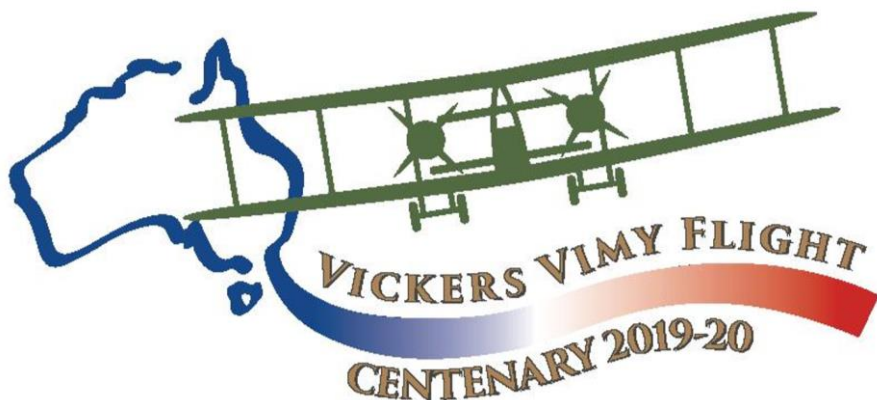


TRANSCONTINENTAL CENTENARY FLIGHT

MARCH 8-22 2020

PARTICIPANT HANDBOOK



**Assembled by Anthony Coleiro, flight technical consultant
AVIATION HISTORICAL SOCIETY OF AUSTRALIA**

**First edition, 1 February 2020 for final
checking**



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OUR PARTNERS AND SUPPORTERS

It is almost impossible to list all the people and groups that are making this event possible. From the outset, there has been amazing enthusiasm, and it continues to grow, almost exponentially.

To give the flavour of this process, this incomplete list is from our contacts in alphabetical order:

ABC Darwin, Adelaide Soaring Club, Aeropex Stamp Display Adelaide 2019, Aerospace Developments Pty Ltd, Aircraft Owners and Pilots Association, Airways Museum Essendon, Aldinga Aero Club, Aldinga Aviation, Alliance Airlines, Anthony Lagoon AACo station, Antique Aircraft Owners of Australia, Australian Agricultural Company, Australian Aviation Museum Temora, Australian Women's Pilots Association, Aviation Futures Conferences 2018 and 2019, Aviation Historical Society of Australia (Victoria, NSW and Queensland), Avon Downs AACo station, Back O'Bourke museum and tourist facility, Benalla Aero Club, Benalla Aviation Museum, Benalla Rural City Council, Bourke Country Women's Association, Bourke Shire Council, Brunette Downs AACo station, Caboolture Aero Club, Canberra Aero Club, Charleville and District Historical Society, Cloncurry Airport, Cloncurry Shire Council, Cloncurry Unearthed museum and tourist centre, Cootamundra Gundagai Regional Council, Cootamundra Local History Society, Cootamundra RSL Club, Darwin airport, Darwin Aviation Museum, Edinburgh RAAF, Emkaytee airfield, Gawler airfield, Greater Hume Shire Council, Henty Historical Society, Hindmarsh Shire, Historical Aircraft Restoration Society Albion Park, Historic House Museum, Charleville, History Trust of South Australia, Honourable Company of Air Pilots, Inspiress Pty Ltd, International Comanche Society Australian Tribe, Jabiru aircraft North Bundaberg, Kingtread Narromine, Lilydale Airfield, Longreach Regional Council, Luskintyre airfield, Martin Walker Airmail Stamps, Murweh Shire Council, Museum of Applied Arts and Sciences (Powerhouse Museum, Ultimo), Narromine Aviation Museum, Narromine Shire Council, Nhill Airport, Nhill Aviation Museum, Northern Territory Tourism and Major Events organisation, NT News, Pipistrel aircraft, Point Cook Flying Club, Point Cook RAAF, Point Cook RAAF Museum, QANTAS Founders Museum' Longreach, QANTAS Heritage Collection Kingsford Smith Airport, Queensland Aviation Museum, Radio 2 WEB, Bourke, Richmond RAAF, Rose Bay RSL Club, Royal Australian Historical Society, Seaplane Pilots Association of Australia, Shellharbour City Council, The Administrator of the Northern Territory, The Australian Vintage Aircraft Society Caboolture, Top End Flying Club, Veteran Car Club of Australia (Queensland) and X-Air Australia.

We have the support of members of the 1919 aviators' families and many other prominent individuals.

Financial support has come from Dick Smith (\$2000), Officeworks (\$200) private donors (\$3050), and MGS group have provided printing services, vital to our operation. In comparison with other enterprises of similar type, this is a very small amount, but while not flush with funds, it can be seen that we are rich in terms of willing helpers. Thanks to all concerned!

Tom Lockley, Secretary.

PRESIDENT'S INTRODUCTION

One hundred years ago four brave men set off on a cold day in England to embark on what is now regarded as a flight of such importance that it is recognised today as such a significant feat of flying as was the manned landing on the Moon in 1969.

This was of course the famous England to Australia air race which was sponsored by the Australian government and a race that they won.

Those four men were all Australians namely Ross and Keith Smith, Jim Bennett and Wally Shiers.

They took just over 28 days to reach Darwin on 10th December 1919.

One hundred years later the aviator and explorer, Michael Smith embarked on the same journey flying as much of the original route as possible.

He landed in Darwin on the same date thus achieving another milestone in aviation history.

Of course that is not the end of the story for Ross and Keith Smith continued onto their home town of Adelaide.

In 2020 Michael Smith will follow in their footsteps to complete this epic flight.

Other airmen and women have been invited to participate either for the whole or part of the route.

The Aviation Historical Society of Australia (NSW) Inc. is proud to be supporting the Australian flight and is coordinating the event by providing flight plans and logistics as well as historical research. The latter included collaboration with Australia Post to produce a set of commemorative stamps and related merchandise.

As President of the AHSA (NSW) Inc., I am honoured to be a part of this celebration and which will also highlight the work that we do to promote people's awareness of Australia's wonderful aviation heritage and history

Paul Ewoldt

President

Aviation Historical Society of Australia (NSW) Inc.



VICKERS VIMY G-EAOU AND HER CREW



On 12 November 1919, in response to a challenge by the then Prime Minister of Australia to fly from Britain to Australia in 30 consecutive days for a £10,000 prize, Ross and Keith Smith, Jim Bennett and Wally Shiers left Hounslow near London in a Vickers Vimy bomber

registered G-EAOU, affectionately named GOD-ELP-ALL-OF-US. After an epic journey and overcoming many difficulties, they just made it to Darwin within the allocated time on 10 December 1919.

There were a few rules to be followed to be eligible to claim the prize apart from taking 30 days. Contestants had to provide their own machine, pay an entry fee to the British Royal Aero Club who administered the race, take off from Hounslow Heath or from Calshot, make mandatory stops in Egypt and Singapore and to land at Darwin, use British aircraft and the crews must be Australians.

As if this enormous achievement was not enough, the crew decided to fly onto the home town of the Smiths, Adelaide. After having crossed half the world in record time, this final leg of the Vimy and her crew would naturally be assumed to be rather easy, however, it became an epic in itself taking over 3 times as long to achieve.

It took the Vimy and its crew 102 days to complete after many failures and misadventures landing in Adelaide on 23 March to a rapturous home town welcome and it is this final epic journey that we commemorate with this re-enactment flight.

The victorious crew was led by Captain Ross Smith who was a 26 year old highly decorated veteran of the Australian Flying Corps with both fighter and bomber experience, his brother Lieutenant Keith Smith acted as assistant pilot and

navigator and Sergeants Walter Shiers and James Bennett who worked with Ross during the war, acted as mechanics.

The F.B.27 Vimy was a heavy biplane bomber built by Vickers that appeared near the end of WW I. It revolutionised the distances that could now be covered by air, making Germany's industrial heart accessible to bombing. By wars end, only a handful had made it over to France and none saw active service duty. It had been ordered in large numbers but with the cessation of hostilities, production stopped with only a fraction of what was ordered being built and those that had where then dispersed to a number of squadrons.

The Vimy was powered by a pair of 360 hp Rolls-Royce V-12 Eagle VIII engines. It had a wing span of 68 ft, a cruising speed of 85 miles an hour, an endurance of 11 hours, ideal at the time to undertake such a long journey. Due to its range, a Vimy was also used for the first non-stop west to east crossing of the Atlantic, truly an aircraft that brought barriers down.

When Ross and Keith Smith and crew took the Vimy for the flight to Australia, it was still a front-line bomber for the RAF. The type was finally decommissioned 1929.

The original Vickers Vimy that made this historic journey is now preserved at Adelaide Airport as a testament to that magnificent feat by four intrepid and courageous Australians. It reminds us to reflect on those who pioneered long distances flights that we now take for granted in our fast paced modern world.



DEVELOPMENT OF THIS EVENT

In late 2017 people began to think of marking the centenary of Ross and Keith Smith's amazing flight from England to Australia. In Adelaide the **History Trust of South Australia** campaigned for the rehabilitation of the Vimy Aircraft, languishing in a rarely visited hangar at Adelaide Airport. Happily, they have attracted support: the Vimy will become the centrepiece of the new Adelaide International air terminal.

Dick Smith suggested that there should be an air race from England to Darwin, among aircraft powered by electricity, hybrid power or other fuel-efficient technology. The **Northern Territory Government** enthusiastically adopted the idea, but after over a year of hard work, the project had to be abandoned: the aircraft technology was not yet quite good enough and the international situation, particularly in the Middle East, did not help.

The **Aviation Historical Society of Australia (NSW)** supported the idea of celebrating the journey across Australia made by the Vickers Vimy. It had a great effect on Australia, awakening enormous interest in the possibilities of aviation in Australia: less than a year later QANTAS was formed. A committee was formed in February 2018 and as a result of enormous interest across Australia, this flight is being carried out. AHSA NSW is simply as a communications hub, gathering information from the sources listed on page # and cooperatively preparing the itinerary and this booklet.

Michael Coates is a major agent for the Pipistrel, a world leader in light



sports aircraft, noted for aircraft shapes are so clean that they enable flying with the smallest of power and noise as well as lowest fuel consumption. The unladen weight is a mere 359 kg, but it cruises at 120 knots.

He was very disappointed at not being able to make the flight from England to

Australia, and became the first definite starter in the Darwin to Adelaide flight.

Michael Smith was Australian Geographic Adventurer of the Year in 2016. He had flown around the world in 2015 in his Searey amphibian. In 2019 he flew in his new Sea Bear amphibian from



Russia, returning to Australia via London to celebrate the centenary of the first flight from England to Australia. He arrived in Darwin to a great Northern Territory welcome exactly 100 years after the famous Vickers Vimy. He also became keen to fly the Australian section of the Smith route.

