Highlights in this newsletter

- Three Major Events coming up
- Sydney to Perth Air Race
- Aerodrome Master Plan review

Major Events.

NAHC AGM Thursday October 11. In the Soldier’s Lounge at 7.30. Adrian Leahy guest speaker.

NAHC 10th Birthday. At the last Board meeting it was generally agreed that the NAHC would celebrate its 10th birthday with an open day and BBQ on the 3rd of November. Board members will be on hand to talk to visitors about the direction the NAHC is taking in its aim to create a lasting memorial to the large number of men and women who trained at Nhill during WWII.

The emphasis during the last ten years has been heavily directed to the RAAF training base but it is likely that in the next twelve months our interest may well be more aimed at the importance of Nhill as an early pioneer aerodrome, or series of aerodromes. Nhill had a very important part to play in the very early days of aviation in Australia and across the world. It is hoped that this change in emphasis will culminate in the Nhill Centenary Air Show in 2019.

Nhill Centenary Air Show. 26th October 2019.

Nhill has had a unique place in Australian aviation. Nhill’s first aviator flew as an observer in WWI. The first plane to land at Nhill did so in Nov. 1919. Nhill had the first official country aerodrome in Victoria in 1922. Nhill took part in the World’s second longest air race (at the time) in 1922 and provided a two-way radio contact with aircraft and land bases. Nhill was one of only fifteen aerodromes across Australia to have the latest radio guidance system installed in 1937. Many of the pioneer aviators from across Australia and around the world were hosted in Nhill during the early years of aviation. The Centenary Air Show will endeavour to present a broad picture of Nhill’s part in the pioneering of aviation as well as an air show to thrill everyone. Please save both dates and come and join us.
The Sydney to Perth Air Race of 1929

Western Australia held a huge celebration in 1929 to mark the Centenary of the City of Perth and the establishment of the Swan River Colony in 1829. Part of the celebrations included an Air Race from Sydney to Perth, starting on the 28th of September and expected to finish by October 3rd. This was to be the second longest race ever held in the world at that time.

The various stages were broken up into day’s travel:
First day morning, Sydney to Junee. 240 miles. Afternoon Junee to Melbourne. 260 miles.
Second day morning, Melbourne to Nhill. 225 miles. Afternoon Nhill to Adelaide. 200 miles.
Third day morning, Adelaide to Kimba. 180 miles. Afternoon Kimba to Ceduna. 170 miles.
Fourth day morning, Ceduna to Cook. 230 miles. Afternoon Cook to Forrest. 140 miles.
Fifth day morning, Forrest to Rawlinna. 170 miles. Afternoon Rawlinna to Kalgoorlie. 225 miles.
Sixth day morning, Kalgoorlie to Tammin. 250 miles. Afternoon Tammin to Perth. 110 miles.

Prizes were awarded for the following sections: First Handicap £1000 to Horrie Miller in a DH9.
Second £300 to Major Hereward de Haviland flying a Gipsy Moth and who was the only competitor to fly the course solo.
Third £100 to AT Cunningham.
Sectional prize for each day’s travel £50.
Speed prize for the fastest time over the complete course £300 to Major Hereward de Haviland averaging 105 miles per hour in his Gipsy Moth named the Black Hawk.
Entry Fee was £5/5/0 irrespective of type of machine.

Sydney to Perth via Nhill

Fred McKenzie was a talented Nhill journalist who had a love affair with flying. His pressure on Government concerning aviation and its relationship with Nhill was relentless and was ably supported by Ivan Young a returned serviceman from World War One who trained in the Royal Flying Corps and flew in the Australian Flying Corps as an observer over the battle lines in the Western Deserts of Syria. It was during Ivan Young’s time in the AFC that he befriended many of the Aviation Pioneers that flew through Nhill generally stopping over-night at Ivan Young’s home in Nelson Street. Both McKenzie and Young were heavily involved in the East-West Air Race. The following is from the Nhill Free Press of September 1929.

Inspecting Aviation Ground. (Thursday September 5, 1929).

Messrs. McKay (president) and Hewitt, of the Melbourne Aero Club, arrived over Nhill at 1 p.m. to-day, and landed on the aviation ground, where they made an inspection for the purpose of obtaining information in connection with the great Trans-Australian air race from Sydney, via Nhill, to Perth. Mr. Hewitt "stunted" over the town before landing. The aviators departed for Adelaide at 2.15 p.m.

