

WWDHS NEWSLETTER No. 432 Aug 2018 – Sept 2018 ISSN 2207-1016

Meetings: Museum of the Riverina, Willans Hill

Monday 20 August 2018
General Meeting, 7:30pm.
Committee Meeting, 6:15pm

Monday 17 September 2018
Committee Meeting, 6.15 pm
Annual General Meeting, 7.30

GUEST SPEAKERS

20 August 2018: Steff Wills, *Daily Advertiser*, talking about her articles on the history of Wagga. Thank you Steff for 'volunteering' to speak to our society at short notice.

17 September: ANNUAL GENERAL MEETING:
Guest Speaker: Luke Grealy on Museum Activities

15 October: Peter Cox: on his Pub Crawl walking tour

19 November: Jenny Lewington: Uranquinty History

NOTICE OF AGM

The AGM will be held on 17 September 2017 at the Museum of the Riverina, Willan's Hill, at 7.30 p.m. All committee positions will be declared vacant.

A nomination form to nominate President, Secretary, Treasurer or Committee member is included on page 4.

WWDHS Patrons: Michael McCormack, Deputy Prime Minister and the Federal Member for Riverina,

WAGGA WAGGA & DISTRICT HISTORICAL SOCIETY INC.
PO BOX 90, WAGGA WAGGA. 2650.

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See our web site for additional details.
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Committee meetings: 3rd Monday of the month 6:15pm at MOR, Willans Hill site.

General meetings: 3rd Monday of the month 7:30pm at MOR, Willans Hill site.

Annual Subscriptions: Single: \$20, Couple: \$30. Corporate: \$50. Due by 1st July each year.

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Excursions in the Past

*Above: Lockhart excursion
(by courtesy of Henry Gardiner)*



*Gundagai, 2006 (top)
Sebastopol, 2011 (bottom)*



Burrinjuck Dam 2009

EXCURSION TO TEMORA, 16 JUNE 2018

Despite the drizzly rain and freezing cold weather, members had a wonderful day at Temora. We were really impressed with the restoration at the Railway Museum and its many interesting displays. Many thanks to our tour guide, Max Oliver, and the other Temora railwaymen and our own Geoff Haddon who shared their stories and experiences about the exhibits on display. The museum doubles as a Youth Centre and a few of the youths organised delicious soups (pumpkin or chicken) with bread and tea or coffee for our lunch. It was much appreciated.



Our Tour guides, Max Oliver at the Temora Railway Station (above left) and Bill Speirs at the Ambulance Museum (above middle), were both informative and entertaining speakers. On above right: Bill Speirs talking to Merv Weekes, Peter Morris, Tony Dunn, Judy and Peter Gissing.

At the Temora Rural Museum (now the Bundawarra Centre), Museum Manager, Bill Speirs, delighted us with his incredible memory and amusing asides as he guided us through the vast collection of buildings and exhibits over one and a half hectares. The exhibits included a special place for indigenous heritage in the main building, a large Temora Ambulance Museum and a firefighting display as well as the working collection of farm machinery and engines and other farming equipment, Sir Donald Bradman's first home and other displays about rural lifestyle.

Liz Wall: Sec of the Antique Society: Report on the Four Societies Dinner

We spent a most enjoyable evening at the Wagga RSL Club. It was a casual, 'Christmas in July,' theme, no pressure to bring miscellaneous presents etc., just a pretty table with bon bons, lights and good company.

Speaking of good company, we missed the presence of Geoff Burch, one of the founders of these dinners. We wish him all the very best with his recovery and hope to see him next time.

There were 16 people there in total, comprising members of the Wagga Wagga Antiques Society (the hosts this time), the Wagga and District Historical Society, the Wagga Wagga and District Family History Society, the Wagga Wagga Rail Heritage Association and the Henty Historical Society. Several individuals wore two hats. After the meal there was a short interlude of light hearted Trivia questions with sweet prizes.

The members of the different associations enjoyed good fellowship and exchanged information and anecdotes. These dinners help to maintain links between the various Clubs and encourage cooperation and goodwill.