Michael's aircraft is also state of the art in innovation. The Sea Bear is made at the Kuznetsov motor plant in Samara in Russia which has been developing high-tech amphibians since 1999. Michael's L-65, the first to be exported from Russia, is a 4-seat, twin engine, high-wing amphibian, with a cruising speed of 120 knots and a range of 1180 nm.

COME FLY WITH MICHAEL AND MICHAEL

Basically Michael and Michael invite any interested people to fly along with them, March 8-22, from Darwin to Adelaide, for all the route or just a section or two or even just a visit to one of the stopping places.

This is a very Australian event. Everybody participating is doing so voluntarily and all initiatives are welcomed. Enthusiasm is at a high level and given good weather the event will be a great success.

Participants can fly the whole journey or any part of the journey. There are no entry rules, no rigid organisation. You just abide by CASA flight rules, and to help organisation, please join the communications hub set up by AHSA NSW for this event. Stopping places are ready to welcome you, and we will particularly be visiting the great aviation museums from Darwin to Adelaide.

GENERAL & AERODROME INFORMATION

The celebration of the Vickers Vimy flight from Darwin to Adelaide will as far as possible follow the route taken by the Smith Brothers and their crew. However, it is difficult, for example, for light aircraft to fly into Kingsford Smith airport, and so there have to be some alterations.

Also, we have taken the opportunity to visit some of Australia's great aviation museums. Full-day stopovers are planned for Caboolture (TAVAS display), Narromine and Shellharbour (HARS). If we have delays due to bad weather, some of these may need to be cancelled, but meteorologists have calculated that we have at least an 80% chance of adhering to our basic timetable. Pilots are welcome to fly part or the entire route accompanying the re-enactment aircraft applying the normal separation standards.

Caution – Increase in air traffic at the listed aerodromes and ALAs

Be advised this is not an airshow or a fly-in. The normal flight procedures and courtesies apply and all responsibility rests with the pilot of each aircraft with respect to planning and airstrip suitability.

Local communities are looking forward to welcoming the aircraft!.



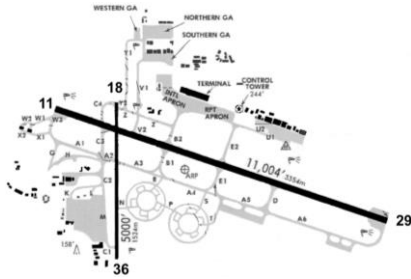
Aircraft participating in the flight should display this booklet with the PAR AVION on the instrument dash panel visible to ground marshals so that you can be guided into the appropriate parking area.

The aerodrome information in this book was current at 1 February 2020 and is meant only as a guide; refer to ERSAs for more comprehensive and additional information. The dates for events are subject to variation due to circumstances beyond our control, live updates will be made during the flight progress.

CONTACTS

Tom Lockley	Commemoration Group secretary	0403 615134
Judy Rainsford	Flight Co-ordinator	0429 846047
Anthony Coleiro	Technical Advisor	0427 213030

OPTION 1: START FROM DARWIN 1100 8/3/2020

Flight Day 1	DARWIN (YPDN)	ELEV 103 ft.	S12° 24.53' E130°52.36'
DEPARTURE			
Charges for all aircraft		See fees and charges.	
	RUNWAY 11/29	Sealed (3354 x 60 m)	
	RUNWAY 18/36	Sealed (1524 x 30 m)	
	GROUND	119.55 S/121.8 P	
	TOWER	133.1	
	APPROACH	123.0	
	DEPARTURES	125.2 & 134.1 ^a	
	ATIS	128.25	
	AREA FREQ.	118.15 (BN CEN)	
	NDB (BGT)	308 (Range 50 NM)	
	NDB MORSE	— · · / — — · / —	
	VOR (DN)	112.6	
	VOR MORSE	— · · / — ·	
	LIGHTING	HIAL (STBY PWR)	
	FUEL	Viva Energy, BP & Shell ^b	
Aerodrome contact: 08 8920 1811		CHART	WAC 3109
ADDITIONAL INFORMATION			
1	Security controlled airport.		
2	Airport is both for civil and military use.		
3	Model aircraft operate in vicinity of aerodrome.		
4	High velocity gas plume at Bladin Point.		
5	Bird Hazard.		
NOTES			
a	Frequency 125.2 when departing to the EAST. Frequency 134.1 when departing to the WEST.		
b	Bowser and tanker.		

HISTORICAL CONTEXT

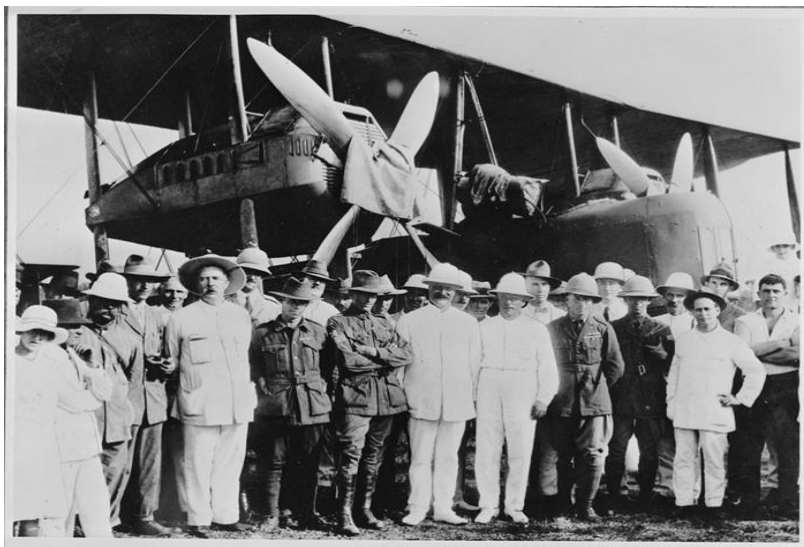
Capt. Ross Smith, Lieut. Keith Smith and Sergeants Walter Shiers and James Bennett landed in Darwin in the Vickers Vimy on 10 November 1919 after an epic flight from England in response to a challenge and monetary prize from the then prime minister Billy Hughes. Darwin was the starting point for their

Australian leg of the flight to the Smith's home city of Adelaide which they began on 13 December 1919. This last leg took an epic 102 days to complete.

LOCAL CONTACT

Organiser	Ken Lai	
Contact	0401 148 672	kenlms@westnet.com.au
Time	7 March for the dinner, 8 March for the official send off.	
Location	Darwin Air Museum	

The flight will depart from the museum at 1100 after an official function
A BBQ is planned for the evening before departure at the museum.



Inspecting the Vimy at Darwin. NLA photograph.

ALTERNATE DEPARTURE - EMKAYTEE,

Flight Day 1	EMKAYTEE (YMKT)	ELEV 80 ft.	S12°36.36' E131°03.10'
DEPARTURE			
Overnight Tie Down Charges		See fees and charges.	
		RUNWAY 07/25	Sealed (1100x13 m) ^a
		CTAF	127.1
		AREA FREQ.	118.15 ^b
		LIGHTING	Nil
		FUEL	Avgas ^c
Aerodrome contact: 08 8988 2194		CHART	WAC 3109
ADDITIONAL INFORMATION			
1	Cross strip permanently not available to fixed wing operations.		
2	Heavy military rotary wing activity on cross strip.		
3	Power lines at eastern end of the runway.		
4	Raised bird activity due to nearby crocodile farm.		
5	Private airstrip to the north of the airfield.		
6	Mixed aircraft operations including aerobatic and military.		
NOTES			
a	Unsealed shoulders.		
b	Brisbane Centre, available in the circuit.		
c	Available by credit card 24/7. Contact aerodrome operator.		

HISTORICAL CONTEXT

Emkaytee, home of the Top End Flying club, is an alternative start, avoiding the major Darwin airport. This is a private airfield not available to the general public.

SUGGESTED ROUTE

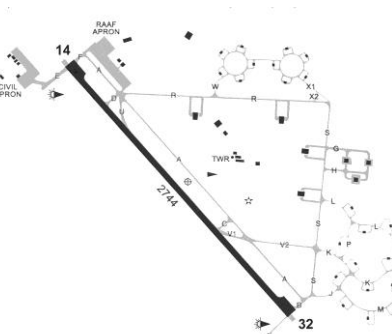
YPDN – YMKT	15 NM
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LOCAL CONTACT

Organiser	Tim Earl from the Top End Flying Club	
Contact	0417 892281	timearl@thecomplplace.com
Time	8 March	
Location	Top End Flying Club	

SUGGESTED ROUTE

YSHL – YTEM	161 NM
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Flight Day 1	TINDAL (YPTN)	ELEV 443 ft.	S14°31.16' E132° 22.4'
FIRST STOP			
Charges for all aircraft		See fees and charges.	
		RUNWAY 14/32	Sealed (2744 x 45 m)
		CLEARANCE DELIVERY	128.1
		GROUND (SMC)	135.85
		TOWER	119.7 ^a
		APPROACH	120.95
		ATIS	112.3
		AWIS	08 7922 2514
		AREQ FREQ.	122.6 (BN CEN)
		NDB (TN)	356 (Range 80NM) ^b
		MORSE	— / — •
LIGHTING	HIRL ^c		
FUEL	Avgas & JET A1 ^d		
Aerodrome contact: 08 8972 5500		CHART	WAC 3109
ADDITIONAL INFORMATION			
1	Security controlled airport.		
2	Internet, weather and phone services available in AMS terminal.		
3	Light aircraft not to conduct run-ups on RPT apron.		
4	ME ACFT not to conduct engine runs on hardstand due to FOD creation.		
5	No civil aircraft parking on military hardstand.		
6	GA aircraft to remain clear of stands 1 and 2.		
7	Circuit height for helicopters and propeller aircraft is 1500 ft.		
8	Victoria Highway corridor does not require a clearance.		
9	Fly neighbourly advice 9 and 10 as detailed in ERSAs applies.		
10	Katherine River Gorge is a noise sensitive area.		
11	Katherine township is a noise sensitive are below 2000 ft.		
12	Powered hand gliders and gyros operate from taxiway A.		
13	Model aircraft operate from taxiway S.		
14	Demolition range 1.7 miles to the south; check NOTAMS.		
15	Bird and animal hazards exist.		
NOTES			
a	CTAF frequency outside of tower hours.		
b	HN 60 NM.		
c	Standby power available.		
d	AVGAS fuelled ACFT to embark/disembark PAX before going to bowser.		