Sydney to Perth via Nhill. (Monday September 9, 1929).

One of the most interesting aerial events in the history of Nhill will take place on the 29th September when the 27 planes, entered in the East-West air race, will arrive here on the third stage of their long journey. This air race of 2435 miles is easily the most important aerial event that has ever been attempted in Australia. Over £2000 will be distributed in prize money, which
to the winner, will be some compensation for the exacting test that will be made on the pilots and the machines.

The aviation officers of the Vacuum Oil Company are well acquainted with the route, particularly the most difficult section that lies between Adelaide and Perth, where this Company recently played an important part in the ground organisation for the West Australian Airways. The knowledge so gained is now proving extremely valuable and is being availed of by many of the pilots in the race. Extensive preparatory work is now being carried out by the Vacuum Oil Company, and arrangements have been completed for ample supplies of Plume motor spirit and Mobiloil to be available at all points along the route.

In this race, which, by the way, will be a handicap one, the skill of the competing pilots will easily decide the issue between victory and defeat. To have any hope of success it will be essential for each pilot to steer an accurate course. A deviation for even a few minutes means many miles of unnecessary travel. Realising this and the difficulty of consulting a map in the open cock-pit of an aeroplane travelling at racing speed, the Aviation Department of the Vacuum Oil Company is supplying an extremely useful strip map container to pilots taking part in the race. This container rolls the map on the camera film principle and enables the pilot to see 50 miles of the route at a glance. The importance of this will be readily appreciated by any motorist who has endeavored to read a map without stopping the car.

The race will commence from Sydney at 7.30 am on Saturday September 28th, and if it succeeds in further demonstrating the reliability of the modern aeroplane, it will do much to help the development of aviation in Australia. In any case it will help to bring home to residents of the eastern states the fact, already known to travellers on the East-West air mail, that Perth is not so far away at all.

The planes are scheduled to arrive here in the morning of the above date and depart in the afternoon. Mr I S Young will officiate as checker in and out and will generally supervise the arrangements at Nhill.

**Planes Arrive at Nhill**

The first plane to arrive at Nhill in connection with the race was a Moth carrying Mr G W Crocker, the Vacuum Oil Representative. On Sunday a squadron of Wapiti aircraft from Point Cook, in charge of Flight Lieut. Wilson landed for two hours much to the enjoyment of a large crowd who had assembled to witness the race. Unfortunately, the race had been postponed for a day due to exceptionally bad weather in New South Wales, so the RAAF aircraft provided a welcome alternative for the short time they were at Nhill. The Shell Oil Company were supplying fuel at all stops and supplying six service men so that pilots could get complete relaxation at each stop.

**Radio Connection at Nhill**

Wireless Achievement, by Fred McKenzie, Sept. 1929.

One side of the great East-West air race was the radio control system used at the Nhill aviation ground to keep officials in constant touch with the aeroplanes engaged in the flight. The Wimmera amateurs, Messrs. H. Brown (Yanac Broadcasting Station), Ivan Hodder and Alan Hutchings (Stawell), handled, the whole of the "traffic" on the Melbourne-Nhill-Adelaide sections of the route. The officials at Nhill were furnished minute by minute with weather reports from the Adelaide Observatory, and thus made it possible for the aviators to proceed.
on the Nhill-Adelaide section. Mr. D Whitburn, the S.A. amateur, states; that the president of the Wireless Institute of Australia put up the most outstanding performance in the history of Australian amateur radio. This leading S.A. amateur used two receivers connecting the ear-pieces of the head-phones, and listened to the messages from Nhill and Melbourne, while he searched the air for signals from the R.A.A.F. Wapiti machines which were following the race. Mr. J. McKean, one of the Tasmanian amateurs, was also in touch with the radio stations at Nhill, Melbourne and Adelaide, and "stood by" in case "skip distance" effects made direct communication between Melbourne, Nhill, and Adelaide impossible, and in this case the Tasmanian Amateur would have relayed the messages from Adelaide via Hobart to Nhill and Melbourne, and thus preserve the continuity of service.

