

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.

June 17 2914: 25 days to go

Today:

- The Dragon Rapide
- Jabiru
- Mangalore to Benalla by CAC Winjeel

The Dragon Rapide....

Despite the enthusiasm of its owner, and his very generous offer to participate in the re-enactment for what is essentially his basic cost, we cannot guarantee the necessary funds and so it looks as though we will not have this wonderful aircraft in this event. However, please keep it in mind. It would make a great media platform and flying this journey in this plane would be the experience of a lifetime. All we need is someone to underwrite the venture.

The Jabiru: carrying the 'Guillaux' mail load



Jabirus may be bought fully assembled and in kit form.

Jabiru Australia has nominated their current 260 model for the Guillaux mail-carrying aircraft. This is a two-seater with a good load-carrying area. It has a 3300cc engine that produces 120 hp, 90 kW. It will cruise at about 120 knots, about 140 km/hr and over 201 km/hr, giving over 6 km per litre of fuel.

Jabiru Aircraft was formed early in 1988 and by 1992 their first aircraft was ready. However the Italian engine manufacturer went out of business, but the owners of Jabiru developed their own lightweight engine for their aircraft.

The aircraft were displayed at Oskosh, 1994. The Oshkosh air display is held in Wisconsin, USA for a week in the American summer, and is a huge event. The Jabiru was a success and Jabirus were soon being sold world-wide. About 20 airframes and about 90 engines per month are now built, and aircraft have been sold to sixteen countries and engines are being used in over 30 countries. The owner of Jabiru aircraft, Rodney Stiff, has been awarded an Order of Australia Medal and been recognised by the Experimental Aircraft Association based in the USA for his contribution to aircraft design and technological advancements. Jabiru is proudly Australian, exporting Australian technology to the world.

Jabiru was the first major supporter of the mail re-enactment concept, and indeed without the instant support and encouragement of Jabiru and the sporting aircraft community the whole enterprise would probably never been attempted.

The second stage of the re-enactment

At Mangalore, the Australia Post aircraft will hand over its cargo to the next carrier.

As mentioned previously, the first stage will be flown by Michele Schiffer in her CT-4 aircraft which was the main trainer for the RAAF between the mid-1970s and the mid-1990s. It was preceded by the Commonwealth Aircraft Corporation Winjeel, made in Australia during the period 1955 to the late 1979s when they were replaced by the CT4s. So it is with particular pleasure that we announce that the second Australia Post stage will be carried by a Winjeel, Mangalore to Benalla. The availability of the Winjeel was only confirmed today. It is owned by airline pilot Mark Carr and is based in Benalla. The firm Adventure Flights Benalla owns the Winjeel, a lovely Moth Minor and a Chinese Nanchang CJ-6 trainer.

Mark's Winjeel was delivered to the RAAF in December 1956 and was a trainer for most of its career, but it finished flying career with RAAF as a Forward Air Control aircraft with 76 Squadron RAAF in 1994.

