

AIRFIELD INFORMATION

The First Airmail re-enactment will as far as possible follow the route taken by Maurice Guillaux to Sydney. Where it is not possible to alight an aircraft due to changes over the last 100 years, adjustments to the route will be made accordingly. The re-enactment will depart north from Essendon Airport in Melbourne and stop at Mangalore, Wangaratta, Albury, Wagga Wagga, Temora, Harden, Goulburn, Mittagong and Bankstown.

The aerodrome information following was current at (insert date) and is meant only as a guide, Refer to ERSA or the National Airfield Directory for more comprehensive and additional information.

Pilots are welcome to fly part or all of the route with the re-enactment aircraft. Please be clear that this is not a sponsored event, and all responsibility is in the hands of the pilot of each individual aircraft.



At each stop, an event will take place organised by the local community. For aircraft following along with the re-enactment, display this booklet with the cover (PAR AVION) on the instrument dash panel

visible to ground marshallers so that you can be guided into the appropriate parking area.

RE-ENACTMENT PILOT AND AEROPLANE



John Fowles of Albury NSW has been nominated as the pilot of the principal re-enactment aircraft, using his own personal Jabiru. His exploits in this aircraft are legendary: For example, in 2007 he flew around Australia leading a group of eight light aircraft, keeping to his announced timetable

throughout. He is flying his trusted early model Jabiru, brought up to date by a full refurbishment conducted by Garland Aerospace.

Garland Aerospace Pty. Ltd.



Jabiru Australia are also making available for the re-enactment a new model Jabiru. This will be available as backup and will fly the whole

distance.

The lead support aircraft will be flown by Aminta Hennessy, one of Australia's



leading light aircraft pilots.

She was charged with the responsibility of making it as certain as possible that the mail gets through to each stopping point regardless of the weather conditions, and chose a particular Cessna 182 from the fleet of Clamback and Hennessy.

This aircraft has full provision for blind flying and navigation, and also has a specially modified undercarriage to enable landing on airstrips such as that in Harden.

DEPARTURE	ESSENDON (YMEN)	ELEV 282 ft	S37° 43.7'E144° 54.1'
Charges for all aircraft		ETD Jabiru: 0912 hrs 12	
	Runway 17/35	Bitumen (1504 x 45)	
	Runway 08/26	Bitumen (1921 x 45)	
	Ground	121.9	
	Tower	125.1	
	Approach	132.0	
	Departures	118.9 & 129.4 ^a	
	ATIS	119.8 & 356	
	NDB (EN)	356 (Range 60 NM)	
	Morse	· / - ·	
	LIGHTING	124.1 PAL ^b	
	FUEL	Mobil, BP & Shell ^c	
Aerodrome contact: 03 9948 9300		CHART	WAC 3469 & 3470
ADDITIONAL INFORMATION			
1	Security controlled airport.		
2	Curfew for aircraft above 45,000 kg MTOW. Limited curfew 2300-0600.		
3	Ultralight training in vicinity of aerodrome.		
4	Parachute operations from FL120 overhead AD; intensive on weekends.		
5	Glider operations at Towrang airstrip 035°M 12 NM NE of aerodrome on weekends and public holidays, sunrise to sunset. Winch launch to 4500 ft. Gliders on discreet* frequency outside CTAF.		
NOTES			
a	Frequency 118.9 when departing north between radials 264° & 092°. Frequency 129.4 when departing south between radials 263° & 093°.		
b	Available when tower closed.		
c	Fuel available (see ERSA/Airfield directory for available times & contact details). Frequency 129.9 call sign Refuel 'JET or AVGAS'.		