The brief mention of H Brown of the Yanac Broadcasting Station needs some explanation. In 1929 Herb Brown was a farmer near the small township of Yanac about 30 kilometres north-west of Nhill. Herb built his first single valve receiving set in 1923, believed to be the first receiving set for at least 100 kilometres in any direction. It was capable of receiving signals from Melbourne and Adelaide as well as other coastal stations and ships at sea. He went on to build a transmitter and his call sign 3NN was heard in 1925 by amateur radio enthusiasts in Launceston, Melbourne, Temora, Sydney and Warrnambool. It is most likely that by 1929 Herb Brown would have been the only person in the whole of the Lowan Shire who could have provided the communication from Nhill for the race. Herb Brown’s pioneering work with wireless is legendary in the Nhill District. **Note:** The term wireless was in constant use in Australia until WWII when the US air force arrived in Australia. It was only then that the term ‘Radio’ came into common use.

**East West Air Race**

**Unfavourable Weather Encountered**

**Main article October 2, 1929**

In 1878 Lawrence Hargrave, of New South Wales, conceived the idea of artificial flight from the study of the movements of birds, fishes, and insects, and in 1898, Richard Threlfall, then professor of physics at the University of Sydney, stated publicly that Hargrave was the inventor of human flight. In 1900 Wilbur Wright, the American, asked permission to use Hargreaves’s patents, only to be told by the latter that he took out no patents and wished the Wright Brothers every success in applying his discoveries to the utilization of flat and curved horizontal planes, and straight vertical planes as used in the making of boxed kites that bear his name. In 1903 the Wrights, using Hargraves plans solved the problem of human flight. Hargrave also
devised and constructed model engines and with revolving cylinders carried off the propeller blades; from that were developed the engines of the Bleriot monoplane that first crossed the English Channel, and the famed Gnome rotary engine. So the successful aeroplanes were based on Australian discoveries, and the march of progress in aeroplane construction went on.

The late Harry Hawker, the first proficient Australian aviator, joined the Sopwith training school in England in 1912, and in June 1913 he achieved a height record of 13,400 feet and covered 1043 miles in a seaplane in 55 3/4 hours. In the early months of 1914, Hawker did some flying in Australia, but returned to England and during the Great War worked as a test pilot for the Sopwith Company. He was killed at Hendon on 16th, July 1921 when competing in an aerial derby.

Writing in the Nhill Free Press late in 1911 and quoting Hawker’s exploits Mr T Shanasy, of Nhill, in one of his characteristic letters stated that aerial transport would soon be a very important factor in Australia, that he had closely followed the development of aviation and that he intended to erect an aeroplane landing place in his back yard. While the doctor’s prophesy was not practicable as far as the ‘back yard landing’ is concerned, Nhill is today Victoria’s greatest inland airport, within a few miles of being situated directly half-way between Melbourne and Adelaide on the direct transcontinental air route.

Mr. Sydney Officer was the first to bring an aeroplane to Nhill. and the pilots Lieuts. Jones, Brealey and McKenzie have become famous aviators within the Commonwealth’s civil airways communications. When Mr Officer's DeHaviland machine (a submarine spotter) was flown to Nhill, it landed on the racecourse and many local and district residents went for a fly at £5 to £8 per head per flight. A number of other aeroplanes came to Nhill and used Messers J & TW Rintoules’ paddock at the rear church for a landing ground, but it was found unsuitable.

Then one day in 1922 Francis Birtles, the Australian explorer while flying in South Australia to explore the Lake Eyre basin with Lieut. Briggs as pilot, landed on what is now known as the old landing ground on Mr H L Bond’s Nhill Station paddock adjoining the Dimboola Road. After a representative from the ‘Nhill Free Press’ had an interview with the famous explorer in reply to a question Lieut Briggs said, “You have here the finest and most suitable landing grounds I have seen in Australia.

Messers Herbert and Otto Moll, the owners of the property, with the representative of this journal, after protracted negotiations with the Royal Australian Air Force Department, including Lieut, Col. H C Brinsmead, were successful in inducing the Commonwealth Government to establish the Nhill aviation ground which is more extensively used than any other inland ground in the State. It was over Nhill at 11.8 am on Tuesday 23rd of March 1920, that the late Sir Ross and Sir Keith Smith, then the world’s greatest aviators, with mechanics Bennett (now deceased) and Shires, when they were concluding the last stage of their flight from England to Australia, delivered the first aerogram in Victoria, including letters from Mr. Guy Innes, editor of the Melbourne ‘Herald’ and Hon A S Rodgers M H R to the ‘Free Press’, Sir Alan Cobham, the famous English airman, Lieut. Col. Brinsmead, who flew around the rim of Australia, Captain McNamara V C, the Prime Minister (Mr Bruce), and all the notable Military and civil aviators have flown over, or landed at Nhill, and it is to Nhill and Deniliquin the trainees of Point Cook make their initial flights in order to gain their wings. When the old aviation ground was resumed for allotment purposes, ex-Lieut. I S Young, of the R.A.A.F., and Mr Sutherland, placed their property at Halpin Park at the disposal of the R.A.A.F., for the use of civil aviation.
Nhill has lost one aviation ground, and steps should be taken to prevent a like occurrence in the future. Other Wimmera towns are making sure of possessing suitable landing grounds and in this respect are showing real progressiveness. Flying in a large continent like Australia with its perfect conditions, is going to be one of the main methods of transportation in the future. The aviation ground at Halpin Park should be secured permanently, and a road made direct to same, in place of the round-about method of approaching it as at present.

