



Australian Vintage Aeroplane News

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



In early November QVAG held its Christmas party at the Jindalee Hotel Restaurant in Brisbane. While not a big event, it was a very enjoyable night and judged a success by those who attended.

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

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

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Above: Dr. Michael Redmond's Gipsy Moth VH-ULM. This edition of AVAN features the Gipsy Moth in Australian history and modern restoration—enjoy the wealth of information provided in the several articles and photos inside.



FROM THE DESK OF THE PRESIDENT

President's Report: QVAG-AFM 2013 as presented to the Annual General Meeting.

I have had the honour and sometimes pleasure to be the QVAG President for over 18 months. Since we are an organisation in rebuilding mode, this has meant that I have had to spend a lot of time in thinking about how we can attract new members and how we can get members to renew their memberships.

Currently we have 48 members (36 full members, 8 life members, 2 associate members and 2 junior members) and that is a small improvement over last year. You might have raised an eyebrow when the committee saw fit to lower its membership fees from \$70 down to \$50 dollars a year. QVAG does not so much have a financial problem at the moment as a membership problem.

The committee has been busy identifying ways of driving our basic cost structure down without affecting adversely the level of service we can provide to members; however we are also looking very seriously at what we can do to rebuild the QVAG Membership base.

I would be remiss if I didn't make a special mention of thanks to our AVAN editor, Christian Smith. Christian lives in North Queensland and has been AVAN editor for a number of years. He does a great job as editor, however I need to remind you all that an editor edits the content he receives. It is not the primary function of an editor to write content and I urge you all to give writing an article a go or providing Christian with some local news.

The news could be just something simple like a short account of a sortie you have flown in your aeroplane. We all know that QVAG members are not trained journalists and thus forgive the lack of expert writing ability. However they sure

are interested in what other aviation activities other members are up to.

The major event for this coming year will be the celebration of the 75th Anniversary of the introduction of the Tiger Moth into RAAF service. This will take the form of a fly-in where the feature will be Tiger Moths.

The goal is to have a great photo of 10-20 Tiger Moths in a line, imagine the impression that will have on all who see the sight (especially if you own one of the Tiger Moths in the line). Obviously the venue and date are yet to be announced, however early planning is underway.

One of the backers of this event is Graham Orphan of Classic Wings magazine fame. Graham in a recent e-mail made the following statement, "There are many Tigers now based in SEQ - more than at any time in the past 50 years - so it is a great opportunity to celebrate the aeroplane and for the new band of Tiger Moth owners to get to know each other. There are many benefits to be had such as networking for parts, maintenance etc. as well as for sharing flying and social occasions. This represents a very positive future for vintage flying in the region as all the other antique/classic types will be drawn to this activity. I am looking forward to running a very positive feature in Classic Wings to cover the event as I think it will herald a new and positive growth era for QVAG."

However we all know that "one swallow does not make a spring" and so it is with QVAG. What is needed is a limited number of smaller in scale speciality events to offer attraction to our members.

These days there are plenty of opportunities to attend flying events, gone are the days when there were just one or two flying opportunities per year.

Thus QVAG management commit-

tee has decided that a small number of these speciality events would be conducted during the 2013-14 year.

Some examples of such events are: The Pythons Formation Practice Day at Watts Bridge (scheduled to occur in Oct/Nov 2013, another example being the "Building a WWI Replica" seminar/workshop inspection scheduled to occur end of January 2014.

We are always looking for topics for these special events so if you have a suggestion please make it known to a committee member.

For the past 18 months, on the first Sunday in the month we have had the QVAG building open hoping to see some members drop in. Unfortunately we didn't achieve a great deal of success in that front. Committeeman,

Ray Vuillermin suggested that we change the QVAG building open day from the first Sunday to the last Sunday in the month and his idea has been adopted.

The point of these open days is to offer the opportunity to members to make a low profile visit to Watts Bridge and enjoy the facilities that the building has to offer.

All in all, I am reasonably happy with the current position that I find the group in. We need to attract "new blood" to the group and to the committee so that the old-timers such as me can hand over to the next generation of QVAG leaders.

Regards
Ross Stenhouse
QVAG/AFM President.



NEW QVAG SECRETARY

QVAG has a new secretary!

It's been hard to find a person to fill the position of QVAG secretary. A number of people have occupied the position on a "temporary" basis over the last 18 months - Peter Biddle, Jan Stenhouse and Joanne Winter being on the list.