HISTORICAL CONTEXT			
<p>Guillaux's original departure point on July 16 1914 was the Royal Agricultural showgrounds at Flemington a short distance west of the Melbourne CBD, however, as it is not possible to take off from there these days, the starting point for the re-enactment will be Essendon Airport situated approximately 4 nautical miles north. He took off on the history making flight at 09.12 am.</p>			

FIRST STOP	MANGALORE (YMNG)	ELEV 467 ft	S36°53.3'E145°11.1'
Charges for all aircraft		ETA Jabiru 1000 hrs 12/07/2014	
		Runway 05/23	Bitumen (2027 x 45)
		Runway 18/36	Bitumen (1461 x 30)
		CTAF	121.1
		AWIS	Ph: 03 5796 2093
		Area Freq.	122.4 ^a
		VOR (MNG)	113.2
		NDB (MNG)	254 ^b
		Morse	--- / - · / ---
		LIGHTING	Available ^c
		FUEL	H24 Avgas Bowser ^d
Aerodrome contact: 03 5796 2000		CHART	WAC 3469 & 3470
ADDITIONAL INFORMATION			
1	Prior notice is required for RAAus registered aircraft.		
2	Confine operations to paved areas.		
3	Gliding operations take place at the nearby Locksley airfield bearing 055°M 10 NM from aerodrome. Winch and aero-tow operations. Locksley and Mangalore are on the same CTAF frequency.		
4	Occasional helicopter operations with circuits flown at 700 ft AGL.		
5	If the wind speed is less than 5 knots or is variable, runway 23 is preferred otherwise use the most into wind runway.		
6	Recommended to turn on lights within 10 NM of YMNG or in the circuit.		
7	Minimum radio calls are: taxiing, entering, departing, inbound, joining, base and final. Pilots must respond to radio requests from other traffic. Include landing sequence number with base and final call.		
8	Aerobatic operations NE of aerodrome in the direction and vicinity of Locksley aerodrome.		
9	High volume of ab-initio flying training daily.		
10	Bird hazard exists.		
NOTES			
a	Frequency available on ground, call sign MELBOURNE CENTRE.		
b	Range 70 nautical miles by day, 65 nautical miles by night.		
c	Phone on 03 5796 2000. Charges apply.		
d	Jet A1 also available. Phone on 03 5796 2000.		

HISTORICAL CONTEXT

Maurice Guillaux's actual first stop was Seymour at a place called Jordan's paddock which bears approximately 155°M 9 nautical miles away from YMNG. He landed there 42 minutes after he had taken off from Flemington. It seemed that everyone in Seymour turned up to welcome the French aviator and to lay their eyes on their first aeroplane.

Guillaux was welcomed by the president of the Shire, Councillor George Howe. He did not remain long in Seymour, long enough to take on fuel and oil and for his good health to be toasted. He departed at 10.25 am heading for his next stop, Wangaratta.



SECOND STOP	WANGARATTA (YWGT)	ELEV 504 ft	S36° 25.0'E146° 18.4'
No charge		Jabiru ETA 1230 12/7/2014	
		Runway 09/27	Grass (530 x 18)
		Runway 18/36	Bitumen (1640 x 30)
		CTAF	119.1 AFRU
		AWIS	Ph: 03 5722 3713
		Area Freq.	125.2 ^a
		NDB (WGT)	203 (Range 30 NM)
		Morse	• - - / - - - • / -
		LIGHTING	119.2 PAL LIRL 18/36
		FUEL	Bowser ^b
Aerodrome contact: 03 5722 0888		CHART	WAC 3470
ADDITIONAL INFORMATION			
1	Permission not required.		
2	Bird and animal hazard may exist on and in the vicinity of aerodrome.		
3	Periodic intense sport aviation activities; check NOTAMS.		
4	Unlit tower 1539 ft AMSL bearing 259°M 8228 metres from aerodrome reference point.		
NOTES			
a	Area frequency available in circuit area, call sign, MELBOURNE CENTRE.		
b	JET A1 and AVGAS available 24 hours. Self-service bowzers, Skyfuel card, Mastercard & Visa only. For enquires phone 0418 862100 or 0417 780280.		

HISTORICAL CONTEXT
Maurice Guillaux landed at Mr J Sisely's paddock on Racecourse Road guided in by a signal fire at 11.40 am. A larger crowd than that at Seymour awaited him. The crowd would have been bigger still but he was running 45 minutes ahead of schedule. Guillaux took on more fuel and departed for Albury at 12.15 pm.

