

file 2014-2 June - August

AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc

ABN: 83 295 759 224
PO BOX K346 HAYMARKET NSW 1238



Southern Skies

THE NEWSLETTER OF AHS A (NSW) Inc

JUNE 2014 ~ No 484

SPECIAL EDITION 2 ~ Celebrating Maurice Guillaux with his Bleriot XI in Australia 8 April 1914 - 22 October 1914

AHSA JUNE MEETING - PLEASE NOTE THE VENUE.

The June meeting will be held at the North Ryde RSL Community Club on Wednesday 4th June at 7:45 pm. The club is located at the corner of Pittwater and Magdala Roads, North Ryde. The venue for the meeting within the club is the Grand Pittwater Function Centre. There is ample free parking at the club. Visitors are most welcome. The facilities of the club are available to members and visitors for pre and post meeting refreshment and conversation.

Our guest at the June meeting will be Steve McGregor, President of the Spitfire Association, who will speak on:-

THAT MAGNIFICENT AIRCRAFT - THE SPITFIRE

The Spitfire Association was formed in Sydney in 1960, and is dedicated to keeping alive the memory of the Spitfire, and those who flew or were associated with this iconic aircraft during the Second World War. The current President of the association, Steve McGregor, is a retired Financial Planner who has coordinated a team of dedicated association members to record over 600 mini-biographies of Australian pilots and personnel who served with the Spitfire Squadrons. Steve will speak generally about the aircraft, but will concentrate on the stories of the pilots and other ranks of the Australian Spitfire Squadrons, and how the biographies and photographs of the servicemen were sourced and preserved. Steve McGregor also writes and publishes articles on archaeology, ghost writes for clients, illustrates books and finds time to chase a golf ball. He is married to Glynne, an art teacher and author. This June meeting will be of particular interest to members, so please attend and bring a friend.

2014 SUBSCRIPTION renewals are now overdue.

The Membership Renewal notice was included with the December issue of *Southern Skies*.

We encourage members to continue their membership despite this disruptive period whilst the committee are seeking alternative changes to the meeting venues.

This year marks a period of aviation centenaries and AHSA members fulfill an important role in researching, recording and commemorating the important contributions that were made in Australia to the development of aviation.

MEMBERS ENJOYED A TRIVIA QUIZ at the May Meeting.

For your interest the questions (with photos) were:

1. Name the two piston engine fighter aircraft designed and built by the Commonwealth Aircraft Corporation during WW2 (1 production, 1 prototype).
2. The first around-the-world passenger service by an airline was started by which airline in 1958?
3. In regard to Catalina flying boats what do the letters PBY stand for?
4. Who flew the first solo flight from England to Australia?
5. Where (i.e. what number) did this flight sit in flights to Australia?
6. Amy Johnson was the first woman to pilot an aircraft from England to Australia, but who was the first woman to travel by aircraft to Australia from England in 1928?
7. The first aircraft that the RAAF Roulettes team flew was?
8. The Deltas was an RAAF aerobatic team which performed at a number of air shows during 1971. What aircraft did they fly?
9. Qantas inaugurated its first trans Pacific jet service in what year?
10. Australia's first commercially licensed female helicopter pilot was?
11. When Virgin Blue started flying in August 2000, what was its first route?
12. The Kingsford Smith Aviation Services KS-3 Cropmaster was a conversion of which aircraft?
13. What Australian designed and manufactured aircraft is operated in large numbers by the American Civil Air Patrol?
14. Who was Australia's one-legged air ace of the First World War?
15. Which airline used the jingle "Up, up and away, with ..., the friendly, friendly way". Whose lyrics and music were a variation on the 1967 song Up, Up and Away written by Jimmy Webb and also used by the US airline TWA?
16. The Boeing 707-420 had what difference to other 707s?
17. How many runways are there at Sydney airport?

18. Australian-born Air Marshall Don Bennett was the chief executive of which short-lived, post WWII airline?

19. Name the Supermarine aircraft used by the RAAF in Australia.

Answers

1. Boomerang; Kangaroo
2. Qantas
3. Patrol Bomber Consolidated
4. Bert Hinkler
5. 5th
6. Jessie "Chubbie" Miller
7. Macchi MB326
8. Mirage III
9. 1959
10. Rosemary Arnold
11. Brisbane-Sydney
12. Wackett Trainer
13. Gippsland GA8 Airvan
14. Lt. Frank Albury
15. TAA
16. Rolls Royce Conway engines
17. 6 (16L/34R; 16R/34L; 07/25)
18. British South American Airways
19. Spitfire; Seagull III; Seagull V; Walrus; Southampton

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We congratulate the winners:

Trivia Quiz - Eric Favelle

Recognition Quiz - Warwick Bigsworth

President's Trophy for the Most Improved - Ron Webster

2ND ANNUAL MEETING OF THE AHSa (NSW) INC COLLECTORS CLUB.

The inaugural meeting of *The AHSa (NSW) Inc Collectors Club* was held on June 5th 2013 at the Powerhouse Museum.

Advance notice is hereby given of the 2nd Annual Meeting of the Club on Wednesday, July 2nd 2014 at *The Australian Aviation Museum, Bankstown*.

It was at the inaugural meeting of the Club last year, when Ian Debenham was describing the priceless aviation collection held by the Powerhouse, including Maurice Guillaux's Bleriot XI, that Tom Lockley was inspired to dream about celebrating the centenary of Guillaux's great achievement – flying the First Official Australian Airmail from Melbourne to Sydney.

It is therefore an honour for The AHSa (NSW) Inc Collectors Club to be associated with the launch of Australia Post's commemorative stamps for the Centenary of the First Official Australian Airmail, which will also be held at the AAMB on Wednesday July 2nd. The theme of the July 2nd meeting will be *AEROPHILATELY*, although members are encouraged to bring any items from their collections to show to fellow members. An *Aviation Collectables Fair*, including a book sale, is also being organised.

The AAMB will be open during the day so that an early visit will be rewarded with sufficient daylight to allow inspection of outside exhibits. There will be further details in the July issue of *Southern Skies*.

ONE HUNDRED YEARS AGO

JUNE

01: **Lebbeus Hordern**, with Mr Wood as passenger, becomes airborne at Double Bay while taxiing his Maurice Farman hydro-aeroplane. He rises to a height of 40 ft before landing straight ahead.

01: **Wizard Stone** crashes while test flying his Metz-Bleriot at Sunshine, Victoria. He is forced to cancel his planned Official Airmail Flight, which was planned to depart from Melbourne for Sydney on June 6.

02: **Oswald Watt** gives a flying exhibition in his Bleriot at Buc, near Paris, during which he loops the loop.

03: **Maurice Guillaux** makes several flights over Sydney Harbour in Lebbeus Hordern's hydro-aeroplane.

05: **V. P. Taylor**, (Captain Penfold), makes Australia's first BASE jump from the North Sydney Suspension Bridge, deploying his parachute safely during his 150 ft fall.

9&14: **Maurice Guillaux** flies from Bendigo to Ballarat in his Bleriot. On June 14 he gives a flying demonstration at Ballarat.

19&20: **Maurice Guillaux** flies over Adelaide. Then on June 20 he makes two flights from Cheltenham Racecourse.

22: **Arthur Jones** gives a seven minute exhibition with his 35 hp Caudron Biplane at Kalgoorlie Racecourse, WA.

27&29: **Maurice Guillaux** gives further demonstrations with his Bleriot at the Melbourne Showground.

28: **The heir** to the Austro-Hungarian Empire, Archduke Franz Ferdinand, and his wife Sophia, are assassinated in Sarajevo, Bosnia, by a Serbian Nationalist, Gavrilo Princep.

CALENDAR OF EVENTS

June 2014

07 Aviation Showcase – Fighters – Temora Aviation Museum, Temora, NSW.

14-15 **Open Weekend commemorating 'FLIGHT'**
at the Powerhouse Discovery Centre, Showground Road, Castle Hill, Sydney: 10.00 am - 4.00pm.
Special displays and tours for the Aviation enthusiast.

