The Yallourn Aerial Navigation Marker

Heritage Research Foundation and Significance Assessment

Prepared by Eden of the East Foundation Inc with the Sir John Monash Museum

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Research determination

The surviving installation is a purpose-designed aerial instruction: YALLOURN identifies position; the arrow supplies a bearing; and the numeral 4 gives the distance to a landing ground. One vertex of the outlined triangle aligns approximately with north, although its intended function remains unresolved. In the period in which the marker was created, the only identified destination approximately four miles along that bearing was the landing ground prepared on the Budge property near Morwell for Sir Charles Kingsford Smith's 1932 arrival in the *Southern Cross*. No competing explanation accounts for the marker's location, combined YALLOURN–arrow–4 instruction, chronology and destination. On the balance of the evidence presently assembled, Sir Charles Kingsford Smith's 1932 arrival is the only evidence-supported original purpose that explains the marker's location, place name, directional arrow, four-mile relationship and destination. The intended function of the outlined triangle remains unresolved.
(Approximate coordinates pending survey -38.183546, 146.331500)

Contents

Document purpose and status

This document consolidates the physical, geographical, documentary, oral and contextual evidence presently assembled concerning the large concrete **YALLOURN** ground marker beside the former Yallourn reservoirs. It is intended to provide the research foundation for:

- immediate protection of the marker during management and rehabilitation of the Yallourn site;
- an independent professional heritage assessment;
- nomination to the Victorian Heritage Register;
- consideration under the National Heritage List framework administered by the Australian Heritage Council;
- a targeted documentary and field research program; and
- accurate public interpretation.

The report applies the evidentiary disciplines used by Heritage Victoria, the Heritage Council of Victoria, the Australian Heritage Council and Australia ICOMOS. It separates established facts, oral evidence, reasoned inference and unresolved questions. The absence of a located commissioning order is acknowledged. That gap does not erase the physical instruction preserved in the ground. The commissioning record could confirm or refine the authorising body, construction date and stated purpose.

The report uses “Heritage Australia” in its common public sense only. Commonwealth assessment for the National Heritage List is undertaken by the Australian Heritage Council under the *Environment Protection and Biodiversity Conservation Act 1999*.

Knowledge base date: 28 July 2026.

Place name used in this report: *Yallourn Aerial Navigation Marker*. A future statutory nomination may adopt *Yallourn–Morwell Aerial Navigation Marker* if that name better communicates the installation’s linked location and destination.

Executive assessment

The conclusion

The marker was built to guide Sir Charles Kingsford Smith and the *Southern Cross* from the unmistakable aerial landmark of Yallourn to the temporary landing ground prepared near Morwell for his 1932 visit.[1]

This conclusion rests on positive convergence, not on documentary silence alone:

1. **The marker is a complete navigational instruction.** Its word, arrow and numeral work together.
2. **The arrow demands a destination.** It does not merely identify Yallourn or mark a route.
3. **The numeral demands a measured relationship.** The separate **4** is intelligible as the approximate distance in miles to that destination.
4. **The indicated destination existed for the 1932 event.** A landing ground on the Budge property was selected and prepared for Kingsford Smith's planned arrival; a smoke fire was maintained to show wind direction.
5. **The destination was temporary.** No evidence has been located that the Budge field became a permanent aerodrome or supported continuing flying.
6. **The marker predates the postwar White City airfield.** White City was a different location associated with the Latrobe Valley Aero Club from 1949.
7. **The marker cannot have functioned as a wartime exclusion-zone warning.** It stands deep inside the documented five-mile prohibited radius, and its arrow directs aircraft onwards through the protected landscape.
8. **No regular Melbourne–Sale beacon chain has been documented at Yallourn.** The developing visual-airway system provides a design precedent, but it does not explain why this marker was placed here or why it points four miles towards Morwell.

The evidence therefore supports a single original design purpose. Later wartime association, memory or incidental aviation use may have accumulated around the installation, but those later layers do not explain its creation.

Why the place matters

The Yallourn marker appears to be the only known surviving ground navigation installation created for a Sir Charles Kingsford Smith arrival. It connects:

- one of Australia's most important pioneering aviators;
- the *Southern Cross*, one of the nation's most celebrated aircraft;
- the development of civil aviation and visual navigation;
- the emergence of Yallourn as a new industrial landscape; and
- a rare surviving object whose meaning depends on its original position, and relationship with a destination now consumed by the open cut.[2]

The marker has a credible case for State significance under Victorian criteria A, B, C and H, with further potential under F. Its strongest prospective National Heritage List arguments lie under national criteria A, B, C and H. National threshold will require a systematic Australian comparative survey and stronger archival proof of the 1932 commissioning, but the case is sufficiently serious to justify protection and investigation now.

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[1] [S4], p. 4; [S6]; [S8], evidence map and spatial analysis; [S22], pp. 1–3.

[2] Preceding list: [S4], p. 4; [S8]–[S11]; [S13]; [S21]; [S22]. The rarity finding remains provisional.

Immediate heritage position

The marker should be treated as a potentially State- and nationally significant heritage place pending completion of formal assessment. The whole installation, its original layout and its setting should be protected from disturbance, burial, removal, repainting, heavy-vehicle movement and rehabilitation works. Preservation in situ is the preferred outcome because location, bearing and distance are intrinsic evidence, not incidental surroundings.

1. Identification of the place

1.1 Location and custody

The marker survives on elevated ground beside the former Yallourn reservoir complex, near Saviges Road, on land forming part of EnergyAustralia's Yallourn operational and rehabilitation area. Public access is presently restricted.

The exact statutory boundary, coordinates, tenure and land parcel require confirmation through a licensed survey and current title search. The heritage boundary should include:

- every surviving concrete character and symbol;
- all surviving bases, fixtures, service trenches and lighting evidence;
- the land required to understand the complete composition;
- the immediate visual setting;
- the bearing corridor indicated by the arrow; and
- the marker's functional relationship with the former Budge landing-ground area.

EnergyAustralia has confirmed that it is aware of the marker and will ensure its consideration in rehabilitation planning. "Consideration" is not itself a protective outcome. A defined management response is required while assessment proceeds.

The quality of the installation reflects the organisation capable of constructing it. By 1932, the State Electricity Commission was a major public utility with fixed capital exceeding £19 million, annual capital expenditure above £805,000 and an operating profit of £206,569 before exchange and statutory deductions. It supplied more than 95 per cent of Victoria's electricity and employed 1,184 people at Yallourn. The Commission possessed its own engineers, surveyors, construction workers, workshops, materials and complete control of the reservoir hill. A permanent concrete aerial marker of this scale sat comfortably within its institutional capacity. Its substantial construction is consistent with an authorised project undertaken on SEC-controlled land and comfortably within the Commission's engineering and financial capacity. It does not independently establish SEC authorship, which remains a matter for archival confirmation.

1.2 Physical composition

The installation is a large, ground-level composition designed to be read from the air. Available aerial imagery shows:

- the word **YALLOURN** in separate pale or white concrete letters;
- a triangular symbol;
- a directional arrow;
- a separate numeral **4**; and
- a coherent linear arrangement across open ground.