THIRD STOP	ALBURY (YMAY)	ELEV 539 ft	S36°04.2'E146°57.2'
Charges for all aircraft		ETA Jabiru: 1420 on 12/7/2014	
		Runway 07/25	Bitumen (1900 x 30)
		Tower	123.25 (CTAF-AFRU) ^a
		ATIS	115.6
		AWIS	Ph: 02 6041 2962
		Area Freq.	125.2 ^b
		VOR/DME (AY)	115.6/103X
		NDB (AY)	236 (Range 65 NM)
		Morse	• - / - • - -
		LIGHTING	123.25 PAL ^c
		FUEL	H24 Avgas Bowser ^d
Aerodrome contact: 02 6043 5866		CHART	WAC 3470
ADDITIONAL INFORMATION			
1	Security controlled airport.		
2	Right hand circuits required when operating off runway 07 except as directed by ATC.		
3	The main parallel taxiway east of the apron not available to aircraft above 5,700 kg.		
4	Taxiway A and B available to aircraft above 5,700 kg.		
5	Taxiway C and D not available to aircraft above 5,700 kg.		
6	Bird hazard exists.		
NOTES			
a	Outside tower hours airspace becomes class G (CTAF). Refer ERSA.		
b	Frequency available on ground, call sign MELBOURNE CENTRE outside tower hours.		
c	PAL + AFRU with standby power.		
d	Card swipe bowser, Jet A1 also available. Phone 0413 033808.		

HISTORICAL CONTEXT
At 12.50 pm, Guillaux landed on the racecourse. A guard of honour of mounted constables awaited him and he was greeted by the mayor, Alderman Waugh along with members of the press. He had some lunch with friends and departed for his next stop Wagga Wagga at 1.35 pm.

FOURTH STOP		WAGGA WAGGA (YSWG)	ELEV 724 ft	S36°09.9'E147°28.0'
Charges for all aircraft			ETA Jabiru 0900 on 13/7/2014	
			Runway 05/23	Bitumen (1768 x 45)
			Runway 12/30	Grassed red clay (894x18)
			CTAF	126.95 AFRU
			AWIS	115.0 ^a
			Area Freq.	119.5 ^b
			VOR/DME (WG)	115.0/97X
			NDB (WG)	221 (Range 80 NM)
			Morse	• - - / - - •
			LIGHTING	126.95 PAL LIRL ^c
			FUEL	H24 Avgas Bowser ^d
Aerodrome contact: 0407 415371			CHART	WAC 3456 & 3457
ADDITIONAL INFORMATION				
1	Security controlled airport.			
2	Permission not required			
3	GA pedestrians use gate 3 to access terminal. Do not cross RPT apron.			
3	Main parallel taxiway A not available to aircraft above 13,500 kg.			
4	Taxiway G only available to military via taxiway A & E only.			
5	All aircraft above 13,500 kg are to taxi down runway 05/23 centreline.			
6	Taxiway B and E not available to aircraft above 5,700 kg.			
7	Bird hazard exists.			
8	Parking on apron bays 1-4 is restricted to RPT or approved aircraft.			
9	Parking in bay 5 restricted to Air Ambulance aircraft only.			
10	Parking in bay 6 restricted to military or approved aircraft only. This bay is subject to security controls.			
11	From the threshold of runway 12, traffic on short final and on the ground near the threshold of 23 can be hidden from view depending on aircraft size and flight path.			
12	Military training takes place 0.5 NM south of runway 30 threshold.			
13	Restricted area R408 explosives demolition. See NOTAM.			
14	Model aircraft flying activities to 1,000 ft approximately 10 NM west of aerodrome & at Mt. Coreinbob approximately 8 NM to the south east.			
15	Weather balloon launches approximately 0.6 NM north west of aerodrome. See ERSA.			

NOTES	
a	AWIS also available by phone: 02 6922 7926.
b	Frequency available on ground, call sign MELBOURNE CENTRE.
c	PAL + AFRU for runway 05/23 with standby power, portable available for runway 12/30. PAL requires three 1 second pulses to activate.
d	Card swipe bowser for Air BP and Mobile, Jet A1 also available. Phone 0418 227299.

