



# Australian Vintage Aeroplane News

Newsletter of Queensland Vintage Aeroplane Group / Australian Flying Museum Inc.



Above: Kim Rolph-Smith and Trojan at Old Station Fly-In.

## Message from the Editor:

- Have you something to share with our other members?
- Would you like to contribute to **your** newsletter?
- Do you have something to sell? Place an ad in our Classifieds!

**Just send your articles and pics to:**

**[coordinator@inghamwingsandwheels.com.au](mailto:coordinator@inghamwingsandwheels.com.au)**

## Membership Matters

- If you know someone who would like to join, there is now an **on-line membership form** on our web-site.
- If you refer a new Full Member to the Group, we will give you a **stainless steel insulated mug** in return!

**Please note the QVAG  
web-site address :  
[www.qvag.org.au](http://www.qvag.org.au)**

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Above: Cameron Rolph-Smith's Yak-52 at the Old Station Fly-In. The Yak and the Trojan were kept busy giving Warbird Adventure Flights over the weekend.

*Photo (above & top left) :  
C D Smith*



## FROM THE DESK OF THE PRESIDENT

The focus of QVAG in the 70's and 80's was very much focused on promoting interest in vintage aeroplanes so that the survivors would be saved and restored to flying condition (remember that in the 1960's and early 1970's many vintage aeroplanes met their fate on fire-heaps.)

That original focus is no longer needed, the main point of focus has morphed into one where community and sharing the enjoyment of old aeroplanes, nor just with each other, but with newcomers and youngsters especially, is the primary goal.

There is a great opportunity to do so now and that is why I am writing to you to renew your membership (or re-join if your membership has lapsed). I have continuously been a QVAG member since 1976 and I want to see QVAG/AFM not just exist but thrive.

### Great Tiger Moth Roundup – 2014

We have a number of exciting events planned, probably the most exciting of which is the "Great Tiger Moth Roundup – 2014". This event is in the very early days of planning, however the timing will be either June or July 2014.

This event is to celebrate the 75th anniversary of the introduction of Tiger Moths into RAAF service (A17-1 was test flown on 8<sup>th</sup> May 1939 and went to RAAF 2AD Richmond 16<sup>th</sup> May 1939).

Obviously DH Tiger Moths are the featured aircraft type, however I am sure that other vintage and classic aircraft owners, pilots and enthusiasts will take the opportunity to join in and celebrate. What we hope is that we will be able to stage a photo-shoot where we end up with a photo with a line of over 20 Tiger Moths as its subject. Imagine the great photo that will make!

### Gathering of Eagles - Australia

A upcoming event to be staged in

the shorter term for which we are QVAG members to support is the "Gathering of Eagles - Australia" on 31<sup>st</sup> August at Watts Bridge Airfield. If the weather is good then on the 31<sup>st</sup> we are expecting that over 130 aeroplanes will attend.

QVAG is piggy-backing on that event with a smaller gathering for QVAG members, friends and supporters on the Sunday. On the Saturday night we are hosting a BYO food and drink BBQ in the QVAG/AFM building. We are planning that we will provide the plates, cutlery and BBQ plate and you bring your own food and drink. QVAG will have refrigeration facilities.

### Other Forthcoming Events

We are in the midst of rescheduling a number of small events with the general format of a late breakfast followed by a low key flying event of some type. Basically a reason to go flying and met up with a few old (or maybe new) friends for a chat. Still a work in progress, so its watch this space. These have been successful in the past so there is no reason to think that success shouldn't continue.

### AFM Bus

In the first half of this year, QVAG/AFM's Management Committee has continued with the planning for the group. The AFM has spun off the "Bus Boys" into a new incorporated group with the name Australian Flying Museum Education Group Inc. (AFMEG). They are independent from QVAG/AFM however there will be some reciprocal exchange of certain membership privileges between the two groups.

The extent of these privileges is yet to be determined by the two groups. The AFM Education Group Inc. has had the two buses and an amount of money gifted by QVAG/AFM to them. The money was raised by them and was in effect the money in the account known as the "Bus Account".