21 Aviation Showcase –North American Aviation – Temora Aviation Museum, Temora, NSW.

July 2014

02 **Commemorative Stamp Launch AAMB** 6.00 pm

05 Aviation Showcase –WWII to Korea – Temora Aviation Museum, Temora, NSW.

5-6 Queensland Aviation Museum Open Cockpit weekend, Caloundra Qld

AHSa MEETINGS

Brisbane Meetings are held at 7.00pm for 7.30pm on the last Friday of each month at the Royal Queensland Aero Club, Archerfield. Visitors are welcome:

Contact George Palmer at ahsa_qld@hotmail.com.

The next meeting will be 27 June 2014.

Melbourne Meetings are held on the fourth Wednesday of the month at the RAAF Association, 24 Camberwell Rd, Hawthorn East, in the auditorium. Parking is available under the building - enter from the lane at the south end. The meetings start at 7.30pm - ring the bell if the front door is shut. A number of members meet casually for dinner from 6.00pm at the Tower Hotel opposite the RAAFA. Visitors welcome. Contact Antony Grage on 0418170395.



FROM THE AIRMAIL CENTENARY COMMEMORATION GROUP

Celebrating 100 years since the arrival in Sydney of French Pilot
Maurice Guillaux with his Bleriot XI and his crew.

AIRMAIL CENTENARY COMMEMORATION EVENTS

APRIL diary 1914

08: Maurice Guillaux arrives in Sydney on the *SS Orontes* with his *Bleriot XI* crated in the hold: accompanied by Messrs. Rupeausseu, Maistre, Cominos, and du Coque.

20: Maurice Guillaux tests his *Bleriot XI* at Victoria Park Racecourse during a private demonstration at which he performs the first *loop the loop* in Australia. He is congratulated by W. E. Hart who attended the demonstration.

25: Maurice Guillaux gives Newcastle its first flying demonstration at the Newcastle Showgrounds, including *looping the loop*.

MAY

02: A crowd of 60,000 witnessed Maurice Guillaux's first public flying exhibition at *Victoria Park Racecourse*. He repeats the performance May 9.

08: Maurice Guillaux tests Lebbeus Hordern's *Farman Hydro-aeroplane* at Double Bay. This is the first flight of a seaplane in Australia.

16-30: Maurice Guillaux gives flying exhibitions at Wagga Wagga on May 16, at Albury on May 23, and at Melbourne on May 30.

JUNE BULLETIN:

Historic aircraft to join the flight and carry mail; our new E-bay shop and a new tea sponsor.....

The second mail-carrying aircraft.

Members will remember the August discussion when we debated what kind of aircraft would be used to perform the re-enactment. In that discussion the Jabiru was the clear winner over the idea of having a more 'historic' aircraft.

However there is huge enthusiasm for this project from the aviators, and so we canvassed the idea of having a second mail-carrying aircraft, made up of a relay of older aircraft. John Fowles will still carry, in his Jabiru, the modern version of Guillaux' load – the 1785 postcards and the symbolic tea and fruit juice. The second mail-carrying aircraft will carry the Australia Post philatelic load of about 18 kilograms.

There has been an excellent response to the idea of having the second aircraft, even though we have had to make it clear that we may not be able to subsidise costs for this aircraft. We have reached the stage where we can now definitely say that this second aircraft idea has been adopted.

So far we have allocated three stages. These are the initial stage from Essendon, the Wagga / Temora stage and the Temora to Harden stage.

The first stage will be flown by Michele Schiffer, of Melbourne, in her **CT4-a VH-PTM**. This is of course the last iteration of the Australian-designed (and originally Australian-Made) *Victa Airtourer*, made in New Zealand by New Zealand Aerospace. Michele's CT4 was used by the RAAF as A19-049 from late 1975 until 1993, and owned by Michele since 2005.

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.



Picture by Craig Murray from <http://www.adf-gallery.com.au/>
'049' in 2003

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 stages involving Temora are in the hands of the Temora Aviation Museum. Museum Director, Ken Love, has planned that the Wagga Wagga / Temora stage will be flown by the **Ryan STM S2 Rego: VH-RSY Military Serial # 474**. This took part in a special flight for philatelic purposes when on 9 March 2010 David Lowy flew from Wagga to Temora to commemorate the centenary of the first powered flight in Australia, by Colin Defries. It is planned that the stage to Harden will be flown in a Piper Cub.

Other stages are being negotiated, and there is no shortage of people who wish to participate!

OUR E-BAY SHOP

A number of special items are available for resale, all profits going to the re-enactment funds. They will be available on our new E-bay shop and also at functions such as the Powerhouse Discovery Centre, Castle Hill,

Open Weekend celebrating 'FLIGHT', and the **July 2 stamp launch** at the Australian Aviation Museum at Bankstown.

The name of the shop is *First Airmail*, but the easiest way to reach it is by simply typing *Guillaux* in the search box. We have the majority of the entries! Then just click on one of our entries and then click on 'visit our store'. This is not a particularly elaborate store – our IT department is sorely overstretched! – but an increasing variety of items will become available. Please check it out!

NEW TEA PROVIDER

We are now being sponsored by the Australian tea company *Madura Tea Estates*, based in Murwillumbah. They will be providing tea products for many of our functions. Madura has a great interest in Australian history and traditions, and will be supplying the symbolic tea 'freight' for the re-enactment. We welcome their enthusiasm.

We have had no success in attracting a provider of a soft drink / fruit juice 'freight' item to be carried on the re-enactment, to correspond to the famous 'O. T.' Juice carried by Guillaux. We have, however, acquired a bottle of the original O.T. cordial, a mixture of fruit juice and chilli extract, which was widely sold in the early 1900s. Our bottle, untouched, dates from about 1920: its contents would be a bit risky to use at this stage, but it will provide an appropriate symbolic 'freight'.

NEW FUEL SPONSOR

TOTAL OIL, AUSTRALIA, is now a major sponsor of our re-enactment. This is a really significant development, and their funds will provide the fuel required for our basic aircraft and the escort aircraft. Total had a retail presence in Australia during the 1970s but now is a supplier of specialist lubricants, based in Western Australia. We do appreciate Total's support, which will be acknowledged in the traditional space on our re-enactment postcards.

The design of the postcards is now being finalised and the details will be announced shortly.



Now that the lower numbers are largely sold, we are offering a discount for people who buy more than one card in a single order. If your

cart total is \$60 or more, you can claim this discount. Make your purchase as usual and proceed to the 'Cart' stage.

Special offer for purchasers of the re-enactment postcards

In the HAVE A COUPON box, enter *buy2* and your total will reduce by \$5. If your total cart order is \$150 or more, enter *buy5* and your total will reduce by \$30. We also have a very special deal for people who wish to spend \$300 or more.

For details please contact guillauxcentenary@gmail.com



PC

URL AVAILABLE FOR AHTA MEMBER REFERENCE:

AIRPOWER AUSTRALIA - AUSTRALIA'S INDEPENDENT THINK TANK
APA is very pleased to release a new photo-essay covering the Centenary of Military Aviation, Point Cook Airshow, March 2014.

Photographic Essay APA-PE-2014-0301 is online at <http://www.ausairpower.net/CMA100-Point-Cook-2014.html>

The Centenary of Military Aviation airshow was held at RAAF Point Cook on the first weekend of March, 2014. The Saturday of the 1st March was the 100th anniversary of the first military flight in Australia, when a Bristol Boxkite first flew from the Point Cook airfield.

The airshow, with its emphasis on historical aircraft, was a proper tribute to the many thousands of Australians who served in the RAAF, and earlier Australian military aviation formations, over the last century.

High quality display flights in a range of aircraft were performed by RAAF and guest pilots, in a range of aircraft, from the RAAF Museum's 1914 Bristol Boxkite replica, through to contemporary RAAF aircraft. This photo-

essay depicts historical RAAF aircraft, and some allied types, through to the Vietnam War era. Bristol Boxkite photos were generously provided by AIRMSHL John W. Newham AC, RAAF (Retd).



Bristol Boxkite by AIRMSHL John W. Newham AC, RAAF (Retd)

Dr Carlo Kopp, Associate Fellow AIAA, Senior Member IEEE, PEng
 Editor, Head of Capability and Strategy Research: Air Power Australia:
<http://www.ausairpower.net/>

✈ Thank you Peter Coates, John Scott and Tom Lockley for submissions to this newsletter.

