



Daniels and his bride at Mascot

Len Daniels and John Flynn heard of the 1903 aerial exploits of the Wright Brothers with profound interest. And of Bleriot and Rolls and Cody who experimented too, at great peril.

Like Eagles Soaring:

That the Wright family trusted in a caring God and insisted on praying constantly over their inventions gave them a new confidence in God and the future.

They also took Isaiah 40:30-31 very personally. *“But they that wait upon the Lord shall renew their strength; they shall mount up with wings as eagles; they shall run, and not be weary; and they shall walk and not faint”.*

Daniels and Flynn prayed for a better way to cover the deserts to quickly reach isolated people. This new fangled flying machine captured their imagination, and it would not let them go.

To see the reasons they kept the vision alive, go to ... http://www.marketplaceconnections.com/archive/2003/wright_bros.htm

Perhaps they'd read John Bunyan's (1628-1688) poem: *“Run John, run. God's law demands it but gives me neither feet nor hands, 'Tis better news the Gospel brings, it bids me fly and gives me wings!”*

But He Rode A Camel:

Presbyterian Rev. John Flynn was researching mission opportunities at Beltana in 1911, in the far-north of South Australia. Gainsayers said stay put; “you are *doing a good job there.*”

But for a month, he rode a camel to Alice Springs and back to bring the Gospel to more people.

He and Daniels corresponded. Then he created roads and drove to Wilcannia by T-Model to inspect this new flying mission.

In 1927 Flynn began his Flying Doctors with a borrowed Qantas De Havilland DH50 at Cloncurry for a medivac, - 82 miles each way - to Julia Creek and back.

This was a long journey for a patient and doctor, but opened a door to a wide history for people in the outback that lasted for more than 80 years ...



1928 first doctor flight between Cloncurry and Julia Creek., Queensland

These visionaries were held by a sense of reality and the ridiculous, and they needed both to counterbalance the loneliness, heartache and terrors they had to confront.

They said while it was serious business, they also thought they should fly 'like angels' -- as they took themselves so lightly, too ...

While Kingsford-Smith gained fame creating distance records and Florey was transforming penicillin into a life saver, Flynn was matching aviation and medicine with Traeger's pedal-radio and creating his flying doctors that changed the landscape of rural Australia forever. Families call it his '*mantle-of-safety*' over the wilderness. The Reserve Bank feature him on the \$20 note. http://www.rba.gov.au/CurrencyNotes/NotesInCirculation/bio_rev_john_flynn.html



Also see him at: <http://www.answers.com/topic/john-flynn-minister>

Opening gates drove him mad:

Anglican lay-missioner Keith Langford-Smith also became fascinated with Daniels' fledgling aviation, and visited Wilcannia in his 1924 Dodge, - on the long drive between Darwin and Melbourne.

Motoring was OK he said. It was just the repeated opening and closing of property gates day after day that drove him mad.

A rough sign hanging around the radiator cap said, ***“Don't stop me; it took 4-hours to start!”***

He mentioned that he wished the words of Genesis 1:19-21 were true for him too, - *“I command the birds to fly above the earth”,* as for God's other creatures.



So he bought a 1932 De Havilland Moth in Melbourne, took flying lessons and even with inadequate experience, fought it for 3000 km north to Arnhem Land in 1933, through torrid weather and landings on muddy paddocks. The adventures are his "Sky Pilot in Arnhem Land", Angus & Robertson, 1935

Lived risky:

In the '30's his logbook recorded forced landings in difficult days because he said if he hadn't faced a challenge lately, he'd not lived risky enough.

He was the first man to fly over tropical Arnhem Land and carve out the first airstrips. Landing fields for aeroplanes were not yet developed.

In the 1950's he appeared in 2CH radio serials of his adventures. Visit:
<http://www.outbackpatrol.com.au/langford-smith.htm>



There goes another prop

Unenviable Task:

The padre in pioneer days had an unenviable task, for among the many hats he wore were those of teacher, doctor, station-hand, repairman, confidant, mailman, dentist, preacher and mate.

So, when a sulky or T-model created a cloud of red dust on the horizon, the people knew it was time for the bi-annual visit of the padre to repair what he could, conduct a worship service, baptize the children and perhaps catch up with a delayed marriage or two, and then, in his own way, preach the Gospel.



Pigeon stew and damper:

He was made of sterner stuff and struggled months of the year in icy cold or stifling dusty heat, 'til he came across an isolated family. Or settled around the camp fire with a bunch of drovers, and shared their pigeon stew, damper bread-and-treacle washed down with a pannikin of steaming black billy tea.



It's no wonder these men, though highly degreed and academically qualified, and skilled in some craft or trade, longed for a better way to cover their parishes more efficiently.

Why a boy wants to be a pilot:

"When I grow up I want to be a pilot because it's a fun job and easy to do. That's why there are so many pilots flying around these days.

"Pilots don't need much school. They just have to learn to remember numbers so they can read their instruments.

"I guess they should be able to read a road map, too.

"Pilots should be brave so they won't get scared if it's foggy and they can't see, or if a wing or motor falls off.

"Pilots have to have good eyes to see through the clouds, and they can't be afraid of thunder or lightning because they are much closer to them than we are.

"The salary pilots make is another thing I like. They make more money than they know what to do with. This is because most people think that flying a plane is dangerous, except pilots don't because they know how easy it is.

I give that landing a 9 . . . on the Richter scale.