WAGGA WAGGA & DISTRICT HISTORICAL SOCIETY INC.

NOMINATION FORM

ELECTION OF MANAGEMENT COMMITTEE

For the AGM to be held on the 18th September 2018.

POSITION	
PRESIDENT	<input type="checkbox"/>
VICE PRESIDENT	<input type="checkbox"/>
SECRETARY	<input type="checkbox"/>
TREASURER	<input type="checkbox"/>
COMMITTEE MEMBER	<input type="checkbox"/>

Please use a separate form for each person nominated.

PROPOSED BY:

SIGNATURE:

SECONDED BY:

SIGNATURE:

NAME OF NOMINEE:

NOMINEE's acceptance

SIGNATURE:

Nominations may be posted to the following address:

The Nomination Secretary
Wagga Wagga and District Historical Society Inc.
PO Box 90
Wagga Wagga NSW 2650

WAGGA WAGGA's SEARCH FOR AN AERODROME

By Sherry Morris

In the 1920s, Wagga Wagga residents were fascinated by the exploits of aviators such as Ross and Keith Smith who were the first Australians to make a successful flight from England to Australia. Some of the early aviators visited Wagga Wagga and found various sites to land including the Murrumbidgee Turf Club Racecourse, the racecourse next to the Farmers Home Hotel and the showground. Thousands flocked to these landing grounds to examine the aeroplanes and their pilots. A search for a 'landing ground' that would be suitable for delivering mail or merchandise soon began.¹



Left: Bert Hinkler's Avro Avian G-EBOV plane, surrounded by a crowd estimated at 6000 at the Wagga Showground on 17 March 1928, not long after the first solo flight from England to Australia in a record time of fifteen days, two hours, fifteen minutes.



*Above: Arrival of Bert Hinkler at the Wagga showground, March 1928.
Left to right: R. Emblen (town clerk), W. F. Day (mayor), Bert Hinkler, R. Franklin (representative of the Oil Company) and an unknown soldier*

Aviation rapidly developed in Australia in the following years. The Managing Director of Australian Aerial Services Ltd, Herbert Joseph ('Jimmy') Larkin spoke in Wagga Wagga in November 1929 about wanting to increase the number of aerodromes in the country from twenty-seven to a hundred or more as it was expecting to fly over 800,000 kilometres of aerial mail and passenger routes. In Wagga Wagga, the Employers' Federation (particularly its president Charles Hardy junior) and the Riverina Development League (President A. H. Gilchrist) and other prominent citizens were determined that Wagga Wagga should have an airport and be included in an aviation service.²

Well known aviators were encouraged to come to Wagga Wagga to address the locals and conduct flights from A. G. Tedcastle's paddock on Oura Road (which was found suitable 'but far from ideal because it was rough in places'). By the late 1920s several prominent local citizens including Mayor and Mayoress (Edward and Emma Collins), Anthony Brunskill, R. J. and H. J. Cunningham, H. E. Gissing, H. Paull, J. A. Johnston and Miss Brunskill had enjoyed flights.

The most popular visitor in the early 1930s was Charles Kingsford Smith whose exploits were always followed with great interest. With his good friend, Charles Ulm, in 1927 and 1928, they achieved an all-around-Australia trip in ten days, five and a half hours (less than half the old time); the longest ocean flight ever attempted across the Pacific Ocean from California to Brisbane; the first non-stop flight across the continent of Australia from Melbourne to Perth; and the first non-stop flight over the Tasman Sea to Christchurch, New Zealand. Most were flown in the Fokker, *Southern Cross*, which he had purchased while in the United States. When Kingsford Smith and Ulm were lost for seventeen days (and two pilots died during a full scale search to find them), the whole saga dominated the *Daily Advertiser* headlines. Smithy and Ulm went on to break Bert Hinkler's record and Smithy was the first pilot to circumnavigate the globe in the *Southern Cross*.



