



AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc

ABN: 83 295 759 224

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13/40A ROSLYN GARDENS RUSHCUTTERS BAY NSW 2011

Southern Skies

THE NEWSLETTER OF AHSA (NSW) Inc

MARCH 2019 ~ No 536

Honorary Life Member AHSA (NSW) Inc: Ian Debenham

THE MARCH AHSA (NSW) Inc ANNUAL GENERAL MEETING

WILL BE HELD ON WEDNESDAY 6TH COMMENCING AT 8:00 PM.

PLEASE NOTE THE VENUE AT:

**THE STATION, JACKSONS LANDING, 58 BOWMAN STREET,
PYRMONT**

PARKING IN NEARBY STREETS : METER PAYABLE UNTIL 9:00pm

VISITORS ARE MOST WELCOME

~~ SUPPER WILL BE AVAILABLE AFTER THE MEETING ~~.

Directions by Car, Public transport: Light rail, and 389 bus from Bondi Junction and 501 bus from West Ryde are in previous newsletters.

The Station is the small building behind the hedge which is just past the Jacksons Landing security office.

DINNER WILL BE AT THE CHINESE RESTAURANT ON THE PLAZA next to the Point Hotel, Pyrmont, OR at the Point Hotel at 6.30 pm. If there are any problems (including parking) ring Tom Lockley 0403 615 134.

Following the meeting there will be a sale of model aircraft (maybe some books too) and, if time permits, a DVD .

THE AHSA(NSW) Inc ANNUAL GENERAL MEETING will include the President's Report, the Financial Report, Election of Office Bearers and other business.

Please forward Agenda items to the Hon Secretary.

Election of Office Bearers: The following 2017 Offices will be declared vacant :

President	Paul Ewoldt	
Hon Secretary	Paul Ewoldt	
Hon Treasurer	Christine Ewoldt	
Membership Secretary	John Scott	
Programme Organiser	Paul Ewoldt	
Photo Archivist	David Eyre	
Archivist	Christine Ewoldt	
'Southern Skies' Editor	Judy Rainsford	
General Committee:	Alan Campbell	Tom Lockley
	Judy Rainsford	Luqi (Harold) Xu
	Gordon Lasslett	(Librarian)
	Cathy Hobson	Mike McGree

REMINDER

FINAL NOTICE - 2018 ANNUAL SUBSCRIPTIONS OVERDUE

Unfinancial members will not be eligible to vote at the AGM, and this will be the last issue of *Southern Skies* that will be distributed to members who have not renewed their subscriptions.

Payment Details: The Membership Secretary, John Scott, PO Box 1450, LANE COVE NSW 1595 : OR email: scottassoc@ozemail.com.au. For bank deposits: ACCOUNT NAME: Aviation Historical Society of Australia NSW Branch. (BSB) 062 009; A/c Number 00904128. Insert your name in the reference box and advise the acting Membership Secretary by Email.

AT THE FEBRUARY MEETING OUR GUEST SPEAKER, OWEN ZUPP, presented a Powerpoint illustration of his father's experiences. Phillip Zupp was a commando and fighter pilot, who served in two wars; in World War Two and in New Guinea he saw the aftermath of Hiroshima and Tokyo.

He served in Korea flying 201 combat missions against MIG fighters. While participating in aerial flight as a Meteor Mark Eight type aircraft pilot, Number 77 Squadron, RAAF, near Kimpo, Republic of Korea, Phillip became the only Australian to be awarded a Purple Heart.

After his talk members were able to purchase signed copies of Owen's book, *'Without Precedent'* detailing his father's life.

Owen's flying career and love of flying added zest to the presentation, and his experiences have been recorded in his books. We welcomed Owen's two daughters who were kept busy at the book sale table after question time.

As a corollary, an ADBR article, the **AWARD OF THE US AIR MEDAL TO FLYING OFFICER PHILLIP ZUPP M.I.D.** is on page 5 . This historic record page can be inserted into the books purchased, as the event was subsequent to publication.