HISTORICAL CONTEXT

The Vimy and her crew did not land at Katherine but the Tindal airbase at Katherine is an important air force base. As an acknowledgment of the Vimy crew being members of the precursor to the RAAF, the Australian Flying Corps (AFC) and due to the support the RAAF has provided in this endeavour, we hope to be able to stop at this place, even if only with the headline aircraft..

SUGGESTED ROUTE

YMKT – YPTN OR

138 NM

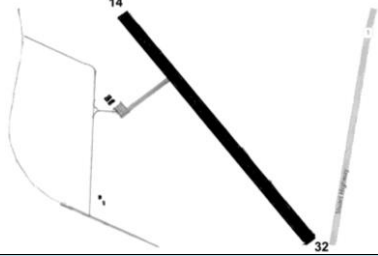
The Vimy was in need of a major overhaul when it reached Darwin, but because the rainy season was approaching, the crew decided to press on.

On the first day a forced landing was necessary to enable an engine valve problem to be fixed, and on the next day a propeller blade broke. The propeller had been damaged by a bird strike at Calcutta.

Luckily, they landed near a bore-sinking operation and by a great feat of improvisation, led by Jim Bennett, they repaired the propeller, using wood from a packing case (shaped by a broken bottle), glue, strips of galvanised iron and glue. This took three days, during which time they were completely out of touch with the rest of Australia, and not surprisingly this caused great concern.F



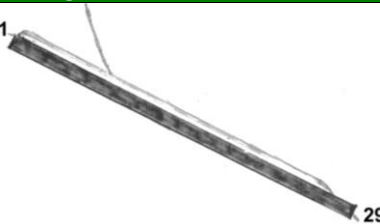
Photograph by J. M. Bennett.

Flight Day 1 OVERNIGHT STOP	DALY WATERS (YDLW)	ELEV 700 ft.	S16°15' E133°22'
No charge		Permission required	
		RUNWAY 14/32	Bitumen (1900 m)
		CTAF	126.7 ^a Multicom
		AREA FREQ.	122.1
		LIGHTING	Nil
		FUEL	Avgas & Avtur ^b
Aerodrome contact: 0418 839 369		CHART	WAC 3221
ADDITIONAL INFORMATION			
1	Overfly hotel in Daly Waters for pickup.		
2	Airfield regularly used by tourist coaches.		
3	Airfield occasionally used by motorbikes.		
4	Accommodation available at Daly Waters pub ^c .		
NOTES			
a	YDLW has no CTAF, use 126.7 for separation & monitor area frequency.		
b	Drum fuel can be made available. Contact Daly Waters pub well in advance to organise.		
c	Contact Tim Carter to book on 08 8975 9927 or 0418 839 369.		

HISTORICAL CONTEXT
To south of Mataranka at Warlock Ponds, the Vimy had to make an emergency landing due to engine difficulties. The valve problem was fixed but due to the delay, they waited until the next day to depart.

SUGGESTED ROUTE	
YPTN – YMAR – YDLW	129 NM

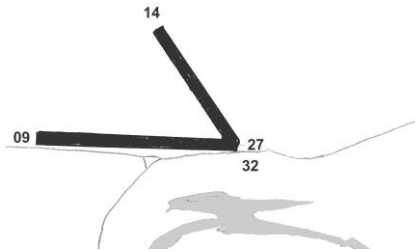
LOCAL CONTACT		
Organiser	Tim Carter	
Contact	08 9875 9927	dalywaterspub.com
Time	8 March	
Location	Daly Waters Pub	
Getting to know other participants – evening.		

Flight Day 2	ANTHONY LAGOON (YANL)	ELEV 747 ft.	S18° 01' E135° 32'
FIRST STOP			
No charge		No Permission required	
	RUNWAY 11/29	Red Clay/Gravel (1310m)	
	CTAF	126.7	
	COMM.	UHF channel 19	
	AREA FREQ.	128.5 BN CEN	
	LIGHTING	Emergency Only	
	FUEL	Avgas ^a	
Aerodrome contact: 08 89644520		CHART	WAC 3221
ADDITIONAL INFORMATION			
1	Strong crosswinds can be experienced from the SE.		
2	CAUTION Another airstrip under construction, do not use.		
3	Drinking water available.		
4	Public telephone available.		
NOTES			
a	Call ahead if fuel is required to provide details.		

HISTORICAL CONTEXT
At Cobbs Creek not far from Anthony's lagoon, the Vimy had to make another forced landing due to a split developing in a propeller. Both engines were shut down and they landed near a tent that they had noticed nearby. They were delayed for 3 days while repairs were affected. From there, the flight to Anthony Lagoon took 15 minutes. They stayed overnight due to storms in the area. The wind and rain was so fierce that on 3 occasions the entire crew had to hang onto the aircraft to stop it from being destroyed.

SUGGESTED ROUTE	
YDLW – YMYH – YANL	206 NM

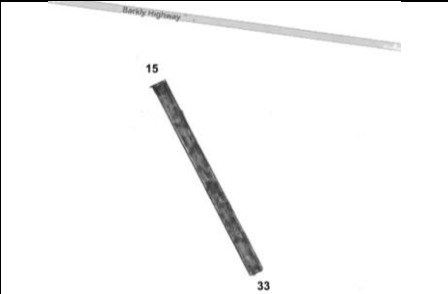
LOCAL CONTACT		
Organiser	Brumby Vaughan	
Contact	08 8964 4520	mvaughan@aaco.com.au
Time	9 March	
Location	Airfield	
Local welcome		

Flight Day 2	BRUNETTE DOWNS (YBRU)	ELEV 715 ft.	S18°38.4' E135°56.3'
SECOND STOP			
No Charge		Permission given by owners	
		RUNWAY 09/27	Gravel (1490 m)
		RUNWAY 14/32	Gravel (990 m)
		CTAF	126.7 ^a
		HF	8834
		COMM.	UHF 1 Duplex
		AREA FREQ.	122.1 ^b BN CEN
		LIGHTING	Emergency only.
		FUEL	Avgas and Jet A1 ^c
Aerodrome contact: 08 89644522		CHART	WAC 3221
ADDITIONAL INFORMATION			
1	Caution: Kangaroos and fences.		
2	Drinking water available.		
3	Toilets and public phones available.		
4	Regular helicopter traffic that may not be on frequency.		
NOTES			
a	Call inbound by 10 NM & then 5 NM. Standard CTAF call.		
b	Poor reception, use BN CEN 128.5 as an alt. especially below 3000 ft.		
c	Avgas Bowser, Jet A1 Drums. Call ahead to ensure sufficient stock		

HISTORICAL CONTEXT
The flight to Brunette Downs took about an hour. It was a more established location with a good workshop and they decided to stay overnight due to the strong headwind that was blowing.

SUGGESTED ROUTE	
YANL – YBRU	46 NM

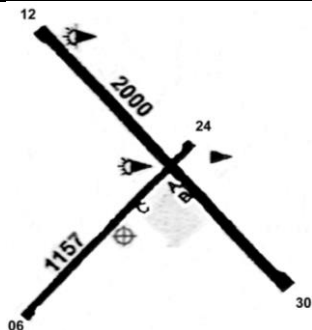
LOCAL CONTACT		
Organiser	Michael Johnson	
Contact	08 8964 4522	mjohnson@aaco.com.au
Time	9 March	
Location	Airfield	
Local welcome		

Flight Day 2	AVON DOWNS (YAVD)	ELEV 530 ft.	S21°51' E147°14.0'
THIRD STOP			
No Charge		Permission given by owners	
		RUNWAY 15/33	White Gravel (1000 m)
		CTAF	126.7
		COMM	UHF channel 22
		AREA FREQ.	122.4 ^a
		LIGHTING	Nil
		FUEL	Not Available
Aerodrome contact: 08 8964 5551		CHART	WAC 3234
ADDITIONAL INFORMATION			
1	Airfield is 100 m west of homestead.		
2	Airfield can be closed in wet weather.		
3	Drinking water available.		
4	Private phone, emergency use only.		
5	Emergency accommodation only.		
NOTES			
a	Brisbane Centre.		

HISTORICAL CONTEXT
The flight to Avon Downs took 2 hours and 45 minutes passing over Alexandria station. They were hospitably received and stayed overnight. News of their delays and progress was telegraphed from here

SUGGESTED ROUTE	
YBRU – YALX – YAVD	125 NM

LOCAL CONTACT		
Organiser	Matt and Tina Barrett	
Contact	08 8964 5551	mbarrett@aaco.com.au tbarrett@aaco.com.au
Time	9 March	
Location	Airfield	
Local welcome		

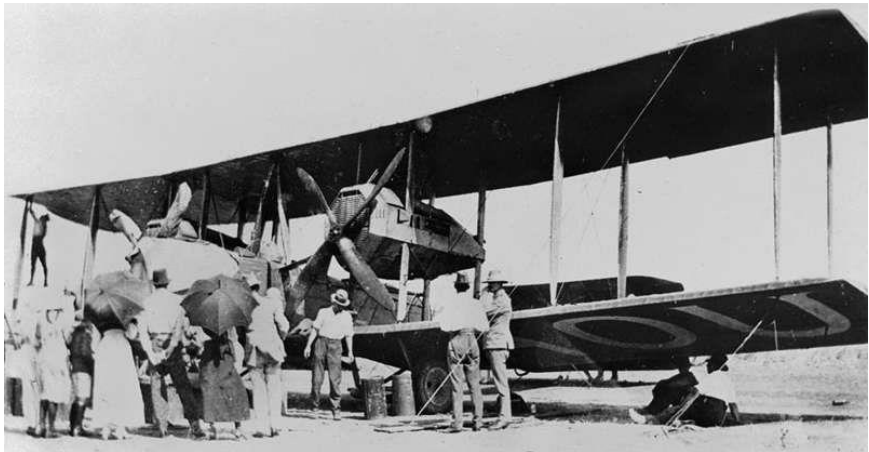
Flight Day 2 OVERNIGHT STOP	CLONCURRY (YCCY)	ELEV 613 ft.	S20° 40.07' E140° 30.16'
Charges for all aircraft		See fees and charges.	
		RUNWAY 16/24	Sealed (2040 x 18 m)
		RUNWAY 12/30	Sealed (1468 x 30 m)
		CTAF	126.7 AFRU
		AWIS	128.5 ^a
		AREA FREQ.	122.4 ^b
		NDB	264
		MORSE	— · — · / — · — · / — · — ·
		LIGHTING	126.7 PAL LIRL & PAPI ^c
		FUEL	H24 Avgas Bowser ^d
Aerodrome contact: 07 4742 4100		CHART	WAC 3233
ADDITIONAL INFORMATION			
1	Security controlled airport.		
2	Light aircraft apron and taxiways 5700 kg limit		
3	Parking restriction on RPT apron, prior notice required for itinerant ACFT.		
4	Animal hazards exist.		
NOTES			
a	Phone 07 3564 3711.		
b	Brisbane Centre, available at 3500 ft.		
c	Portable lighting available.		
d	24 HR Air BP Carnet.		