Events during recent years point strongly to the position Nhill holds as one of the leading inland airports in the state, and when arrangements in connection with the great aerial derby were completed, Nhill was chosen as the third landing stage of the big East-West air race of 2450 miles, reputed to be the second longest race of its kind ever held. Extensive preparations were made locally to have everything running smoothly and Mr. I. S. Young, who was in charge of the operations at Nhill, and his assistants, successfully carried out their duties. Messers H. R. Brown, A. Hutchings and I Hodder, who had a complete transmitting and receiving wireless set installed on the ground, were kept busy until midnight on Tuesday, being in constant touch with Melbourne and Adelaide, and also the Wapiti machines accompanying the competitors.

Weather conditions were far from favourable for the Melbourne-Nhill stage of the race, and at five minutes past ten when the first two planes, piloted by B. Heath and H. C. Miller were observed racing in from the east the wind was increasing in ferocity almost to a gale. Heath was the first to pass the line just 20 seconds ahead of his rival. After a lapse of several minutes, H. DeHavilland's machine was sighted bumping and rolling against the wind, He reached his destination at 20 min. and 15 secs, past 10. A remarkable performance was put up by J. R. Guthrie, in his D.H. Gipsy Moth. He was the fourth to arrive at 10.23, after having experienced a forced landing about five miles from Melbourne and having lost about 10 minutes. Assistant-Organiser Chadwick reached Nhill simultaneously with Guthrie. L. C. Lee Murray was next at 10.33.30, followed by A T Cunningham at 10.50.30, K. R. Farmer at 10.51, W H Penny at 10 64 and A. A. N. Pentland at 11.5.

An unusual happening befell C. Eaton in his Gipsy Moth. Eaton reached the 'drome at 11.7.30, but turned 200 yards short of the line and landed on the golf links. He had, however, insufficient petrol to carry him to the finishing point. After re-fuelling Eaton completed the course, and was timed at 11.19, having unfortunately lost 11 1/2 minutes. Eaton was doubly unfortunate in that but for an error of judgment he could have passed the line in the first place.

Fifteen seconds later E. Edgar Davies passed over at 11.19.25. E. W. Leggatt also misjudged and landed about a quarter of a mile ahead in a stubble paddock. He crossed the line at 11.21.25. P. Manifold was next at 11.37.45, followed by C. N. McKay at 11.44.45.

At this stage it began to rain steadily, and many spectators left the aviation ground. The sky was overcast, and the wind terrific, and it was decided to postpone continuance of the race indefinitely.

Suddenly a plane was observed coming in from the north. It was piloted by F. K. Bardsley, who stated that he had been carried about 50 miles out of his course and had landed at Netherby. His official time was 12.8. *Netherby is a small township north of Nhill.*
By this time all the competitors had arrived excepting P. Knapman and H. F. Baker, one airman stating that he had seen Baker turn back. It was not until an hour later that Knapman put in an appearance, arriving at 1.13.25. He had found it necessary to land, on one occasion, and had experienced a very rough journey. Captain Guy Moore, secretary of the Victorian section of the Aero Club, who was a passenger in a D.H. 50 piloted by Major Murray Jones, had a forced landing at Ararat, and did not reach Nhill until about 2 o’clock. He then decided, after receiving weather reports from Adelaide, and reviewing the situation at Nhill, where indications were apparently favorable for flying, to continue the next stage of the race, and competitors stood by their machines preparatory to starting at 3 o’clock, at which time the first plane departed, piloted by L. C. Lee Murray, followed three minutes later by A. T. Cunningham. Then followed at minute intervals J. R. Guthrie, F. K. Unite the next stage of the race, and competitors stood by their machines preparatory to starting at 3 o’clock, at which time the first plane departed, piloted by L. C. Lee Murray, followed three minutes later by A. T. Cunningham, then followed at minute intervals J. R. Guthrie, F. K. Bardsley. H. C. Miller. A. A. N. Pentland, W. H. Penny, C. Eaton, B. Heath, H. DeHavilland, E. E. Davies, P. Manifold, P. Knapman, K. R. Farmer, and C. N. McKay. At 3.46 E. W. Leggart got away, having found it necessary to return to the 'drome for refuelling purposes.