The letters have been estimated from imagery and local observation at approximately 1.5 metres high. A local account describes the arrow as approximately four metres long. These dimensions are provisional until measured on site.

The reported four-metre length of the arrow and the separate numeral **4** are different facts. The coincidental measurement of the arrow cannot explain the presence of the numeral in the designed instruction.

A commenter who states that he undertook SECV control-survey work recalls a centre-popped iron rod within the triangle, surrounded by reinforcement and concrete collaring. He reports using the point for survey instrument setup and states that, from at least the mid-1960s, it formed part of the

coordinated horizontal and elevation control used for aerial triangulation and photogrammetric mapping across the SECV works area. This reported later use requires confirmation through physical inspection and SECV survey records. It does not establish when the triangle was constructed or its original function.[3]

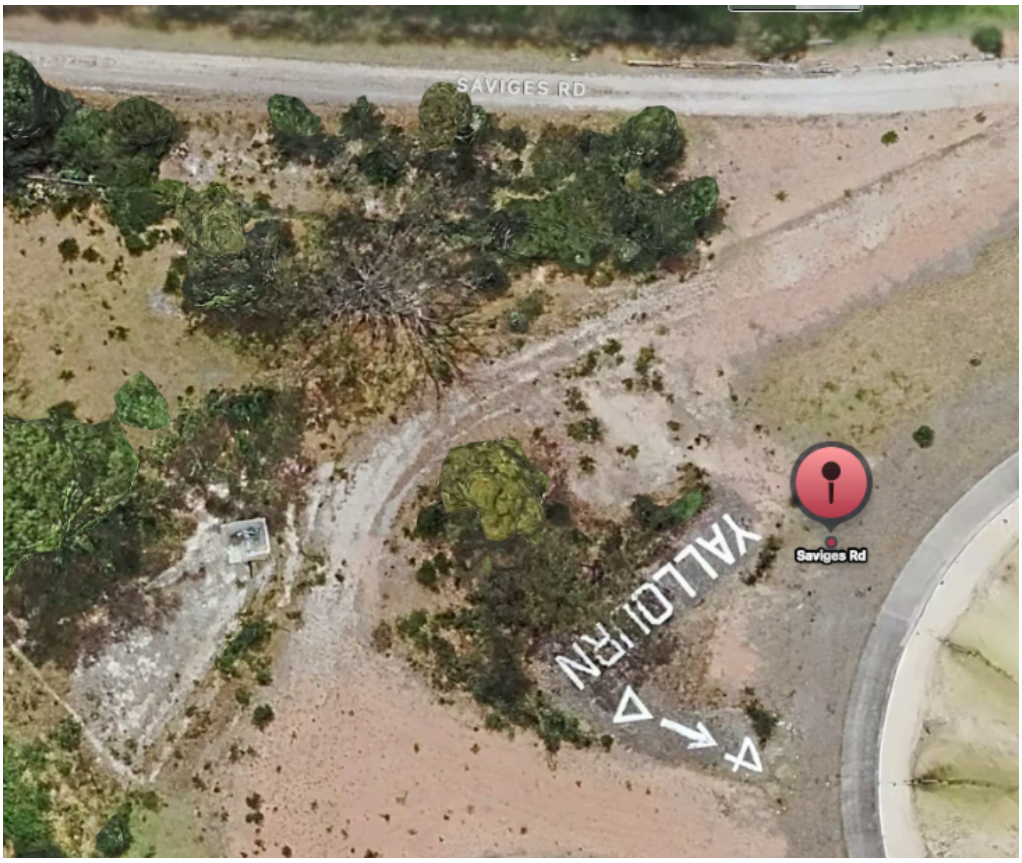

Image 1. The complete Yallourn marker beside Saviges Road and the former reservoirs. The word, arrow and numeral are legible as a single aerial instruction. The intended function of the adjacent triangle remains unresolved. Source: Apple Maps aerial imagery, accessed 17 July 2026.

1.3 Functional reading of the design

Element	Observable role	Evidentiary status
YALLOURN	Identifies the aircraft's present position	Established from fabric
Triangle	One vertex of the outlined triangle aligns approximately with north, although the symbol's intended function has not yet been established.	Established from fabric; exact purpose requires confirmation
Arrow	Supplies a course towards a destination	Established from fabric; exact azimuth requires survey
4	Gives a numerical instruction, most coherently the approximate distance in miles	Strong reasoned inference
Reported lighting	Made the installation legible in fading light or poor visibility	Oral evidence; fixtures and records require verification

Read as designed, the installation tells the pilot:

[3] [S24]. First-hand recollection; survey-control designation and documentary records remain to be confirmed.

You are over Yallourn. Positioning confirmation. Follow this bearing. The landing ground is approximately four miles away.

The components should not be interpreted separately. The evidentiary force lies in their designed relationship.[4]

[4] Section 1 sources: [S2]; [S3]; [S7]; [S21], pp. 16–19; [S22], pp. 1–3, 11.

2. Method and evidentiary discipline

2.1 Heritage method

The assessment has proceeded from the place itself:

1. identify the surviving fabric;
2. determine how its components function together;
3. plot its location and orientation;
4. compare that physical instruction with known historical destinations;
5. test each competing explanation against all components;
6. distinguish first-hand recollection from later interpretation;
7. assess significance under statutory criteria; and
8. identify the records and fieldwork capable of confirming or falsifying the conclusion.

This approach reflects the Burra Charter principle that cultural significance is embodied in fabric, setting, use, associations and meanings. It also reflects Heritage Council guidance that evidence may be physical, documentary or oral. Historical association is not confined to a single surviving work order when a coherent body of other evidence exists.

It also applies the first-principles historical method used in the Sir John Monash Museum's published analysis: begin with the ground, take the measurements, test each explanation against physical reality and allow the evidence to determine the result.

2.2 Confidence language

Term	Meaning in this report
Established	Directly shown by surviving fabric or reliable documentary evidence
Strongly supported	Multiple independent evidence streams converge
Reasoned inference	Best explanation of the verified facts, capable of further testing
Oral evidence	Recollection or community testimony carrying historical value but requiring corroboration
Unverified lead	A claim that directs further research but is not used as an established fact

2.3 The proper use of absence

The conclusion does not rest on the proposition that no other explanation has happened to be found. It rests first on the exact match between the marker and the 1932 landing arrangements. The absence of a prior or continuing destination then strengthens that positive match.

The proper formulation is:

The Kingsford Smith arrival is the only identified event that predicts every established functional element of the installation and survives every physical, geographical and chronological test. The intended function of the triangle remains unresolved.