JR

ONE HUNDRED YEARS AGO

MARCH 1919 - 2019 Chronology GL

01 An airmail service begins between Folkestone. England, and Cologne, Germany. Folkestone. Letters for British soldiers are carried to Germany by air. https://www.britishpathe.com/video/air-post-to-cologne

• French airmail services established between Paris, Bordeaux and Marseilles.

• The German airline Deutsche Luft-Reederei (DLR) begins scheduled flights to Hamburg, Germany.

02 Nicholai Lenin calls for the 3rd International as a vehicle to bring on world revolution.

• Italian airmail services established between Padua Italy and Vienna Austria, a distance of 490km.

03 The first U.S. international airmail is carried between Vancouver, British Columbia, Canada, and Seattle, Washington, in the United States by William Boeing in a Boeing CL-4S.

10 Prime Minister of Australia Billy Hughes announces a £10,000 reward to the first aviator who will fly from the United Kingdom to Australia in less than 30 days.

23 Benito Mussolini in Italy forms the Fascio di Combattimento.

28 Hungary declares war on Czechoslovakia over border disputes.

24 Igor Sikorsky flees Europe for the United States.

• A contingent of Women's Royal Air Force (WRAF) personnel arrive in France for overseas service, the first time that WRAF personnel have served outside the UK. Gordon Lasslett

1858 Englishman WILLIAM DEAN makes Australia's first HOT-AIR BALLOON ASCENT IN MELBOURNE.

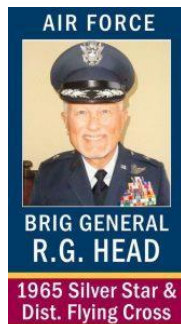
March 25 - William Dean and C. H. Brown (technically Australia's first air passenger), make the first lighter-than-air night flight of one hour from Cremorne Gardens to Emerald Hill (now South Melbourne) [Copley p.4] [Carroll p.12]

Dean and Brown made the first night ascent in Australia when they ascended from Cremorne Gardens, Melbourne (in Coppins' "Australasian") at 10pm and landed in Emerald Hill an hour later.

Thank you, Gordon Lasslett, John Scott, Paul & Christine Ewoldt, Tom Lockley, and aviation friends for submissions to this newsletter. Contributions should be sent to the Newsletter Editor: judyrainsford@hotmail.com

in 66 AHS-A (NSW)

THE AUSTRALIAN SOCIETY OF WWI AERO HISTORIANS (ASWWIAH) INVITE MEMBERS OF THE AHS-A TO THE ASWWIAH LITERARY LUNCH AT THE ROSEVILLE SERVICES CLUB, 64 PACIFIC HIGHWAY, ROSEVILLE, AT 12.00 ON SUNDAY 10 MARCH.



GUEST SPEAKER, BRIGADIER GENERAL R. G. HEAD USAF (RETD), ONE OF THEIR OVERSEAS MEMBERS, WILL SPEAK ABOUT OSWALD BOELCKE, AND OTHER TOPICS.

General Head is a most experienced pilot who began flying in his teens before entering the USAF Academy in 1956. After graduation at the top of his class he flew F-100 Super Sabres before training on the A-1 Skyraider, the type he flew for 325 combat missions over Vietnam, where he was awarded the Silver Star, Distinguished Flying Cross and Air Medal. After retirement from the USAF he became Vice President of SRS Technologies, providing expert advice to the US Government on Space and Environment projects. Now fully retired, he builds model aircraft and is a prolific writer. His latest book is Oswald Boelke -Germany's First Ace and Father of Air Combat a study of the Great War airman who did much to develop fighter tactics used even today. Copies of his book will be available at \$50 on the day. This is a 12% discount. If you are unable to attend but would like an autographed copy of this 240 page hard cover book one may be ordered from our librarian Gordon Lasslett at his email address glaslett@bigpond.net.au.