Accompanying the race machines were four Air Force Wapiti planes in charge of Squadron Leader Summers, who controlled the handicapping of the race, starting, etc., and carrying a doctor and wireless apparatus.

At 10 minutes past four in the afternoon, the little Klemm monoplane, piloted by H. F. Baker, reached Nhill and departed at 4.46 for Cooke's Plains en-route for Adelaide.

The actual fastest flying time was credited to B. Heath, who covered the distance in 2 hrs. 16 min; H. C. Miller was second with 2.24.20, and H. DeHavilland third with 2.29.15. P. Knapman, who had experienced a very rough trip, took 5.34.25. This was the slowest time recorded, with the exception of H. F. Baker, who actually occupied 8 hours 39 minutes, but who has been eliminated from the race.

All the aviators declared that they had experienced a very bumpy passage, and that the wind had increased in velocity as they neared Nhill. Early yesterday morning, the wireless operators stated that, with the exception of Baker, the competitors had checked in safely at Adelaide. Baker had previously intimated his intention to make the Nhill-Adelaide section in two stages, owing to the lateness of his departure.

Representatives of the Vacuum Oil Co., and the Shell Co., were kept busy at the ground, when the work of refuelling the machines was entrusted to them.

Air Race photographs above have been scanned from original photographs lent to the Nhill Aviation Heritage Centre by former Board Member and Mustang Pilot, Max Carland. Wapiti photo and most of the captions by courtesy of the O'Reilly Collection.
AUSTRALIA, with its thousand upon thousand square miles of trackless country, some almost totally unexplored, offers unparalleled opportunities for aviation in its remote areas of activity. Geological survey flights for oil, gold or general exploration, to cite only one of many examples, are going on in various parts of the country all the time.

Many unexpected difficulties present themselves to the directors of these flights, not the least of which is the difficulty of communication. One or a group of planes may be working 300 miles from the nearest telegraph and perhaps 2,000 miles from the normal headquarters, and an efficient communication system is as essential to the successful continuance of the work as the petrol which supplies the fuel.

The idea of an amateur radio communication system had been vaguely mentioned once or twice between 1927 and 1929, but it was not until the occasion of the first trans-continental air race from Sydney to Perth in September, 1929, that the embryonic thought became a tangible reality.

Amateur radio stations in all the capital cities organised to provide a short-wave channel of communication. Control stations, at which all planes were compelled to report, were arranged for at intervals of about 250 miles. On the Melbourne-Adelaide hop the aerodrome at Nhill, half-way between the two cities, was selected for the mid-day stop, and it was there that amateur radio was destined to show its potential usefulness, for, in effect, it not only allowed the race to go ahead on schedule, but practically saved it from abandonment.

Weather conditions at Nhill were extremely bad and some of the officials were advocating a postponement at least. However, the amateurs at the 'Drome and Adelaide arranged for half-hourly weather reports from the Adelaide observatory and, eventually, the reports became more reassuring and the machines were able to leave Nhill confident of the good conditions ahead.

Two months later a group of amateurs, all members of the Wireless Institute of Australia, approached the Royal Australian Air Force and offered their services and their radio stations. The offer was accepted and soon communication nets sprang up, embracing nearly the whole Commonwealth. In 1931 the R.A.A.F. undertook an oil survey in North-Western Queensland, 1,800 miles from the home base, Melbourne, and some 250 miles from the nearest telegraph line. The machines were in daily contact with their headquarters through the amateur radio channels provided, and altogether about 6,000 words of traffic were handled during the duration of the survey. A great deal of experimental radio work was done in air-to-ground communication, especially over long distances, many long interstate flights being made when the machines were in continuous contact with the Eastern States.