3. Historical chronology

Date	Event	Relevance
1920	A contemporary report records an aircraft journey between Melbourne and Sale following the railway, completed in 57 minutes	Establishes an early Gippsland flying corridor, not a Yallourn marker
Early 1920s	Yallourn was created as the State Electricity Commission developed the brown-coal and power scheme	The place identified by the marker did not exist as an established town in 1920
15 June 1924	Electricity from Yallourn was first transmitted to Melbourne	Marks Yallourn's emergence as a major industrial landmark
Late 1920s–early 1930s	The open cut, power station, reservoirs and township expanded	By 1932 Yallourn was conspicuous from the air
1932	Kingsford Smith toured Gippsland in the Southern Cross and landed in the Budge property near Morwell	The event to which the marker's instruction points
1932	A landing ground was selected and prepared on the Budge property south of Wallace Street; a smoke fire was maintained to indicate wind	Supplies the otherwise missing destination about four miles from the marker
1939–45	Yallourn became protected strategic infrastructure; aircraft access was restricted	Explains the wartime memory attached to the marker
1949	The Latrobe Valley Aero Club was formed	Beginning of organised postwar local aviation
1949–59	The club operated from a farm paddock/White City area west of Morwell	Separate place and later chronology; cannot explain creation of the marker
1959	The present regional airport opened	Confirms the later relocation of organised aviation
Mid-1960s onward—reported	A centre-popped rod within the triangle was used as an SECV survey-control point for aerial triangulation and photogrammetric plotting	Records a later operational use of the triangle and may help explain its preservation; it does not determine the triangle's original date or function
c. 2008	A local account states that the marker's lights had been removed about two years before a 2010 comment	Unverified indication that lighting survived into the twenty-first century
2026	The marker's position, wartime exclusion-zone geometry and Morwell relationship were re-examined	Produced the current significance case

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[5] Chronology sources: [S1]; [S2]; [S4]–[S6]; [S9]; [S21]; [S23].

4. Yallourn as an aerial reference point

Yallourn was not the logical location or name for an early general route marker. In 1920 it did not yet exist as an established township or industrial complex. Moe and Morwell were older and more intelligible regional place names.

By 1932 the situation had changed. Yallourn's open cut, power station, reservoirs and planned settlement formed a large, geometrically distinctive industrial landscape. An arriving pilot could recognise that landscape from a considerable distance. The reservoir hill offered open elevated ground on which a large horizontal marker could be read from the air and it was in close proximity to the landing field on the Budge property that was prepared for Kingsford Smith.

This explains the selection of Yallourn without making it the destination:

- **Yallourn was the visible reference point.**
- **Morwell was the arrival district.**
- **The Budge field was the temporary destination.**

The distinction is essential. The marker did not tell a pilot to land at Yallourn. It used Yallourn to direct a pilot elsewhere.

5. The 1932 Morwell arrival

5.1 The planned event

The Morwell Historical Society records that Sir Charles Kingsford Smith visited Morwell during his 1932 Gippsland tour in the *Southern Cross*. A landing ground on the Budge property, south of Wallace Street and now within the open-cut area, was prepared for the visit. Des Kelly was employed to maintain a smoke fire showing wind direction.[6]

These arrangements establish that the arrival was planned. They also show why a temporary field needed a navigational aid. A paddock prepared for one exceptional visit lacked the permanence, buildings, runways and established identity of an aerodrome.

5.2 The destination created by the event

The Budge landing ground supplies the destination demanded by the arrow and the numeral **4**. No evidence has been identified of an established landing ground at that location before the visit. No evidence has been identified that it became a continuing aerodrome afterwards.

This is the central point:

Before the 1932 event there was no known landing destination for the four-mile instruction. For the event, a destination was created. The marker points towards it and states its distance. After the event, that destination ceased to have a known aviation function.

The marker and the landing ground therefore answer one another. The field created the need; the marker solved it.

5.3 National historical context

Kingsford Smith occupies a central place in Australian aviation history. His 1928 Pacific crossing in the *Southern Cross* was the first flight across the Pacific from the United States to Australia. His later flights made him the country's most famous pioneering aviator. The *Southern Cross* itself survives as a Commonwealth-custodied national aviation object.[7]

The Yallourn marker is important because it is neither a commemorative plaque nor a later memorial. The evidence points to it being working infrastructure created to facilitate an actual arrival by Kingsford Smith in the aircraft with which his national reputation is most closely associated.

[6] [S4], p. 4; [S6].

[7] [S10]; [S11]; [S13].

6. The navigational proof

6.1 A designed sentence in the ground

The installation should be analysed as one instrument rather than a collection of symbols:

Navigational question	Marker response
Where am I?	YALLOURN
Which way do I fly?	Arrow
How far is the destination?	4
What function does the triangle perform?	Unresolved

A general place-name marker needs only a name. A route marker needs a direction of onward travel. A destination marker needs a direction and distance. The Yallourn installation contains the complete destination form.

6.2 The geographical relationship

The arrow is oriented towards the Morwell landing-ground corridor. The approximate four-mile instruction accords with the distance to the Budge property area identified in local historical evidence.[8]

This relationship must now be documented by:

- a surveyed marker centroid;
- exact azimuths for the triangle and arrow;
- georeferencing of the Budge property landing-ground boundary;
- a line-of-sight and distance analysis using 1932 and present mapping; and
- an uncertainty range showing how different origin and destination points affect the calculated distance.

The need for a precise survey does not weaken the present conclusion. It defines the next confirmatory test.

6.3 The visible landscape

The marker's setting was operational. Its location beside the reservoirs placed it within one of the most recognisable parts of the Yallourn complex. Its open ground and scale allowed the white concrete forms to contrast against the surface below.

The reported illumination is consistent with a navigation installation intended to remain legible in poor light. It requires physical investigation: surviving conduits, anchor points, lamp bases, cable routes, switching equipment or maintenance records may identify the lighting system and its date.

[8] [S4], p. 4; [S8], evidence map and spatial analysis; [S22], pp. 1–3.

Image 2. Evidence map used in the published analysis. The yellow circle represents the documented five-mile wartime prohibited radius from the open cut; the marker lies well inside it. The marker inset at upper left preserves the marker's orientation and complete design. Source: Sir John Monash Museum research map, July 2026.

7. Competing explanations tested

7.1 Wartime exclusion-zone warning

The longstanding local account says the marker was created at the beginning of the Second World War to warn aircraft that they were approaching restricted airspace around the power station and open cut.

The account preserves important historical information:

- the marker was remembered during the war;
- Yallourn was strategic infrastructure;
- aircraft were prohibited within a documented five-mile radius of the open cut;
- anti-aircraft defences existed; and
- local people associated the marker with wartime danger.

The Virtual Yallourn record includes recollections by Jack Huxtable and an account drawn from Arthur Brogan's memoir describing aircraft being fired upon and the strengthening of Yallourn's anti-aircraft protection. These accounts corroborate the seriousness of the wartime restriction. They do not identify who commissioned the marker or establish that it functioned as a warning.

The claimed purpose fails against the place itself.

Location

The marker stands deep inside the prohibited circle. An aircraft close enough to read it had already travelled several miles into restricted airspace. A warning has to precede the boundary it warns against.

The documented five-mile radius created a protected circle ten miles, or about sixteen kilometres, across and approximately fifty kilometres in circumference. The marker's position well inside that large area is not a marginal mapping discrepancy.

Perimeter

A single fixed ground marker cannot define a circular boundary approached from every direction.

Arrow

The arrow directs the aircraft onwards across the protected Yallourn landscape towards Morwell. It does not turn the aircraft away from the open cut or lead it to the nearest safe exit.

Numeral

The prohibited radius was five miles. The marker carries a separate **4**. The numeral does not state the restriction.