Contributions should be sent to the Newsletter Editor-
 Email: judyrainsford@hotmail.com

July 2014 AHTA (NSW)

models was given to Bruce and Ross Usher of *Finecraft Scale Models*, located at Crows Nest, Sydney. The Qantas committee's demand for historical authenticity, combined with the need for information to ensure accuracy in the models, resulted in some fresh overseas research leading to the discovery of hitherto unknown information concerning the origins of the aeroplane. One result of the Qantas search for information was the discovery of Sir George Cayley's notebooks, still in possession of a branch of the Cayley family, with details of the 1849 "boy carrier" glider, an accurate model of which was included in the exhibition. Another model in the exhibition was the Lawrence Hargrave box kite, and Qantas was fortunate enough to have a Hargrave expert, as its Property Manager, to help with the project. In the final pages of his book, *Lawrence Hargrave, Explorer, Inventor & Aviation Experimenter*, W. Hudson Shaw describes his part in the initiative that resulted in the Deutsches Museum gifting its Hargrave models to the Museum of Applied Arts and Sciences in Sydney. A further result of Hudson Shaw's hard work was the acquisition by the MAAS of Hargrave's records, held by the Royal Aeronautical Society in London, as well as the papers held by Hargrave's eldest daughter 'Nellie". After nearly six years in preparation, the Qantas travelling exhibition, titled *Da Vinci to Sputnik*, was opened by Lord Casey in the Academy of Science building in Canberra on August 26, 1963.

A birth notice for AHSA NSW Branch was published in the January 1965 issue of the AHSA Journal: "In September 1964, member Frank Walters contacted other AHSA members in the Sydney area with a view to forming a local branch of the Society. A meeting was held on 24 September, 1964, at Qantas House, (a venue which was arranged with the aid of Ron Gibson of Qantas). At this meeting, attended by 18 people, it was decided to proceed with the formation of a branch in Sydney, and Mr Gibson and Mr Walters were elected as chairman and secretary/treasurer of the organising committee." There could not have been a better first President for AHSA NSW Branch than Ron Gibson, with his ability to relate to people, conduct meetings and carry out aviation history research. Neither could a first President have provided a more comfortable meeting venue for his new society than the 100-seat theatre at Qantas House, complete with projection room. The AHSA NSW branch programme in those early years included speakers like Nigel Love, Don Shand and Arthur Butler. There is an entry in the cash book dated for June 15, 1967: "Flowers for Elly Beinhorn...\$5.00." One might brush shoulders at meetings with the likes of Bunny Hammond, Sid Marshall, Harold Thomas or Henry Goya-Henry. During Ron's presidency, AHSA NSW Branch initiated the longest running annual event on the society's programme. The branch newsletter for October, 1969, noted that: "At the last monthly meeting, held on October 2nd, David Eyre won the "Aircraft Recognition Competition", with a point score of 66 out of a possible 70, and Eric Allen was runner up with 64 points." Some of the atmosphere of that first competition was experienced by members who attended the 46th competition at North Ryde on May 7. David Eyre presented the 46th competition, and Eric Allen was again a competitor. It is an even bet that Eric Favelle attended the 1969 competition. He also was a competitor at the May meeting, sadly having to satisfy himself with winning the *Slipstream Trophy* for trivia.

Ron Gibson retired from Qantas in 1972, and in the same year stepped down as President of AHSA NSW Branch. During his time at Qantas he published numerous articles on Australian aviation history in the popular press. He was a speaker at local history society meetings. Hudson Fysh and John Gunn benefited greatly from his research in the writing of their respective trilogies on the history of Qantas. He authored the Qantas publications: *The Qantas Fleet 1921 - 1967*, *Preludes to Australia's International Airmails* and *Australia and Australians in Civil Aviation, An Index to Events, Vol 1. 1823 to 1920*. His was the first paper on Australian aviation history accepted for publication in the Journal of the Royal Australian Historical Society - *Australian Aviation, The First Hundred Years- Vol 58. Pt 3-1972*. Ron's final attendance at an AHSA NSW Branch meeting was on October 1, 1986, when he delivered the Fourth Annual Arthur Butler Memorial Lecture - *From Bland to Bond. The Airship in Australia*. One satisfying duty Ron performed as President of AHSA NSW Branch was carried

was designed to house the priceless Hargrave Collection, which came to MAAS through the efforts of Hudson Shaw, and with the involvement of Ron Gibson, President of AHSA NSW Branch in 1969.



AHSA

AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc

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THE NEWSLETTER OF AHSA (NSW) Inc

JULY 2014 ~ No 485

COMMEMORATIVE EDITION 3 ~ Celebrating the First Airmail Flight in Australia 8 April 1914 - 22 October 1914

AHSA JULY MEETING - PLEASE NOTE THE VENUE

The July meeting will be held at the **Australian Aviation Museum Bankstown** on Wednesday 2nd July. The museum is located at the end of Starkie Drive, Bankstown Airport, and there is ample free parking. Visitors are most welcome.

This meeting will take the form of two sessions:

Session 1- **From 5.00 pm to 7.00 pm - The Sydney Launch of Australia Post's Airmail Centenary Stamps.** Followed by:



Session 2 - **From 7.30 pm to 9.00pm - The 2nd Annual Meeting of the AHSA (NSW) Inc Collector's Club.**

The Sydney launch of Australia Post's commemorative stamps and associated philatelic products for the Centenary of Australia's First Official Airmail will be co-hosted by the Society's Airmail Centenary Commemoration Group and the AAMB. Stamp clubs, aviation enthusiasts, historical societies and other interested groups have been invited to attend.

The 2nd Annual Meeting of the AHSA (NSW) Inc Collectors Club will be convened following the launch.

This year's meeting theme is AEROPHILATELY, although members are encouraged to bring any items from their collections to share with fellow members. There will be time for members to talk about their collections. Arrangements are in hand for the AAMB to conduct a sale of books and magazines at the meeting as well as exhibiting its own *JUNE PERRY AEROPHILATELIC COLLECTION*.

Refreshments will be available during the Australia Post stamp launch, and supper will be served at the end of the Collectors Club meeting.

The museum will be open from 10.00 am on Wednesday 2nd July, so the opportunity presents itself to arrive in daylight in sufficient time to inspect both the internal and external exhibits at the museum. Visitors will pay a small attendance fee for this meeting to help defray the cost to the museum of hosting these events.

AHSA Membership: AHSA members fulfill an important role in researching, recording and commemorating the development of aviation in Australia. We encourage members to maintain their support.

VALE JIM HAZELTON



Jim was a pioneer of Australian aviation and a much respected aviator and gentleman. The family is holding a Private Service; however a public tribute to Jim will be held as follows:

ON Thursday 26th June 11:00am to 3:00pm
AT Tacking Point Surf Life Saving Club
Matthew Flinders Drive, Lighthouse Beach
Port Macquarie

There will be a flypast and a celebration in recognition of Jim's achievements and contributions to Australian Aviation. Please contact wendyhazelton@gmail.com to RSVP or for further for details.

Below is a copy of an obituary written by a family friend, Grant Burley:

"JIM HAZELTON - AN AVIATION LEGEND

James David Hazelton died on Tuesday afternoon at his Turners Flat home (Aero Glen) after a long battle with illness, 10 days short of his 83rd birthday. Family members and Jim's wife Pam were by his side when he died.

A modest person, Jim was one of the greatest aviators and gifted pilots this country has seen. There are few people in the aviation community that have not known of him and the many achievements and contributions he made to general aviation. He imparted knowledge upon all who had the privilege to sit next to the master, and there were many. He was unselfish with his time and went out of his way to help others with the art of flying aircraft, often to his own detriment.

There is probably no stronger aviation name than Hazelton in Australia.

Many of the Hazelton's fly aircraft and Jim's sons both work in the sector painting aircraft.

Jim started flying at a young age and was a founder of Hazelton Airlines, which he started with his brother Max at Orange before leaving that business to form and develop

Navair, where literally hundreds of Australian airman and women were trained, including Jim's daughter Wendy who is now an Airbus Captain.

He was a pioneer of crop dusting in Australia and then went on to ferry aircraft all over the world. Unlike many of his competitors in the ferry game, Jim never lost a plane and always completed the ferry task.

He was one of the first to cross the Pacific in a single engine aircraft and has done so well over 200 times.