If you intend to attend, please advise either Gareth Morgan (president@ww1aero.org.au) or Gordon Lasslett (treasurer@ww1aero.org.au)

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CALENDAR OF EVENTS - 2019

THE TEMORA AVIATION MUSEUM'S AIRCRAFT DISPLAYS

Email: info@aviationmuseum.com.au Website: http://www.aviationmuseum.com.au/event/aircraft-showcase

AVALON 2019.

26 FEB - 3 MARCH

Engage with customers, suppliers and partners at Australia's own signature industry event....



March 22nd to 24th – Antique Aeroplane Association Echuca Fly-in, VIC

May 4th & 5th – Wings Over Illawarra, NSW

HISTORY (ALBEIT SHORT) OF AIRCRAFT WINDOWS

When airplanes were first introduced they were open cockpit - but soon enclosed cockpits were developed. What were the first materials in use for airplane windows?

Very early aircraft had no canopies at all. The pilots were exposed to the wind and weather, although most flying was done in good weather.

Through World War I most aircraft had no canopy, although they often had a small windshield to deflect the prop wash and wind from hitting the pilot in the face. In the 1920s and 1930s, the increasing speed and altitude of airplanes necessitated a fully enclosed cockpit and canopies became more common.

The first aircraft to have any sort of protection for the pilots had windshields made of glass, which offered some protection against propwash and wind. Early canopies were made of numerous pieces of flat glass held in position by a frame and muntins. The muntins reduced visibility, which was especially problematic for military aircraft. Also, glass canopies were much heavier than acrylic canopies, which were first introduced shortly before World War II. These flat glass panes were later replaced with laminated glass.

The first aircraft to have anything similar to the modern canopies were the Royal Aircraft Factory SE4 and SE5, which had canopies made up of CELLULOID- and which was promptly removed by crews once these reached squadron service (during WWI).



Royal aircraft factory SE5, image from forums.ubi.com

Later, tempered glass was used after the WWI. As the aircraft altitude and speed increased, closed canopies became the norm and before WWII, acrylic canopies came to be used.

The acrylic bubble canopy was used on aircraft such as the Supermarine Spitfire and Westland Whirlwind, which gave better all-round visibility and reduced weight. It is still being used today on most fighter aircraft.

POLYMETHYL METHACRYLATE (Plexiglas)

This material was developed in 1928 in several different laboratories by many chemists.



Historically, PMMA was an important improvement in the design of aircraft

Boeing B-17 Flying Fortress nose Plexiglas

windows, making possible such iconic designs as the bombardier's transparent nose compartment in the Boeing B-17 Flying Fortress.

From early on Plexiglas found a market in aviation, as the alternatives were either flammable or too heavy:

HISTORY

The largest impediment to having closed cabins was the material the windows were to be made of. Prior to [Plexiglas] becoming available in 1933, windows were either safety glass, which was heavy, or cellulose nitrate (ie: guncotton), which yellowed quickly and was extremely flammable. (Celluloid is not exactly guncotton, but close.)

In the 1970s, US aviation artist Keith Ferris invented a *false canopy* to paint on the underside of military aircraft, directly underneath the front of the plane, the purpose of which was to confuse an enemy so they do not know in what direction the aircraft is headed. This ruse was inspired by animals and fishes that have similar markings on the head and tail, so they can confuse other creatures. Pilots remain skeptical of this feature, asserting that if the enemy is close enough to see the marking, they are too close to be fooled by it.