HISTORICAL CONTEXT
<p>When Guillaux reached Wagga Wagga, he made a navigational error and landed at the wrong racecourse. He saw a crowd gathered and he thought he had the right place. He landed right past the race judges box just behind a race. After realising his mistake and receiving congratulations, he took off again and landed at the correct racecourse near the centre of the town a few minutes later.</p> <p>Guillaux was met by the mayor, alderman McDonough and other members of the council. He was quickly refuelled and anxious to get away as the weather was forecast to deteriorate. Before going, he was given some letters and newspapers to drop at towns en route to his next stop. He was off again at 3.30 pm.</p>



FIFTH STOP	TEMORA (YTEM)	ELEV 921 ft	S34° 25.3'E147° 30.7'
No charge		ETA Jabiru 1200 hrs 13/7/2014	
		Runway 05/23	Bitumen (2040 x 30)
		Runway 18/36	Bitumen (1468 x 30)
		Runway 09/27	Gravel (815 x 60)
		CTAF	126.15 AFRU ^a
		AWIS	134.45 ^b
		Area Freq.	134.65 ^c
		NDB	DECOMMISSIONED
		LIGHTING	119.6 PAL LIRL 05/23
		FUEL	H24 Avgas Bowser ^d
Aerodrome contact: 02 6980 1100		CHART	WAC 3456 & 3457
ADDITIONAL INFORMATION			
1	Permission not required.		
2	Birds in vicinity of aerodrome.		
3	Parachute operations during daylight hours.		
4	Glider operations during daylight hours on weekends & public holidays.		
5	Aerobatic area immediately west of runway 18/36, activity during daylight hours.		
6	Temora Aviation Museum air display weekends. D427 and R406 active. Check NOTAMS for details or with the museum. Non-display aircraft should plan arrivals and departures outside display period.		
NOTES			
a	Frequency 126.15 operates as a UNICOM during display periods by the Temora Historic Flight Club. Phone 0407 391431.		
b	Pilot activated by 1 second transmit pulse. Phone: 02 6977 2896.		
c	Area frequency available in circuit area, call sign, MELBOURNE CENTRE.		
d	Aero Refuellers card, Mastercard & Visa only. Phone: 02 6977 2733.		

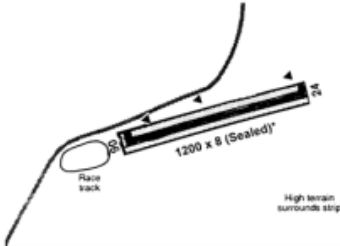
HISTORICAL CONTEXT
Temora was not on the original route. Guillaux flew directly from Wagga Wagga to Harden. Temora has been chosen as an additional stop because.....

SIXTH STOP	HARDEN (YHAE)	ELEV 1440 ft	S34° 33.45'E148° 23.3'
No charge		ETA Jabiru 1440 hrs 13/7/2014	
		Runway 08/26	Gravel (850 x 11)
		CTAF	124.1^a
		Area Freq.	124.1^b
		CHART	WAC 3456 & 3457
		NOTES	
		a	Same as Area Frequency.
		b	Call sign, MELBOURNE CENTRE.
Aerodrome contact: 02 6386 2305			
ADDITIONAL INFORMATION			
1	Permission not required.		
2	Strip condition can be obtained from shire officers.		
3	Winch launch gliding activities take place most weekends.		
4	CAUTION - Strip lies within a race course. Race track crosses strip approximately 220m from each end.		
5	CAUTION – Horses may be training on track.		

HISTORICAL CONTEXT			
<p>With a favourable tail wind, Guillaux reached Harden by 4.05 pm. He was due to give an exhibition there but with the weather remaining favourable, he decided to continue on to Goulburn expecting to land before darkness set in. With just 3 miles flown towards Goulburn, a strong headwind was encountered and the possibility of reaching Goulburn before darkness set in seemed remote. Guillaux decided to turn around and head back to Harden and spend the night there. He spent the evening in the Carrington Hotel.</p> <p>The following day dawned cold and wet but despite the conditions, Guillaux gave the locals a display of aerobatics and he even took some of the locals up for joy rides. Calls came through from Goulburn from his agents regarding the deteriorating weather there and they told him not to proceed. Despite this, at 2 pm he was on his way again but he did not get far. Cold wind and rain caused airsickness on his part and he once again turned around to spend another night in Harden. He managed to get away on the Saturday morning at 7.15 am.</p>			