It was with mixed emotions that the spinning off of AFMEG occurred, however with the events of early last year still fresh in our memories; it became evident that the "Bus Boys" needed to be in control of their own destinies.

They felt that if they were to put in the huge effort of converting the new bus into a mobile museum, they need the assurance that future QVAG/AFM management committees wouldn't decide that the mobile museum wasn't an activity with which they wanted to continue.

This line of conversation led to the recognition and a separate association was the best way to go. The spinning-off of the AFMEG was a friendly affair.

### Discounted Membership

QVAG/AFM authorised membership amount is \$70; however the management committee has decided to discount that fee by \$20 so that the fee is \$50 for this year.

We have been busy trimming costs and these have resulted in being able to offer the discount on membership fees back to members. It was a bit of a financial gamble and risk; however we hope to recover the lost income by attracting more members.

The objective is to get the QVAG/AFM membership numbers up to over 100— that is a stretched target for us to achieve, however it is achievable. In the past we have had over 150 members.

Please help us make our planned events a great success by firstly renewing your membership and secondly and very importantly attending those events.

*Regards*  
*Ross Stenhouse*  
*QVAG/AFM President.*

## AN OPEN LETTER FROM JOANNE WINTER

*I am sure you all remember QVAG's long standing President Shane Winter. As we know behind every successful President is usually a very supportive partner and that was the case with Shane.*

*Jo rang me up the other day and asked if I would send out the following letter. When I read it I was touched because Jo was spot on.*

*Ross Stenhouse  
President, QVAG/AFM*

### TO ALL PAST AND PRESENT QVAG/AFM MEMBERS

On Saturday 25<sup>th</sup> May, the Watts Bridge All-In Fly-in was held. Ross Stenhouse sent out an email to members asking for their support to please attend this event. I, with Frank and Karen, attended the Fly-in.

However, I came away from the event devastated, asking myself ... where is everyone? Where were all the pilots and enthusiasts that were members of QVAG; that used to attend fly-ins, meet in the Clubhouse for a chat with friends and like-minded people???

On asking these questions to a couple of members in attendance, I was told that the QVAG membership base had dropped significantly. Where have you all gone? Why have you left the Group? I'm of the mind anything can be fixed. Please give me or Ross your honest feedback. I'm pleading with you.

As hard as it is for me to continue to go to Watts Bridge, to pass the Chalet that Shane and I loved so much, entering the Clubhouse with all the reminders of what Shane and I shared, where he was President since 1992, looking at the airstrip where Shane died and I last held him, I still go because I am committed to continue to go there out of respect and love for Shane.

I go there because I shared Shane's passion and love of vintage aircraft, and his devotion to QVAG. I go there to see his friends and the pilots who also share that passion, but sadly they weren't there.

QVAG needs you to bring the group back to life. I implore all past members to please reconsider and rejoin QVAG. I would love to see you all again; perhaps to even talk about times past.

Thank you for taking the time to read this, and please, please, think about rejoining. And for the present members, thank you for your commitment to keep QVAG alive.

*Jo Winter*

## MEMBERSHIP FEES REDUCED 2013/14

The QVAG/AFM membership fees have been discounted for this financial year. Normally the full membership rate is \$70 a year, however we have discounted this year by \$20. We have been busy lowering the costs of operating QVAG/AFM and the management committee decided that a reduced rate was affordable.

We hope that the lower rate will encourage a few former members back into the fold so that our net income year-on-year stays positive. We hope members appreciate the hard work that we have been doing in the background in lowering the fixed costs for operating QVAG/AFM.

We are asking you to do a small bit by firstly renewing your membership for financial year 2013/14 and

further by encouraging former members to re-join our group. Of course we are always looking for new members and if you can recruit a new member, that would be absolutely wonderful. It's all positive for the group and the intention is to continue with the discounted membership fees into the future as we appreciate the fact that many people belong to a number of associations and they all have annual membership fees.