Charles Kingsford Smith's Southern Cross aeroplane on one of its many visits to the Oura Road landing place in the early 1930s

In 1930, Kingsford Smith (pictured right) and Ulm formed their own airline which they called Australian National Airways Ltd. They established a regular service from Sydney to Brisbane and from Sydney to Melbourne and later introduced a flight to Tasmania as well. In the early 1930s Smithy visited Wagga Wagga on several occasions, giving joyrides to many Wagga Wagga residents who still have fond memories of Smithy and the *Southern Cross* (on the right).³



However, many were deterred by the expense of flying and aircraft crashes and fatalities which meant that residents still felt that flying was dangerous. To prove otherwise, an air pageant was organised by the Riverina Aero Club and Wagga District Ambulance Board with W. L. Pittendrigh, instructor and manager of the Riverina Aero Club, acting as technical adviser. In April 1932, Sopwith Gnu planes which carried four passengers, de Havilland Puss Moths and Amercian Eagles (two passengers each) and Moths (each one passenger) all participated. The pageant included a grand fly past, aerobatics, races, formation flying (normal and inverted), 'bombing the tank' and the Derby. A ball was held in the Wonderland Theatre that night.⁴

The Aerodrome at 'Frog Hollow' near Flowerdale

From 1927 the members of the Riverina Development League and other prominent citizens began agitating for an aerodrome. By the end of the 1920s, the search had begun in earnest. When Gumly Gumly Common trustees refused to lease a portion of their Common, A. H. Gilchrist leased a site known as 'Frog Hollow' from James Salmon at the western end of Edward Street in the Kyeamba Shire (Portions 109 and 110 and part of 112, Parish of South Wagga). An engineer from the Australian Aerial Services inspected – and approved – the site.

Gilchrist then persuaded Wagga Wagga Municipal Council to take over this lease from New Years' Day 1930. Because the site was in the Kyeamba Shire, Wagga Council was not empowered under the provisions of Local Government to establish a landing ground on the site because it was outside the boundaries of its own municipality. To overcome the legal difficulty, after negotiations, Wagga Council agreed to meet all the costs of the establishment, maintenance and management of the proposed aerodrome and receive all the revenues and in return indemnify the Shire against all loss and liabilities. It was also agreed that the control and regulation of the aerodrome were to be delegated to a committee comprising the mayor and three aldermen from the Wagga Wagga Council and two councillors from Kyeamba Shire Council. In January 1930, Wagga Council's representatives on the special committee included Mayor E. E. Collins, Deputy Mayor Alderman E. F. Lusher and Alderman Condon plus A. H. Gilchrist (the district representative for Australian Aerial Services Ltd and for Murray Valley Aerial Services).

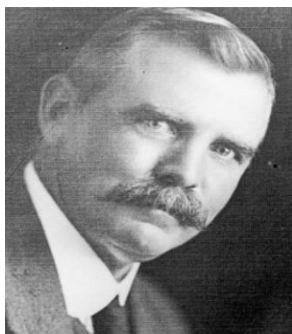
Trees, fences and stumps were removed, all holes were filled and an area of one acre burned off. A 'ground mark' (a large white circle) was placed near the centre of the ground; two wind indicators were erected; and the upper halves of all telegraph or telephone poles on the roads surrounding the aerodrome were painted white for the guidance of pilots. On 7 February 1930, Superintendent A. R. McCombe from the Department of Civil Aviation inspected the site and agreed to license the aerodrome for use by all types of aeroplanes then operating in Australia provided the necessary work was completed. It was officially licenced in October 1930.⁵

By February 1930, the Wagga aerodrome was on the route of the inaugural flight for Murray Valley Air Service carried out by pilot, C. A. Butler, flying an Australian-designed and built high wing saloon monoplane, a Lascoter (which had only recently been purchased). It had a Siddeley Puma 240 horsepower engine with a cruising speed of 129 kilometres per hour and carried four passengers in addition to the pilot. The Murray Valley Service had secured landing grounds at Echuca, Wagga Wagga, Tocumwal, Jerilderie, Berrigan, Urana, Junee and Cootamundra. It operated along the Murray River from Mildura east through Echuca and Albury to Cootamundra.⁶

In November 1930, the Wagga aerodrome had its first international aviator visitor, Oscar Garden, who had recently flown from England to Australia in just eighteen days in his Gipseymoth Kia-ora.⁷ In December 1931, C. A. Butler landed in the single-seat Comper-Swift plane he had flown from England. 300 people were there to welcome him and Mayor E. E. Collins held a Civic Reception in his honour.

