

# Aviation Historical Society of Australia (NSW) inc Airmail Centenary Commemoration Group

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***Please continue to send me email addresses of people who would be interested in this project. If you are new to the project and want basic information, go to the website, 'Latest News' and read the 'Basic Information' file.***

## 18 June: 24 days to go

- Another very elegant aircraft joins the event
- Postcard design



### Aero 145

The prototype Aero 45 OK-BCA first flew on 21 July 1947, one of the first civil designs of the post-war Czechoslovakian aircraft industry. It was reminiscent of some of German aircraft such as the Seibel Si-204 which was produced in Czechoslovakia under German occupation, but the Czech aircraft industry did not just copy the design. It was a very successful aircraft for the time, over 700 being produced 1947-

1961, mainly for export.

The aircraft is of duralium construction

One Aero 45 and four Aero 145s were sold to Australia. They were distributed by Fawcett Aviation of Bankstown, so it is appropriate that it flies the Australia Post mail into Bankstown. It is also a reminder that after the end of World War II the Australian aviation industry benefited greatly from having several human postwar arrivals in Australia from Central Europe, such as Luigi Pellarini, Henry Millicer and Franco-Belgiorno-Nettis.

With relatively small (104 kW (140 hp)) engines the 145 can reach about 282 km/h (152 knots, 175 mph) and cruises nicely at about 250 km/h. It carries 4 to 5 passengers, hence the name of the original aircraft, Aero 45.

The Australian aircraft, VH-DUH is owned by the Old Aero Club, whose sole purpose is to look after this aircraft, and it is based at Mittagong.

We do hope that other aircraft will join in the last leg of the flight, from Mittagong to Bankstown. The aim is to arrive at Bankstown for lunch, provided by the Australian Aviation Museum Bankstown at about 1 30 pm. The re-enactment flight will leave Harden early in the morning and stop at Goulburn and Mittagong en route to Bankstown.

## Design of the postcards

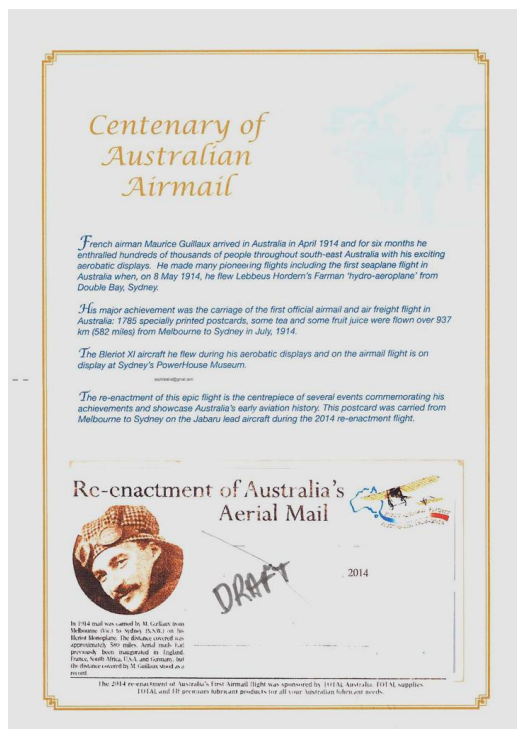
This has had to be delayed until now for several reasons. For example, we were not sure if we had a fuel sponsor until TOTAL generously sponsored this; in the original cards the fuel sponsor was mentioned on the postcards and this was only recently finalised. Also, we were not sure of the Australia Post stamp sizes: they will be 3.5 cm square. This posed some design considerations, and so we lengthened the card by one inch, which makes it a standard size of pre-metric times. We included a brief explanation of the card on one side and had the space on the other side to include both stamps neatly.



They will be sent out in special folders designed by Juanita Franzi. These are A4 pages of light card, folded to make an A5 'wallet', the front of which is shown above. When the folder is opened we have an explanation of the cards and the card itself is mounted as shown.

The pictures are from the draft stage. Juanita Franzi and the printers are about to finalise the design and we will have the

cards printed for the stamp launch at AAMB Bankstown on 2 July.



The people at PDC last weekend were used to give consumer opinion on the concept, and the verdict was favourable, with a few excellent minor suggestions. One lady suggested that, particularly for people who were not collectors, the page could be opened out and framed in a standard A4 frame. We have tried this, and it looks good.

A stamp expert has advised us to be careful of the quality of images that we publish, because forgery is a possibility. Apparently there have been special issues in the past where for example, 100 were issued of which only 264 survive!

The Powerhouse museum has an example of a forged Guillaux signature, in itself a very interesting culture item. It was presented to the museum as part of the Cromie collection.

Although the evidence is that only 1785 cards were carried, it is clear that 2500 were printed. Some people have original cards with numbers greater than 1785, and we can give them the same number this time. We simply substitute a lower-numbered card so that we will still only carry 1785 postcards. We have sold five 2014 cards with the same numbers to people who have original cards.

Cards are on sale through the website. If you are having problems with your purchase, or you want a special number not available, please email [guillauxcentenary@gmail.com](mailto:guillauxcentenary@gmail.com) or contact Mike Hill of Bexley Stamps, whose contact details are on the website.