

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

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Thanks to the people who responded to the call for additional email addresses: several new people are being included in this mailout. If you are new to the project and want basic information, go to the website, 'Latest News' and read the 'Basic Information' file.

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16 June 2014: 26 days to go!

PowerHouse Discovery Centre Flight Weekend (sorry for yesterday's error of title)

The Sunday events yesterday were as successful as the previous day's events and the weekend attendance was over 1,300. The guided tours were very popular and the children's craft activities were always in high demand.

Elsie, aged 8, Lang, aged 6 and Nice, aged 4 worked hard on their projects and Elsie and Lang (below) made aerogrammes which will be sent on the airmail re-enactment.



The children's activities were supervised by a roster of volunteers, and the children could make pilot goggles and helmets and could also make and write their own aerogrammes. A paper aeroplane activity was also very popular.

Guillaux postcard sold

This original airmail postcard was auctioned a few weeks ago and the price was just under \$500. We have put aside no 72 in the current series in case the purchaser wants to have a current postcard with the same number. So far four postcard purchases have matched 1914 and 2014 cards' numbers.



Kingsford recognises Kingsford-Smith

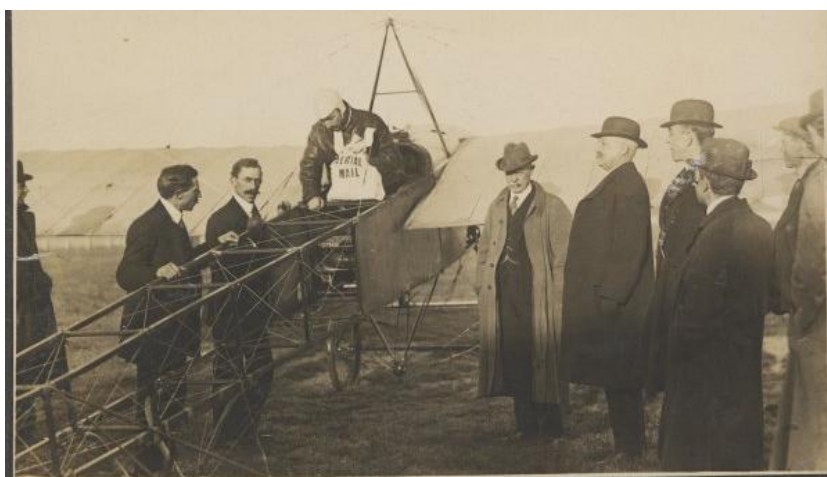
Randwick Council, in partnership with Kingsford Chamber of Commerce has created a mural honouring Charles Kingsford-Smith, and Judy Rainsford, of the Centenary airmail group, is to be the guest speaker at the unveiling next Saturday at Southern Cross Close, Kingsford. Judy had a close association with Nancy Bird, who had some flying lessons from Kingsford-Smith himself. Also, when interviewed in 1927 by Hugh Buggie, Kingsford-Smith said that he had been inspired by the feats of Maurice Guillaux, particularly the mail flight; this indicates the importance not only of role models but of history itself. Congratulations to all concerned!



Essendon to Mangalore..... the first re-enactment leg

In 1914, Guillaux began his day by having a cutlet at the Melbourne Cafe Denat (80 Bourke Street, Melbourne, now the Florentino Restaurant).

The departure was planned to be at 9 00 am but the mail was delayed and did not arrive on time. When it did arrive it was found that the Mayor of Melbourne had not sent the planned message for the Mayor of Sydney, but rather than wait, Guillaux promised to convey these good wishes orally. He then took off and headed north, following the railway, the 'iron compass', through the Kilmore Gap and on to Seymour.



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Road on Cup day. There were motors, waggons, carts, horsemen, paters and maters carrying children, footmen, etc, the whole forming a picturesque group.'

Guillaux' representative, Monsieur J P Begin, looked after the aircraft, replenishing oil and eleven gallons of fuel. He may also have translated the welcome of the President of the Shire, Councillor George Howe. A bottle of 'gold-top' was passed around, the drinkers wishing good health to the aviator. . (We are not entirely sure what exactly 'gold-top' was: does anyone know?) Guillaux left at 10 25 a.m. and headed for the next stop, Wangaratta.

Guillaux took off from Flemington Showgrounds. We spent a lot of time trying to work out how we could fly from the adjoining racecourse, but had to abandon the idea despite the enthusiasm of the racecourse officials. So we leave, on the morning of Saturday 12, from the historic airport of Essendon.

In 1914, according to the local paper, 'practically all of Seymour seemed to be at Jordan's Paddock on the Trawool road (now the Goulburn Valley Highway). The road presented the appearance of Flemington

Of course, we cannot land at Jordan's Paddock on the Trawool road: this area is entirely built up. Seymour is no longer a small railway village. We land at Mangalore airfield, 91 km north of Essendon and ten kilometres north of Seymour. Mangalore is more a commercial airfield than a centre for recreational and historic flying, and is very well equipped.

For the first leg we have of course the modern Jabiru, and the all-weather Cessna flown by Aminta Hennessy, and the Australia Post mail will be carried by a CT4-a VH-PTM. This is of course the last iteration of the Australian-designed (and originally Australian-made) Victa airtourer, and these aircraft were made in New Zealand by New Zealand Aerospace. Therefore we will have the Jabiru as an example of modern construction, and the CT-4 as a design that is basically 50 years old. It will be remembered that the 1964 re-enactment was made by two Victa Airtourers, then a very new design. This of course is another Australian design, so the beginning of the re-enactment will be conducted by two Australian aircraft of roughly equal performance, so for the first stage they will take off and land at similar times. It is a very appropriate aircraft for the purpose.

The CT-4 is flown by Dr Michele Schiffer, when not an aviator, is a research fellow in genetics at the University of Melbourne.



We asked Michele to introduce herself.....

I have always wanted to fly like a bird, but for many years the prohibitive cost of learning to fly an aeroplane meant I never really considered it as an option. When I was studying at University, I received a small sum of money and suddenly decided, what the heck, I'm going to use this money to learn how to fly. My training was a long process as I had to squeeze my flying lessons in between a very hectic PhD schedule, but I got there in the end. My first aeroplane was a Decathlon tail

dragger which was a joint venture with a friend. It was in this plane that I received my aerobatics endorsement. However, I have a great passion for warbirds, and couldn't resist the allure of the CT-4A when an ex-RAAF variant came up for sale. I had incidentally done much of my training in a Victa Airtourer and just loved the handling characteristics. I have been the proud custodian of CT-4A A19-049, otherwise fondly known as Mango, for almost 8 years now. Every time Mango and I go flying, I never lose the feeling that I am immensely lucky to be able to experience the joy of flying, especially in the highly capable and very nimble little CT-4.

Remember our next event:

NSW launch of commemorative stamps, Australian Aviation Museum, Bankstown, 5pm to 7 pm, Wednesday 2 July. Your invitation will be in a bulletin soon!

Tom Lockley, secretary, Airmail Centenary Commemoration Group of the Aviation Historical Society of Australia, (NSW) inc.