It's great news that we can report that the new QVAG Secretary elected at the recent AGM is Liz Finlay. You may know Liz by her "other" name, Liz Stenhouse.

Liz has been involved with QVAG ever since she was born. Ever since she was a little tyke, Liz has constantly heard about QVAG and been involved with her dad, Ross Stenhouse in his rebuilding of his Proctor VH-AHY.

Liz always enjoyed being in the workshop with her dad, giving him a hand and learning about using tools. Liz was a junior member of QVAG and inherited her dad's love for vintage aviation.

Liz lives at Goondiwindi where she is the local "Stocky", that is, a Stock Inspector with the Dept. of Primary Industries.

Fortunately Liz's husband Angus is also keen on aviation and is an associate member of QVAG. Liz has twin daughters and you guessed it, they are QVAG Junior Members.

QVAG was founded by young people back in 1975 and it's great to see young people again appearing in the management roles of QVAG.

Liz is pictured (right) standing beside Auster VH-BGU—photo Ross Stenhouse.



BIOGRAPHY—RAY VUILLERMAN

Ray Vuillerman has recently become a committee member. Here is a little background information.

My bio, as you put it, started in 1956 as an ATC scholarship trainee, when I started training on Tiger Moths at the RVAC at sixteen years and nine days old.

CPL and C instructor rating in 1959, one year's instructing on Tigers, Chippies and Austers, joined TAA in Jan. 1961, trained on DC-3s in Qld, then three years in TPNG, back to Melbourne as F/O on Viscounts, then seconded to NTAMS based in Alice Springs and Darwin flying Doves, then F/O on DC9, B727-100 and flight navigator on DC-4, DC-6 and L-188.

1970 – Captain F-27, then DC-9, B727-200 and A300 (instructed or checked on all of them), left TAA in 1989 dispute, returned to Dove flying for a few months, then went to Egypt as A300 instructor then Singapore Airlines for 10 years as Captain and instructor on B747 Classic and -400.

Retired at 60 years of age and joined CASA as FOI then team leader, retired 2007 and since then have been ATO and Metro instructor/check pilot in Darwin. Life-long interest in vintage aircraft and have maintained an instructor rating throughout. 24000 hrs on about 150 types.

Ray Vuillerman



BEAUFORT A19-141 NEWS

For those you who are unaware of this aeroplane; an Australian-built and RAAF-operated Beaufort Bomber A9-141; it has been making slow but steady and magnificent progress towards restoration to flying condition.

Over the years the project has had many homes and the current home is at Caboolture Airfield.

The story of my recent visit to the Beaufort goes like this—currently I am on long-service leave and had been staying alone for over a week in my Air Chalet at Watts Bridge Airfield. Seeking a bit of company, I decided to fly my Auster J5B VH-BGU across to Caboolture to see what British hardware was available from ASAP Aircraft Spares at the airfield.

ASAP Aircraft Spares is run by Ralph Cusack. Whilst there I was given the grand tour of ASAP and the conversation turned to progress on my Percival Proctor Mk1 restoration project and of course to progress on the Beaufort restoration.

Since inception this project has been under the management of Ralph Cusack. There is absolutely no doubt he has been doing a great job in that role.

I first heard about the project about 20 years back however it had been many years since I had seen the aeroplane and thus I really had no idea what to expect.

Ralph said that the team were having a working day on the Beaufort and offered to drop me down to the

hangar to have a look at the aeroplane. Well! It would be an understatement to say I am impressed with what has been achieved. This is an absolutely fabulous project and well worth your support.

I have paid my \$30 annual subscription to the Australian Aviation Heritage Centre Qld Inc. in order to show my support and urge you to do the same.

I hope you enjoy looking at the photos I took whilst there.