Air Taxis Ltd, which had been demonstrating, instructing and giving joy rides at a paddock on Oura Road, moved to the site of the aerodrome in May 1930 and constructed a hangar. The first resident instructor, Captain W. Leslie Pittendrigh, agreed to make sure that the entrance gates to the aerodrome were kept shut to prevent stock on agistment from escaping from the property. He also had to agree to relieve Council from any claim on liability due to accident to person or stock.⁸ Initially, since the aerodrome was closer, more residents became interested and came to the aerodrome to look at the planes and indulge in 'pleasure flights'. However, Air Taxis had to withdraw at the end of November owing to financial stringency and the lack of support from the public.⁹

Despite the optimism in 1930, the aerodrome was only used on rare occasions as the aircraft which came to Wagga Wagga were of the heavy type. Instead of using the aerodrome they landed on Tedcastle's property at Oura which was considered a better landing ground. Aviators still preferred to offer joyrides at this site. The local Aero Club actually apologised to the Council in 1932 when they decided to hold its air pageant there because it was safer.



When the lease of Salmon's property expired, Council failed to renew it, complaining that the cost of maintaining the aerodrome was too great and because, as the Mayor, E. E. Collins (pictured left) maintained 'it did not return a penny revenue'. It was also subject to flooding during winter. Collins insisted that there was little likelihood that council would undertake to construct another aerodrome. Although Tedcastle's paddock was a good landing ground, he said, it was too far away from Wagga Wagga to be the town's regular ground and too expensive to acquire.¹⁰

Aerodrome on Albury Road (later Mangoplah Road)

By the mid 1930s, Australians were more appreciative of air services which covered vast distances much quicker than the traditional forms of travel. Flights carrying mail and passengers were becoming more common. Businessmen and other citizens in Wagga Wagga were keen to be included in flights that linked provincial centres with capital cities and aware that a suitable landing ground close to the town had to be found as soon as possible.

Discussions with Australian Transcontinental Airways Ltd and Chaseling Air Services proved fruitless. When the Wagga Municipal Council heard that the Federal Government planned to establish four emergency landing grounds between Melbourne and Sydney, it decided to advise the federal authorities directly and through the representation of Senator Charles Hardy (leader of the Country Party in the senate) that it was prepared to assist the Federal Government in having an aerodrome established in Wagga Wagga. Speaking in the Federal Senate, Hardy argued that large regional towns should be included in air services and that national authorities should establish aerodromes (not local authorities). He urged that the Sydney to Melbourne route should take in Wagga Wagga and Albury which were redistributing centres for large districts.¹¹

By 1936, Wagga Wagga had leased a site on Albury Road from Telecon Lloyd and established a new aerodrome 5.6 kilometres south of the town, just outside the municipal boundary. Cattle were allowed to graze on the site and an attendant was employed to keep the cattle out of the way of the planes. It was used for some commercial flights by Australian National Airway's four-engined de Havillands enroute to Sydney or Melbourne. It was too small for the larger planes and in winter 1937 the daily air passenger service from Sydney to Melbourne and return had to be withdrawn because the aerodrome was no longer suitable.¹²

On 29 December 1937, an unfortunate accident occurred when a Lepena, a de Havilland DH.86 piloted by D Saville, enroute from Melbourne to Sydney, had to swerve to avoid cattle, lurched over on to the left wing and damaged the wing tip, the undercarriage and one propeller. Fortunately, none of the six passengers was injured.¹³ A public outcry followed and the Minister for Defence, Harold Victor Campbell Thorby called for a full report. Subsequently, the report of Captain Len Diprose, Assistant Flying Superintendent of Australian National Airways, to the Civil Aviation Board in January 1938, revealed that the primary cause of the accident was that the aerodrome was not a sufficient size to accommodate this type of aircraft in the weather conditions which prevailed at the time. He explained:

There was a very light westerly breeze with a temperature of more than 100 degrees. The Wagga aerodrome is not suitable for landing big aircraft into a westerly wind and therefore it was necessary to land into the north which was across the wind. The length of the run under these conditions was not sufficient for a machine of this type to land and to come to a normal stop. Therefore it was necessary to swing the machine to avoid the fence at the end of the run. The few cattle on the aerodrome were in the north west corner which made it impossible to swing the machine to the left which would have been into the wind. The swing therefore had to be made to the right which was down wind but the only bearing this had on the accident was that it caused the left side of the undercarriage to collapse. Had the machine swung to the left the swing would have been sufficient to cause the right side of the under carriage to collapse. The surface of this aerodrome is also bad, which made it impossible for brakes to be used with the maximum effect.¹⁴

The Lepena was damaged for the second time on the Wagga aerodrome a fortnight later on 6 January 1938 when Captain Diprose was taxi-ing across the ground to take off and fly the temporarily-repaired machine back to Essendon when he struck a rough patch. The plane swung and one wheel which had been damaged in the previous accident again collapsed. The plane subsided on to one wing damaging the wing and two propellers.¹⁵ Subsequently it was decided that no plane larger than the Dragon Rapides were to land on Wagga's current aerodrome. Fortunately work had commenced on a new Wagga aerodrome which would be able to accommodate all types of aircraft. It was expected to be available for use within a few weeks.

Aerodrome on Tarcutta Road (later Sturt Highway)

Early in 1937, Wagga Wagga Municipal Council purchased eighty-nine hectares on the Tarcutta Road-Sturt Highway 5-6 kilometres from Wagga Wagga from W. V. Schiller. The Minister for Public Works and Local Government agreed to provide funds to enable Wagga Wagga Municipal Council to carry out ground improvements and building construction works. By March 1938, plans prepared by the Municipal Council's Engineer, H. J. Chaston, had been approved. With the approval of Civil Aviation Board, Council officially designated that on completion the new aerodrome would be called 'Wagga Wagga Airport'.

In April 1938, a provisional licence was granted by the Civil Aviation Board for that part of the landing ground which had already been prepared but only for single and light multi-engined land planes for landings and departures during the hours of daylight only. On receiving this advise, Messrs W. B. Davies and Company, Wagga Wagga agents for Australian National Airways Ltd communicated with that company and it replied that the plane would land on the airport on the return journey from Melbourne that very afternoon.¹⁶

Two weeks later a large crowd assembled at the new aerodrome to see the first Douglas to ever land in Wagga Wagga. It was a Douglas fourteen-passenger plane piloted by Captain Scott, Superintendent of Flying for the Australian National Airways, who was delighted with the new aerodrome. By the end of April the Civil Aviation Board had advised that its provisional licence had been amended to include the use of the existing area by DH86 Express planes (which had replaced Rapides on the Australian National Airways' Sydney-Canberra-Wagga-Melbourne run) as well as Douglas aircraft but stipulated that the ground should be used by these aircraft in favourable conditions only.¹⁷

Work on improvements was carried out under supervision of Municipal Council's principal engineer, H. J. Chaston. With the assistance of the government grant, gravel runways 1100-1280 metres long had been constructed diagonally so that planes could land and take off under the best conditions, irrespective of the direction from which the wind was blowing. The caretaker's quarters, rest rooms for air passengers and a control tower were being constructed. A tarred entrance was to be laid down and there were to be special parking areas for taxis and private cars. Australian National Airways which conducted a daily air service linking Sydney, Canberra, Wagga Wagga and Melbourne chartered a taxi to meet the plane and convey passengers to and from Wagga Wagga.¹⁸ The Postmaster General's Department removed aerial wires in the vicinity of the airport and removed the poles. Local telephone wires were installed underground.¹⁹ To assist pilots during dust storms, it was decided to have delineated the word 'Wagga' in white stones flush with the ground and three metres high in the vicinity of the identification circle at the airport. Finance for this project was raised by the Wagga Girl Guides, mainly through funds raised by an 'Airport Fete' held in St John's Hall on 20 July 1938.²⁰