Lighting

Illuminating a large marker beside a strategic wartime target would make the target easier to locate. The reported lights are more coherent as part of an earlier peacetime navigational installation.

Finding

The wartime story explains why the sign was remembered and why its purpose was later misunderstood. It cannot explain why the marker was built.

7.2 Regular fifty-mile airway beacon

A public comment proposed that the Yallourn installation belonged to the same tradition as illuminated visual-airway systems used on the Nullarbor, said to include identifiers, arrows and beacons at intervals of about fifty miles.

The comparison is useful at the level of design. It shows that pilots could understand large ground identifiers, lights and directional arrows as a navigational language.

It does not establish that Yallourn formed part of a regular beacon chain:

- no official Melbourne–Sale beacon schedule or chain including Yallourn has been located;
- a working great-circle calculation from Melbourne GPO to the former Yallourn township is approximately 127 kilometres or 79 statute miles, not a natural first fifty-mile interval; the precise result varies slightly with the endpoints selected;
- a straight Melbourne–Sale line lies north of Yallourn, although early pilots sometimes followed the railway;
- Yallourn did not exist as an established place when aircraft followed the corridor in 1920;
- Moe and Morwell were more established regional identifiers;
- the arrow and **4** direct the pilot towards a local destination rather than merely onwards along an airway; and
- no chain of matching installations at the proposed Gippsland locations has yet been documented.

A further suggestion interprets the numeral 4 as an airway route number. No official map, flight guide, Australian marking standard or companion installation identifying a Melbourne–Sale “Route 4” has been located. Its position at the destination end of the arrow, the approximate four-mile relationship with the Budge landing ground and documented period use of arrow-end numerals for mileage make distance the stronger interpretation.

Finding

Australia’s developing visual-airway system provides the technological precedent for the marker’s design. Kingsford Smith’s 1932 arrival explains the selection of Yallourn, the direction of the arrow and the four-mile instruction.

7.3 White City and postwar Tiger Moth operations

Another local explanation associates the marker with pilots operating from White City after the war.

The chronology and geography reject White City as the commissioning purpose:

- local recollection places the marker in existence during the war;
- the Latrobe Valley Aero Club was formed in 1949;
- White City was a separate landing area west of Morwell;
- the Budge property landing ground lay south of Wallace Street and is now within the open-cut area; and
- organised flying later moved to the present regional airport in 1959.

Local or visiting pilots may have noticed or reused an existing marker. Later usefulness is not evidence of original purpose.

Finding

White City cannot explain the marker’s construction.

7.4 General locality identifier

A marker identifying Yallourn alone would require no arrow or distance. A general regional marker would more naturally have used the older towns of Moe or Morwell before Yallourn became visually prominent.

Finding

The marker's complete design is too specific to be explained as a place-name sign.

7.5 Comparative scorecard

Required explanation	Kingsford Smith 1932	Wartime warning	Regular airway chain	White City
Why identify Yallourn?	Yes	Partial	Unproven	Partial
Why this elevated reservoir site?	Yes	No	Possible	No
Why point towards Morwell?	Yes	No	Unproven	Weak
Why the numeral 4?	Yes	No	No identified destination	No
Consistent with the earliest known wartime recollection?	Yes	No	Possible	No
Why reported illumination?	Yes	Contradictory	Yes	Possible
Why no continuing destination?	Yes—event-specific	No	No	No
Accounts for the key components without contradiction?	Yes	No	No	No
What does the triangle mean?	Unresolved	Unresolved	Unresolved	Unresolved

8. Provenance finding

The evidence supports the following historical finding:

The Yallourn Aerial Navigation Marker was created before the Second World War as a destination-direction installation. It used the newly conspicuous Yallourn industrial landscape as the identifiable aerial reference point and directed an approaching aircraft approximately four miles towards the temporary landing ground prepared on the Budge property for Sir Charles Kingsford Smith's 1932 Morwell visit in the *Southern Cross*. The 1932 arrival is the only identified event that explains the marker's place name, elevated location, arrow, four-mile distance, scale, reported illumination and lack of a continuing destination.[9] The intended function of the triangle has not been established.

This finding is stronger than a statement that the marker "may be connected" with Kingsford Smith. The relationship is not an isolated similarity. It is a closed functional sequence:

visible Yallourn landmark → position confirmation → bearing → four-mile distance → prepared Budge landing ground → planned 1932 arrival

The only substantial documentary gap is the commissioning record and the purpose of the triangle. Locating the commissioning record remains a high priority because it may reveal:

- the exact construction date;
- the commissioning authority;
- the designer or engineer;
- the wording used to describe its purpose;
- the lighting specification;
- the cost and workforce; and
- whether the marker was retained or maintained after the event.

[9] [S1], p. 218; [S2]; [S4], p. 4; [S6]; [S8]; [S22], pp. 1–3. This is a reasoned finding; no commissioning record has yet been located.

9. Evidence register

9.1 Core propositions

Proposition	Evidence	Type	Assessment
The installation is an aerial navigation marker	Scale, ground orientation, word, symbols and arrow	Physical	Established
It identifies Yallourn	Surviving word YALLOURN	Physical	Established
It directs an aircraft towards Morwell	Present aerial imagery and mapped orientation	Physical/geographical	Strongly supported; survey required
4 denotes approximate miles to a destination	Numeral's place beside arrow; distance to Budge area	Physical/geographical	Strong reasoned inference
It was present during WWII	Local recollection	Oral	Strongly supported, subject to witness/source chronology
It was reportedly illuminated	Steve Cox account; reported later removal	Oral	Credible lead requiring physical/documentary verification
Yallourn had a five-mile prohibited radius	Colin Harvey's SECV history	Documentary	Established unless superseded by primary order
Marker lies within that radius	Evidence map	Geographical	Established at current mapping precision
Budge ground was prepared for Kingsford Smith	Morwell Historical Society account	Documentary/local historical	Strongly supported
Smoke fire showed wind direction	Des Kelly recollection as published by Morwell Historical Society	Oral history in documentary source	Strongly supported
Budge and White City were different places	Morwell aviation history and chronology	Documentary/ geographical	Established at current research level
Budge ground was not used afterwards	No continuing use identified; later aviation developed elsewhere	Negative documentary finding	Provisional; archival search required
No comparable Kingsford Smith marker survives elsewhere	Searches to date found none	Comparative research	Provisional national rarity claim

9.2 Important evidence limitations

- No SECV, municipal or civil-aviation commissioning order has yet been located.
- No professional measured survey has yet confirmed the marker's exact dimensions and bearings.
- The precise Budge landing-ground polygon has not yet been reconstructed from title, parish and aerial records.
- The triangle's exact meaning has not been established.
- The numeral **4** has not yet been confirmed by a contemporary plan or written instruction.
- The lighting system is supported by oral evidence but not yet documented materially.
- The absence of later Budge-field use remains a research finding, not proof that no incidental landing ever occurred.
- The national "only known" proposition requires a documented comparative search protocol.

These limitations define the next work. They do not produce a viable competing explanation.