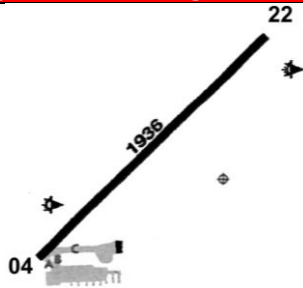
HISTORICAL CONTEXT
The flight to Cloncurry took 3 hours; they were greeted by the town's folk who knew in advance via the telegraph of their arrival time. Paul McGinness the co-founder of QANTAS was there to greet them. It was in Cloncurry that the Smith brothers learned that they had been knighted. They spent a day and a half here departing in the early morning on the 22 nd of March for their next leg.

SUGGESTED ROUTE	
YAVD – YBMA – YCCY	178 NM

LOCAL CONTACT

Organiser	Gail Wpiaki	
Contact	07 4742 1361	info@cloncurry.qld.gov.au
Time	9 March	
Location	Cloncurry Unearthed	
Dinner at Cloncurry RSL with locals		



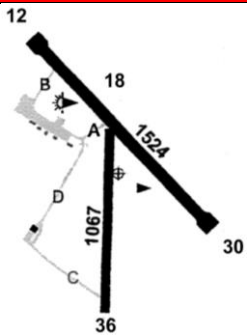
Flight Day 3 OVERNIGHT STOP	LONGREACH (YLRE)	ELEV 627 ft.	S23° 26.03' E144° 16.49'
Charges for fixed wing aircraft apply		See fees and charges.	
		RUNWAY 04/22	Sealed (1936 x 30)
		CTAF	126.7 ARFU
		AWIS	07 3564 3723
		AREA FREQ.	122.1 ^a
		NDB (LRE)	353 ^b
		MORSE	· — · · / · — · / ·
		LIGHTING	126.7 PAL ^c
		FUEL	Avgas Bowser ^d
Aerodrome contact: 0428 780246		CHART	WAC 3234
ADDITIONAL INFORMATION			
1	Security controlled airport.		
2	RPT Apron is security restricted, permission required.		
3	Wildlife hazards.		
NOTES			
a	Brisbane Centre, available on the ground.		
b	Range 120 NM by day and 85 NM by night.		
c	Blue taxiway edge lighting.		
d	AIR BP, various payment options available.		

HISTORICAL CONTEXT
The Smith crew were warmly welcomed by the chairman of the shire and the Vimy was a sensation. They had a welcome dinner that evening in the Imperial Hotel where speeches were made and inscribed mementos of the visit were presented. They took off early the next morning, seen off by a large crowd, some of whom had travelled long distances to take part in this historic occasion.

SUGGESTED ROUTE	
YCCY – YMCK – YWTN – YLRE	270 NM

LOCAL CONTACT		
Organiser	Nicole Kuttner	
Contact	07 0428 583 787 0428 583 787	nkuttner@qfom.com.au
Time	10 March	
Location	QANTAS Founders Museum	
Evening meal with locals, probably in the QANTAS Museum		



Flight Day 4 OVERNIGHT STOP	CHARLEVILLE (YBCV)	ELEV 1003 ft.	S26°24.48' E146°15.45'
Charges for all aircraft		See fees and charges.	
		RUNWAY 12/30	Sealed (1524 x 30 m)
		RUNWAY 18/36	Sealed (1067 x 23 m)
		CTAF	126.7
		AWIS	07 3564 3710
		AREA FREQ.	124.8 ^a
		NDB (CV)	269 ^b
		MORSE	— · — · / · · · —
		LIGHTING	119.6 PAL LIRL
		FUEL	H24 Avgas Bowser ^c
Aerodrome contact: 07 4656 8355		CHART	WAC 3341
ADDITIONAL INFORMATION			
1	Security controlled airport.		
2	Bird and animal hazard.		
3	Weather balloon launching.		
NOTES			
A	Brisbane Centre available on the ground.		
B	Range 110 NM by day and 85 NM by night.		
C	Card swipe. Jet A1 mobile refueller available, call out fee may apply.		

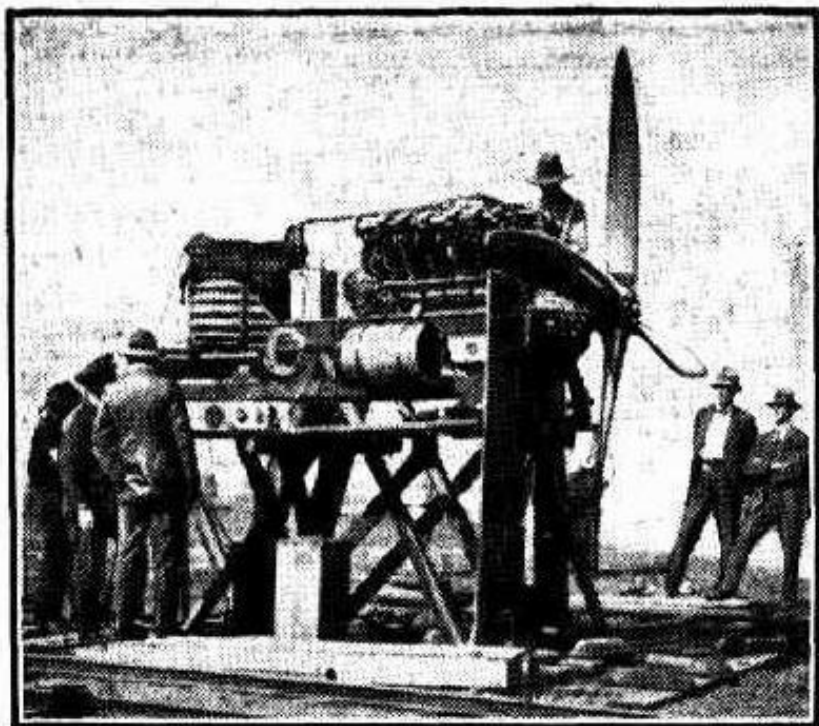
HISTORICAL CONTEXT
Charleville was the next overnight stop for the crew. A public banquet was held in their honour. The next day the Vimy took off early and soon after setting course at 3000 ft. the aircraft suffered a catastrophic engine failure and a forced landing ensued just outside of Charleville. The engine could not be repaired on site and had to be sent to the Ipswich Railway Workshops for repairs. Some crew members went with the engine while the others stayed with the aircraft carrying out other repairs. This delayed them for 47 days.

SUGGESTED ROUTE	
YLRE – YBCK – YTMB – YBCV	235 NM

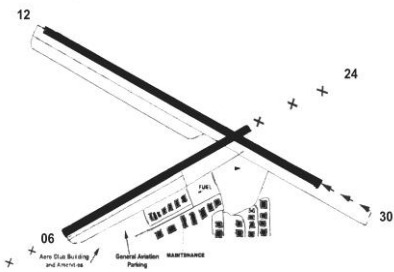
LOCAL CONTACT

Organiser	Gabrielle Wheeler	
Contact	07) 4654 3349	
Time	11 March	
Location	tbd	
Evening meal with locals		

Testing the Machine at Ipswich



MECHANICS' SUCCESS DELIGHTED SIR ROSS SMITH

Flight Day 5 OVERNIGHT STOP		CABOOLTURE (YCAB)	ELEV 40 ft.	S27° 04.37' E152°59.13'	
No Charge					
			RUNWAY 06/24	Natural (1220 m) ^a	
			RUNWAY 12/30	Natural (1450 m) ^b	
			CAUTION	Standing water or soft areas post rain	
			CTAF	125.85	
			AREA FREQ.	125.7 ^c	
			LIGHTING	Nil	
			FUEL	Avgas Bowser ^d	
Aerodrome contact: 0488 922245			CHART	WAC 3340	
ADDITIONAL INFORMATION					
1	No operations between last light and first light.				
2	Do not take-off on runway 24 except in emergency of if wind strength precludes taking off on another runway.				
3	Displaced thresholds on runway 06 and 30.				
4	Circuits for YCAB based operators, all other prior permission required.				
5	Visiting pilots are advised to refer to the aerodrome operations manual on www.cabaeroclub.org.au .				
6	Right hand circuits when operating on runway 30.				
7	Minimum circuit height is 1000 ft. AGL.				
8	Sensitive areas to north, east and west to always be avoided.				
9	If departing from runway 24, make 90° turn at 500 ft. to avoid hospital.				
10	If departing from runway 30, make 90° turn at 500 ft. to avoid houses.				
11	If taking off from runway 24 or 30, use full length.				
12	Animal and bird hazards exist.				
13	Gliding and ultralight operations.				
14	Event aircraft give callsign and state 'for the clubhouse' after landing to assist marshalling				
NOTES					
a	Displaced threshold runway 06, take-off 1220 m, landing 820 m.				
b	Displaced threshold runway 30, take-off 1450 m, landing 1210 m.				
c	Brisbane Centre available on the ground.				
d	Carnet, VISA and MasterCard fo0r Avgas.				

HISTORICAL CONTEXT



The Vimy did not fly into Caboolture back in 1920, however with the aircraft out of action in Charleville, and while waiting for the engine repairs, the Smith brothers and Jim Bennett spent some time in Brisbane and the surrounding areas being feted as they went. In the 100 years since that flight; aviation has developed significantly

since that time. Caboolture is the home of The Australian Vintage Aircraft Society (TAVAS) that have a replica Bristol Fighter as part of their stable of WW I aircraft, the type that Ross Smith flew during the war in the Middle East. As the outstanding aviation museum in the Brisbane area, a visit to TAVAS was a vital part of the event.