The aerodrome was almost completed by October 1938. The state government contributed £11,000 for improvements and Wagga Municipal Council purchased the land (ninety-three hectares) for £5000. The temporary buildings and the circle indicator were transferred from the Albury Road ground to the new airport, the wind indicator was dismantled and the ramp from the entrance was removed. The short division fence material was returned to Mr Lloyd.

Although the aerodrome had been in use for four months, it was not officially opened until 10 October 1938 during the Aerial Pageant, a highlight of the 150th Anniversary of Wagga Wagga's week-long celebrations. It was officially opened by the Minister for Defence, H. V.

C. Thorby who expressed a wish that the new airport would be free from accidents. A large crowd estimated to be 10,000 people attended. After the official opening, Mr Thorby unveiled the tablet in celebration of the event in the reception room. It was inscribed:

This tablet commemorates the official opening of the Wagga Wagga Airport on October 10, 1938 by the Hon H. V. C. Thorby, M. P., Minister for Defence, on the occasion of Australia's 150th Anniversary celebrations in Wagga.

The tablet was signed with the names of the Mayor (Alderman H. E. Gissing) and the town clerk (C. R. Macdonald). The deputy mayor (Alderman G. M. Cox) then on behalf of the Council, presented Mr Thorby with crystal writing stand as a memento of the occasion.

The pageant was a huge success. The planes included a flight of Hawker-Demon bomber fighter planes (biplanes powered with single 640 hp Rolls-Royce Kestrel engines and speeds of up to 290 kilometres per hour) and an Avro-Anson reconnaissance bomber from Laverton RAAF squadrons; and ten civil planes (six from NSW Royal Aero Club, Sydney, including four DH Tiger Moths, a Hornet Moth and a Gipsy Moth). The events included a display of aeronautics (educational and entertainment), aerobatics, balloon bursting and a concerted 'bombing' attack on a motor car by three Royal Aero Club machines. A highlight was the Wagga Aerial Derby, an exciting race conducted under competition rules of the Royal Aero Club. All civil planes with one exception started, the pilots and machines being in handicapping order. It was a thirty-two kilometre course – two laps of the triangle formed by the aerodrome, Bomen Railway Station and the aviation beacon tower on Willans Hill.

The RAAF planes gave two demonstrations. Firstly the Hawker-Demons with wingspreads of twelve metres demonstrated formation flying. Secondly to show the RAAF's prowess in an aerial combat, three Demons 'attacked' the Anson and according to the *Daily Advertiser* 'evolutions made by these high speed machines in looping, diving, turning, spinning were remarkable'. Members of the Royal Aero Club in three planes appropriately concluded the official program with spectacular smoke-screen stunting. Another highlight was the appearance of the Australian National Airways' Douglas airliner, 'Bungana', a huge fifteen-passenger deluxe monoplane with twin motors developing 2000 hp, regarded as one of the most advanced type of aircraft in the world at the time. It was an all-metal construction and its silvered surface was 'as bright as a mirror'. It was comfortable for passengers and had the latest safety devices.