SEVENTH STOP	GOULBURN (YGLB)	ELEV 2115 ft	S34°48.6'E149°43.6'
Charges for all aircraft		ETA Jabiru 0900 14/7/2014	
		Runway 04/22	Bitumen (1283 x 30)
		Runway 08/26	Grassed red clay (676 x 30)
		CTAF	127.15 AFRU
		Glider Ops	122.7 ^a
		AWIS	136.30 ^b
		Area Freq.	124.1 / 121.2 ^c
		NDB (GLB)	407 (Range 40 NM)
		Morse	— — ·/· — ·/ — · · ·
		LIGHTING	119.6 PAL LIRL
		FUEL	H24 Avgas Bowser ^d
Aerodrome contact: 0403 368933	CHART	WAC 3456 & 3457	
ADDITIONAL INFORMATION			
1	Permission not required.		
2	Ultralight training in vicinity of aerodrome.		
3	Parachute operations from FL120 overhead AD; intensive on weekends.		
NOTES			
a	Glider operations at Towrang airstrip 035° 12 NM NE of AD on weekends and public holidays, sunrise to sunset. Winch launch to 4500 ft. Gliders on discrete frequency outside CTAF.		
b	Pilot activated by 1 second transmit pulse. Phone: 02 4823 6005		
c	Frequency 124.1 to the West and frequency 121.2 to the East and available on the ground. Call sign for both is MELBOURNE CENTRE.		
d	Aero Refuellers card only. Jet A1 from tanker, 24 hour callout fee. Phone: 0403 368933.		

HISTORICAL CONTEXT
<p>The leg to Goulburn took much longer than expected due to the strong headwinds encountered. Guillaux later recalled that leg as an awful experience due to the conditions encountered and the inhospitable terrain below. It was 9.15 am by the time a frozen Guillaux climbed out of the cockpit in Goulburn. After warming himself against the signal fire and a short demonstration flight, he set course for Moss Vale at 11.05 am.</p>

EIGHTH STOP	MITTAGONG (YMIG)	ELEV 1840 ft	S34° 26.9' E150°30.2'
Charges for all aircraft \$6 per engine		ETA Jabiru uncertain stop tbc	
		Runway 06/24	Gravel and sealed ^a (1200 x 8)*
		* Dimension refers to the sealed strip down the centre of the runway	
		CTAF	126.7 ^b
		Area Frequency	121.2 ^c
		Radio Station	1215 (Bowral)
		Station Ident.	2ST/T
		Fuel	Avgas ^d
Aerodrome contact: 02 4871 2580		CHART	WAC 3456
ADDITIONAL INFORMATION			
1	Permission required.		
2	Preferred runway for take-off is 06, for landing 24.		
3	Windshear on take-off from 24 and landing on 06 when wind stronger than 15 knots.		
5	Circuits to the north west of the field to avoid terrain.		
6	Houses in close proximity; please fly neighbourly.		
7	Advise operator if you wish to park on the field for more than two days.		
8	Entry gate locked when no club members are present.		
9	CAUTION – Airstrip surrounded by high terrain which under certain conditions can make climb out difficult. See points 2 – 5 above.		
NOTES			
a	Gravel sides with an 8m wide sealed strip between.		
b	Maintain listening watch and broadcast intentions.		
c	Call sign, MELBOURNE CENTRE.		
d	Fuel available to members of the Berrima District Aero Club		

HISTORICAL CONTEXT

Guillaux intended to stop at Moss Vale approximately 9 NM to the south west of Mittagong but failed to sight the field or a signal fire and so elected to continue on. This decision put him ahead of schedule when he was instructed not to land at his destination much before 3 pm. To lose some time, he put down on a paddock at 12.35 pm in Liverpool.