SUGGESTED ROUTE

YBCV – YROM – YKRY – YCAB

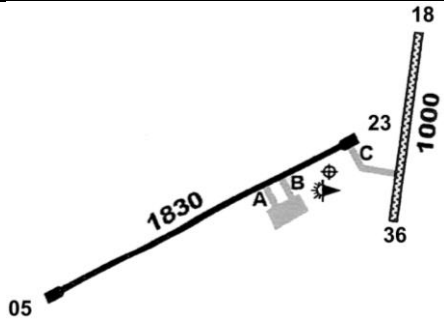
368 NM

LOCAL CONTACT

Organiser	Andrew Carter, Nathalie Gochel and David Geer	
Contact	TAVAS	info@tavas.com.au
Time	12-13 March	
Location	TAVAS	
A full program is being organised, possibly including a visit to Queensland War Museum at Caloundra		



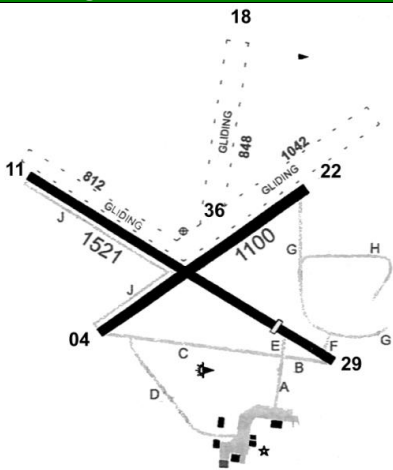
THE AUSTRALIAN VINTAGE AVIATION SOCIETY

Flight Day 6	BOURKE (YBKE)	ELEV 252 ft.	S30° 02.21' E145°57.06'
FIRST STOP			
No Charge			
	RUNWAY 05/23	Sealed (1830x30 m)	
	RUNWAY 18/36	Natural (1000 x 30m)	
	CTAF	126.7	
	AWIS	122.875 ^a	
	AREA FREQ.	125.35 ^b	
	NDB (BKE)	389 Range 45 NM	
	MORSE	- . . . / - . . . / .	
	LIGHTING	126.7 PAL LIRL	
	FUEL	Avgas Bowser ^c	
Aerodrome contact: 02 6830 8000	CHART	WAC 3356	
ADDITIONAL INFORMATION			
1	Security controlled airport.		
2	Except for RPT, ACFT to park in light aircraft area W of taxiway & apron.		
3	Animal and bird hazards exist.		
NOTES			
a	Phone 02 9353 6405.		
b	Melbourne Centre available on the ground.		
c	Carnet, VISA and MasterCard.		

HISTORICAL CONTEXT
For the flight to Bourke, the crew were joined by the famed Antarctic explorer, Frank Hurley. He was an expert photographer and took many photos. At Bourke the Vimy and her crew were welcomed by a large crowd and were officially welcomed to NSW by the mayor. A night was spent there.

SUGGESTED ROUTE	
YCAB – YGAS – YCFN – YGDI – YMOR – YWLG – YBKE	461 NM

LOCAL CONTACT		
Organiser	Fran Carter	
Contact	02 6872 1321	mte@bourke.nsw.gov.au
Time	14 March	
Location	Nancy Bird Walton Terminal	
Lunch catered by local Country Womens Association.		

Flight Day 6 OVERNIGHT STOP	NARROMINE (YNRM)	ELEV 782 ft.	S32° 12.52' E148°13.29'
No Charge			
		RUNWAY 04/22	Sealed (110 x 30m)
		GLIDER 04/22	Natural (104 2m)
		RUNWAY 11/29	Sealed (1521 x 30m)
		GLIDER 11/29	Natural (812 m)
		GLIDER 18/36	Natural (848 m)
		CTAF	126.7
		AREA FREQ.	123.9 ^a
		LIGHTING	122.4 PAL LIRL ^b
		FUEL	Avgas ^c
Aerodrome contact: 02 6889 9999		CHART	WAC 3456
ADDITIONAL INFORMATION			
1	Maximum weight for taxiway C is 5700 kg.		
2	Taxiways F, G and H are gravel, taxiway J is grass.		
3	Gliders operate to a common circuit to power aircraft.		
4	Glider runways marked by orange gable markers.		
5	Tail skid aircraft can also use glider strips.		
NOTES			
a	Melbourne Centre available in the circuit area.		
b	Runway lighting only available for Runway 11/29 .		
c	Inland Petroleum H24, phone 0428 607372 or 0417 260031.		

HISTORICAL CONTEXT
The Vimy and her crew followed the Warrego River into Narromine. A banquet was held in their honour in the evening to welcome them to the district. The speech by Ross Smith heaped praise on the 2 accompanying sergeants. The evening was spent there before an early morning departure the next day.

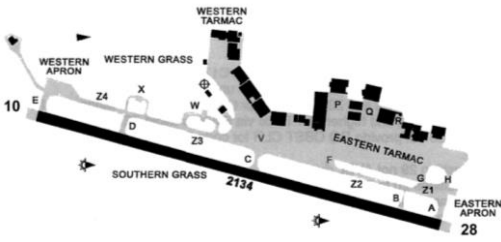
SUGGESTED ROUTE	
YBKE – YNYN – YNRM	176 NM

LOCAL CONTACT

Organiser	Peter Kierath and Beryl Hartley	
Contact	02 8329 5759 0497 459 581	kingtread@kingtread.com.au arnie.hartley@gmail.com
Time	14-15 March	
Location	Narromine Aviation Museum	
Local fly in and other events organised by the museum.		



TO SHELLHARBOUR VIA RICHMOND RAAF

Flight Day 7	RICHMOND (YSRI)	ELEV 67 ft.	S33° 36.02' E150°46.51'
FIRST STOP			
No Charge		Permission required ^a	
		RUNWAY 10/28	Sealed (2134x45m)
		GROUND (SMC)	128.25
		GROUND (SMCV)	121.65
		TOWER	135.5
		APPROACH	135.9 ^b
		CTAF	126.7 ARFU ^c
		ATIS	135.5
		AWIS	126.3 ^d
		AREA FREQ.	124.55 ^e
		NDB (RIC)	389 ^f
		MORSE	·-· / ·· / -·-·
		LIGHTING	HIRL ^g
		FUEL	Tanker ^h
Aerodrome contact: 02 4587 2888		CHART	WAC 3456
ADDITIONAL INFORMATION			
1	Security controlled airport.		
2	Prior permission req. approval number to be quoted on flight plan.		
3	Taxiway F only available to C130, P3 and C27J aircraft.		
4	Preferred runway is RWY 28.		
5	Military aircraft have priority.		
6	LDG light & strobe must be ON when on final APP in visual conditions.		
7	YSRI circuit area 6 NM radius from ARP, SFC to 1500 ft. AMSL.		
8	ATC may require delay or holding before clearing for approach.		
9	Gliding operations parallel to runway on grass area.		
10	Avoid Windsor township departing runway 10.		
11	Avoid Richmond township departing runway 28.		
12	To avoid stud farm and university, do not fly below 1000 ft. AGL.		
13	Bird hazards.		
NOTES			
a	Obtain form from RAAF or the re-enactment website at ahsansw.com .		
b	Sydney Approach.		
c	Outside tower hours.		

d	Phone 02 9353 6448.
e	Sydney Centre available on the ground.
f	Range 80 NM by day and 60 NM by night.
g	Aerodrome lighting available outside tower hours with 15 minutes prior notice to approved civil aircraft. Standby power available.
h	Available 2130 – 1100 UTC. Phone 0408 488907.

HISTORICAL CONTEXT

Three escort aircraft met the Vimy near Richmond where film footage of the Vimy was taken. The Vimy flew into Sydney through the Sydney Heads and around the city so that the citizens of Sydney could observe the aircraft before it landed at Mascot. Crowds had gathered at every vantage point to view the event. That evening, the men were the guests of honour and 2 days later they met the Premier and the Governor.

In 1919, Richmond was the home of the State Aviation School and the Vimy flew there from Sydney to undergo repairs where it stayed for a few days before flying off to their next destination, Cootamundra.

SUGGESTED ROUTE

YNRM – YSDU* – YORG* – YBTH* – YSRI	180 NM
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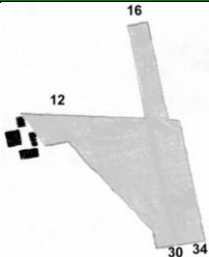
* This route follows the railway line as the Vimy crew did in 1920.

LOCAL CONTACT

Organiser	Wing Commander Trent Harris	
Contact	02 4587 2318	trent.harris@defence.gov.au
Time	16 March	
Location	Ramp.	
Short official ceremony.		



ALTERNATE ROUTE VIA LUSKINTYRE

Flight Day 7	LUSKINTYRE (YLSK)	ELEV 100 ft.	S32° 40' E151°25'
FIRST STOP			
No Charge		Permission required	
		All over grass airfield	
		RUNWAY 12/30	Grass (800 m)
		RUNWAY 16/34	Grass (975 m)
		CTAF	122.65 ^a
		AREA FREQ.	125.7 ^b
		LIGHTING	Nil
	FUEL	Avgas Bowser ^c	
Aerodrome contact: 0410 325644		CHART	WAC 3456
ADDITIONAL INFORMATION			
1	Left hand circuits to be flown from runway 12 (primary runway).		
2	Right hand circuits to be flown from runway 30.		
3	Boggy surface after rain, exercise caution.		
4	Non-radio and ultralight aircraft operate from airfield.		
5	Limited maintenance available.		
6	Toilets and drinking water available.		
7	Windsock adjacent to runway 12/30 near vineyard.		
8	Noise sensitive area, do not fly over houses and consider livestock.		
9	Tie downs available.		
10	Emergency hangarage available.		
11	Accommodation available locally.		
NOTES			
a	Shared with the entire lower Hunter Valley		
b	Brisbane Centre available in the circuit.		
c	Geoff Kubank 0410 325644. Workshop also has fuel if required.		

HISTORICAL CONTEXT

The Vimy did not land at YLSK; they did this at Richmond after having spent a few days in Sydney. YLSK is an airfield that is dedicated to the preservation of the DH82 Tiger Moth and an interesting place to stop and refresh for those who do not have approval to land at YSRI.

SUGGESTED ROUTE	
YNRM – YGGG –Denman – YLSK	167 NM

LOCAL CONTACT	
Organiser	Geoff Kubank
Contact	0410 325644
Time	16 March
Location	



LUSKINTYRE AIRFIELD

and Aviation Museum

Flight Day 7 OVERNIGHT STOP	SHELLHARBOUR (YSHL)	ELEV 31 ft.	S34° 33.4' E150°47.19'
Charges for all aircraft		See fees and charges.	
		RUNWAY 08/26	Sealed (1331 x 30m)
		RUNWAY 16/34	Sealed (1819 x 30m)
		CTAF	127.3 AFRU
		AWIS	120.35 ^a
		AREA FREQ.	124.55 ^b
		NDB (WOL)	239 Range 50 NM ^c
		MORSE	· - - / - - - / · - -
		LIGHTING	127.3 PAL LIRL
FUEL	Avgas & Jet A1 ^d		
Aerodrome contact: 02 4221 6116		CHART	WAC 3456
ADDITIONAL INFORMATION			
1	Security controlled airport.		
2	Taxiways A, B, E & G not available to aircraft > 5700 kg.		
3	Taxiway C east of Taxiway B maximum wing span 16 m.		
4	Blue taxiway edge lighting.		
5	If taking off from runway 08, use full length.		
6	Runway grass strips not maintained for aircraft operations.		
7	Right hand circuits for runway 26 & 34.		
8	When operating from runway 34, avoid houses on base and crosswind.		
9	When taking off from runway 16, avoid turning crosswind below 700 ft.		
10	When landing on runway 16, position base to avoid houses.		
11	Avoid taking off from runway 08 and landing on 26 unless necessary.		
12	No run-ups north of taxiway B.		
13	Ultralight training takes place.		
14	Parachute operations north of Wollongong light house.		
NOTES			
a	Requires 1 second pulse to activate. Phone 02 9353 6461.		
b	Sydney Centre available in the circuit area.		
c	Range 40 NM to the South West.		
d	Cards accepted, H24. Bowser and Tanker fuel also available.		