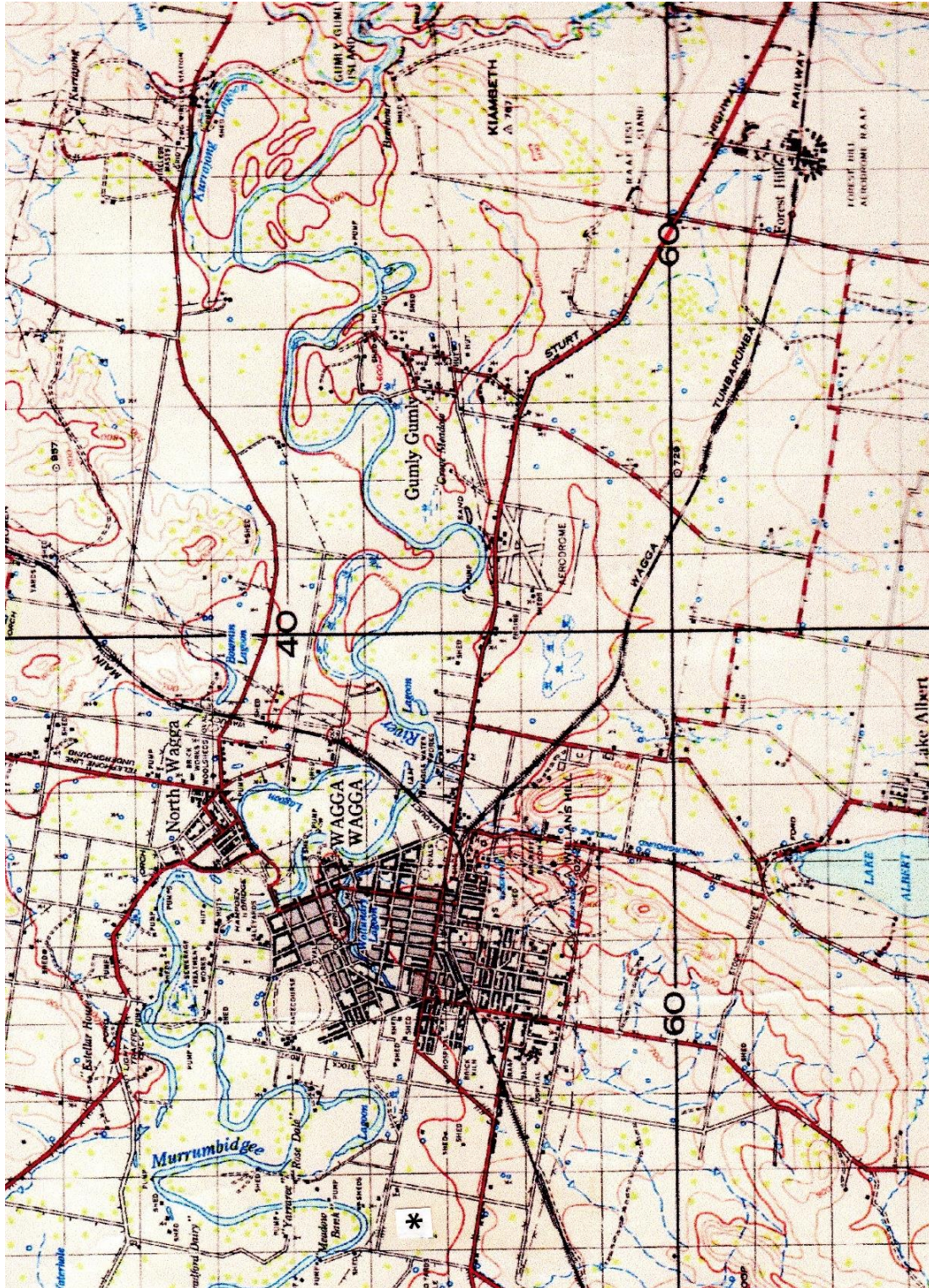


*Left: Honorable H. V. Thorby, Minister for Defence, who officially opened the aerodrome.
Centre: Sen Charles Hardy who spoke in the Senate about the need for regional aerodromes.
Right: Mayor, H. E. Gissing, who was enthusiastic supporter of the aerodrome.*

Scenes from the Pageant, 20 October 1938



WAGGA WAGGA AREA, FEBRUARY 1944



Map produced by the Royal Australian Air Force from ground surveys and air photographs, 1944. Note the former aerodrome on the Sturt Highway (formerly Tarcutta Road) is shown in the centre of the map while 'Frog Hollow' Aerodrome is marked by an asterisk.