In recent times Jim bought a Catalina float plane to Australia from Portugal and dropped by Port Macquarie to the entertainment of locals before going on to Sydney. His last ferry flight was conducted just months ago.

It would be remiss not to mention Jim's beloved wife, Pam, who put up with his obsession and allowed him to be away so much following his pursuit of flying. Jim would always ring her daily to let her know of his arrival at various ports and forward plans. Meanwhile, Pam would take inquiries regarding the next possible ferry flight.

Jim was incredibly quiet about his achievements, but was known not only in Australia but all over the world.

He had many friends in the places he would visit from time to time while carrying out the ferry task.

No one knows the exact hours Jim logged over his career, but many believe it would have been in excess of 50,000 hours.

Jim is survived by seven of eight children and several grandchildren.

Sadly Jim's son Martin, also an accomplished aviator, died some time ago."

DR. RON HOUGHTON, DFC

HONOURED ON 70TH ANNIVERSARY OF 'D' DAY LANDINGS.

Our distinguished member, Ron Houghton, was among six Australian airmen who were presented with *The Legion of Honour* by the French Minister for Veterans Affairs, Kader Arif, during a ceremony in the Caen Town Hall on the Normandy Coast during the 70th Anniversary Commemoration of the 'D' Day Landings.

The honour recognised the airmen's participation in combat missions supporting the 'D' Day Landings and the Allied advance into occupied Europe.

Ron was a pilot with No 102 Squadron RAF, flying Halifax bombers. He was awarded his DFC in May 1945 for: *"skill and fortitude in operations against the enemy."* During his address to the gathering in the Caen Town Hall, Minister Arif said directly to the Australian airmen: *"I admire the men of honour that you are, I admire the strength that enabled you to overcome fear, the fear of coming here 70 years ago to leave your mark on French soil, on the earth of Normandy and on the history of the world. On that day you became a legend. You became heroes. You are not just combatants but also liberators, not just men but symbols."*

JUNE MEETING: THAT MAGNIFICENT AIRCRAFT - THE SPITFIRE
The June speaker, Steve McGregor, President of the Spitfire Association, has co-ordinated a team of dedicated association members to record over 600 mini-biographies of Australian pilots and personnel who served with the Spitfire Squadrons.

The Spitfire Association, formed in Sydney in 1960, is dedicated to keeping alive the memory of the Spitfire and those who flew or were associated with this iconic aircraft during the Second World War.

Steve entertained members with his films, and spoke generally about the aircraft, but concentrated on the stories of the pilots and other ranks of the Australian Spitfire Squadrons. He explained the perceptive and patient research required for the biographies and photographs of the servicemen to be sourced and preserved. The work of photoshop in repairing photos and matching the jigsaw puzzle of names and places replicates the work of a private investigator.

Steve's lessons should be noted by members:

WITH ALL PHOTOGRAPHIC RECORDS ALWAYS
 RECORD: NAME : DATE : & PLACE

ONE HUNDRED YEARS AGO

JULY

01: The Delfosse Badgery Aviation Co is formed with an office at 14 Castlereagh Street, Sydney - Object: to act as aviation agents and to set up a civilian flying school.

03: M. Guillaux flies from Melbourne Showground to Geelong, returning to Melbourne the next day.

05: Alban Roberts flies the first Australian built dirigible from the Agricultural Grounds, Sydney, to Rushcutters Bay.

15: Andrew Delfosse Badgery test flies his Caudron biplane at "Newbury", Sutton Forest.

16-18: M. Guillaux carries Australia's First Official Airmail from Melbourne to Sydney in his Bleriot XI 'looper'.

28: Australian RNAS pilot, Arthur Longmore, becomes the world's first service pilot to launch a torpedo from an aeroplane. His aeroplane is a Short 121 seaplane.

28: Austria – Hungary declares war on Serbia, and refuses all offers of mediation.

28: Arthur Jones gives demonstration flight in his Caudron biplane at Mareeba landing ground, Cairns.

CALENDAR OF EVENTS

July 2014

02 Commemorative Stamp Launch at the Australian Aviation Museum Bankstown - 6.00 pm

05 Aviation Showcase –WWII to Korea – Temora Aviation Museum, Temora, NSW.

5-6 Queensland Aviation Museum Open Cockpit weekend, Caloundra Qld

<p>12 - 14 AIRMAIL RE-ENACTMENT FLIGHT : 12th - Essendon, Mangalore, Benalla, Wangaratta, ALBURY: 13th - Wagga Wagga, Temora, HARDEN: 14th Goulburn, Mittagong, BANKSTOWN: 14 1.30 pm: Airmail Flight Light Lunch at AAMB : RSVP</p>
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THE JULY NEWSLETTER CELEBRATES THE AIRMAIL RE-ENACTMENT FLIGHT ORGANISED BY THE AHSA CENTENARY COMMEMORATION GROUP: 2014 and the arrival in Sydney of Maurice Guillaux flying his Bleriot XI in 1914.

Members and friends are invited to celebrate the completion of the First Airmail Flight Re-enactment at a Light Luncheon to be held on Monday 14th July 2014 at the Australian Aviation Museum Bankstown commencing at approx 1.30 pm.



Please RSVP to Paul & Christine Ewoldt t 02 8356 9583 e paul.ewoldt@hotmail.com

The Airmail Re-enactment flight has aroused the interest of many pilots and we welcome their participation in this historic event. Details of the aircraft participating are of course influenced by last minute serviceability, weather issues and other factors that may cause alterations, but there are many people who have indicated that they will fly a section or two for the fun of it. Many others are planning to visit an en-route airfield or to bring their aircraft out on the day if housed on an en-route airfield. But the aircraft whose registration is listed are as definite as they can be.

The flagship plane will be a Jabiru 230, provided by



Jabiru, and flown by Owen Zupp. Its VH-registration has to be provided. Jabiru are providing special decals for this plane. The Jabiru will

carry the basic 'Guillaux' package of postcards and token air freight.

- The escort / all weather aircraft will be flown by Amnita Hennessy in her Cessna 182 VH-TZX from Clambach & Hennessy at Bankstown. Aminta is an instrument-rated pilot who will escort the flight and carry the mail in the event of weather problems.

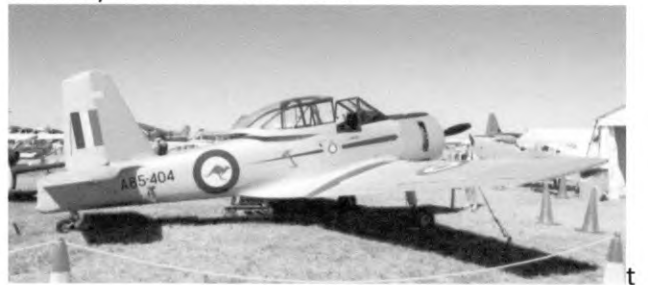


THE AUSTRALIA POST MATERIAL WILL BE CARRIED BY A RELAY OF AIRCRAFT:

Essendon to Mangalore: CT-4 flown by Michele Schiffer



Mangalore to Benalla: Winjeel VH-CZE owned and flown by Mark Carr of Benalla.



Benalla to Wangaratta: A sailplane from Benalla Gliding Club. This is being organised to recognise the 2017 world gliding championships that are being held at Benalla in January 2017.

The Winjeeel and the CT-4 will continue the flight to Wangaratta and probably to Albury. We hope a Tiger Moth in training yellow will join in from Benalla to Wangaratta, so we will have three generations of RAAF trainers, covering sixty years. Does anyone have some informal contact with East Sale who might be able to persuade a PC-9a to drop in on a training flight? Arrival at Albury will be about 1600 hrs. The Australia Post mail will probably be carried by a Moth Minor, again in RAAF training yellow.

OVERNIGHT STOP AT WAGGA

Saturday 13 July: The Albury to Wagga stages are not finalised. We are working on something really special here but the fallback position is the use of Aminta's Cessna for the Australia Post package.

Wagga to Temora: Ryan STM-S2 VH-RSY – pilot not yet known.



Temora to Harden: Avro Cadet VH-AGH flown by Clin Ashton-Brown: it is almost certain that he will carry 'intermediate' mail for Harden; the Australia Post mail will be carried by a Piper Club from the Temora Aviation Museum. Arrival at Harden about 1400: HARDEN OVERNIGHT STOP.

Harden is having a major celebration!