HISTORICAL CONTEXT

The Vimy did not actually land in the Shellharbour area. As described earlier, it landed at Mascot Aerodrome on 14 February. The crew spent nine days in Sydney, where the welcome was rapturous, the crew undertaking a round of official and unofficial functions including the marriage of Jim Bennett to his long-time girlfriend. Newspapers carried many articles prophesying a great future for aviation. After four days, the Vimy flew to Richmond, to keep it safe from enthusiastic spectators and to have repairs done at the State Aviation School.

It is no longer easy for light aircraft to land at Kingsford Smith Airport, Mascot. However Shellharbour is an ideal place for a whole day stop, due to the Historical Aircraft Restoration Society (HARS) museum making its home at the airfield with their many flying examples of aircraft of historic significance to Australian aviation. HARS has become one of Australia's premier aviation museums collecting, restoring and preserving significant aircraft.

Starting off with a Lockheed Neptune, their collection of flying and static aircraft has grown immensely to include a Lockheed Super Constellation, Douglas DC3 and DC4, De Havilland Drover, Caribou, Tiger Moth and Vampire, Cessna 180 and 310B, Fokker FVB-3M (Southern Cross Replica), F-111, Piaggio P-166 and even a Boeing 707 and 747.

SUGGESTED ROUTE from YSRI

YSRI – LRF – V1* – YSHL	85 NM
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* Coastal route.

SUGGESTED ROUTE from YLSK

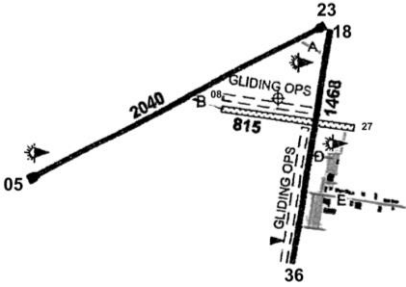
YLSK – YWVA – LRF – V1* – YSHL	124 NM
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* Coastal route.

LOCAL CONTACT

Organiser	Historical Aircraft Restoration Society (HARS)	
Contact	Maureen Massey	0499 113 556 / mcmassey@tpg.com.au
Time	16-17 March	
Location	Historical Aircraft Restoration Society (HARS) Museum	
Museum tour and local events are available..		



Flight Day 8	TEMORA (YTEM)	ELEV 921 ft.	S34° 25.17' E147°30.42'
FIRST STOP			
No Charge			
	RUNWAY 05/23	Sealed (2040 x 30m)	
	RUNWAY 09/27	Gravel (815 x 30m)	
	RUNWAY 18/36	Sealed (1468 x 30m)	
	CTAF	126.15	
	AWIS	134.45 ^a	
	AREA FREQ.	134.65 ^b	
	LIGHTING	119.6 PAL LIRL	
	FUEL	Avgas Bowser ^c	
Aerodrome contact: 02 6980 1100		CHART	WAC 3456 & 3457
ADDITIONAL INFORMATION			
1	Gliding OPS on separate parallel runways marked by orange gables.		
2	Gliders & tugs use common circuit as other traffic.		
3	Independent runway operations are not permitted.		
4	Bird hazards.		
5	Aerobatic area 300 – 5000 ft. west of runways 18/36.		
6	Temora Aviation Museum air displays.		
NOTES			
a	Requires 1 second pulse to activate. Phone 02 9353 6453.		
b	Melbourne Centre available in the circuit area.		
c	Card swipe bowser. Accepts VISA, MasterCard & refueller cards.		

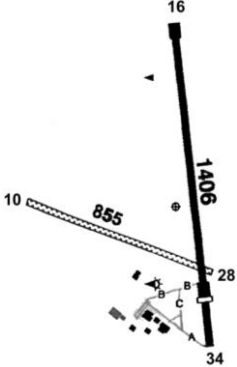
HISTORICAL CONTEXT
The Vimy did not land at Temora but since that time, Temora has grown into aviation significance as the home of the Temora Aviation Museum. Temora was home to 10 Elementary Flying School (EFTS) set up by the RAAF in May 1941 training some 2400 pilots for the war effort. The Temora Aviation Museum that was incorporated in 1999 is dedicated to the men and aircraft that were involved in the defence of Australia. The museum opened its doors to the public in 2000 with David Lowy AM donating the initial aircraft. Aircraft on display include the Boomerang and Wirraway, DH82 Tiger Moth, Vampire,

Canberra Cessna Birddog, Gloster Meteor, Lockheed Hudson, Sabre and Supermarine Spitfire amongst others and all these aircraft fly and can be seen in the air when the museum has its flying days once a month.

LOCAL CONTACT

Organiser	Murray Kear	
Contact	02 6977 1088	
Time	18 March	
Location	Temora Aviation Museum	
Welcome and refreshments.		



Flight Day 8 OVERNIGHT STOP	COOTAMUNDRA (YCTM)	ELEV 1110 ft.	S34° 37.28' E148°02.09'
No Charge			
		RUNWAY 10/28	Grass (855 x 30 m)
		RUNWAY 16/34	Sealed (1406 x 18 m)
		CTAF	126.7
		AREA FREQ.	124.1 ^a & 134.65 ^b Melbourne Centre
		LIGHTING	122.4 PAL LIRL ^c
		FUEL	Avgas Bowser ^d
Aerodrome contact: 02 6940 2100		CHART	WAC 3456 & 3457
ADDITIONAL INFORMATION			
1	Caution, power lines.		
2	Blue taxiway edge lighting.		
3	Right hand circuits runway 34 when operating at night.		
4	Model aircraft in vicinity.		
NOTES			
a	Arrival and departures to the East available in circuit area.		
b	Arrival and departures to the West available from 4000 ft.		
c	Lighting available for runway 16/34.		
d	Avgas bowser accepts Credit and Debit cards as well as refuellers card. Jet A1 also available, call out fee may apply.		

HISTORICAL CONTEXT
In 1920, the premier of NSW, William Holman, hitched a ride in the Vimy from Richmond to his electorate of Cootamundra via the site of Australia's new capital city, Canberra. He was ecstatic that he saw the SE corner of the state in one afternoon. He heaped praise on this transport of the future. The Vimy and her crew spent the night before going onto the next planned stop, Melbourne. Having been inspired by the flight, William Holman later toured around the electorate by air as part of his re-election campaign but it did not do him any good as he lost the election.

SUGGESTED ROUTE	
YTEM – YCTM	29 NM

LOCAL CONTACT		
Organiser	Jeana Bell – Cootamundra-Gundagai Regional Council	
Contact	1300 459 689	Jeana.Bell@cgrc.nsw.gov.au
Time	18 March	
Location	Cootamundra RSL	
Evening meal with the Cootamundra Historical Society.		

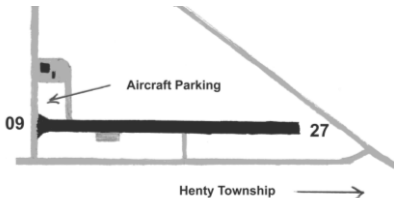


Photo of Cootamundra by Frank Hurley from the Vimy, 1920



**COOTAMUNDRA -
GUNDAGAI** REGIONAL
COUNCIL

Landing for selected aircraft

Flight Day 9	HENTY	ELEV 830 ft.	S35° 30.5' E147°00'
FIRST STOP			
No Charge	Permission required		
	RUNWAY 09/27	Grass (1000 m)	
	CTAF	126.7 ^a Multicom	
	AREA FREQ.	119.5 ^b	
	LIGHTING	Nil	
	FUEL	Nil	
Aerodrome contact: 0427 688397	CHART	WAC 3457	
ADDITIONAL INFORMATION			
1	Turbulence in southerly winds.		
2	Park on western end of strip.		
3	ALA owner Trevor Haines. Contact trevor.haines@westnet.com.au		
NOTES			
a	Multicom freq. used only for the event. Monitor the area frequency.		
b	Melbourne Centre available in the circuit area.		

HISTORICAL CONTEXT

The leg to Melbourne was not without incident. Three forced landings took place, the first near Wagga Wagga, the next near The Rock and the third at Henty. By the time that repairs were made, it was too late to continue and an overnight stop was forced upon them. The whole population of Henty came out to see the aircraft as well as from the surrounding districts, speeches could not be avoided and they departed the next day.

SUGGESTED ROUTE

YCTM – Henty	74 NM
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LOCAL CONTACT

Organiser	John Ebsworth- Henty & District Historical Society	
Contact	0403 615 134	john.ebsworth@bigpond.com
Time	19 March	
Location	Airfield.	
Welcome for aircraft stopping at Henty: optional stop		

Flight Day 9		BENALLA (YBLA)	ELEV 569 ft.	S36°33.15' E146°00.33'
SECOND STOP				
Charges for all AVTUR aircraft		See fees and charges.		
		RUNWAY 08/26	Sealed (1043 x 30 m) ^a	
		RUNWAY 17/35	Grass (718 x 30 m)	
		GLIDER 08/26	N of RWY 08/26	
		GLIDER 17/35	E of RWY 17/35	
		CTAF	125.6	
		Area Frequency	125.2 ^b	
		LIGHTING	123.4 PAL LIRL	
		FUEL	Avgas & Jet A1 ^c	
Aerodrome contact: 03 5760 2600		CHART	WAC 3470	
ADDITIONAL INFORMATION				
1	Gliding operations during daylight hours. Simultaneous operations from parallel runways marked with orange gable markers. Contra circuits in operation. Glider strips also available for tail skid aircraft. CAUTION – No dead side.			
2	Gliders and tugs will operate in circuits to the North or East. All other aircraft will operate circuits to the South or West			
3	Other aircraft must not infringe the glider circuit below 2000 ft. AGL.			
4	Where possible, aircraft should conform to the runway direction in use.			
5	Join the circuit either downwind or upwind.			
6	If operationally, aircraft need to use a crossing runway, conduct a wide circuit to join a long final clear of traffic is advised.			
7	On departure, maintain runway heading until clear of other traffic.			
8	No straight in approaches for runway 26 at night.			
9	For noise abatement, fly wide circuits on runway 17/35 to avoid over-flying the town. For runway 26, maintain runway heading until 1000ft AGL or beyond the hospital to the left of the extended centreline.			
10	CAUTION – Restricted area R364 explosives, 4.8 NM to the north to 2000 ft. AGL 1 NM radius on the western shore of Lake Mokoan.			
11	Manned balloon flights take place up to 3 hours following first light and 2 hours preceding last light.			
12	Animal hazards.			
NOTES				
a	Grass with central strip sealed. Runways 08/26 and 17/35 have a corresponding grass runway alongside used for gliding operations.			

b	Melbourne Centre available in the circuit area.
c	Bowser Avgas and Jet A1 Fuel available, accepts VISA, MasterCard & refuellers card.

