

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.

20 June: 22 days to go

Aviation Historical Society of Australia Airmail Centenary Commemoration Group

You are invited to the Sydney Launch of the postage stamps that are being issued by Australia Post to commemorate the first airmail flight in Australia, which occurred in July 1914.

*The event will be held at the Australian Aviation Museum,
Starkie Drive, Bankstown Airport,
5pm-7pm on Wednesday, 2 July, 2014.
Light refreshments will be provided.*

*RSVP Friday 27 June to Christine Ewoldt,
guillauxphilately@gmail.com or (02) 8356 9583*

During the event commemorative postcards numbers 7, 8 and 9 will be auctioned, with a reserve price of \$35.



How to get there....

The aviation museum is in the south-east corner of Bankstown airport, off Henry Lawson Drive just north of Milperra Road, behind the Aldi supermarket. There is ample free parking.

No bulletin over the weekend....

Thank you for the support you have given these bulletins, and for your tolerance of the typos and occasional misinformation. A few readers have opted out, but many more people have asked to be added to the address list. However there will be no bulletins over the weekend. If you missing your fix of Guillaux trivia, I suggest you go to

<http://lockoweb.com/01historybyplaces/Historical%20Collection.htm> which is where we are building up a store of information that, after the next 22 days, will be made into the definitive story of Maurice Guillaux in Australia.

The Australian Aviation Museum, Bankstown



This organisation has been one of the strongest supporters of the re-enactment from the very earliest stages of planning. This is greatly appreciated, because the museum itself is facing tremendous challenges.

The museum was established in February 1994, and had constant growth and development for over ten years. Remarkably, there have never been paid employees: all the work at the museum is done voluntarily.

About eight years ago, it seems to have been decided that Sydney needs another shopping centre but cannot support an aviation museum, even one situated on the historic Bankstown airfield. The wartime and early post World War II history of this airport was one of spectacular growth and achievement, which is not widely known or appreciated.

For example, the largest fleet that was assembled by Britain for a single campaign was not commanded by Drake or Nelson. It was the British Pacific Fleet, formed in 1944 to take part in the invasion of Japan. The spearhead of the fleet, and the entire British war effort, were aircraft carriers, of which the BPF had 24. And the most important aircraft base for the carriers was Bankstown. After the war, Bankstown airport was a centre of innovation and development; of the 17 Australian-designed, Australian-built aircraft that were built in Australia between the end of World War II and 1966, no less than ten were built in Bankstown. But as the city grew the 313 hectares of land are too valuable to be used as an airfield. The fourth runway was sealed off with a high fence, and plans were made to establish warehouses, freight terminals and a shopping centre. The museum can no longer pay host to visiting aircraft because they cannot taxi to the building.



For many years the museum has been under the threat of being moved to Camden, but this has been continually delayed. Regardless of this the museum has kept functioning, and even flourished, thanks to an influx of new volunteers to supplement the long-time helpers, some of whom have been at the museum since its inception.



And, as mentioned above, the museum has been in the forefront of the supporters of the re-enactment. They are delighted to host the NSW launch of the commemorative Guillaux postage stamps and other epistolary paraphernalia on July 2, and will also host a lunch on July 14 that will effectively mark the end of the air component of the airmail re-enactment. The museum has also purchased an expensive model kit for the Bleriot XI, and meticulous model maker David Hill has nearly completed the construction of this large-scale model. Making models to David's standards is never simple, and the Bleriot has particular problems: though over 500 were built, they were very varied within the basic framework of the aircraft. People would order a Bleriot and have such things as the wing section made to meet their own particular needs. David has gone to great lengths to ensure that his model is as close to Guillaux' aircraft as possible.

Pictures of museum aircraft: upper: Transavia Airtruk: this strange-looking aircraft was designed by Luigi Pellarini, an Italian designer who came to Australia in 1952. It was built locally between 1965 and 1988 by the Transfield Corporation and was a very successful agricultural plane and transport – over 120 were built and they were exported to several countries. The Airtruk also starred in a "Mad Max" film!
Lower: In the 1970s this Australian built, French-designed Mirage jet fighter was the equal of any fighter aircraft anywhere in the world

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