CF-18 Hornet of the RCAF displaying a false canopy



EJECTION SEAT SYSTEM

On many high-performance military aircraft, the canopy is an integral part of the ejection seat system. The pilot cannot be ejected from the aircraft until the canopy is no longer in the path of the ejection seat. In most ejection seat equipped aircraft, the canopy is blown upwards and rearwards by explosive charges. The relative wind then blows the canopy away from the ejection path. However, on some aircraft, such as the McDonnell Douglas AV-8B Harrier II, the pilot may be forced to eject when in a hover, or when going too slow for the relative wind to move the canopy out of the path of the ejection seat. In that situation, the pilot could possibly impact the canopy when ejecting. To overcome that possibility, some aircraft have a thin

A cockpit view from a BAE Hawk showing the explosive cord in the canopy



cord of plastic explosive zig-zagging across the canopy over the pilot's head. In the event of an ejection, the explosive cord is activated first, shattering the canopy. Then the ejection seat and pilot is launched through the shattered canopy.

CONSTRUCTION

F-15 Eagle canopy

Most modern acrylic canopies are vacuum formed. A sheet of acrylic is secured to a female mould, then the entire assembly is heated in an oven until the acrylic is pliable. The air is then removed from the mould and the acrylic sheet is drawn into it, forming the shape of the canopy. The acrylic is then trimmed to the appropriate shape and attached to an aluminum or composite frame. Some one-off canopies are made in a similar fashion, but since a mould would be too time-consuming to make, the acrylic is heated and vacuum formed until it approximates the shape the builder is seeking. This type of construction is less precise, however, and each canopy is unique. If multiple canopies will be needed, a mould is almost always used.

STEALTH CANOPY

Have Glass is the code name for a series of RCS reduction measures for the F-16 fighter. Its primary aspect is the addition of an indium-tin-oxide layer to the gold tinted cockpit canopy, which is reflective to radar frequencies. An ordinary canopy would let radar signals straight through where they would strike the many edges and corners inside and bounce back strongly to the radar source, the reflective layer dissipates these signals instead. Overall, Have Glass reduces an F-16's RCS (radar-cross section) by some 15 percent. The gold tint also reduces glare from the sun to improve the pilot's visibility.

MALCOLM HOOD

The Malcolm Hood is a type of aircraft canopy originally developed for the Supermarine Spitfire. Its concept proved valuable for other aircraft such as the North American Aviation-produced P-51B & C Mustangs as retrofit items, and standard on later versions of the Vought F4U Corsair, and somewhat emulated on the later models of the Luftwaffe's Focke-Wulf Fw 190 fighter.



This Spitfire is equipped with a Malcolm Hood

The canopy was manufactured by the British company

R Malcolm & Co which gave its name. Instead of taking a straight line between the canopy frames, the hood was bulged outward. This gave the pilot a better view to the rear.

...the Corsair's initial deficiencies were being worked out on a concurrent basis... The 689th production F4U-1 featured a number of significant changes. The most noticeable was that the cockpit was raised 18 centimeters (7.1 inches) to improve the pilot's forward view, and a bulged canopy, along the lines of the "Malcolm Hood" used on Spitfires, replaced the original "birdcage" framed canopy to provide better all-round field of view.



Hawker Hurricane with canopy slid to rear



An A-10 Thunderbolt II with painted "false canopy" underneath the front of the plane



The low drag canopy of an Extra 300 aerobatic light aircraft.



F-16 ejection showing the canopy blown away from the aircraft by explosive charges.



The raised canopy of an RAF Typhoon F2



Sukhoi Su-57 prototype at MAKS 2011



The raised canopy of a Van's Aircraft RV-7



Award of the US Air Medal to Flying Officer Phillip Zupp M.I.D

BY OWEN ZUPP

On 6 February 1952, SGT Phillip Zupp (above left) was patrolling near Sibyon-ni in Korea in a Gloster Meteor F.8 of 77SQN, RAAF. Almost immediately he was called to search for FLTLT 'Butch' Hannan who had been forced to eject after his aircraft was hit by ground fire.

In a heavily defended area, Zupp made several low passes looking for his squadron-mate when he thought that he'd caught a glimpse of a pilot's red 'marker scarf' on the snow. He wheeled the Meteor around at tree-top height to investigate.