Further information on this project is available from: <http://www.beaufortrestoration.com.au/> or by emailing: info@beaufortrestoration.com.au

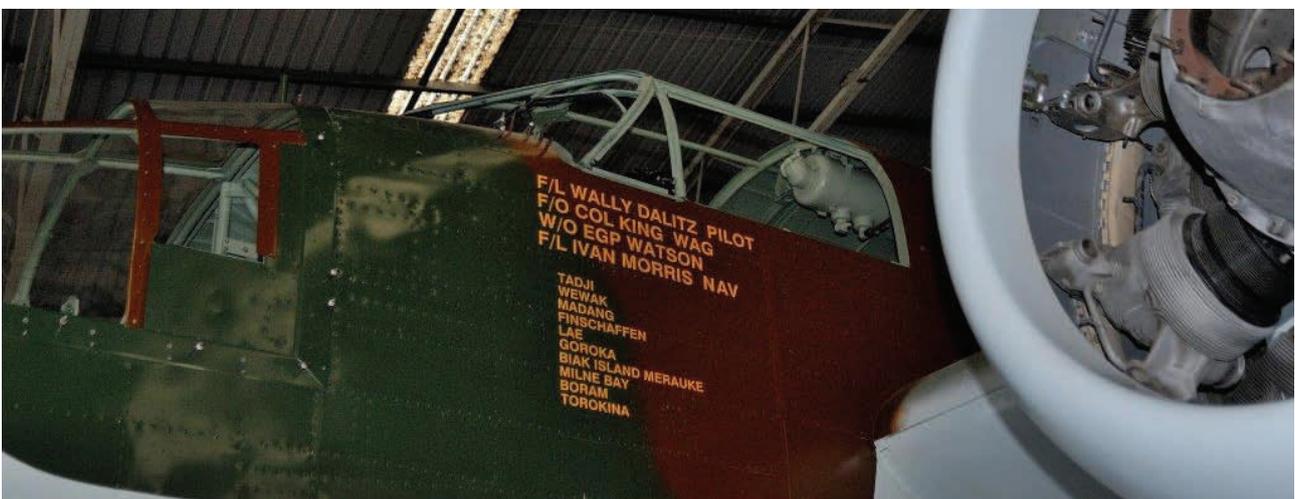
Ross Stenhouse



Left: Visitors watch as work continues to bring this rare aircraft back to airworthiness.

Below: Acknowledging crew and missions.

All photos: Ross Stenhouse.



BEAUFORT A19-141 NEWS



Above: Looking more like an aeroplane every day!



Left: Workers need to get “up close and personal” to get to all the nooks and crannies.

Below: Still a long way to go but the progress to date is remarkable.

All photos : Ross Stenhouse.



80 YEARS AGO

Sir Charles Kingsford Smith purchased a Lockheed Altair, VH-USB, for the 1934 Mac Robertson London-Melbourne Air Race.

Its purchase was made possible by Australian public donation, including that of the race sponsor, Sir MacPherson Robertson. Smithy named the aircraft "Anzac" but due to government objection, renamed it "Lady Southern Cross". The Altair was withdrawn from the race, because of cracks in the engine cowl-

ing. Sir Charles felt that he would have to sell the aircraft to compensate his sponsors and decided to fly the aircraft back to America.

Leaving Brisbane with navigator, Gordon Taylor, on October 20, 1934, they arrived at Oakland, California, on November 4 flying by way of Fiji and Hawaii.

This was the first Pacific crossing eastbound from Australia to United States. On arrival in America,

Smithy changed his mind about selling the "Lady Southern Cross" and had its engine modified.

He then shipped it to England for an attempt to lower the England to Australia record. Tragically during this event, Sir Charles and his navigator, Tommy Pethybridge, disappeared over the Andaman Sea, on November 7, 1935.

Paul Lomas

QVAG HISTORY—FIRST FLY-IN 1986

Twenty-seven years ago at Watts Bridge – a QVAG first! On the 27/28 September, 1986, QVAG held its first fly-in at Watts Bridge Airfield.

This was the first fly-in ever held at the airfield and represented the biggest collection of aircraft at the airfield since its days as a RAAF airfield during WW2.

Aircraft in attendance were: Tiger Moths VH-WAP, VH-JRS, VH-

BEX and VH-DBE owned by Bruce McGarvie, Ross Stenhouse, Peter Biddle/Rob McCann and Ernie Clark respectively; a BA Swallow VH-AAB owned by John Sinclair; an Auster VH-ABE owned by Nick and Greg Challinor; a Rand KR2 owned by Des Cramer and a "tinnie" flown by Denis Gray.

This fly-in was attended by Lace Maxwell and was the first time she attended a QVAG function. According to accounts of the weekend,

it was very windy. Members John Sinclair and Ross Stenhouse erected a permanent wind sock and members Don MacIntosh, Rob McCann, Leon Toms and John McCarron assisted with mowing the grass, filling in holes in the runway and marking out the runway with tyres and painting them white.

