin?) in June 1945 as their operational tours had expired. In August 1945, the atom bomb ended the war with Japan, and with it Kym's career in the RAAF. To use his own words about his air force career:

*I was on leave in Adelaide when the war ended and had completed nearly five-and-a-half years service in the R.A.A.F. I suppose I had become a 'fair enough' pilot and certainly my slide-slipping approaches have ceased to be so dangerous, but I was happy to hang up my helmet and goggles. I have never piloted an aircraft since my discharge.*

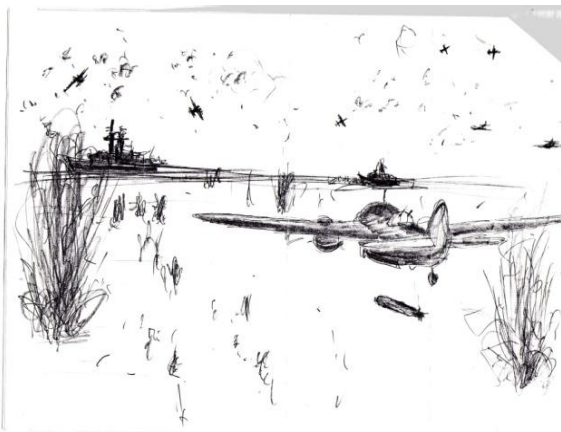
*I made – and lost – many dear friends during the war, and I am grateful for the opportunity it gave me to mix with such a broad spectrum of society. But, like many who survived, I often ask myself why I should have been spared when so many of my friends died. I think we may have squandered the opportunities given to us by the sacrifices of others.<sup>4</sup>*

### Postscript



replied to Turner and sent the report reproduced on page 7. In further correspondence Turner sent a selection of drawings for Kym to comment upon. The following are those sketches found in the SAAM archives. The final painting is attributed to Drew Harrison and it is possible the Turner was acting on behalf of Harrison. There is no evidence in the archives of the nature of the

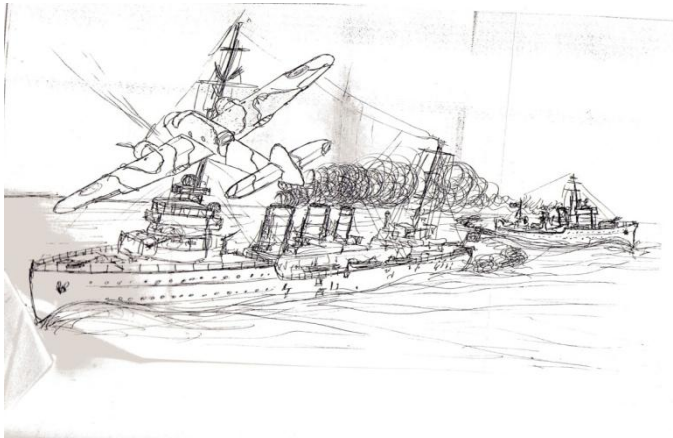
In the Bonython Collection held in the SAAM archives there are letters and drawings submitted by Jim Turner seeking information about Kym's experiences during the torpedo actions he undertook with 100 Squadron. These letters indicate that Turner was commissioned to draw torpedo attack sketches designed for a painting. The letters asked Kym if he could give the artist some written idea of what happened during those attacks. Kym



<sup>3</sup> Bonython, 1979

<sup>4</sup> Bonython, 1979

relationship between Turner and Harrison. Most of Turner's sketches appear to be dated 1996-1997.



Harrison's painting hangs in SAAM's meeting room.



*The final painting by Drew Harrison entitled 'The Combined Attack' depicting RAAF Beaufort aircraft attacking Japanese shipping, Milne Bay, September 7th 1942. Picture donated by Museum Patron S/L H R (Kym) Bonython. A.C.D.F.C. A.F.C.*



## Appendix

### Curriculum Vitae. 1994.

#### BONYTHON, Hugh Reskymer

COMPANION, ORDER OF AUSTRALIA (1987); OFFICER, ORDER OF AUSTRALIA (1981); DISTINGUISHED FLYING CROSS (1946); AIR FORCE CROSS (1944); UNIT U.S. PRESIDENTIAL CITATION (1942); ART GALLERY DIRECTOR; SPORTS AND CONCERT PROMOTER; FOUNDED BONYTHON GALLERIES, ADELAIDE (1961) UNTIL SOLD 1983; FROM 1966-1976 CONDUCTED BONYTHON GALLERIES, SYDNEY; PROMOTER AND COMPETITOR, ROWLEY PARK SPEEDWAY, ADELAIDE (1954-1973); CONCERT ENTREPRENEUR, AUSTRALIA AND NEW ZEALAND SINCE 1954.