HISTORICAL CONTEXT

Benalla was not one of the landing sites of the Vimy but the Benalla Aviation museum is a place that is not to be missed if there is an opportunity to visit. Benalla was home to 11 Elementary Flying School (EFTS) and operated from 1941 to 1945. The Benalla Aviation Museum is located in a historic wartime Bellman hanger and it hosts many varied and interesting displays including working engines, a flight training simulator, period uniforms and photographs, and a large collection of model aircraft. Currently, members of the museum are restoring a de Havilland DH.82 Tiger Moth and have recently rebuilt a DH.100 Vampire T.33 Jet trainer for static display.

Flights are also available in 2 fully restored ex-RAAF training aircraft - a rare de Havilland DH.84 Moth Minor and a CAC CA-25 Winjeel - as well as a Chinese trainer, the Nanchang CJ-6.

SUGGESTED ROUTE

Henty – YBLA	80 NM
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LOCAL CONTACT

Organiser	Mark Carr	
Contact		mark.carr@bigpond.com
Time	19 March	
Location	Benalla Aviation Museum	

For those that wish to bypass Melbourne, this could make a convenient overnight stop before going on to Gawler via Nhill. Some of the owners of the locally based aircraft have expressed the intention to flying to Gawler from Benalla to join up with the planned celebrations there.

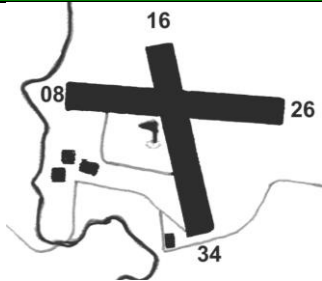


FOR DARWIN TO ADELAIDE FLIERS

Flight Day 9 OVERNIGHT STOP	LITTLE RIVER (YLRV)	ELEV 195 ft.	S37° 55.016' E144°29024'
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No Charge

Permission required



RUNWAY 08/26	Grass (900 m)
RUNWAY 16/34	Grass (800 m)
CTAF	120.1 ^a
APPROACH	133.55 ^b
AREA FREQ.	135.7 ^c HF 3461/6565/8822
LIGHTING	Avail. on request
FUEL	Private stock only
CHART	WAC 3469, 3470

Aerodrome contact: 0419 527538^d

ADDITIONAL INFORMATION

1	The airfield is located within the Avalon Class D airspace, clearance required for ARR and DEP telephone MEL CEN on 03 9235 7337.
2	Woolloomanta (YWOT) neighbouring airstrip 5 NM to the SW, CTAF 118.8.
3	Airstrip occasionally used by police air wing for winch training.
4	Soft wet surface after heavy rain.
5	Airstrips are delineated by white markers.
6	CAUTION – Power lines in the vicinity but clear of the approach paths.

NOTES

a	Avalon Tower freq. available in the circuit area, CTAF when TWR closed.
b	Avalon Approach available in the circuit area.
c	Melbourne Centre available in the circuit area.
d	Jon Clements jon.clements@jcba.com.au is airport owner Little River

HISTORICAL CONTEXT

The Vimy did not land at Little River but the Vimy crew did spend 25 days in Melbourne being feted as heroes. These days staying overnight at a RAAF base is not an option as did the Vimy crew 100 years ago.

SUGGESTED ROUTE

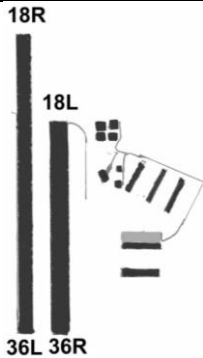
YBLA – YMNG – YLRV	70 NM
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LOCAL CONTACT

Organiser	Michael Smith	
Contact	03 9362 0597	m@mgsgroup.com
Time	19-20 March	
Location	Rothwell Homestead from 7pm	
For aircraft that are flying the entire route, they are invited to land for the evening for a celebratory dinner at Michael Smith's private airstrip.		

For all participants and interested people a visit to Point Cook is being planned for the afternoon of Friday 19 March. Members of AHSA Victoria are especially invited. Details tba.



ALTERNATE			
Flight Day 9 OVERNIGHT STOP	LILYDALE (YLIL)	ELEV 250 ft.	S37° 41.31.65' E145°22.1'
No Charge		Permission required	
		RUNWAY 18L/36R	Grass (850 m)
		RUNWAY 18R/36L	Grass (1350 m)
		CTAF	119.1 AFRU
		AREA FREQ.	135.7 ^a
		LIGHTING	Available ^b
		FUEL	Avgas ^c
Aerodrome contact: 03 9739 1211		CHART	WAC 3470
ADDITIONAL INFORMATION			
1	When TKOF FM RWY 18L & R, maintain RWY HDG until power lines, 3nm.		
2	When taking off from RWY 36L & R, avoid Yarra Glen Township.		
3	Day operations, circuits to the West due to proximity of Coldstream AD.		
4	Night operations, circuits to the East.		
5	Coldstream airfield 3 NM away.		
6	YLIL circuit has no dead side.		
7	High terrain to the West of the airfield.		
8	Parachute operations.		
9	Do not join circuit mid-field crosswind, join over the thresholds.		
10	Check status of runways prior to use.		
NOTES			
a	Melbourne Centre available in the circuit area.		
b	Lighting only on RWY 18L & 36R, prior arrangement required.		
c	Fuel available from Lilydale Flying School.		

HISTORICAL CONTEXT
The Vimy did not land at Lilydale but the Vimy crew did spend 25 days in Melbourne being feted as heroes and receiving their prize money. These days staying overnight at a RAAF base is not an option so Lilydale makes for a handy alternative and welcomes visitors

SUGGESTED ROUTE	
YBLA – YMNG – YLIL	94 NM

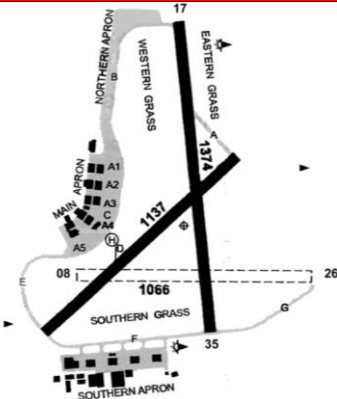
LOCAL CONTACT		
Organiser	Lilydale Flying Club	
Contact	Steve Hitchen	0447 636450
Time	19-20 March	
Location	Lilydale Flying Club	



It is hoped that at least the headline aircraft will call at Lilydale en routed to the 'Little River' airstrips.



FOR APPROVED AIRCRAFT

Flight Day 10	POINT COOK (YMPC)	ELEV 14 ft.	S37° 55.56' E144°45.12'
FIRST STOP			
Charges for all civilian aircraft		Permission required	
		RUNWAY 04/22	Sealed (1137x45m)
		RUNWAY 08/26	Grass (1066x45m)
		RUNWAY 17/35	Sealed (1374x45m)
		CTAF	126.2 AFRU ^a
		AREA FREQ.	135.7 ^b
		LIGHTING	126.2 PAL LIRL ^c
		FUEL	Nil
Aerodrome contact: 03 8348 6888		CHART	WAC 3469, 3470
ADDITIONAL INFORMATION			
1	Security controlled airport, all pilots and passengers must have Government issued photo ID submitted 4 weeks prior to arrival.		
2	Civilian landings req. approval. Require \$20M public liability insurance.		
3	Aircraft must arrive and depart within 30 minutes of approved time.		
4	ACFT >5700 kg are to avoid 180° turns on sealed runways, use taxiways.		
5	Vehicular traffic on perimeter road.		
6	Intensive flight training and vintage aircraft flights.		
7	Use landing light when in the circuit.		
8	Transiting ACFT to overfly YMPC at 2000 ft. min. weather permitting.		
9	Straight in approaches are to be avoided.		
10	RH circuits for civilian aircraft when operating from RWY 04, 08, 35.		
11	When R330AB active, museum conducts flying displays.		
12	Military high performance aircraft can enter the circuit at any time.		
13	Military and approved ex-military aircraft may perform contra-circuits.		
14	Animal hazards.		
15	Small arms firing range nearby.		
NOTES			
a	Minimum broadcasts are Taxiing, Departure, Inbound, Joining & Base.		
b	Melbourne Centre available on the ground.		
c	Requires 1 second pulse to activate.		

HISTORICAL CONTEXT

The Vimy flew into Point Cook with only one engine running and had to undergo numerous repairs and from here the last leg to Adelaide was made. Consequently, the Vimy crew did spend 25 days in Melbourne being feted as heroes. At a ceremony on 27 February the Prime Minister, William Hughes presented to the crew a cheque made to the amount of £10,000, their prize for completing the England to Australia race within the allotted time and Bennet and Shiers were given military promotions.