According to the *Daily Advertiser*, as the Bugana, gracefully swooped to a perfect landing and taxied towards the official centre, the crowd broke into a prolonged clapping. Hundreds of people broke through the barriers at the edge of the aerodrome to surround it.²¹ That evening pilots and officials were entertained at a private dance at the Wagga Country Golf Club at Lake Albert by the Aerial Pageant Committee. Mayor, H. E. Gissing, presented the trophies won during the day and Evelyne Smith (wife of Allan Howard Smith) acted as hostess for the evening.

The airport on Tarcutta Road (later Sturt Highway) remained for several years, allowing Wagga Wagga to benefit from its location, equidistant from Sydney and Melbourne. By 1959, it was the site of Wagga Wagga's Drive-in and currently is the Drive-in Leisure Centre (an outdoor sports store).

After the Second World War, an airport was established near the Royal Australian Air Force base at Forest Hill which had been established in 1940. By 1960 it was one of Australia's major country links and an excellent example of private enterprise and government working together. It was used by two government departments – the RAAF and the Department of Civil Aviation. RAAF planes made regular trips in planes ranging in size from the tiny Cessna reconnaissance planes to the huge Hercules transport. The main user was the Airlines of New South Wales which had regular services to Sydney and Melbourne (about 100 passengers a day). Wagga Wagga was also a centre for feeder services to Riverina aerodromes including Griffith, Narrandera, Hay, Deniliquin and Mildura (about sixty passengers a day).²²

¹ *Daily Advertiser (DA)*, 11 October 1920, 7, 16 December 1920, 29 March 1922.

² *DA*, 1 March 1929, 8, 15 November 1929; *Sydney Morning Herald (SMH)*, 17, 28 November 1928.

³ Sherry Morris, Phyllis de Jersey and Colleen Wild, *Charles Kingsford Smith Centenary 1897-1997*, 1997.

⁴ *DA*, 20 April 1932.

⁵ Wagga Wagga Municipal Council, Minutes, 6, 19 December 1929, 9 January 1930, 8, 13, 27 February 1930, 25 September 1930; Kyeamba Shire Council, Minutes, March-April 1930, Charles Sturt University Regional Archives, RW97; *SMH*, 30 November 1929, 4, 27 February 1930, 10 October 1930; *DA*, 15 November 1929.

⁶ *DA*, 24 January 1930.

⁷ *DA*, 10 November 1930.

⁸ Wagga Council Minutes, 21, 25 February 1930, 8, 21 November 1930, 6, 20, 21 August 1931; *DA*, 21 February 1930.

⁹ *DA*, 21 November 1930.

¹⁰ *DA*, 9 February 1934; *SMH*, 22, 28 September 1933.

¹¹ *DA*, 23 September 1936.

¹² Sylvia Walsh, 'The Maher and Lloyd Families', *Journal of the Wagga Wagga and District Historical Society*, Number 2, 1969, p.55; *DA*, 6 December 1935, 10, 13 January 1936, 22 May 1936; *SMH*, 16 December 1936.

¹³ *The Mercury*, Hobart, Tasmania, 30, 31 December 1937; *Canberra Times*, 31 December 1937.

¹⁴ *The Argus*, 12 January 1938.

¹⁵ *The Herald*, Melbourne, 7 January 1938.

¹⁶ *DA*, 5, 11 March 1938, 5, 8 April 1938, 5 April 1938.

¹⁷ *DA*, 18, 29, 30 April 1938.

¹⁸ *Wagga Wagga: A Far Cry Now and Then*, published by the Municipality of Wagga Wagga and Wagga Chamber of Commerce, 1938, p.19; *DA*, 11 October 1938.

¹⁹ *DA*, 5 August 1938.

²⁰ *DA*, 13 May 1938, 10, 25 June 1938, 8, 28 July 1938.

²¹ *DA*, 11 October 1938.

²² Keith Swan, *A History of Wagga Wagga*, Sydney, 1970, pp.175-176.