Monday 14 July: Canberra to Goulburn: *THREE AIRCRAFT OF THE FORMATION GROUP OF THE CANBERRA AERO CLUB* plus camera plane: the final details are not known, but the group is flying to Harden on the Saturday and joining in the celebrations there, leaving for Goulburn early on Sunday.



Goulburn to Mittagong: This is being arranged by John Ferrara, who has recently purchased Goulburn airport, and has a number of interesting aircraft to choose from. The choice will be made depending on weather and timetable considerations.

John has big plans for the airport, which has been neglected of recent years. The website <http://www.gftc.com.au/> gives an indication of this.

Mittagong to Bankstown: Several aircraft have indicated their intention to participate, but the Australia Post mail will be carried by an Aero 145.



Unfortunately, due cost, the Dragon Rapide is not able to be utilised.

THE MAIL FLIGHT WILL CONCLUDE AT BANKSTOWN WITH A GATHERING AT THE AUSTRALIAN AVIATION MUSEUM.

Landing at Moore Park (the Guillaux landing ground) or Centennial Park is not practical in 2014.

If you would like to join the flight and celebrations you are welcome: please email for details.

Judy Rainsford is organising a fly-over of Sydney Harbour at lunchtime on Monday 14 July. More details soon!

Tony Coleiro has prepared a Participant Handbook which will shortly be available for interested aviators.

PHILATELY

The stamp collectors would like to have what they call 'intermediates' – letters delivered to, and collected from, airfields en route. Australia Post has considered offering this service, but there were insurmountable problems. We have found some post offices that are willing to co-operate at an informal level, and have worked out a procedure that may be practicable. We will put the proposal to the post offices this week and are hopeful that we will be able to do this at some stops. Harden is particularly keen to participate, and we are very optimistic that this will work out.

AHSA MEETINGS

Brisbane Meetings are held at 7.00pm for 7.30pm on the last Friday of each month at the Royal Queensland Aero Club, Archerfield. Visitors are welcome:

Contact George Palmer at ahsa_qld@hotmail.com.

The next meeting will be 25 July 2014.

Melbourne Meetings are held on the fourth Wednesday of the month at the RAAF Association, 24 Camberwell Rd, Hawthorn East, in the auditorium. Parking is available under the building - enter from the lane at the south end. The meetings start at 7.30pm - ring the bell if the front door is shut. A number of members meet casually for dinner from 6.00pm at the Tower Hotel opposite the RAAFA. Visitors welcome. Contact Antony Grage on 0418170395.



PURCHASE
YOUR POSTCARD
~AVAILABLE NOW~

The original 1914 postcard

→ Thank you Peter Coates, John Scott, and Warwick Bigsworth and Tom Lockley for submissions to this newsletter.

Contributions should be sent to the Newsletter Editor-

Email: judy rainsford@hotmail.com

July 2014 AHSA (NSW)

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

Aerophilately.

As far as Australia is concerned, the bible for aerophilatelists is *The Australian Air Mail Catalogue*, the current 8th edition of which was published in 2008. Nelson Eustis edited the 1st edition of the catalogue, which was published in time for the opening of the *Air Mail Exhibition* at Melbourne on October 5, 1937. In his Forward to the 1st edition, Nelson explained the use of “official” and “unofficial” to describe the items in his catalogue. “Unofficial” describes items arranged privately for carriage on significant flights, without necessarily some special authority of the Post Office or carrier. There was then, as there is now, some criticism from collectors about the possibility of forgery or exploitation involved with “unofficial” items, as opposed to “official” items, which were organised by the Post Office, and had the advantage of provenance. Item No 1 in the 1st edition of the AAMC is: “Melbourne-Bendigo- Ballarat (**unofficial**) card – £60”. Only one of these cards appears to have survived. It was flown and signed by Guillaux, addressed to the Mayor of Ballarat, and was dated **June 16, 1914**. This postcard was auctioned by Charles Leski in March, 2008, and realised \$30,000. The next entry in the 1st edition is Item No 1a: “Bendigo-Ballarad (**official letter**) – £150.” Nelson’s description of this item is of interest: “**June 9th** – From Bendigo-Ballarad, a special **official** mail was flown by M. Guillaux on behalf of the Council of the former town. One letter only was carried, written on special paper of the Council, and bears the following message: “**Commonwealth Aerial Post, Bendigo to Ballarat**. Greetings from Bendigo: I trust that the introduction of this means of communication will enable us in the near future to be provided with greater facilities for advancing the mutual interests of our two centres.” In addition, there is an added message and signature by M. Guillaux. To advise the Ballarat people that the ‘plane had left on schedule, a telegram was forwarded from Bendigo and reads as follows: “Mayor, Ballarat, Guillaux left ten eight by aeroplane conveys greetings from Bendigo to Ballarat”

In his 2nd edition of the AAMC, published in April, 1965, Nelson removed the adjective “official” from the entry for Item No 1a. Significantly, he did not replace “official” with “unofficial”. The entry has remained unchanged from the 2nd through to the 8th edition, which was published by co-editor Tom Frommer after Nelson’s death, on November 3, 2003. Whatever Nelson’s reason for having second thoughts about what he originally stated was Australia’s first official airmail, the letter does seem to have had some official status, having been authorised through the office of the Mayor of Bendigo. The Mayor also apparently believed that in sending the letter he was introducing the new “Commonwealth Aerial Post”, and he then used the Post Office to send a telegram with information about Guillaux’s progress. However, as early as May 12, the Postmaster-General had announced ambitious plans for Australia’s First Official Airmail, and the route would be from Melbourne to Sydney.

Nelson Eustis made other revisions in his 2nd edition, including adding Section 2: Rocket Mails, and Section 3: Pigeon Mails. Then in the 3rd edition, (1976), he added Section 4: Balloon Post, and Section 5: Hovercraft Mails. The 5th edition, (1990), saw the inclusion of airmails in Papua & New Guinea. By adding balloons and pigeons Nelson brought his catalogue into line with the interests of aerophilatelists internationally. In fact it is to the Balloon Post and Carrier Pigeons that aerophilatelists look for the origins of their hobby. It was during the Franco-Prussian War of 1870–71, when the cities of Metz and Paris were under siege by the Prussian Army, that the French postal authorities devised a means of aerial post to communicate with the outside world. At Metz, small unmanned balloons were used carrying lightweight “flimsies”. The first unmanned balloon was released on September 5, 1870, followed by a further 30 before Metz surrendered on October 28. In Paris manned balloons were used. The world’s first semi-regular airmail service was inaugurated by Jules Duruof, when he lifted off from Paris early in the morning of September 23, in his balloon, *The Neptune*. He drifted safely to the west for about 120 Km before landing near the small town of Craconville. His cargo of 125 Kg of letters was processed at the local Post Office and sent on its way. Pigeons were carried out of Paris on subsequent balloon flights, and then taken to a despatch base at Tours from where they flew back into

Paris carrying messages in the form of microfilm. During the four months siege of Paris, 65 balloons were flown carrying official mails.

To find the earliest flight date in *The Australian Air Mail Catalogue* it is necessary to go to the Balloon Post Section: "**B1. November 12, 1850.** Leaflet drop from an unmanned balloon at Flagstaff Hill, Victoria, to commemorate the establishment of Victoria as an independent state. It had formerly been part of New South Wales." Actually Victoria became a new Colony, resulting from a British Act of Parliament signed by Queen Victoria on August 5, 1850, but not formally enabled by the New South Wales Legislative Council until July 1, 1851. Therefore, the earliest aerophilatelic event in Australian history occurred not in Victoria but in New South Wales. I rest my case. There is a connection between the unmanned balloon release at Flagstaff Hill, and Sir John Franklin, who was Governor of Tasmania from 1837 to 1843. In James Mackay's centenary tribute to aerophilately, *Airmails 1870-1970*, (B. T. Batsford Ltd London, 1971), there is a paragraph: "Small unmanned messenger balloons were employed in 1850 during the search for the Arctic Expedition of Sir John Franklin. Small balloons were launched with a piece of slow match, about 20 ft in length attached. To the slow match were fixed bundles of leaflets at intervals of about six inches. The match was lit when the balloon was liberated and as it burned the bundles would be set loose, to be scattered by the wind. Between 2000 and 3000 messages, printed on thin paper varnished for protection against the elements, were carried by each balloon. Some 50 messenger balloons were purchased by the Admiralty for the use of the relief expeditions." It seems that at least one of these ingenious messenger balloons had made its way to Melbourne by the time its citizen's were rejoicing at the confirmation of news of the passing of the British Act Of Parliament. The next aerophilatelic event recorded in the AAMC is for another leaflet drop from the manned balloon, *Australasian*, as it floated over Melbourne on February 15, 1858. The last balloon section entry by Nelson Eustis in the AAMC was: "**B60. August 5, 2001.** Steve Fossett, an American balloonist, departed Northam (WA) attempting to fly around the world in an easterly direction. He was not successful and landed at Bage in Southern Brazil on August 17, 2001."