Back in the early days of QVAG, we operated solely by donations; that is no longer possible, but if you want to make a donation and to throw in a few dollars extra with your membership renewal that would be greatly appreciated (but not essential).

## EDITORIAL

G'day folks, I'll keep my bit brief again. Sorry for the delay in getting this latest issue out—I have been a bit side-tracked with other commitments as well as the ongoing search for employment which takes priority.

I did manage to get down to the Old Station Fly-In for my first-ever visit and was impressed with the venue

and the hospitality of the Creed family and their crew. It was a very sociable weekend and good to see a reasonable diversity of aircraft including the Warbirds of Kim and Cameron Rolph-Smith.

As usual, I need material for the newsletter so please feel free to contribute!

*Regards, Christian*

## THE PAST YEAR IN SUMMARY

As most of you are well aware, in early 2012, QVAG went through a pretty rough patch, culminating with most of the management committee retiring. In March 2012, by default I ended up QVAG president (last man standing). I am glad to say that the period June 2012 to June 2013 has been far better. Whilst a lot of work remains to get the group well and truly back to a healthy state, we are on track to achieving that desired goal.

The QVAG building has been open and manned on every "First Sunday of the Month" for the past 17 months. We have a stable management committee and meetings have been very friendly affairs. There are no red-hot issues to cause dissension, however we need much greater attendance at events.

As part of re-organising QVAG to be an organisation capable of developing into the future (and being able to find people to be on the management committee) we have had to simplify our approach to many of the traditional events that once were the hallmark of QVAG/AFM. The most obvious of these was "Festival of Flight"; QVAG found itself no longer able to find people able (and willing) to put in the huge amount of time and effort required to stage such an event.

In the first half of this year, QVAG/AFM's Management Committee has continued with the planning for the group. The AFM has spun off the "Bus Boys" into a new incorporated group with the name Australian Flying Museum Education Group Inc. (AFMEG). They are independent from QVAG/AFM however there will be some reciprocal exchange of certain membership privileges between the two groups. The extent of these privileges is yet to be determined by the two groups. The AFM Education Group Inc. has had the two buses and an amount of money gifted by QVAG/AFM to them. The money was raised by them and was in effect the money in

the account known as the "Bus Account".

It was with mixed emotions that the spinning off of AFMEG occurred, however with the events of early last year still fresh in our memories; it became evident that the "Bus Boys" needed to be in control of their own destinies. They felt that if they were to put in the huge effort of converting the new bus into a mobile museum, they need the assurance that future QVAG/AFM management committees wouldn't decide that the mobile museum wasn't an activity with which they wanted to continue. This line of conversation led to the recognition and a separate association was the best way to go. The spinning off the AFMEG was a friendly affair.

Readers might have noticed that QVAG/AFM still has the Australian Flying Museum as part of its operations. The current plan is to establish the main operations of the AFM in the virtual world and establish an online collection of aircraft/aircraft engine operations and maintenance publications. We feel that this is a simple and proactive way of helping with helping vintage, classic and Warbird owners and operators keep these aeroplanes in the air. If you have any aeroplane manuals and publications that you feel may be of use, please let me know. Help from you may be as simple as getting a copy centre near you to scan the manual and burn it onto a CD/DVD or memory stick and send it to us.

Flying operations are a large part of what the group is about. The management committee has not lost sight of this and a number of flying events are in the planning stage.

Whilst "Festival of Flight" has passed into history, there are now two large flying events staged at Watts Bridge and these events provide the opportunity for us to leverage a QVAG/AFM gatherings in conjunction with these two events.

The first event is held in the first half of the year and is known as the "All In Fly In". The second is known as the "Gathering of Eagles". These are not run by QVAG/AFM and are run on a Saturday. QVAG/AFM has the opportunity to run an event for our members, potential members and friends and supporters on the Sunday of those weekends.