In January, 1933, the Royal Australian Air Force enlisted all the amateurs who were engaged in this work, and so the R.A.A.F. Wireless Reserve came into being. Its objects are—

(1) To co-operate in the observation of tests of Air Force wireless equipment.
(2) To facilitate communication between Air Force stations and detached aircraft.
(3) To foster interest in the Air Force and its development in general, with particular regard to communication as an auxiliary to ground organisation.
(4) To provide the basis of an emergency communication system to be used in the event of permanent communications breaking down.
(5) To facilitate the collection of meteorological data for the use of aircraft.

Each amateur station enlisted receives an Air Force call sign and operates on special R.A.A.F. frequencies. All training of members is done by radio, by books for home study and, once yearly in the Eastern States, by a camp with one of the squadrons. Most of the stations are, of course, situated in the country districts and, although in communication almost nightly, rarely see each other from one year's end to the next. The reunions at each annual camp can better be imagined than described.

The organisation is such now that it can provide a complete emergency communication system in the event of a national disaster, such as fire, flood, etc. In an emergency the Reserve could handle all civil and relief traffic quite as effectively as the normal services, the efficiency is maintained at such a high standard. Further, as nearly all stations are completely portable and independent of the local electric supply, the system is completely flexible.

The Reserve provides advance meteorological data along the route before any important service flight, provides portable stations at the termini of Citizen Air Force cross-country training flights, provides ground stations for service displays at air pageants and altogether co-operates in every manner where a communication system is desired.

Each member, although running an official Air Force station, uses his own receiving and transmitting apparatus for all work, and it is a matter of no small pride to him that he can turn his hobby to such useful account. By placing it at the service of his country he not only fulfils a very necessary everyday task in the story of communications in this great country of ours, but also becomes a potential asset in a time of national emergency.

J. E. MARSHALL,
(Pilot Officer, R.A.A.F., W.R.)
**Review of Nhill Aerodrome Master Plan**

Hindmarsh Shire have asked for a review of the Nhill Aerodrome Master Plan, first adopted in 2011, so that it adequately reflects current needs within the Shire. It is interesting to briefly review work that has been completed as per the original master plan and recommendations that have not been acted on at this stage.

1. Ambulance Transfer Station has been built.
2. New 5000 litre fuel facility is complete.
3. Refurbishment of Flight Office is complete.
4. Ahrens Hangar has been built including fire-fighting water tanks and bitumen paving.
5. The Flight Office has been refurbished.
6. An RV Parking area and dump point have been completed.
7. More than 500 trees have been planted.
8. Extensions to toilet facilities are almost complete.

**Recommendations still awaiting action.**

1. New entrance to aerodrome.
2. Extensions and modifications to the Ahrens Hangar.
3. Design of proposed air park, housing, hangars etc.
4. Design of industrial area.

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**Starting from the left is the refurbished WWII Flight Office with the new fuel facility in the foreground, the Ahrens Hangar and fire water storage tanks. On the right is the WWII Bellman Hangar with just the corner of the Nhill Aeroclub WWII Building showing on the extreme right.**

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**Avro Anson progress.**

Mike Kingwill is well on the way to completing the starboard side wing of the Avro Anson. His work is meticulous, as usual and it is a shame that it will all be covered when the fabric is completed. This is a huge job within a few years of completion.
**Link Trainers.**

Neil Thomas has completed the second Link Trainer to a stage where it is operational, but he wants to run it for several months before applying the fabric to finish his restoration. The first Link Trainer that has been on loan to the NAHC for the last five years has been operational for almost a year and is waiting to be returned to the owners. Neil has put an enormous effort into its restoration as can be seen in the photograph.

**Website.**

A new website is almost ready for uploading to the internet. It will have the same domain name and will be able to be found in the normal manner. However, it will look considerably different and it is hoped that it will be much easier to navigate around and much easier for members of the Website team to upload new information. As well as finding the new website via Nhll Aviation Heritage Centre domain name it will also be able to be found under the Nhll Air Show name. The website team are looking forward to promoting the NAHC Birthday party on Saturday 3rd of November 2018 and the Nhll Centenary Air Show on Saturday 26th of October 2019.

**Trees.**

Another 200 trees are waiting to be planted. This will bring the number of trees planted on the WWII Air School site to about 800. If they all grow the place will look wonderful in a few years. We have a wide variety of trees and shrubs that will not interfere with aviation. More plantings are expected in the future.

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**Free Newsletter**

This newsletter is free to anyone interested in the Nhll Aviation Heritage Centre and any of its projects. Click on this link to enter your email address:


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