10. Victorian heritage assessment

The Heritage Council of Victoria applies eight criteria. A place must satisfy at least one criterion at the State level for inclusion in the Victorian Heritage Register. The following is a preliminary assessment, not a statutory determination.[10]

Criterion A — Importance to the course or pattern of Victoria's cultural history

Preliminary finding: strong potential to satisfy at State level.

The marker demonstrates the convergence of early civil aviation, Yallourn's emergence as a new State-created industrial landscape and the culture of highly publicised interwar aviation visits. It is a physical record of how a temporary destination could be found before radio navigation became commonplace.

The association is legible in the place itself. The name, arrow and distance allow the early navigation process to be understood more clearly than a documentary account alone.

Required strengthening:

- exact construction and commissioning evidence;
- a Victorian comparative study of surviving interwar ground markers; and
- a concise history of Kingsford Smith's Victorian demonstration and passenger flights.

Criterion B — Possession of uncommon, rare or endangered aspects of Victoria's cultural history

Preliminary finding: strong potential, subject to comparative confirmation.

Large in-situ concrete aerial direction markers from the interwar period appear to be rare in Victoria. A complete marker retaining its place name, triangle, arrow and distance is likely to be rarer still. Its apparent association with a temporary Kingsford Smith landing may make it singular.[11]

The rarity claim should be framed precisely: "the only known example identified after defined searches," not "unique" without a stated comparative method.

Required strengthening:

- search Victorian Heritage Database and local heritage studies;
- consult Airservices Australia's heritage register and aviation historians;
- compare military, civil, mail-route and aerodrome ground markers; and
- document losses and surviving examples.

Criterion C — Potential to yield information that will contribute to an understanding of Victoria's cultural history

Preliminary finding: strong potential to satisfy.

The site may retain evidence of:

- lighting fixtures and power supply;

[10] [S15], pp. 5–23.

[11] [S8], provisional comparative search current to 28 July 2026.

- construction technique and sequence;
- original paint or surface treatment;
- repairs and later maintenance;
- precise orientation and setting;
- buried anchors, conduits or control equipment; and
- the relationship between the marker and Yallourn's reservoir infrastructure.

This evidence can contribute to the poorly understood history of visual navigation infrastructure in interwar Victoria.

Criterion D — Importance in demonstrating the principal characteristics of a class

Preliminary finding: possible, but the class is not yet sufficiently defined.

The installation may be a notably complete example of an interwar aerial ground direction marker. A defensible Criterion D case requires a class study identifying principal characteristics and comparable examples.

Criterion E — Aesthetic characteristics

Preliminary finding: not presently relied upon.

The marker has striking aerial graphic qualities, but aesthetic significance at the State threshold has not been demonstrated.

Criterion F — Importance in demonstrating a high degree of creative or technical achievement

Preliminary finding: possible.

The marker combines a place name, directional bearing, distance and reported illumination in a simple large-scale analogue navigation system. An adjacent outlined triangle forms part of the surviving design, although its intended function remains unresolved. The technical value lies in the economy and legibility of the established instruction.

Criterion G — Strong or special association with a particular community or cultural group

Preliminary finding: local association established; State threshold not yet demonstrated.

Yallourn memory-keepers preserved knowledge of the marker after the township disappeared and public access ceased. That association is important. Broader and enduring State-level attachment requires further evidence.

Criterion H — Special association with the life or works of a person important in Victoria's history

Preliminary finding: strong potential, with commissioning evidence highly desirable.

Kingsford Smith was nationally important and his aviation activities formed part of Victoria's interwar public history. The marker appears to have been purpose-built to facilitate his arrival rather than merely serving as a place he briefly visited. That distinction is crucial because the criterion excludes incidental or transitory associations.

The marker's working purpose provides a direct functional connection with his achievement: it guided the *Southern Cross* to a specially prepared field. A commissioning record, contemporary report or photograph would substantially strengthen the State-threshold argument.

10.1 Three-step Victorian assessment matrix

Criterion	Step 1 — Basic criterion test	Step 2 — State-level test	Step 3 — Exclusion risks	Preliminary finding and work required
A — Course or pattern of Victoria's cultural history	The marker has an evidence-supported association with interwar civil aviation, visual ground navigation, the emergence of Yallourn as a State-created industrial landscape and the 1932 Kingsford Smith arrival. The surviving fabric, mapped bearing, approximate distance and documentary evidence of the Budge landing ground demonstrate that association.	The in-situ name, arrow and distance instruction may allow this phase of Victoria's aviation history to be understood more clearly than most comparable places or objects. State-level comparison has not yet established that proposition.	XA1 and XA3 remain risks while the commissioning connection is inferred rather than directly documented. XA2 would arise if the case were framed only as a single local visit rather than as evidence of the broader development of Victorian aviation and Yallourn's industrial landscape. No exclusion is presently established.	Criterion A is likely to apply and has strong potential at State level. Strengthen through commissioning evidence, precise survey and comparison with other Victorian places demonstrating interwar visual navigation.
B — Uncommon, rare or endangered aspects	The marker demonstrates a historically important and now-obsolete form of visual aviation navigation. Its substantially complete name-arrow-distance arrangement appears uncommon, but the number of surviving Victorian examples has not yet been established.	State-level threshold may be satisfied under SB1 if it is one of a small number of surviving interwar aerial ground markers, or under SB2 if its integrated features were not widely replicated in Victoria.	Avoid XB1 by linking rarity to an important navigation function. Avoid XB2 by defining the class broadly as "interwar aerial ground navigation markers," rather than relying on numerous qualifiers. XB4 and XB5 require a documented comparative search rather than an unsupported claim of uniqueness.	Criterion B has strong potential, subject to comparative confirmation. Complete the reproducible Victorian survey and identify the class, surviving examples, losses and distinguishing characteristics.
C — Potential to yield information	The place is likely to retain evidence not presently visible or available elsewhere, including lighting fixtures, conduits, power supply, anchors, original coatings, construction sequence, repair history and the relationship with reservoir infrastructure. The complete surface arrangement indicates sufficient integrity to warrant investigation.	Investigation may yield knowledge of State significance concerning poorly documented visual-navigation infrastructure, large-scale ground marking, illumination and SEC construction practice during the interwar period.	XC1 remains a risk until physical evidence is located and recorded. XC2 should be addressed by linking the research questions to important aspects of Victoria's aviation and industrial history. XC3 requires confirmation that mining, maintenance and rehabilitation activity have not destroyed the relevant evidence.	Criterion C is likely to apply and has strong potential at State level. Undertake survey, non-invasive scanning, coatings analysis, electrical-route investigation and archaeological assessment before ground disturbance.
H — Association with a person important in Victoria's history	Kingsford Smith clearly made a strong and influential contribution to aviation. The marker's bearing, distance and destination provide a reasoned functional association with his 1932 arrival. Direct commissioning evidence has not yet been located. The test requiring a close or enduring interaction remains the critical issue.	Kingsford Smith's importance to Victoria is established. State threshold also requires the marker to demonstrate his significance more readily than most other Victorian places or objects associated with him. That comparison has not yet been completed.	XH1 and XH2 are the principal risks: an assessor may regard the Morwell visit as transitory or the association as insufficiently substantiated. Evidence that the marker was purpose-built to guide the Southern Cross would distinguish the relationship from an incidental visit. XH3 does not apply because Kingsford Smith's importance extends well beyond the locality.	Criterion H has strong potential but is presently the most evidence-sensitive of the four principal criteria. A commissioning record, contemporary photograph, planning correspondence or operational account would materially strengthen both the direct-association and State-threshold tests.