### Definitely coming Up 2013 – the WBMA Gathering of Eagles and the QVAG Stockman's Gathering.

Mark Saturday 31 August and Sunday 1 September 2013 in your calendar as RESERVED. The Saturday (31 Aug) is WBMA's gathering of Eagles Fly-in. For those you (and there are many) who have said that they would love to see an event such as "Festival of Flight" conducted again, well here is an opportunity to attend such an event.

By piggy-backing on the back of WBMA Gathering of Eagles Fly-in we hope to increase the QVAG members and their aircraft numbers in attendance and reduce the organisational effort.

On the Saturday night of the fly-In, the QVAG Club House and its facilities will be open to QVAG members, their friends and potential QVAG members. We suggest you camp overnight in the WBMA Camping Area. You will need to bring all your own food and drinks. Under cover BBQ cooking facilities and chairs and tables will be provided.

The following day is the first specific flying event for the year by QVAG and marks the recommencement of the QVAG Fly Ins.

My recommendation is that the Saturday is the 'should attend' for those of you who like a busy airfield with lots of different aeroplane types (WW1 replicas, ultralights and the odd Warbird or three). For those who like the Saturday night banter, a drink with friendly vintage

## THE PAST YEAR IN SUMMARY

aeroplane aviators and enthusiasts, then stay over and attend both days. Come on the Sunday if you like the quieter atmosphere of mainly vintage aeroplane operations.

### Coming Up 2014

On the 16<sup>th</sup> May 1939, the RAAF took its first Tiger Moth on strength when A17-1 was delivered to RAAF Richmond. May next year is the 75<sup>th</sup> anniversary of that event. This would make a great opportunity for QVAG to celebrate the anniversary by holding "Tiger Moth Roundup" at a suitable date next year (at this early planning stage, likely to be June 2014). I know it's a cold month in June and I also know that that cold dense air with clear blue skies makes great flying weather.

Let face it, the DH 82A Tiger Moth is one of the most iconic aeroplane types in Australia; I love flying my Auster, however my Tiger Moth just has that special factor, the "X" factor of aviation. We will be asking all Tiger Moth owners in the region to get behind this concept. Those of you with long memories might remember the last great "Tiger Moth Roundup" at Temora in NSW, I know I regularly hear people reminiscing about it, sadly I didn't go and now lament that fact but there was a healthy contingent of Tigers and owners from Southern Queensland who made the journey!

Imagine 20-30 and possibly more Tigers all in a long line-up at the QVAG Home Base, Watts Bridge. Imagine what a truly great photo that will be and remember the great memory that will be imprinted in people's minds.

There are a lot of Tiger Moths within a few hours "Tiger Time" from Watts Bridge and if we run the correct organisation, this will make a absolutely great event to attend and unlike anything ever seen in the region before. Of course other aeroplane types would be welcome as spectator aircraft.

I don't wish to be seen as "over-egging the cake", however the simple truth is we have to make this event happen, the cost of failure to take up the anniversary of 75<sup>th</sup> year is too great to pay!

Who is willing to help with the organisation of this event? The BIG effort is to contact the various Tiger Drivers and encourage them to attend, the rest is simple. Please contact me via email at rossjanstehouse@hotmail.com if you are up to helping organise the event OR like the concept and are thinking about attending.

In summary, the 2012-13 year has been one of consolidation, some healing and the identification of the many positive things that have

come from the last 35 years of QVAG development, and I think, the crystallisation of a quiet conviction that what we have achieved overall has been of great value to vintage aviation in southern Queensland and northern NSW – and continues to be.

Looking forward, I see a very positive era of growth and opportunities to enjoy what we have now that much of the hard establishment work has been successfully completed. The next 12 months should represent a great time to be involved with vintage aviation in this part of the world!

*Ross Stenhouse  
President, QVAG/AFM*

## AERIALS

From Auster News Feb 1951  
[http://austerhg.org/auster\\_mags/](http://austerhg.org/auster_mags/)

### **Aircraft Radio Installations PART II. THE AERIAL**

There are quite a number of strange and inaccurate stories regarding how best to site the VHF antenna, and indeed, such antenna are quite complicated in theory, but the following practical details may prove of some use to the light-aircraft owner.