Quite a number of members drove to the fly- and camped out over the weekend.

Ross Stenhouse

REQUIREMENT TO BE A WBMA MEMBER TO FLY IN TO WBMA?

QVAG has just added the following text to our membership form—*Watts Bridge Memorial Airfield is the home base for QVAG; if you wish to use the airfield on a frequent basis, you need to be a member of Watts Bridge Memorial Airfield Inc. This is irrespective of whether you use the runways or just the non-aviation facilities. Occasional use to attend a QVAG hosted function is OK. If you fly in just to purchase fuel from the WBMA fuel facility, then the WBMA membership requirement is relaxed.*

In a recent conversation with WBMA President Bruce Clarke, he

confirmed that occasional use did not require WBMA membership. I think we need to be cognisant of the fact that operating a great facility such as Watts Bridge Memorial Airfield is a very expensive affair and it's only fair that if you are a frequent user of the airfield, you financially support the provision and operation of the airfield.

What is frequent? Once per month or more is frequent, 3-4 times a year is not. The initial membership fee is \$230, subsequent membership fees are \$115 a year – that is a reasonable amount when you think what a great facility it is AND that QVAG members were largely re-

sponsible for its reactivation post WW2.

I have to declare a conflict of interest in this matter; Jan and I are leaseholders at Watts Bridge and pay about \$4,000 a year in lease fees. For that amount of money, We expect our friends can occasionally attend the airfield and use the facilities.

I know that some members are confused about their rights to use Watts Bridge. I hope that clarifies the situation.

Ross Stenhouse, QVAG/AFM President.

GIPSY MAJOR ENGINE IGNITION TIMING—THE BLACK ART

The following article is given for research only, please confirm the accuracy of the information contained from a Government-approved source before using operationally.

In a Gipsy Major the ignition timing marks are the propeller backing plate which has a pointer on it and this is lined up with the timing mark on the thrust bearing retention plate on the front of the engine.

This is done whilst number one piston is approx. at top dead centre (TDC) on the compression stroke. A magneto timing box is connected across the points and the prop is gently bumped around (in the direction of normal engine rotation) until the timing box indicates that points have just opened.

The pointer on the prop backing plate is checked and hopefully it lines up with the correct timing

mark (the other mark indicates TDC). All very conventional until the timing is a bit out and you need to adjust the magnetos.

The driving coupling on the magneto drive shaft has 19 teeth; the driven coupling on the magneto has 20 teeth. The 19 teeth give 18 18/19 degrees per tooth (360 degrees divided by 19).

To advance the magneto by 18/19 of one degree, disengage the rubber coupling from the engine drive gear and turn the magneto and rubber coupling in the direction of the magneto (forward) one tooth, re-engage, then disengage the magneto driven gear from the rubber coupling and turn the magneto against the direction of magneto rotation (backwards) by one tooth.

The magneto was thus advanced by 18 18/19 degrees and then retarded by 18 degrees thus giving an ad-

vance of 18/19 of one degree. To retard the magneto 18/19 of one degree reverse the above procedure.