During the first decade of heavier-than-air flight there were many aviation meetings and cross country flights where small quantities of airmail were carried by aeroplane. The airmail was generally organised privately, and occasionally the postal authorities co-operated by making available special commemorative post marks. However, the aerophilatelic purists subsequently classified this airmail as "unofficial". It took the initiative of the Postmaster-General of the United Provinces in India to organise the world's first "official" airmail carried by aeroplane. The first official airmail flight took place on February 18, 1911, during the United Provinces Industrial and Agricultural Exhibition at Allahabad. Henri Pequet flew special postcards and ordinary commercial letters from the Exhibition grounds to Nairi, a distance of 8 Km, in a Humber-Sommer biplane. "Official" airmail flights soon followed during 1911, in Great Britain on September 9, and in the USA on September 30.

The title of *Father of Australian Aerophilately* should be given to Ernie Crome, who was born in 1902 and started work as an office boy with *The Newtown and Enmore Starr Bowkett Co-operative Building Society* in Sydney. His childhood hobby was stamp collecting, and by his late teens the activity at nearby Mascot aerodrome had sparked an interest in aviation related philately. In May, 1932, he founded *The Air Mail Society of NSW*. Ernie Crome was an honoured guest at *The Inaugural Arthur Butler Memorial Lecture* on October 5, 1983. In his talk, our inaugural speaker, "Scotty" Allan, acknowledged the presence of his old friend. Sections of Ernie's collection are now held by The National Library in Canberra and the Powerhouse Museum in Sydney. An example of his initiative in creating aerophilatelic items is shown by entry **No 745** in the AAMC. Ernie arranged for three flight covers to be sent to Singapore to be picked up by Amelia Earhart when she arrived there on her attempted flight round the world. The covers were taken on board the Lockheed Electra 10E, signed by Amelia and Fred Noonan, and then posted in Darwin on June 28, 1937. These are the rarest of items flown from overseas to Australia. The National Library and the Powerhouse each preserve one of these covers. The third was donated by Ernie to the Smithsonian Institution. The Smithsonian arranged for Ernie and his wife to travel to Washington DC to present this precious item. **John Scott.**



AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc

ABN: 83 295 759 224
PO BOX K346 HAYMARKET NSW 1238

A H S A

Southern Skies

THE NEWSLETTER OF AHSA (NSW) Inc

COMMEMORATIVE EDITION 4 ~ AUGUST 2014 ~ No 486

CONGRATULATIONS on the RE-ENACTMENT FLIGHT of the FIRST AIRMAIL DELIVERY IN AUSTRALIA : MELBOURNE-SYDNEY 12 - 14 July 2014

THE AHSA AUGUST MEETING will be held at the North Ryde RSL Community Club on Wednesday 6th August at 7:45 pm. **Please note the venue.**

The club is located at the corner of Pittwater and Magdala Roads, North Ryde, and the meeting is in the **Grand Pittwater Function Centre**. There is ample free parking and visitors are most welcome. The facilities of the club are available to members and visitors for pre and post meeting refreshment and conversation.

Our guest will be Alan Kitchen whose topic will be
THE SKIPPY SQUADRON –
QANTAS AT WAR FROM 1939 TO 1995.

Alan served with Qantas for 37 years as a member of the cabin crew on B707s from 1962 to 1979, and on B747s to 2002. He was Flight Steward on six of the Qantas B707 flights carrying members of the armed services between Sydney and Saigon during Australia's involvement in the Vietnam War. This experience caused Alan to become a co-founder of "Skippy Squadron" in 2002, an association with the objective of researching and commemorating, not only the Qantas charter flights during the Vietnam War, but also the commitment of Qantas to serving the nation in all Australian conflicts since the Second World War. The association was responsible for the commemorative plaque in the Sculpture Garden of the Australian War Memorial which records the loss of eighteen civilian aircrew during the Second World War, including twelve from Qantas.

In his talk, Alan will focus on the Empire Flying Boats and No 11 Sqn RAAF, the Qantas involvement with Catalina flying boats, and the close co-operation provided by Qantas to Australia's military forces during the Second World War.

The involvement of the airline in subsequent conflicts will be briefly covered.

CONGRATULATIONS TO JUANITA FRANZI, OUR ESTEEMED LOGO

DESIGNER, WHOSE BRILLIANT DESIGN WAS FEATURED AS A TAPESTRY ON ONE OF THE SPECIAL FIRST DAY COVERS ISSUED BY AUSTRALIA POST.



THE SYDNEY LAUNCH OF AUSTRALIA POST'S COMMEMORATIVE STAMPS AND ASSOCIATED PHILATELIC PRODUCTS FOR THE CENTENARY OF AUSTRALIA'S FIRST OFFICIAL AIRMAIL FLIGHT WAS CO-HOSTED BY THE SOCIETY'S AIRMAIL CENTENARY COMMEMORATION GROUP AND THE AAMB at the AHSA JULY MEETING held at the AUSTRALIAN AVIATION MUSEUM BANKSTOWN.



The French Consul-General, M Eric Berti, attended the launch and joined the group in congratulating AAMB volunteer Dave Hill on his workmanship in constructing the model of the Bleriot XI which held pride of place in the comprehensive display that was provided by Australia Post.

The 2nd Annual Meeting of the AHSA (NSW) Inc Collectors Club was convened with the theme 'AEROPHILATELY' following the launch. Members who brought items from their collections shared their information with fellow members. Books and magazines were for sale before a special supper prepared by Christine and Paul Ewoldt.

'Early Bird' arrivals were able to inspect both the internal and external exhibits at the museum.



NEW CHIEF OF THE AUSTRALIAN DEFENCE FORCE - AIR CHIEF MARSHAL MARK BINSKIN.

The Aviation Historical Society of Australia (NSW) Inc. has a more than usual interest in the Chief of the Australian Defence Force, ACM Mark Binskin, who took over from the outgoing CDF, General David Hurley at a Change of Command Parade in Canberra on June 30. First of all we share some of the pride felt by fellow member, Don Binskin and his wife, who are Mark's parents. Secondly we had the pleasure of meeting Mark Binskin in person on November 2 2011 when he presented the *29th Arthur Butler Memorial Lecture*. At that time Mark was the newly appointed Vice Chief of the Australian Defence Force. His *Arthur Butler Lecture* was on the History of the Royal Australian Air Force and the celebrations that followed its 90th Birthday earlier in the year.

Mark Binskin joined the Navy in 1978 and came to the RAAF as the first Navy exchange pilot to gain experience flying Mirage III aircraft. After the disbanding of the Navy's fixed wing capability he transferred to the RAAF in 1984. He went on to train with No 2 OCU and No 77 Squadron flying Mirage IIIs and F/A-18s. At the June 30 Parade in Canberra a formation of four F/A-18s flew low overhead in salute. Mark went on to command No 77 Squadron. His Air Force career from 2003 progressed through higher command appointments involving active service in the escalating wars in the Middle East. He served as Chief of the Air Force from 2008 to 2011.

ACM Mark Binskin is the fourth Air Force officer to take command of Australia's Defence Force. His predecessors were ACM Sir Frederick Scherger, ACM Sir Neville McNamara and ACM Angus Houston.



QANTAS EXPANDS LANDING BY GPS

The SmartPath satellite-based instrument landing system at Sydney Airport

Qantas is ramping up the use of global positioning system technology to land

its planes more accurately at Sydney Airport with almost 60 per cent of its flights now using a newly-certified precision landing system.