In general, it is best to site the whip aerial on top of the fuselage, immediately aft of the cabin, although, if a suitable ground-plane is fitted, it would be better under the fuselage, during flight, as this would enable the antenna to "look" down. The main disadvantage of fitting the aerial under the fuselage is that it may be screened while the aircraft is on the ground. (It is not recommended that the whip be fitted on top and the aircraft inverted during flight).

If we assume, therefore, that the whip is fitted on top of the fuselage

it now only remains to arrange a "ground-plane." The ground-plane consists of a circular sheet of metal, of a radius at least equal to that of the whip itself, fitted on or under the aircraft skin, at right-angles to the whip and with its centre the base of the whip. This is connected at its centre to the screen or outer braiding of the antenna feeder, where it joins the base of the whip.

The above arrangement is difficult to fit, of course and so a practical answer can be found in using four strips of copper foil, each of the same length as the whip or greater, and made to form a cross.

The centre should be the base of the whip, where the strips are joined and connected to the outer as before. Generally, this is to simulate the conditions on an all-metal-skinned aircraft which presents an infinite ground plane. The all-metal construction of the Auster framework is an advantage in this respect, and makes quite an effective ground-plane.

*(Contributed by Ross Stenhouse)*

## WHAT YOU FIND OUT IN THE STICKS!

Recently I went out to Goondiwindi to visit my daughter Liz and her family. Whilst I was there I dropped in to the local aerodrome to check out the runway and its suitability for operations involving my Auster J5/B VH-BGU.

The airfield is great and I was told the grass beside the runway is regularly used by a local ultralight training organisation. I was told the northern side is best to use. Since I had a few days to fill in, I paid a visit to the local museum. A fellow was working out the back of the museum restoring a buggy. I asked the usual question – “Any old aeroplanes in the area?”

To my surprise, he said “yes, I have the remains of a Sea Venom on my property”. He did tell me its past history as best he knew it, however alas I cannot remember what was discussed, save that at one stage in its life, the aeroplane was displayed on a pole.

He gave me directions to his property and with pride I went back to Liz’s place and said with pride that I was off to Boggabilla. Liz promptly replied, “Don’t stray too far from your car or you will return to find the wheels missing!” Apparently a coach had problems and parked it out the front of the Boggabilla police station and when the owners returned, it was on fire.

With this in mind, I asked my son-in-law, Angus to come with me and we set off. Fortunately the property was a few kilometres north of the town and we were able to photograph the aircraft without any dramas.

The Sea Venom was once in the RAN as WZ929, now in a very sad state, how the owner has saved what was once destined for the scrappers. It is looked after as best as he can manage.

It’s amazing what you find out in the sticks!



## OLD STATION FLY-IN 2013

I attended my first Old Station Fly-In this year and enjoyed the experience.

There was a good variety of aircraft, mainly RA-Aus, gyrocopter and GA types but some interest for vintage fans with a Bell 47 helicopter, Cessna 180 tail-dragger, MiG-15 (hangared) and the T-28 Trojan and Yak-52 Warbirds of father-and-son team Kim and Cameron Rolph-Smith.

Displays of restored machinery, trucks, tractors and classic vehicles complemented the aircraft line-up and there was even a daily tractor-pull to keep the crowd entertained.

It was a very relaxed affair, with lots of socialising and networking. The Warbirds and a helicopter were kept busy with Adventure Flights and joy-flights and many private pilots took advantage of the fine weather to enjoy the skies with local flights.

Unfortunately it clashed with the Watts Bridge All-In Fly-In and this led to reduced numbers from SEQ. However, it was definitely worth the trip and I will be putting it on my calendar when the next staging is confirmed.