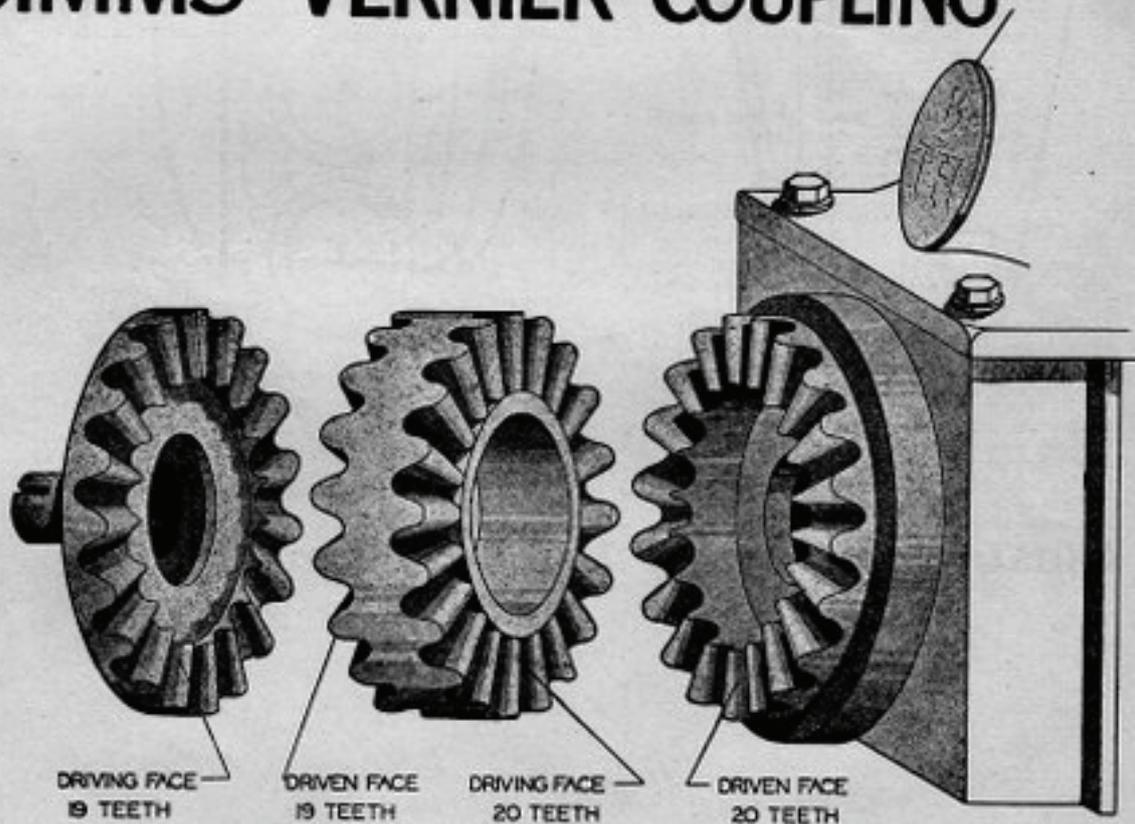
Having now learnt what a drama it is to adjust the timing on a DH Gipsy Major engine, remember that wear on the throttle linkages which run across the back of the engine and couple the magnetos to the throttle can throw the timing out.

If you ever have cause to do this procedure yourself you will grow to appreciate the skills of the old-time LAMEs.

Submitted by Ross Stenhouse



SIMMS VERNIER COUPLING



QVAG HISTORY—MEMBER NEWS 1994

(Reprinted from Australian Vintage Aeroplane News Sept 1994 volume 60/94. It is interesting to see what was happening then and how with the passing of time things have panned out.)

Great News from member Warwick Woinarski in that he has purchased Beech Staggerwing VH-UXP. 'UXP is currently powered by a 275hp 'Shaky Jake' Jacobs radial.

Included in the deal was a time-expired 450hp R985 Pratt and Whitney radial engine and Warwick intends to get this engine overhauled and then installed in the Staggerwing.

Apparently the aircraft had a rigging problem with the undercarriage and member Mal Shipton and his crew at 'Flyer Hire' at Redcliffe rectified this and the aircraft feels like a different aircraft on the landing roll.

This problem was so severe the previous owner was reluctant to fly the aircraft and this in part led to its sale.

Member Ross Smith has purchased a 'basket-case' Tiger Moth and intends to complete its rebuild. The aircraft will then remain as his personal aircraft. Fellow members Ross Stenhouse and John Sinclair will be assisting with the fabric covering of the fuselage and wings aspect of the rebuild project.

Member Len Augustine of Mundubbera reports that he is recovering from a broken hand and recovered from his broken shoulder, these injuries have curtailed his flying to a great extent in the last couple of years, however he has now virtually recovered and Len said we can look forward to seeing him at some of the fly-ins in his Piper Tripacer.

Len's Tripacer is fitted with a constant speed prop. He rebuilt the Piper about 8 years ago and reports

that in recent years he has found WAG AERO in the USA as a good and reliable source of parts for old Piper aircraft.

Len also recommends Denis Bravo of Aero Bravo at Archerfield, Brisbane as a good source for 'hard to get' parts which require a bit of chasing. Back in the 1960's Len owned Piper Colt, VH-PKP, which Len thinks is now in NSW somewhere and has been converted to a tail dragger.

Member Barry Manktelow reports that he has just a few weeks to go before completion of his Piper PA-22 VH-MEJ rebuild. As part of a frame-up rebuild Barry is converting the PA-22 to PA-20 tail wheel configuration.