The ground based augmentation system (GBAS) allows aircraft to land with an error of plus or minus one metre, (Ed: not altitude, I hope) using a GPS landing systems (GLS) now coming as standard equipment on Boeing and Airbus planes.

A proof-of-concept trial of the technology started in 2006. Airservices Australia and Honeywell Aerospace teamed with the flying kangaroo and Sydney Airport to start testing the current SmartPath SLS 4000 system in December, 2012.

Smartpath replaces the traditional instrument landing system. It is capable of providing up to 26 instrument approaches within a 42km airport radius and reduces the need for long, straight approaches to the airport. Qantas conducted about 750 approaches using the technology during fine weather as part of the trial, and has clocked up more 2000 since prototype testing.

The system, which has design approval from the US Federal Aviation Administration, received Civil Aviation Safety Authority certification for widespread use in Australia in late May.

Modern planes that come equipped with GLS include Boeing 737-800s, Airbus A80s, as well as later model Boeing 777s, and Airbus A330s.

Airservices Australia spokesman, Rob Walker, said he expected other airlines to follow the Qantas lead once they complete the appropriate certification and training. "For the pilot, it is exactly the same as flying the ILS," Mr. Walker said. "On their flight management system, instead of dialling up an ILS code for a particular runway or a particular airport, they dial in a GLS code and then they fly it exactly the same way as they do with ILS."

For airports, the technology will eventually replace ILS localiser and glideslope equipment placed at the end of runways — in Sydney Airport's case there are six ILS installations — with one system that is easier to maintain and not as susceptible to interference. The upfront cost is also lower than multiple ILS systems and GBAS does not need to be recalibrated every 6 months. This means greater levels of safety, lower costs and greater flexibility, according to Mr. Walker. He predicted the system would ultimately allow aircraft to land in lower visibility conditions with plans to certify the system to Category III specifications in coming years.

But he said this would still depend on upgrading infrastructure such as lighting at individual airports.

Melbourne Airport is likely the next in line for the system, and there was interest from private operators on remote airports in the Pilbara and the Kimberley.

Qantas chief financial officer, Gareth Evans, said he expected GBAS to benefit Qantas customers, and offer important operational benefits for Sydney Airport. PC

NSW MINISTER WANTS AIRPORT CAP LIFTED



The NSW government has begun lobbying federal ministers to lift the hourly movement cap at Sydney Airport during peak periods.

NSW Deputy Premier and Minister for Tourism Andrew Stoner says he has spoken to the Federal Minister for Trade and Development, Andrew Robb, and Infrastructure Minister, Warren Truss, regarding the 80 aircraft movements an hour cap at Kingsford-Smith.

"In both of those gentlemen you have an abounding of common sense," Stoner told the Tourism & Transport Forum's Outlook conference in Sydney on Friday.

"The early indications I think are fairly good."

A maximum of 80 aircraft movements per hour are allowed at Kingsford-Smith airport, which is also hamstrung by a curfew between 11pm and 6am.

While Stoner welcomed the move to build a second airport at Badgerys Creek, he said more needed to be done now to improve air services into Sydney.

"When you look at international comparisons on the number of aircraft movements and the distance between aircraft, there's certainly plenty of scope to have a look at the cap," Stoner said.

"I would personally urge my federal colleagues to have a good look at the curfew as well.

"I have got plenty of examples of just ridiculous, nonsensical cases that inconveniences not only the industry and its profitability but also the end users, the passengers."

Etiha Airways chief executive, James Hogan, also speaking at the TTF event, said artificial limits such as the cap and curfew were a challenge for airlines.

"We have had situations in the past couple of years where the aircraft has taxied out and due to thunderstorms we have had to hold," Hogan told the conference.

"When the thunderstorms cleared we have had to come back into the terminal and deplane those passengers because we have actually gone into curfew.

"At other airports in the world in fact you would be given a dispensation to take off."

In a newspaper column, Truss said a geographically constrained Kingsford-Smith airport would cost the economy "dearly" in terms of economic activity and job opportunities.

"However, the claim that Sydney's airport is operating at about two-thirds of its theoretical capacity is true only if movements are averaged across the entire week," Truss wrote in *The Australian* newspaper on Friday.

"During the crucial weekday peak periods, there is less than 10 per cent spare capacity available and this will soon be used."

Australian AVIATION July 2014

ONE HUNDRED YEARS AGO

AUGUST

01: Maurice Guillaux crashes his Bleriot XI during an exhibition at Ascot Racecourse, Sydney. He is admitted to St Vincent's Hospital but soon recovers.

02: Arthur Jones crashes his Caudron biplane during an exhibition at Cairns, severely damaging his aeroplane.

04: Great Britain declares she will be at war with Germany at 11:00 pm. Within 24 hours, the British Empire, including Australia, is at war.

12: Andrew Delfosse Badgery flies his Caudron biplane from Sutton Forest to Goulburn. When interviewed in Goulburn he states that he achieved an altitude of 12,000 ft during the flight.

30: Paris comes under aerial bombardment for the first time when a German single-seat Taube Monoplane drops several small bombs on the Quai de Valmy.

AHSa MEETINGS

Brisbane Meetings are held at 7.00pm for 7.30pm on the last Friday of each month at the Royal Queensland Aero Club, Archerfield. Visitors are welcome:

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PURCHASE YOUR POSTCARD & FIRST DAY COVERS. NUMBERS STILL AVAILABLE TO COMPLETE YOUR COLLECTION

CALENDAR OF EVENTS

August 2014

06 AHSa NSW meeting North Ryde 7.45 pm

September 2014

03 AHSa 50TH BIRTHDAY to celebrate September 24 1964 : present E. Allen, D. Eyre, E. Favelle & K.Titmuss.

✈ THE RE-ENACTMENT OF THE FIRST AUSTRALIAN AIRMAIL CENTENARY FLIGHT WILL BE FEATURED IN A SPECIAL ISSUE WITH *SOUTHERN SKIES* WHEN PHOTOGRAPHS & RECORDS HAVE BEEN COLLATED. Ed

✈ Thank you Peter Coates and John Scott for submissions to this newsletter.

Contributions should be sent to the Newsletter Editor:

Email judyrainsford@hotmail.com

July 2014 AHSa (NSW)

LETTER ISSUED IN 1964 TO PASSENGERS FLYING IN AIRCRAFT DURING THE 50 YEARS' RE-ENACTMENT OF THE 1ST AIRMAIL FLIGHT MELBOURNE - SYDNEY



Melbourne
July 1964

Dear Passenger,



As you read this, a light aircraft is flying from Melbourne to Sydney. It is re-enacting a flight famous in Australian aviation history - our first air mail service.



The original flight occurred 50 years ago. The pilot was a Frenchman, Maurice Guillaux. His aircraft was also French - a tiny single engined Blériot - a contrivance of wood and wires not much bigger than your family car. Guillaux took off from Melbourne at 9.12 a.m. on July 16, 1914. His "aerodrome" was the Royal Agricultural Society's Show Grounds at Flemington. Two and a half days later he arrived in Sydney after being delayed along his route by bad weather. A large crowd at Moore Park, Sydney, cheered the gallant Frenchman's arrival and cheered him from his aircraft as he triumphantly held aloft the bag containing Australia's first air mail.



This historic flight was followed by many others - for the carriage of air mail was the basis on which Australia's first air services were established.



Australia's airlines and our air mail services have grown from these small beginnings to become an important, integral part of our national life. Our internal airlines now carry one million letters every day and another one million letters are flown from Australia each week to destinations throughout the world.



Today our airlines and the Australian Post Office look back on fifty golden years of air mail and forward to another half century of service and progress.



F.P. Grady

Director-General
of Posts and Telegraphs

A. Anderson

Director-General
of Civil Aviation

Dear Tom

100 YEARS

Congratulations to you and the AHSA (NSW) team for having planned, organised and completed a highly successful re-enactment of Maurice Guillaux' first Australian airmail, on the centenary of his momentous flight. Through all your efforts you have raised the awareness of a large number of Australians about our early aviation history, and of the great benefits that flowed from its rapid development over the last hundred years.

I was travelling in far western Queensland during the fortnight before the re-enactment flight, and saw or heard publicity for the flight in every town between Winton and Melbourne. You have shown that the interest of the population can be aroused by the physical evidence of history. You must have felt, during your flight, something of what Guillaux himself saw of the enthusiastic acceptance by ordinary Australians of the startling new technology of aviation. I'm sure you will get many photos from all your stops along the route; here are some that I took at Essendon as you all prepared to leave.