*Christian Smith  
(All photos by author)*



**Above: Richard McDonald's MiG-15—currently out of the air due to restrictions on the airframe hours but apparently with hopes that it may return in the near future.**



**Above: Brian Scoffell's beautiful Supermarine Spitfire scale replica.**

**Right: One of several immaculately restored trucks on display.**



**Left: Early morning view, portion of the aircraft parking area.**

**Below: Mini-Mack!**



## OLD STATION FLY-IN 2013



**Left:** Cameron Rolph-Smith's Yak-52 in the early evening light with a full moon rising.

**Below left:** Kim Rolph-Smith's T-28 Trojan dew-covered after a chilly night.

**Below:** Cessna 150/180 VH-RWM which is resident at Old Station.



**Above:** Bell 47 helicopter, also resident at Old Station.



**Right above:** Gyrocopter captured against the sunset.

**Right:** Low-flying "Cessna"!



## SOPWITH PUP REPLICA

There are a number of WW1 replicas under construction at Watts Bridge, including this Sopwith Pup.

Andrew Carter is due to make the first “full” flight in the Sopwith Pup soon —the actual “first flight” was more of a hop when the aeroplane took off during fast taxi trials.

For more information on WW1 replicas, visit TAVAS’ web-site at [www.tavas.com.au](http://www.tavas.com.au) .



**Above:** Andrew Carter taxiing the newly-built Sopwith Pup replica at Watts Bridge.



**Left:** A nostalgic black-and-white treatment of the Sopwith Pup replica.

**Right:** TAVAS founder Andrew Carter in the cockpit of the Sopwith Pup.



*All photos: Ross Stenhouse*

## 100th ANNIVERSARY OF COMMENCEMENT OF WW1

Former QVAG Member Ron Dunn has suggested that there should be some kind of acknowledgement during 2014 of the 100th anniversary of the commencement of World War 1.

Ron's suggestion is that some kind of aerial tour (and I add 'of vintage aeroplanes') around Southern Queensland with an emphasis on the smaller towns would be a worthwhile and enjoyable experience for all involved.

I think Ron's idea passes a first-glance sanity test and is worth pursuing to a detailed second stage investigation. As I understand it, Ron's second idea that a local charity such as Rotary, Jaycees or similar from each town where we land should be involved.

Further, these groups could use our arrival as a fund-raising opportunity by conducting a bush BBQ lunch or breakfast at each town and our aircraft should be put on static display.

For many western towns this has the potential to be one of those occasions that are recalled and talked about for decades into the future.

My addition to this is that "there wouldn't be an air show – too much complexity". I have done a couple of similar events in the past, one being where I flew my Tiger Moth to Cairns and return to Brisbane as part of a formation of three Tiger Moths and a Pitts Special.

My Tiger VH-JRS was piloted by me and Rod Rush was a passenger, Tiger VH-WTM was flown by Nick and Greg Challinor, Tiger VH-WAP flown by Bruce McGarvie with Irene Challinor as a passenger, Barry Hempel flew the Pitts Special.

Because we were sponsored we stopped off at a lot of towns and it wasn't a quick trip, however it was a very enjoyable one and plenty of

people had the opportunity to see a Tiger Moth close-up.

My second experience was to fly in formation with three other Tiger Moths and a Stampe. This made a five aeroplane formation and we flew in formation from Charleville to Cloncurry to celebrate the 70<sup>th</sup> anniversary of the first mail run by QANTAS.

Once again there were a lot of stops along the way and our aeroplanes were on display at each stop with a large crowd gathered to look at our aeroplanes and enjoy the event.

The formation Tiger Moths, aeroplanes taking part on this trip were VH-JRS flown by myself and Shane Winter, VH-UVB flown by Barry Hempel, VH-LOW flown by Grant Shoreland, VH-LZK by Frank Williams with Stampe VH-WEF piloted by Phil Unicomb.

In both of these events I as aeroplane owner/pilot was only concerned with operating my aeroplane and enjoying the event.