His next memory was the deafening roar as his cockpit seemingly exploded around him. With the canopy in pieces, the freezing airflow rushed by at 300 knots. He heaved back on the control column as his Meteor's ventral tank was now perilously close to the ground.

Struggling to regain his orientation, he reached to straighten the askew oxygen mask and shattered goggles. His face was now stinging from embedded Perspex and shrapnel, some of which wouldn't be removed until he had surgery in 1990.

He was able to return the damaged Meteor to his base at Kimpo where he was treated for his wounds.

Leaving the hospital later that day of his own volition, he was to fly two sorties the following morning.

His efforts impressed the USAF personnel co-located at Kimpo and, unknown to him, Zupp was recommended for the US Purple Heart – a first for an Australian. Despite the award being recommended at all levels of military command and

government, the right to wear the decoration was denied by a Commonwealth department in London. Knowledge of the award only surfaced in the 1990s when the US Presidential Citation and other documents came to light.

Zupp's life had difficult beginnings as a lad in rural Queensland through the years of the Great Depression. His military service entailed training as a RAAF navigator in World War 2, before changing services and seeing active service as a commando in New Guinea.

At the conclusion of the war he was among the first contingent of the British Commonwealth Occupation Forces (BCOF) to sail for Japan, where he was stationed at Hiroshima. Ultimately, he returned to the RAAF and after initially enlisting as an engineer, he was re-mustered for pilot training, before going on to fly 201 sorties as a fighter pilot in Korea.

Zupp's life is detailed in the book, *Without Precedent* and in a fortunate circumstance, it was read by CDF ACM Mark Binskin AC. On reading about the issue regarding the Purple Heart, ACM Binskin pursued the matter and learned that the award could have been made in 1952 if it had not been blocked in London, but now it could not be presented.

However, the USAF still wished to recognise Zupp's actions on that day in 1952 and posthumously granted him the US Air Medal.

In a moving service, the presentation was made on July 3 this year by US Chargé D'Affaires Mr James Caruso (above right) at the Australian War Memorial, where



the very Meteor that Phillip Zupp flew on his first combat mission in Korea is displayed.

The event also marked the 'Centenary of Mateship' as the Australians had served beside the Americans for the first time at the Battle of Hamel, one hundred years earlier. By coincidence, Zupp's uncle had been killed at Hamel on 4 July 1918.

The presentation of the US Air Medal was made to his son (and this writer), Owen Zupp. On behalf of a grateful family I want to acknowledge the tireless efforts of ACM Mark Binskin AC and his staff in seeing FLGOFF Zupp's service recognised in this way.

The Citation that accompanied the US Air Medal read:

On 6 February 1952 Sergeant Phillip Zupp distinguished himself by meritorious achievement while participating in aerial flight as a Meteor Mark Eight type aircraft pilot, Number 77 Squadron, Royal Australian Air Force, near Kimpo, Republic of Korea.

On that date, Sergeant Zupp conducted a search for a downed pilot in an area heavily defended by enemy anti-aircraft fire. Sergeant Zupp sighted what he believed to be distress panels and in coming down to a dangerously low altitude to investigate he received an explosive burst of enemy fire which destroyed his canopy and wounded him in the face. Despite shock and low altitude Sergeant Zupp was able to regain control of his aircraft and return safely to base.

The professional skill and airmanship displayed by Sergeant Zupp in the dedication of his service to his country reflect great credit upon himself and the Royal Australian Air Force.

Smith flight commemoration, December-January 2019-20.

Draft of bulletin which will be sent to our complete mailing list early in March. Comments, criticisms and corrections will be greatly appreciated.

Commemoration of the first flight from England to Australia: Progress report.