BORN ADELAIDE, SOUTH AUSTRALIA, 15TH SEPTEMBER 1920; SON OF SIR J. LAVINGTON BONYTHON (1875-1960) WHO WAS FOR 43 YEARS COUNCILLOR, ALDERMAN AND LORD MAYOR OF ADELAIDE; AND C. JEAN LADY BONYTHON, OBE (1891-1977).

EDUCATED QUEENS COLLEGE, ADELAIDE (1927-1929); ST. PETER'S COLLEGE, ADELAIDE (1930-1938); SERVED RAAF (1940-1945); FLYING OFFICER, 2 (G.R.) SQUADRON, EAST INDIES AND DARWIN (1941-1942); FLIGHT LIEUTENANT 100 (TORPEDO) SQUADRON, MILNE BAY (1942); FLIGHT COMMANDER AND LATER CHIEF FLYING INSTRUCTOR, TORPEDO TRAINING UNIT, NOWRA AND JERVIS BAY (1943-1944); OFFICER COMMANDING, TORPEDO DEVELOPMENT UNIT JERVIS BAY, 1944; SQUADRON LEADER 87 (PHOTO RECONNAISSANCE) SQUADRON, DARWIN (1944-1945); PRESIDENT, RAAF BEAUFORT SQUADRONS ASSOCIATION (1981-1985).

ENCYCLOPAEDIA BRITANNICA AWARDS COMMITTEE (1968-1974); COUNCIL, SOUTH AUSTRALIAN SCHOOL OF ART (1960-1973); ART CONSULTANT TO BHP LIMITED (1969-1984); MEMBER, AUSTRALIAN COUNCIL FOR THE ARTS (1970-1974); CRAFTS BOARD (1974-1975); FIRST CHAIRMAN, EXPERIMENTAL FILM FUND; CHAIRMAN, COMMITTEE OF ENQUIRY INTO THE CRAFTS (1972-1975); ART CONSULTANT TO COMMONWEALTH BANKING CORPORATION (S.A.) (1982-1983); OUTSTANDING CONTRIBUTION BY AN INDIVIDUAL, AUSTRALIAN NATIONAL TOURISM AWARD (1987); COUNCIL, ART GALLERY OF SOUTH AUSTRALIA FOUNDATION (1989-1990); TRUSTEE, THE AMERICAN FRIENDS OF THE AUSTRALIAN NATIONAL GALLERY FOUNDATION INC. (1990- ).

MEMBER OF BOARD, ARTS RESEARCH TRAINING AND SUPPORT (ARTS LIMITED) (1977-1981); FOUNDATION BOARD MEMBER, AUSTERED LIMITED (FORMERLY ADELAIDE STEREO FM LIMITED) (1979-1991); BOARD AND COUNCIL, ADELAIDE INTERNATIONAL FILM FESTIVAL (1978-1979); COUNCILLOR, ADELAIDE CITY COUNCIL (1978-1981); GOVERNOR, ADELAIDE FESTIVAL OF ARTS (1978-1982); BOARD, AUSTRALIA-JAPAN FOUNDATION (1981-1986); CHAIRMAN, SOUTH AUSTRALIA JUBILEE BOARD (1980-1987); MEMBER, SOUTH AUSTRALIAN COUNCIL, AUSTRALIA BICENTENNIAL AUTHORITY (1981-1988); PATRON, SPECIFIC LEARNING DIFFICULTIES ASSOCIATION (SPELD) S.A. (1979- ); PATRON, MUSCULAR DYSTROPHY ASSOCIATION, S.A. (1987- ).