On behalf of the Committee of AHSA Inc, we thank you all for furthering the cause of Australian Aviation History.

Anthony Grace
President, AHSA Inc
www.ahsa.org.au

July 2014

ESSENDON MANGALORE BENALLA WANGARATTA ALBURY WAGGA WAGGA TEMORA HARDEN GOULBURN MITTAGONG BANKSTOWN



Airline Passenger
July 16-18, 1964



LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

The 75th Anniversary of Lawrence's Chair.

Lawrence Hargrave had an early encounter with the University of Sydney. He failed his matriculation examination which denied him entry to the university as an undergraduate in 1867. A further consequence was that his father's ambition for him to become a lawyer was frustrated. Lawrence's father, John Fletcher Hargrave, graduated from Cambridge University, BA in 1837, and MA in 1840. He was admitted to the Bar at Lincoln's inn in 1841, and practised in Chancery for ten years. In 1843 he married his cousin, Ann Hargrave, and by the time he made his decision to seek a new life in New South Wales, he and Ann had four children; Ralph, Lawrence, Alice and Gilbert. John Hargrave sailed from England in November 1856, taking with him his eldest son Ralph, who was then only eight years old. Lawrence remained in England for his education, and ten years later, on November 5, 1865, joined his father in Sydney. During those ten years John Hargrave had made his mark on the local legal profession. He was a reader for the bar and lecturer in general jurisprudence at the university and, on June 22, 1865, was sworn in as one of the puisne judges of the Supreme Court of New South Wales. Shortly after Lawrence's arrival, his father appointed a tutor to prepare him for a university education in Arts and Law. However, Lawrence, who was then sixteen years old, spent most of 1866, involved with an expedition to the Albert River in the Gulf of Carpentaria, as a member of the crew of the schooner *Ellesmere*. Although he had promised his father to keep up his studies during the expedition, on his return to Sydney at the end of the year he failed to satisfy his examiners. Perhaps Lawrence's examiners should be thanked for enabling him to change his career direction from the Law to Engineering. Instead of entering the University of Sydney in the first term of 1867, he joined the *Australian Steam Navigation Company* in its workshops as an apprentice.

In due course Lawrence became one of the world's great pioneering aeronautical research workers. His presentation of papers and exhibits to *The Royal Society of New South Wales* commenced in August 1884, and continued through to December 1909, the month of the first powered flight in Australia. During 1890, he passed up another chance to join the academic environment of the university. Professor Richard Threlfall, head of the Faculty of Science, was so impressed by the high level of Hargrave's research that he offered him a room in his new physics building. Hargrave declined the offer, preferring to work alone in his own workshop in the basement at *Ravensbourne*. Just as Hargrave's presentations to *The Royal Society of New South Wales* were coming to an end in 1909, the dynamic George A. Taylor founded *The Aerial League of Australia*. Taylor was inspired by Hargrave, and lobbied the Commonwealth Government to offer a prize of £5000 to the successful designer of a flying machine for military purposes. This competition precipitated considerable activity by hopeful designers, some of whom consulted scientists at the universities in both Melbourne and Sydney. Late in 1909, Professor Henry Payne was appointed to the Chair of Engineering at the University of Melbourne and soon saw the need for formal instruction in aeronautics. The first serious attempt in Australia to offer university courses in aeronautics was made by Professor Payne in 1913. By 1914 a flying school had been established at Point Cook with technical instruction provided for both pilots and mechanics. During World War 1, Professor Payne was appointed to Commonwealth Committees concerned with munitions and aircraft construction. He continued to support aeronautics through the acquisition of a wind tunnel at the university in 1921.

As for the University of Sydney, Engineering came via a decision of the Senate in 1881 to establish a Lectureship within the Department of Physics. William Henry Warren was appointed on March 1, 1883, and by 1884 was granted a full professorship with a Chair in a new School of Engineering. World War 1 focused The Senate's attention on the war effort with one initiative, put to both State and Federal Governments, on November 15, 1915, being the establishment of a School of Aviation in NSW. In 1916, Professor Warren became Chairman of a committee responsible for the new Aviation School at Richmond. In 1897, Henry Barraclough was appointed assistant lecturer in Mechanical Engineering under Professor Warren. He was consulted by Lawrence Hargrave in 1908

about an engine for one of his flying machines. Before travelling overseas with the Australian Intelligence Corps in 1915, Barraclough had been appointed Professor of Mechanical Engineering. Upon returning to Australia after the end of the war he brought with him a number of aero engines from both sides of the conflict, which make up the magnificent *Sir Henry Barraclough Aviation Engine Collection* now preserved at the Powerhouse Museum.

At the end of the war, with returning airmen and mechanics from the flying corps, and others with a vision for the future of aviation in Australia, it was inevitable that the universities and technical colleges throughout the country would have to respond to a demand for instruction and assistance in the science of aeronautics. For example, Harry Broadsmith, the Chief Engineer with the *Australian Aircraft and Engineering Co.* at Mascot between 1919 and 1923, used the Warren Laboratory at the university to research the suitability of Australian timbers for aircraft construction. This work was carried on by Lawrence Wackett at the RAAF Experimental Section at Randwick from 1924. The Australian Aero Club (NSW Section) conducted The Low Powered Aeroplane Competition at Richmond at the end of 1924, which energised local designers and builders. From 1926, formal courses in aeronautics were offered at the University of Sydney. The principal lecturer at the university was Tommy Leech in the Civil Engineering Department. He encouraged the formation of the Sydney University Glider Club in 1927, which, with the assistance of the Sydney Technical College Glider Club, designed and built two gliders which were completed and flown in 1931 and 1932 respectively. From 1931 the George A. Taylor Memorial Lectures provided some small funding for aeronautical research at Sydney. However, by the mid 1930s the aeronautical teaching and research activity performed by Australian universities was handicapped through poor funding from government. There was no Chair of Aeronautical Engineering in any Australian University.

From January 1933, when Adolf Hitler became Chancellor of Germany, a succession of developments during the next few years caused politicians, industrialists and academics to consider the preparedness of Australia in the event of a second world war. Towards the end of World War 1, Professor Payne's committee was asked to prepare for the construction of two hundred DH 9A aeroplanes to supplement British production. One of the difficulties faced by Payne's committee was the lack of sufficient training institutions to produce the aeronautical technicians required. Now, in the second half of the 1930's, with the importance of air power increasingly recognised, the resources available for training and research required to put Australia on a war footing still appeared to be inadequate. In 1937, Harry Wimperis, the Director of Scientific Research at the Air Ministry in the UK, was asked by the Australian Government to advise on: "the scientific and technical equipment in men and material which existed in government institutions, universities, or elsewhere in order to ascertain to what degree the requirements of aeronautical investigations were already met and how far they needed creation or supplementing in order to cover the field adequately." Wimperis submitted his report in December 1937. One of his recommendations was the establishment of a Chair of Aeronautical Engineering at the University of Sydney.

Finally, on August 17, 1938, the Federal cabinet announced that it would provide funds to establish a Chair of Aeronautical Engineering at the University of Sydney. Applications for the position of Professor of Aeronautical Engineering were invited by the Senate. The most highly qualified applicant was Professor Dr Ludwig Hopf, from Berlin. The most popular, amongst the engineering graduates from Sydney, was Thomas D. J. Leech BSc, BE, AMIE Aust. There was opposition to both candidates from the Professorial Board and the Senate. After some desperate head hunting in the UK, a Cambridge Fellow, Arthur Stephens, then working at the Royal Aircraft Establishment, Farnborough, was persuaded to apply. On April 17, 1939, the Senate appointed him as the first Lawrence Hargrave Professor of Aeronautical Engineering at the University of Sydney. Throughout this year Sydney University has been celebrating 75 years of aeronautical engineering, although, because of wartime commitments at Farnborough, Arthur Stephens was unable to reach Sydney until 1941. By that time Tommy Leech had been appointed Professor of Engineering at Auckland University College, and the continuity of the Hargrave - Taylor - Leech connection with the Lawrence Hargrave Chair of Aeronautical Engineering at the University of Sydney was broken.**John Scott.**