The basics:

A **Darwin group** (website <https://www.greatairrace.com.au/>) is running a 'race' from England to Darwin using electric, hybrid, fuel cell or other fuel-efficient aircraft. Their next major announcement is scheduled for March 19 2019. After we know who the entrants are it may be possible to get at least some of these high-tech aircraft to fly on to Adelaide. We suggest that you visit <https://www.greatairrace.com.au/insider/> and register for further information.

The History Trust of South Australia may be contacted through their website <https://history.sa.gov.au/>. They are mainly concerned with the lack of recognition of the Vimy, and want to use the centenary to ensure that it gets better display facilities. Greg Mackie, OAM, CEO is chairman of the Epic Flight Committee. Lainie Anderson is working part time on the project, and involved in a wide range of related activities. Her Churchill Fellowship report on her studies are essential reading and may be downloaded from <https://www.churchilltrust.com.au/fellows/detail/4093/Lainie+Anderson>. Lainie is also involved in making a major documentary film on the Smith flight and is writing a major literary work based around the event.

Our suggestion:

AHSA NSW believes that there should be some commemoration of the Darwin to Adelaide section of the Vimy flight. At this stage we are simply collecting ideas. Ideally some major entity will take on the total organisation: there is a major advertising / marketing opportunity in doing this. However, if no-one wants to take the project over, it might be possible to run this section by cooperative grass-roots efforts. AHSA NSW has no resources to underwrite the project in any way.

Aim of this flight is to publicise Australian aviation history with a view to

- Bringing to the attention of the Australian and world public the contribution, past and present, of aircraft to the nation's development
- Emphasising the safety of modern light aircraft. All aircraft will abide by CASA regulations. The arrangements will be flexible so as to ensure safety through avoiding bad weather etc
- Highlighting the remarkable advances being made in light aircraft, notably in Australia
- Encouraging the discovery, collation, recording and preservation of relevant historical materials
- Providing the airfields and settlements visited with an opportunity to engage the local community in these events

Progress so far:

Publications: *102 Days*, story of Smith Darwin to Adelaide flight, *Wrigley and Murphy*, story of BE2e flight Darwin to Adelaide, *The Ross Smith flight*, reprint of Sydney 1919 event program. These are available for publicity purposes, contact us via email. **Planned publications:** The philately of the Smith flight; a booklet about Kidby flight, 1969 air race and 1984 Wrigley memorial flight by RAAF

Publicity: HARS information table, 4-5 May 2017; talk at: Aviation Cultures conference 28 November 2018; *Australia All Over* appearance 10 December 2018; first email to mailing list from Guillaux flight plus others 10 December 2018; major information bulletin to interested people February 18 2019 (if you would like a copy email ahsanswsmithflight@gmail.com); general contacts as and discussions with any interested people.

Website: Temporary historical information only at <http://lockoweb.com/smith/> will be superseded during May.

Possible dates: Preferably to follow on from arrival of 'electric' planes in Darwin (10 December) and consequent celebratory events. The original plan was to arrive at Adelaide on New Years Day but there is now support for arriving on the following weekend, 4-5 January.

Nothing in this bulletin is binding in any way on anyone, including AHSA NSW or any committee members. Nothing will become definite before at least August of this year. But if you have any opinions or ideas please let us know. Please spread the word to anyone who may be interested and ask them to keep in touch.

Possible points of call: NB this is a very early draft; many have not been contacted; most have had only very informal preliminary contact with results as indicated. The task of the next six months is to continue communicating and gathering information and ideas.

Darwin: Craig Bellamy, of AHSA NT and Heritage Centre is contact person for activities there including start of Darwin to Adelaide event. Good informal support being made official at coming meetings

Katherine: no contact yet. Tindal RAAF base nearby is jointly used as civilian airfield

Possible central route to Cloncurry: Australian Agricultural Company (AACO) own Anthony Lagoon, Eva Downs, Avon Downs/ Austral Downs, Brunette Downs; initial contact made, discussion to be a high priority

Camooweal, Mt Isa: possible stops, no contact yet

Cloncurry: Gail Wipaki tourism officer, keen to assist and is spreading the word, will contact again in a few months

Longreach: Initial contact with QANTAS Heritage Museum, to be followed up. This would be a great stop.