FARMER AND JERSEY CATTLE STUD BREEDER, MOUNT PLEASANT, SOUTH AUSTRALIA (1946-1955); FOUNDATION MEMBER, SOCIETY OF COLLECTORS OF FINE ARTS; AUSTRALIAN SPEEDWAY CHAMPION (1956); AUSTRALIAN HYDROPLANE CHAMPION (1956, 1957); PATRON, AUTO CYCLE UNION OF SOUTH AUSTRALIA INC. (1990- ); PATRON, CLASSIC MOTORCYCLE OWNERS ASSOCIATION; MEMBER, ULYSSES MOTOR CYCLE CLUB.

#### BONYTHON, Hugh Reskymer (continued)

ART COLLECTOR SINCE 1945. RADIO BROADCASTER, AUSTRALIAN BROADCASTING COMMISSION (1937-1978); REGULAR WRITER AND CRITIC ON JAZZ AND ART IN MAGAZINES AND NEWSPAPERS.

#### PUBLICATIONS:

1960 MODERN AUSTRALIAN PAINTING & SCULPTURE (GRIFFIN PRESS)  
1964-1966 THE AUSTRALIAN PAINTERS. THE MERTZ COLLECTION.  
1950-1975 MODERN AUSTRALIAN PAINTING (RIGBY)  
1960-1970 MODERN AUSTRALIAN PAINTING (RIGBY)  
1970-1975 MODERN AUSTRALIAN PAINTING (RIGBY)  
1975-1980 MODERN AUSTRALIAN PAINTING (RIGBY)  
1979 AUTOBIOGRAPHY: LADIES LEGS & LEMONADE (RIGBY)

MARRIED: JEAN PAINE 23/12/1942 - 1 DAUGHTER (ROBYN, MRS. A. CASS, MELBOURNE)  
1 SON (CHRISTOPHER - AUSTRALIAN AMATEUR GOLF CHAMPION 1975); JULIANNE McCLURE  
28/10/1957 - 2 SONS (TIMOTHY, MICHAEL); 1 DAUGHTER (NICOLE).

CLUB: NAVAL, MILITARY & AIR FORCE, ADELAIDE

ADDRESS: 107 BROUGHAM PLACE, NORTH ADELAIDE, SOUTH AUSTRALIA, 5006.

#### Additions

- 1993 November Convenor South Australian Council of Australians for Constitutional Monarchy
- 1994 National Council. Musica Viva.
- 1994- 2005 Patron of the South Australian Aviation Museum
- 2011 19th March H R Bonython died aged 90 years. A State funeral was held at St Peters Cathedral Adelaide, South Australia, on 29 March

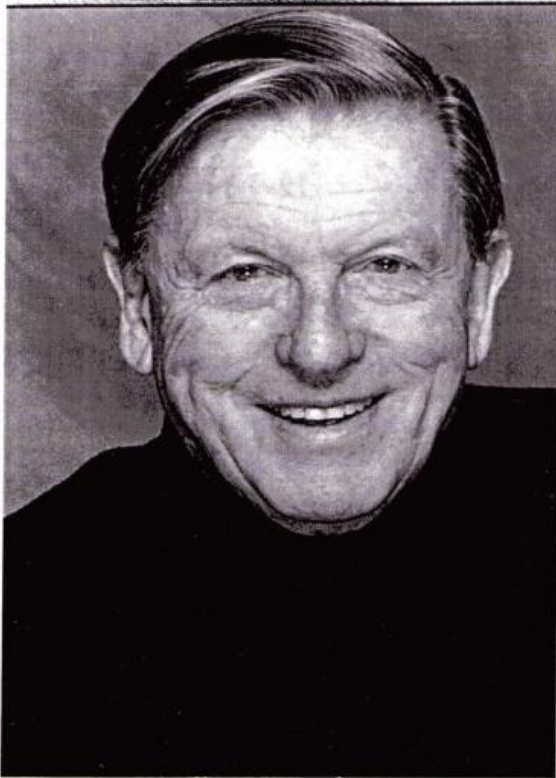
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**Hugh Reskymer Bonython.**

**A.C., D.F.C., A.F.C., K.S.J.**

Photograph published in SAAMs Props and Mags Newsletter February 1994.

PATRON S.A. HISTORICAL AVIATION MUSEUM

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**June 2016**