DESTINATION	BANKSTOWN (YSBK)	ELEV 29 ft	S33° 55.5'E150° 59.3'
Charges for all aircraft		ETA Jabiru 1140 14/7/2014	
		Runway 11R/29L	Bitumen (1038 x 23)
		Runway 11C/29C	Bitumen (1416 x 30)
		Runway 11L/29R	Bitumen (1100 x 30)
		Ground	119.9
		Tower	132.8/123.6 ^a
		ATIS	120.9 ^b
		AWIS	02 9791 3152
		NDB (BK)	416 (Rng 40 NM)
		Morse	- · · · / - · · -
		LIGHTING	11C/29C ^c
		FUEL	Avgas & JET A1 ^d
Aerodrome contact: 02 9796 2300	CHART	WAC 3456	
ADDITIONAL INFORMATION			
1	Security controlled airport.		
2	Permission not required.		
3	Birds in vicinity of aerodrome.		
NOTES			
a	When tower closed, airspace is class G with CTAF-AFRU frequency 132.8.		
b	ATIS also available by telephone: 02 9738 3190.		
c	Standby power available.		
d	Air BP phone 02 9791 0599 VHF 126.4. Clamback and Hennessy 02 9792 1022 VHF 128.9.		

AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) inc

In May 1959, just two months before the 50th Anniversary of Louis Bleriot's flight across the English Channel, the Aviation Historical Group of Australia, based in Melbourne, commenced its publication, Monthly Notes. At the end of 1959, the AHGA announced that it had changed its name to the Aviation Historical Society of Australia. The organising committee of AHSA published its first Journal in January 1960, thus fulfilling one of its purposes: "To produce journals relating to aviation history." On September 24, 1964, a group of AHSA members living in New South Wales met in Sydney to form the Aviation Historical Society of Australia NSW Branch. Both organisations have since incorporated, and are now named AHSA Inc and AHSA (NSW) Inc. The journal of AHSA Inc is published quarterly, now titled Aviation Heritage. The monthly newsletter of AHSA (NSW) Inc is titled Southern Skies. These publications aim to encourage the research and writing of Australian aviation history. Monthly meetings are held in Melbourne, Sydney and Brisbane.

One of the first major involvements of AHSA was to support the commemoration of the 50th Anniversary of the Melbourne - Sydney airmail flight of Maurice Guillaux, which was re-enacted during July 16-18, 1964. The prominent aerophilatelist, and AHSA member, the late Nelson Eustis, first introduced the idea of the commemoration to the Postmaster-General's Department. At the conclusion of the highly successful re-enactment at Sydney Airport, both the Minister for Civil Aviation, Senator Henty, and the Postmaster-General, Mr Hulme, spoke about the progress of airmail delivery and of aviation over the past 50 years.

With the passing of another 50 years, AHSA Inc and AHSA (NSW) Inc are once again active in supporting the commemoration of what is now the centenary of Maurice Guillaux's historic achievement. By so doing AHSA Inc and AHSA (NSW) Inc are fulfilling another of the purposes of their organisations - the commemoration of historic events in Australian aviation history, and the provision of opportunities to reflect on and discuss the exciting progress of aviation.

MAURICE GUILLAUX AND THE BLERIOT XI



In mid-July 1914, French Aviator Maurice Guillaux flew from Melbourne to Sydney, seated on his Bleriot XI aircraft. The journey took 2 days, 5 hours and 43 minutes, and he carried 1785 postcards (Australia's first air mail) and some Lipton's Tea and some lemon cordial (Australia's first air freight). At the time this was the longest such flight in the world, it was front page news. However, two weeks later, World War I broke out and Guillaux's epic feat was largely lost to historic memory.

The Aviation Historical Society of Australia (Inc.) is a group of people dedicated to preserving aviation history and heritage and we are co-ordinating a re-enactment flight which will occur on 12-14 July 2014. A wide coalition of businesses, aviation groups, historians and philatelists are working together to carry out the re-enactment, which aims not just to recognise the work of Maurice Guillaux, but to showcase the wonderful history of Australian aviation over the past century and more.

We invite wide participation. The mail flight will land at the places listed in this booklet, and will be on the ground for about an hour and a half at each stop.

Aero clubs of all kinds, local historical societies, indeed any civic group is invited to take part in the event, subject to the approval of the airfield concerned, making their own arrangements locally. AHSA will assist with publicity and related matters but accepts no responsibility for these events.

For more information email guillauxcentenary@gmail.com .