On the evidence presently assembled, Criteria A and C provide the strongest immediate State-level cases. Criterion B has strong potential subject to a documented Victorian comparative study. Criterion H has strong potential if the functional connection with Kingsford Smith's 1932 arrival is further substantiated through commissioning or contemporary operational evidence.

11. National Heritage List assessment

National Heritage List inscription requires outstanding heritage value to the nation. Local distinction, State rarity or association with a famous person is not sufficient by itself. Comparative analysis must show why Australians as a whole can understand the national story more powerfully through this place than through comparable places.[12]

National Criterion A — Course or pattern of Australia's history

Prospect: credible.

The marker may demonstrate an important phase in the development of Australian civil aviation: visual navigation, touring by famous aviators, temporary landing grounds and the public culture that made aviation a national enterprise.

The national case would be strongest if the marker can be shown to be a rare surviving operational remnant of a class that has largely disappeared.

National Criterion B — Rarity

Prospect: potentially strong.

No comparable surviving ground marker created for a Kingsford Smith arrival has been identified in searches to date. If a systematic national survey confirms that finding, the Yallourn installation may possess outstanding rarity as:

- a surviving interwar aerial destination marker;
- a complete name–triangle–bearing–distance installation;
- an in-situ marker associated with a temporary landing ground; and
- the only known working navigation object created for a Kingsford Smith visit.

National Criterion C — Research potential

Prospect: credible.

Physical investigation may reveal nationally scarce evidence about the construction, lighting and operation of early visual navigation aids. Documentary research may also clarify the relationship between Commonwealth aviation practice, the SECV and local event organisation.

National Criterion F — Creative or technical achievement

Prospect: possible.

The installation is an elegant large-scale solution to a precise navigational problem. National threshold will require evidence that its integrated design was exceptional rather than routine.

National Criterion H — Association with a person of importance in Australia's history

Prospect: compelling if direct commissioning is confirmed.

Kingsford Smith's national importance is beyond serious dispute. The challenge is to show that the place has a special and direct association with his achievements rather than a brief commemorative connection.

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[12] [S17]; [S18], pp. 5–46; [S19], pp. 1, 5–9.

The marker's apparent purpose-built function provides that directness. It was not installed later to remember him; it appears to have been created to bring him and the *Southern Cross* safely to an otherwise inconspicuous temporary landing ground.

The national comparison should address:

- the *Southern Cross* memorial at Brisbane Airport;
- Kingsford Smith-related aerodromes, monuments, residences and landing places;
- surviving infrastructure used in his flights;
- places associated with public tours rather than record flights; and
- why an intact operational direction marker contributes a distinct dimension to the national story.

National threshold finding

The present evidence establishes a serious National Heritage List research proposition. It does not yet complete the comparative proof required for nomination. Immediate conservation should not wait for that proof. The evidentiary work needed to determine national threshold is itself a reason to protect the place.

12. Integrity, authenticity and setting

12.1 Integrity

Available aerial imagery indicates that the principal concrete components survive in their complete designed arrangement. The word, triangle, arrow and numeral remain readable together.

Reported loss of the lighting system reduces completeness but may leave archaeological evidence. The marker's core navigational message survives.

12.2 Authenticity

The marker's authenticity is strengthened by:

- survival in the long-remembered reservoir location;
- continued ground-level concrete fabric;
- consistency between older local recollection and current aerial form; and
- the functional geographical relationship with Morwell.

Authenticity must be documented through fabric analysis, historic aerial photography and maintenance records.

12.3 Setting

The setting is part of the evidence. The marker derives meaning from:

- elevated open ground;
- proximity to the former reservoirs;
- visibility within the Yallourn industrial landscape;
- the direction of the arrow; and
- the measured relationship with the former landing-ground area.

Relocation would preserve concrete objects while damaging the navigational evidence that gives them significance. In-situ conservation is therefore essential wherever physically possible.

13. Draft statement of significance

13.1 Working Victorian statement

The Yallourn Aerial Navigation Marker is a large in-situ concrete ground installation beside the former Yallourn reservoirs, comprising the word **YALLOURN**, a triangle with one vertex aligning approximately with north, a directional arrow and the numeral **4**. Designed to be read from the air, the complete composition identifies position, gives a bearing towards Morwell and states the approximate distance to a landing ground.

On the evidence presently assembled, the marker was constructed for Sir Charles Kingsford Smith's 1932 arrival in the *Southern Cross* at a landing ground prepared on the Budge property south of Wallace Street, Morwell. Yallourn's open cut, power station and reservoirs provided the conspicuous aerial reference point; the marker directed the aircraft from that landmark to an otherwise difficult-to-identify temporary field approximately four miles away.

The marker is significant to Victoria for its ability to demonstrate the development of interwar civil aviation and the transformation of Yallourn into a major State industrial landscape. It is potentially rare as a substantially complete visual navigation installation retaining its original place-name, triangle, bearing, distance and setting. It has research potential for evidence of construction and illumination, and a direct functional association with Kingsford Smith and the *Southern Cross*.

The traditional wartime warning explanation is contradicted by the marker's position deep inside Yallourn's documented five-mile prohibited radius, by the direction of its arrow and by the numeral **4**. The regular-airway and White City explanations likewise fail to account for its destination and chronology. The 1932 Kingsford Smith arrival is the only identified purpose that explains every component of the place.

13.2 Working national statement

The Yallourn Aerial Navigation Marker may possess outstanding heritage value to the nation as the only known surviving ground navigation installation created to facilitate an arrival by Sir Charles Kingsford Smith in the *Southern Cross*. Unlike a memorial erected after an event, it is operational fabric that appears to have directed the aircraft to a temporary landing ground during the event itself.

Its complete physical instruction—place, bearing and distance—provides rare material evidence of visual navigation before radio aids became commonplace. Its original position connects one of Australia's most significant pioneering aviators with Yallourn's nationally important industrial landscape and with the public culture through which aviation became part of Australian modernity.

The 1932 Kingsford Smith arrival is the only identified purpose that explains every established functional component of the place. The intended function of the triangle remains unresolved.

14. Conservation policy and immediate actions

14.1 Interim policy

Until formal assessment is complete:

- treat the marker as a potentially State- and nationally significant place;
- prohibit ground disturbance within a generous interim buffer;
- place the site on all operational, contractor and rehabilitation constraint maps;
- use a “no-go” geofenced exclusion area for vehicles and earthworks;
- prevent burial, stockpiling, grading, drainage alteration and uncontrolled vegetation works;
- do not repaint, pressure-clean, patch or reconstruct the concrete without a conservation specification;
- retain all loose fragments and possible lighting components in place;
- document any incident or change immediately; and
- require heritage review of all rehabilitation designs affecting the marker, sightlines or bearing corridor.[13]

14.2 Baseline documentation

Commission:

- licensed survey and coordinates;
- high-resolution vertical and oblique photography;
- drone photogrammetry and a three-dimensional model;
- measured drawings of every component;
- condition mapping;
- non-invasive services detection;
- material and paint analysis;
- inspection for conduits, lamp bases and electrical evidence;
- archival capture of the wider landscape; and
- GIS analysis of the arrow, numeral-distance relationship and Budge field.