I didn't have to organise the event or control the public. For the aviators, our task was to safely pilot our aeroplanes and talk to the public about them, others organised the

availability of suitable fuel, obtained met forecasts, provided food, carried our baggage, organised our accommodation.

I am urging members (and non-members) who may be interested either in flying their aeroplane in such an event, or in being in a ground party supporting the event or willing to be a background person who is deeply involved in the organisation of the event. to let one of the QVAG management committee know so we can see if it's an idea worth following up.

No definite commitment necessary, just a registration of interest. Talk to non-vintage aeroplane people, they can be involved as well – the more on the trip the better. It's an opportunity to take the city to the bush!

*Ross Stenhouse*





**Queensland Vintage Aeroplane Group**  
[www.qvag.com.au](http://www.qvag.com.au)

**SEEKING EXPRESSIONS OF INTEREST FROM PILOTS**

**Take your flying enjoyment and skills to a new level!**

**Enjoy the thrills of yesteryear with the wind in your face  
 in an open cockpit tail-dragger biplane**

**So, don your goggles and silk scarf and be part-owner in a Vintage Aircraft!**

**The Queensland Vintage Aeroplane Group is fielding interest from pilots  
 to be part of a Fractional Ownership scheme of a Vintage Biplane.  
 There are several aircraft already on our radar.**

**Already more than half-subscribed, the opportunity remains  
 for a further 4 persons to invest in a suitable aircraft.**

**This is a great opportunity to be part of vintage aviation at a very low cost.  
 Fractional ownership means fractional cost. That removes the biggest hurdle!  
 What are you waiting for?**

**Live the Golden Age of Aviation!**

**For further details either contact the Secretary at [info@qvag.com.au](mailto:info@qvag.com.au)  
 or Dion Pastars on 0459 844 337.**

**WANTED**

**Aircraft Components**

Unserviceable, unwanted aircraft items off Vintage, Veteran or War-bird aircraft for Mobile Aviation Display.

Also seeking U/S Cylinders for a P&W 1340AN-1 for a static engine display plus airframes, engines, components and unwanted flight and maintenance manuals - no part too small.

**Contact Scott Williamson –  
 0427 332192 or e-mail  
[focusedonprops@hotmail.com](mailto:focusedonprops@hotmail.com)**

**2013 QVAG / AFM Inc. Committee**

|                                  |                            |
|----------------------------------|----------------------------|
| <b>President:</b>                | Ross Stenhouse             |
| <b>Vice President:</b>           | Craig Thomsen              |
| <b>Secretary:</b>                | Jo Winter                  |
| <b>Treasurer:</b>                | Phill Ridley               |
| <b>Committee:</b>                | Matt Baker, Ray Vuillerman |
| <b>Membership Officer:</b>       |                            |
| <b>Website Liaison Officer:</b>  |                            |
| <b>Public Relations Officer:</b> |                            |
| <b>AVAN Editor:</b>              | Christian Smith            |
| <b>Events Coordinators:</b>      | Positions Vacant           |

**WBMA Airfield Council Representative: Vacant at this point in time.**



## Classifieds—Buy, Swap and Sell



### Gipsy Major

Tapered crankshaft.  
Recent X-ray with all paperwork ready to fit as serviceable. Certified measurements available.  
Well below cost: \$5,750.

Ph: Warwick Henry, 0417 771563,  
Email: [wheny@jowar.com.au](mailto:wheny@jowar.com.au)



### Magnetos

1 set of Gipsy Major 10 MK II magnetos  
off a Chipmunk  
1 set of Gipsy magnetos off a Tiger Moth  
2 Hangar Sites & 1 Commercial Site Sub-sub  
Leases at Watts Bridge Memorial Airfield  
- very reasonably priced.

For more information, please contact:  
Ray Vuillermin  
on 0409 584 574 or  
Email: [rayvuill@bigpond.net.au](mailto:rayvuill@bigpond.net.au)



### Wanted - aircraft parts

Any unwanted or U/S aircraft parts required for  
mobile historical display - vintage, veteran,  
Warbirds etc.

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