SUGGESTED ROUTE from YLRV

YLRV – YMPC

13 NM

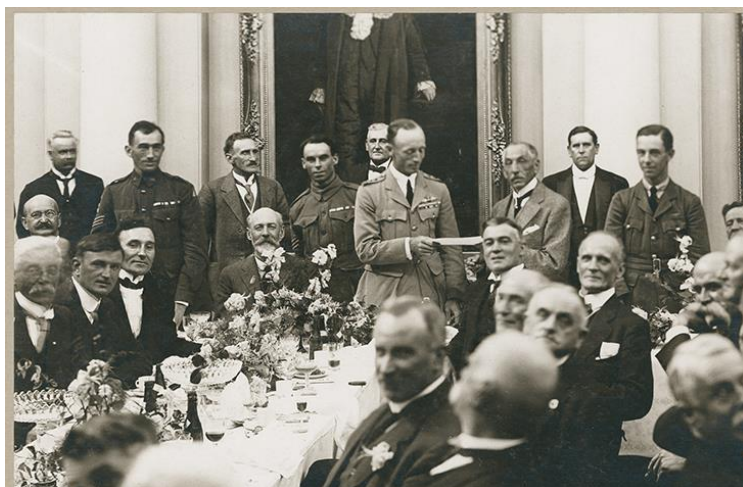
SUGGESTED ROUTE from YLIL

YLIL – YMPC

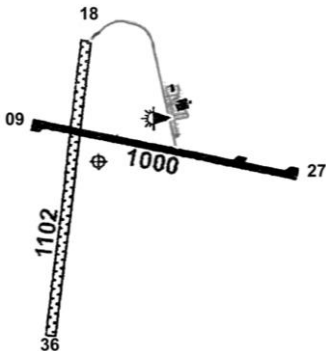
33 NM

LOCAL CONTACT

Organisers	Point Cook Aero Club (Guy Barr) Wing Commander James Rogers RAAF	
Contact	0418 819254	pcfc@pointcook.org (Guy Barr)
Time	21 March	
Location	Point RAAF Cook Museum	
Visit to museum and welcome arranged by aero club.		



Presentation of prize money

Flight Day 10	NHILL (YNHL)	ELEV 454 ft.	S36° 18.35' E141°38.27'
SECOND STOP			
No Charge			
	RUNWAY 09/27	Sealed (1000x18m)	
	RUNWAY 18/36	Grass (1102x30 m)	
	CTAF	126.7	
	AWIS	03 8470 3218	
	AREA FREQ.	125.8 ^a	
	LIGHTING	119.6 PAL LIRL ^b	
	FUEL	Avgas Bowser ^c	
Aerodrome contact: 03 5391 4444	CHART	WAC 3456 & 3457	
ADDITIONAL INFORMATION			
1	Bird hazards.		
NOTES			
a	Melbourne Centre available in the circuit area.		
b	Portable emergency lighting available for all runways.		
c	Cash or cheque only, contact Nhill aero club 0429 918364 or 03 5391 1218. Call out fees apply.		

HISTORICAL CONTEXT
The Vimy did not land at Nhill but it did fly over the town as they flew from Melbourne to Adelaide. They dropped the first aerogram in Country Victoria. It was addressed to the Nhill Free Press. This historic airfield is a convenient rest and refuel stop for aircraft en route to Gawler to rendezvous with the group for the massed flight to the culmination event at Aldinga.

SUGGESTED ROUTE	
YMPC – YNHL	177 NM

LOCAL CONTACT		
Organiser	Nhill Aviation Heritage Centre	
Contact	0490 657 770	nahc3418@gmail.com
Time	21 March	
Location	Nhill Aviation Heritage Centre	

Flight Day 10 OVERNIGHT STOP	GAWLER (YGAW)	ELEV 165 ft.	S34° 35.55' E138°43.17'
Charges for all aircraft		See fees and charges.	
	RUNWAY 05/23	980 m between marked thresholds	
	RUNWAY 13/31	843 m between marked thresholds	
	CTAF	126.55	
	AREA FREQ.	130.45 ^c	
	LIGHTING	Nil	
	FUEL	Avgas ^d	
Aerodrome contact: 08 8522 1877		CHART	WAC 3458 & 3459
ADDITIONAL INFORMATION			
1	Elevated freeway on the approach of runway 23.		
2	When gliding OPS in progress, the duty RWY is the one used by gliders.		
3	When gliding OPS in progress, take-off from in front of the gliders.		
4	Gliders & tugs operate from the RH side of RWY 05 & 31 and from the LH side of RWY 13 & 23.		
5	In light and variable conditions, the preferred runways are 23 & 31.		
6	Left hand circuits for runways 05 & 31.		
7	Right hand circuits for runways 13 & 23.		
8	Light sport aircraft and microlights operate from airfield.		
9	Tugs and microlights operate below the normal 1000 ft. circuit.		
10	Due to circumstances, occasionally non-standard circuits may be flown.		
11	CAUTION RWY 13 threshold, 1 km from Edinburgh MIL CTR boundary.		
12	Farm machinery operate on airfield.		
13	Landing aircraft have priority over aircraft taking off or launching.		
14	Gliders landing have priority over powered aircraft landing.		
NOTES			
a	TODA (Take Off Distance Available) for runway 23 is 1,245 metres. Surface consists of compacted limestone/clay covered with gravel. Offset bitumen strips at the ends for take-off to reduce risk damage.		
b	TODA for runway 31 is 1,034 metres. Surface consists of compacted limestone/clay covered with gravel. Offset bitumen strips at the ends for take-off to reduce risk damage.		
c	Adelaide Centre.		
d	Available by prior arrangement.		

HISTORICAL CONTEXT

The Vimy did not call into Gawler. The purpose of this stop is to give all those participating in the event either partially or fully the opportunity to rest and muster aircraft for the planned massed short flight into Aldinga the following day to conclude the celebration.

SUGGESTED ROUTE

YNHL – YMBD – YGAW

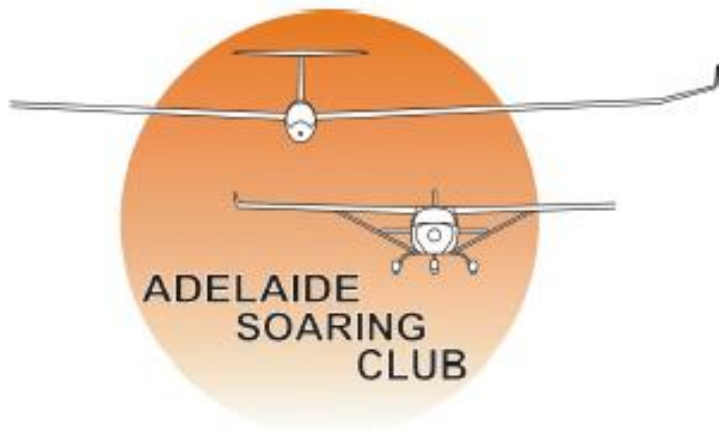
186 NM

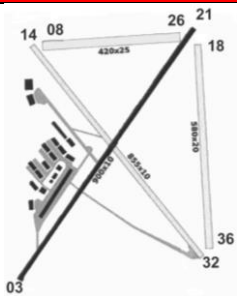
LOCAL CONTACT

Organiser	Tom Leech (Adelaide Soaring Club). Robert Moore (Honourable Company of Air Pilots)	
Contact	Robert Moore	
Time	21 March	
Location		

Martin Walker an expert on airmail philately will have a display to view.

Evening function and dinner is being planned with the Honourable Company of Air Pilots.



Flight Day 11	ALDINGA (YADG)	ELEV 110 ft.	S35° 17.2' E138°29.36'
DESTINATION			
Charges for all aircraft ^a		See fees and charges.	
		RUNWAY 03/21	Sealed (900 x 10 m)
		RUNWAY 08/26	Grass (420 x 25 m)
		RUNWAY 14/32	Grass (855 x 10 m)
		RUNWAY 18/36	Grass (580 x 20 m)
		CTAF	127.15
		AREA FREQ.	130.45 ^b
		LIGHTING	Nil
		FUEL	Avgas Bowser ^c
Aerodrome contact: 08 8556 5404		CHART	WAC 3458 & 3459
ADDITIONAL INFORMATION			
1	RH circuits when operating from runways 18, 21 and 26.		
2	CURFEW: No take-off or landing between 2200 – 0600 local during daylight saving and 2200 – 0700 local at other times.		
3	Circuits from 0800 – 2000 local Monday – Saturday and from 0900 – 2000 local on Sunday.		
4.	No circuits on public holidays except Adelaide Cup day, Queen’s birthday, Volunteers Day and Labour Day.		
5	Training airfield, multiple runways may be in use.		
6	Parachute operations within 5 nm of airfield.		
NOTES			
a	Aerodrome charges waived with fuel purchase.		
b	Adelaide Centre available in the circuit area.		
c	24 hour card swipe bowser, VISA & MasterCard only.		

HISTORICAL CONTEXT
On 23 November 1920, the Vimy finally made it to its ultimate destination, landing at Northfield Adelaide at 2.30pm where the crowd rushed them breaking through the police and military cordon. However with the passage of time and the exponential growth in aviation, using Adelaide airport as the final destination was not a viable option so the decision was made to make Aldinga to the south of Adelaide the final stop and conclusion of the event. On behalf of Vickers by Ross, the Vimy was presented to the Commonwealth of Australia where it is on display at Adelaide airport.

SUGGESTED ROUTE	
YGAW – YSYN – YADG	70 NM

LOCAL CONTACT		
Organiser	David Ellis and Patrick Normoyle	
Contact	0458578 311 (David) 0408 931 040 (Patrick)	president@aldingaaeroclub.org.au p.normoyle@aldingaaviation.com.au
Time	22 March	
Location	Aldinga Aviation	
Flying In has been organised and acknowledgement of event flyers.		



Northolt, 23 March 1920

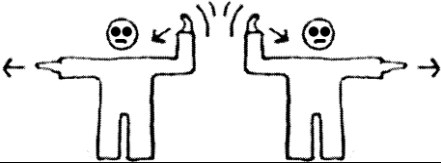
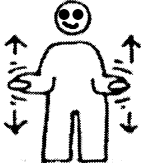


FEES AND CHARGES

Note: All charges are subject to change. Confirm with the aerodrome operator.

	Landing	Other
YPDN	\$26.88 per tonne.	GA Parking \$3.76 per tonne, minimum \$12.00 per night
YMKT		Overnight charges \$7.00 per day or \$42.00 per week. Tie-downs are available.
YPTN	\$22.5363 per tonne	Parking overnight to 7 days : ≤ 5700 kg \$9.21 per day. > 5700 kg \$9.21 per day plus extra \$5.1727 per tonne per day.
YCCY	≤ 2000 kg \$27.27 flat rate per tonne. > 2000 kg \$13.1818 per tonne.	
YYLRE	Fixed Wing per 1000 kg MTOW \$9.80 pro rata.	
YBCV	Avtur \$10.2727 per tonne, minimum \$9.64. Non-Avtur \$12.4545 per engine.	
YSHL	\$13.64 per tonne, minimum \$13.64.	
YBLA	Avtur \$6.00 per tonne.	
YMPC	No landing fees for club members.	Landing fees may be waived for participating aircraft, please have rear cover of book visible.
YGAW	No charge for private use aircraft.	

MARSHALLING SIGNALS

	START ENGINE
	MOVE FORWARD
	URNS
	SLOW DOWN
	STOP
	CUT ENGINE

AIR MAIL PAR AVION



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