14.3 Conservation objective

Preserve the whole installation in situ, including its orientation and sufficient setting to retain the navigational relationship. If access remains restricted, interpretation can initially occur through digital reconstruction, controlled imagery and off-site displays. Public access is a later management question; protection is an immediate one.

14.4 Traditional Owner engagement

Identify and begin engagement with the Traditional Owners, Custodians and First Nations people with rights or interests in the place. Invite their views on protection, research, interpretation and any future heritage nomination before the project scope is fixed.[14]

[13] [S20], Articles 3.1, 6.1, 8, 9.1 and 15.

[14] [S18], pp. 6–7; [S19], pp. 1, 3.

15. Research program

15.1 Priority 1 — Commissioning and construction records

Search the period 1931–33 in:

- Public Record Office Victoria SECV Secretary's, engineering, works, reservoir and electrical-maintenance files;
- SECV board minutes, correspondence registers, work orders, job-cost ledgers and drawings;
- Commonwealth Civil Aviation Branch files at the National Archives of Australia;
- Morwell Shire Council minutes, inward correspondence, permits and event files;
- local newspapers before and after the 1932 visit;
- Kingsford Smith's itineraries, logs, business correspondence and *Southern Cross* operational records;
- records of event promoters, fuel companies and aviation organisations; and
- Budge family property, title and business records.

Search terms should include combinations of:

Kingsford Smith; Southern Cross; Morwell; Yallourn; Budge; landing ground; aerial sign; ground marker; direction sign; reservoir; beacon; illuminated sign; smoke fire; passenger flights; Gippsland tour.

15.2 Priority 2 — Date the fabric

- Examine earliest available aerial photographs.
- Establish whether the marker appears before 1932, during 1932–39 or after 1939.
- Analyse concrete aggregate, formwork and reinforcement.
- Sample surviving coatings conservatively.
- Trace lighting hardware models and electrical supply routes.
- Compare lettering and symbol forms with Commonwealth aviation standards.
- Locate and record the reported centre-popped iron rod, reinforcement and concrete collar within the triangle.
- Determine whether the survey point was inserted into pre-existing fabric or constructed with the triangle.
- Seek its SECV control-point designation, AMG/MGA coordinates and AHD elevation.
- Search SECV control diagrams, field books, aerial-triangulation records, photogrammetric plans and aerial-photography registers from the mid-1960s onward.

15.3 Priority 3 — Reconstruct the Budge landing ground

- Confirm the Budge property title and 1932 boundaries.
- Locate south Wallace Street features on historic parish and mine-acquisition plans.
- Identify the prepared area in pre-mining aerial photographs.
- Plot landing-ground centre and probable approach alignments.
- Measure the distance and bearing from the marker.
- Distinguish the Budge ground conclusively from White City.

15.4 Priority 4 — Oral history

Record structured interviews with:

- former Yallourn residents and workers;
- descendants of Des Kelly, Bill McRoberts and the Budge family;
- former Latrobe Valley Aero Club members;
- SECV electrical and maintenance staff;
- people who saw the lights or their removal; and
- the original online contributors where possible.

Interview questions must separate:

- what the witness personally saw;
- what they were told;
- when they first heard the explanation;
- whether the source was named; and
- what physical changes they remember.

15.5 Priority 5 — Comparative research

Conduct a reproducible search for:

- Victorian interwar aerial ground markers;
- Australian civil-airway identifiers and arrows;
- illuminated route beacons and service stations;
- temporary-event landing markers;
- Kingsford Smith landing places and surviving operational fabric;
- concrete identifiers associated with aerodromes, mail routes and defence sites; and
- examples lost, relocated or reconstructed.

Record database, search terms, dates, result counts and exclusion reasons. This will turn “only known” into a defensible rarity statement.

16. Nomination and advocacy pathway

Phase 1 — Secure

1. Obtain written confirmation of an interim no-disturbance area.
2. Enter the marker in EnergyAustralia's heritage and rehabilitation constraints.
3. Nominate a responsible internal contact.
4. Commission baseline survey and condition recording.
5. Commence the Traditional Owner engagement set out in Section 14.4 before the project scope is fixed.

Phase 2 — Prove

1. Complete the commissioning-record search.
2. Reconstruct the Budge field.
3. Undertake fabric and lighting investigation.
4. Complete Victorian and national comparative studies.
5. Obtain independent peer review from aviation and heritage specialists.

Phase 3 — Assess

1. Prepare a Victorian Heritage Register nomination using criteria A, B, C and H as the principal case.
2. Seek local heritage protection as an additional layer, not a substitute for State assessment.
3. Consult Heritage Victoria before any rehabilitation design is fixed.
4. Prepare a National Heritage List nomination only when national comparison and direct-association evidence are mature.

Phase 4 — Conserve and interpret

1. Adopt an in-situ conservation management plan.
2. Stabilise fabric using minimum intervention.
3. Reconstruct lighting only if evidence supports an accurate and reversible interpretation.
4. Develop digital and off-site interpretation while access is restricted.
5. Plan safe future access if operational and rehabilitation conditions allow.

17. Questions a heritage assessor will ask

Identity and boundary

- What exactly constitutes the place?
- Are all components original and in their original positions?
- What land is needed to preserve the operational relationship?

Provenance

- Who commissioned and built it?
- When was it constructed?
- Is there contemporary evidence connecting it with the 1932 visit?

Function

- What did the triangle mean?
- What azimuth does the arrow establish?
- What destination is four miles away?
- How was the marker illuminated?

Comparative value

- How many equivalent markers survive in Victoria and Australia?
- How complete are they?
- Are any others associated with Kingsford Smith or a one-event landing ground?

Integrity and risk

- What has been lost or altered?
- What is the condition of the concrete?
- How will rehabilitation affect fabric, setting and orientation?

Community and Country

- Which communities hold continuing attachment?
- What is the Traditional Owner perspective on the place and landscape?

This report provides a direct answer or a defined research task for each question.

18. Recommended formal finding

On the balance of the presently available physical, geographical, documentary and oral evidence:

1. The installation is an aerial navigation marker, not a wartime boundary warning.
2. It was present before or during the Second World War and is most coherently dated to the interwar period.
3. Its design provides position, bearing and distance to a destination.
4. The arrow points towards the Morwell landing-ground corridor.
5. The numeral **4** corresponds with the approximate distance to the Budge property area.
6. The Budge landing ground was prepared specifically for Kingsford Smith's 1932 arrival in the *Southern Cross*.
7. No prior established landing ground or later continuing aerodrome has been identified at that destination.
8. White City was a different, postwar airfield and cannot explain the marker's creation.
9. A wider visual-airway tradition explains the design language but not the marker's location or destination.
10. The Kingsford Smith arrival is the only identified purpose that accounts for the three key components without contradiction.