Charleville: Murweh shire council tourism officer Monique Johnson is interested, awaiting more information

Rockhampton and Emerald: probably out of the way on this trip?

Bundaberg: Home of Jabiru aircraft and Bert Hinkler museum, may be very important to us.

Brisbane: Contact made with Queensland Aviation Museum. Peter Dunn, AHSA Queensland, website <https://www.ozatwar.com/> will assist liaison in Queensland. Kingsford-Smith's Southern Cross at Brisbane airport: photo opportunity?

Caboolture: TAVAS museum is keen to participate, can be reached at info@tavas.com.au, They have a flying replica of Ross McPherson Smiths 1 Sqn Bristol F2B in which he scored 10 victories. This will be a great stop.

Bourke: Contact made with Fran Carter, Bourke Shire, will pass on information but no Aero Club etc at Bourke

Narromine: Peter Keirath, Narromine museum, keen and will pass on information. Narromine is a major centre for historical and light aviation. They have a flyable Wright Flyer which could make a great photo op.

Luskintyre: A senior member expressed interest, not yet followed up. Great co-operation with Guillaux activities

Sydney: It is a bit difficult to have a major base here. KS airport cannot handle light aircraft and Bankstown has been destroyed as a historic venue with the closure of the museum. A flyover of the harbour by participating light and historical aircraft is a possibility. Maybe there will be some interest at Kingsford-Smith due to their centenary, the Vimy being the first 'big' aircraft to arrive. Several **AHSA NSW** people are assisting as well as committee members.

HARS Albion Park: early informal contact with a few HARS members, general keenness, to be developed as possible good base for the Sydney area.

Richmond: figured prominently in the Smith flight. General RAAF contacts being made.

Mittagong: major stop on Guillaux re-enactment, home of Owen Zupp.

Goulburn: Excellent stop on Guillaux flight, keen local historians and airfield owner, no contact yet

Temora: contacted, interested, more contact needed

Cootamundra: important stop on Smith flight, Betti Punnett, (Cootamundra Historical Society) is contact person

Henty: Vimy force-landed here, contact is John Ebsworth of Henty Historical Society.

Melbourne: AHSA very supportive, Essendon airport, Phil Vabre Essendon Civil Aviation Museum.

Point Cook: No contact yet, would be very important.

The Vimy flew to Adelaide non-stop from Point Cook. En route stop a possibility, eg Hamilton: (Ansett museum, etc)

Adelaide Airport and Parafield Airport keen for the event to occur. Discussion of staging at Gawler, fly in to Parafield the following day.

We already have a number of interested pilots: Owen Zupp, Jabiru pilot in Guillaux commemoration keen to assist, believes he can get an appropriate small modern aircraft for the whole trip – website <http://www.owenzupp.com/>

Les Sullivan and **Janes Moline** who took part in the Guillaux commemorations are among several people already expressing interest, either for a stage or two or a longer involvement.

Philately. As with the Guillaux flight, this will be an important part of any commemorative event. Paul Ewoldt, President of AHSA (NSW) and a commemorative flight committee member, is advising Australia Post on historical matters.

Martin Walker of the Australian Airmail Society (saphilatelist@gmail.com) advises that the Australian Airmail Society and the SA Philatelic Council are holding a major airmail philatelic event, *Aeropex 2019*, in Adelaide on 6-8 December 2019. Wide international involvement is expected, and it is already receiving a lot of enthusiasm amongst airmail collectors. The Airmail Society is part of the South Australian Epic Flight Centenary Committee in South Australia. 12 monthly postcards are being issued between now and the exhibition, featuring flights of significance, including the centenary of Captain Harry Butler's flights in South Australia and even the 50th Anniversary of the Moon Landing. Contact Martin directly for more information.