The marker should therefore be protected and assessed as a potentially State- and nationally significant place associated with Sir Charles Kingsford Smith, the *Southern Cross*, interwar visual navigation and the industrial landscape of Yallourn.

Appendix A — Source register

A1. Primary and near-primary local evidence

[S1] Harvey, Colin, *Yallourn Power Station: A History 1919 to 1989*, State Electricity Commission of Victoria, 1993, particularly p. 218 as cited in the published research. Used for the five-mile wartime prohibited radius and defence context.

[S2] Virtual Yallourn, "The War Years". Community-history discussion containing the Steve Cox description of the sign, its scale, reported lighting and wartime explanation, together with Jack Huxtable and Kevin Brogan wartime recollections. Valuable oral evidence; not a contemporary commissioning record.

[S3] Virtual Yallourn, "Yallourn Sign". Community archive record and imagery.

[S4] Morwell Historical Society, *The Morwell Post*, August 2019. Records the 1932 Gippsland-tour visit, Budge property landing ground, smoke fire and Des Kelly account; separately records the 1949 aero-club history and later Morwell airfields.

[S5] "Aeroplanes Visit Sale", *Gippsland Times*, 11 March 1920. Contemporary report used for the early railway-following Melbourne–Sale flight and 57-minute journey.

[S6] Morwell Historical Society, "Important Dates". Records Kingsford Smith's 1932 Morwell barnstorming visit in the *Southern Cross*.

[S7] EnergyAustralia correspondence with the Eden of the East Foundation, 17 July 2026 and response. User-held record. Establishes present custody context, operational access restrictions and commitment to consider the marker in rehabilitation planning.

[S8] Sir John Monash Museum, "Myth, Memory, the Yallourn Sign and Sir Charles Kingsford Smith", published article and evidence map, July 2026. User-held research synthesis.

A2. Industrial and aviation context

[S9] Engineers Australia, *Yallourn Power Station—Engineering Heritage Nomination*, 2011. Used for Yallourn chronology and the first transmission of power to Melbourne on 15 June 1924.

[S10] National Museum of Australia, "Charles Kingsford Smith crosses the Pacific". National historical context for Kingsford Smith and the *Southern Cross*.

[S11] Australian War Memorial, "Sir Charles Kingsford Smith". Biographical and national aviation context.

[S12] National Archives of Australia, "Charles Kingsford Smith". Guide to Commonwealth records relevant to the research program.

[S13] Brisbane Airport, "Kingsford Smith Memorial". Current custodial and interpretive context for the surviving *Southern Cross*.

[S14] Airservices Australia, "Heritage". Relevant custodian and research contact for historic aviation navigation infrastructure.

A3. Heritage assessment frameworks

[S15] Heritage Council of Victoria, *Victorian Heritage Register Criteria and Threshold Guidelines*, 2022. Principal Victorian assessment framework.

[S16] Heritage Victoria, "Nominate a place or object". Current nomination pathway.

[S17] Australian Government, "National Heritage List criteria". Statutory national criteria.

[S18] Australian Heritage Council, *Guidelines for the Assessment of Places for the National Heritage List*. National threshold, integrity and comparative-analysis guidance.

[S19] Australian Government, National Heritage List Nomination Guide 2026–27. Current Commonwealth nomination requirements.

[S20] Australia ICOMOS, *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance*, 2013. Conservation principles for fabric, setting, associations and meanings.

[S21] State Electricity Commission of Victoria, *Thirteenth Annual Report*, 1932. Used for fixed capital, annual capital expenditure, operating profit, electricity-supply proportion and Yallourn employment figures.

[S22] United States Civil Aeronautics Authority, *Air Marking*, 1938. Comparative evidence for the period use of a symbol, directional arrow and arrow-end numeral indicating distance in miles. It does not establish Australian adoption or explain the Yallourn triangle.

[S23] "Power Flows Over Transmission Line from Yallourn," The Argus, 17 June 1924, p. 9. Contemporary report recording that electricity generated by Yallourn's first unit was transmitted to Melbourne on Sunday, 15 June 1924.

[S24] Atkins, David, public comment on the Sir John Monash Museum article concerning the Yallourn aerial navigation marker, 29 July 2026. Personal recollection of using a centre-popped iron rod within the triangle during SECV control-survey work and of the point's later use for aerial triangulation and photogrammetric mapping. Valuable first-hand evidence of later use; the commenter's employment details, dates, survey-control designation, coordinates and supporting records remain to be confirmed.

Appendix B — Research leads not yet treated as facts

The following claims are useful leads but require authoritative verification before they are incorporated into a statutory nomination as established history:

- that the Nullarbor visual-airway system ultimately used illuminated beacons at approximately fifty-mile intervals;
- that the Gippsland route included specific markers at Greenfields, Sale West and Bairnsdale;
- that the wartime unit designation associated with Yallourn was **701 LAA Troop (Static)**;
- that the Yallourn lights were removed around 2008;
- that the marker was formally described by the SECV as “Delta 4”;
- that the triangle’s apex marks true north;
- that the numeral **4** was specified in miles in a contemporary document;
- that no aircraft ever used the Budge field after 1932; and
- that no comparable Kingsford Smith marker survives anywhere in Australia.

Each is capable of targeted verification. None supplies a competing explanation that fits the complete Yallourn installation.

Appendix C — Field recording specification

The first site inspection should produce:

1. statutory parcel and site-access record;
2. survey-grade coordinates for every character and symbol;
3. north-referenced azimuths for the triangle and arrow;
4. total installation dimensions and spacing;
5. dimensions, thickness and elevation of each element;
6. high-resolution vertical, oblique and ground photography;
7. photogrammetric model and orthomosaic;
8. crack, displacement, biological-growth and loss mapping;
9. record of reinforcement, aggregate, joints and surface coatings;
10. non-invasive scan for conduits and buried fittings;
11. catalogue of all loose material;
12. inspection of possible electrical supply routes;
13. vegetation and drainage assessment;
14. mapped operational and rehabilitation risks; and
15. an interim conservation recommendation signed by a heritage professional.

Appendix D — Heritage protection request

The immediate request to the land manager should seek written confirmation that it will:

1. record the complete installation as an identified heritage asset;
2. protect it and its immediate setting from disturbance while significance is assessed;
3. commission or support an independent heritage assessment;
4. complete a detailed survey and condition record;
5. consult Heritage Victoria, Latrobe City Council and qualified aviation historians;
6. adopt in-situ preservation as the preferred outcome;
7. maintain an ongoing point of contact with the Eden of the East Foundation; and
8. develop future interpretation and safe public access when conditions permit.

Appendix E — Final research proposition

The evidence has moved beyond a speculative association.

The Yallourn marker is an aerial instruction whose destination can be identified. Its place name uses the most visible landmark in the 1932 industrial landscape. Its arrow leads towards the prepared Morwell landing ground. Its numeral states the approximate distance. That landing ground came into existence for Kingsford Smith's visit and has no identified continuing aviation history. The wartime warning, regular-route and White City explanations each account for fragments of later memory or broader context, but none explains the designed whole.

The purpose written into the ground is the 1932 arrival of Sir Charles Kingsford Smith and the *Southern Cross*.