Once, rebuilding Tiger Moths was the fashion, now the rebuilding of the Piper series of 'rag and tube' aircraft seems to fashion. What an excellent job people seem to be doing on them; a few years back, owning a Tripacer, Cub or Colt didn't seem like owning a vintage aircraft; no question now, they are well and truly one of the classics.

Member Mal Carr reports that his Tiger Moth repair is just about finished and the aircraft should be back in the air.

Over twelve months ago Mal had an unfortunate accident with his aircraft which resulted it being flipped on its back.

Damage was done to the prop, engine cowls, four wings, rudder and

inter-plane struts. Mal has repaired all of these and in quite a short while - well done Mal.

Member Ross Stenhouse reports a strange sequence of events; he had a telephone call from a man called Keith Gilbert enquiring about Watts Bridge '94 and in passing made the comment that he had once been in the front seat of a Tiger which spun in.

That Tiger was VH-BEX. 'BEX is now owned by members Peter Biddle and Rob McCann. However members Graham Orphan and Peter Biddle rebuilt 'BEX. They recovered it from up north where it had been stored after the prang.

Frank Hardy was flying 'BEX and Keith believes that carby ice was the cause of the prang. They were on a long approach to the airfield at the time. 'BEX went into a flat spin and crashed into a canefield where the cane was about twelve feet tall. Keith believes that this saved his life (and the life of VH-BEX).

New member David Salter and his wife Caroline of Walcha certainly have a good collection of interesting vintage aircraft. David owns Tiger Moth VH-BOR, Harvard VH-PEM, DHC2 Beavers and a Cessna 180.

Rumour is strong that a DC4 may be based at Archerfield and will be arriving in time for the Wings & Wheels' airshow. This DC4 is the one rumoured to be going to do freight runs to the one of the Pacific Islands.

EDITORIAL

G'day folks, Ross has given me plenty to chew on this issue but it would be nice to see contributions coming in from other members as well.

Don't be shy about offering some-

thing up—if you have any queries please get in touch with me to discuss my requirements, they are in fact pretty basic! Merry Xmas and Happy New Year to all!

Regards, Christian

AUSTRALIAN VINTAGE WARBIRDS—DH60 MOTH

With QVAG's planned celebration of the 75th anniversary of the introduction of the Tiger Moth into RAAF service planned for next year it seemed opportune to republish this article. It was originally published in Australian Vintage Aeroplane News in October 1995 Volume 66/93.

When World War Two broke out in September 1939, the RAAF's top fighting aircraft were the CAC Wirraway fighter/bomber, the Hawker Demon fighter/bomber, the Bristol Bulldog fighter/bomber and the Avro Anson maritime bomber. The Tugan Gannet served as a light transport aircraft for the RAAF and the Supermarine Walrus served as a reconnaissance amphibian for the RAN. Ab-initio training was carried out in the De Havilland DH60 Moth graduating through the Avro Cadet intermediate trainer to the Westland Wapiti, which had been downgraded from a light bomber to an advanced trainer. One Miles Magister was used for biplane to monoplane pilot conversion and one Supermarine Southampton was used for seaplane training. Let's look at each of these vintage Warbirds in turn, starting with the DH60 Moth.

PART 1 - THE DH 60 MOTH

In 1924, Captain Geoffrey de Havilland put serious thought into designing an inexpensive 2-seat aeroplane suitable for private ownership. The 2-seat DH51, with its 120 hp air-cooled V8 engine, was too big and expensive for private use. Similarly, the single-seat DH53 Humming Bird, powered by a Douglas motor cycle engine, was too small and underpowered for any practical use. What de Havilland needed was an engine of around 60 hp. that only weighed about 150 to 160 kg. As there was no such engine, de Havilland thought of splitting the Airdisco V8 engine into a 4-cylinder in-line engine.

He approached freelance designer, Frank Halford, with the idea. Frank

was reluctant to try it, but with de Havilland's persistence and the Airdisco Disposal Company's (Airdisco) permission, he eventually agreed to do it. The Airdisco V8 engine had been an improved version of the World War One 80 hp Renault design, using aluminium cylinder heads. Four Renault cast iron cylinders and pistons, together with the Airdisco aluminium cylinder heads, were mounted on a new 5-bearing shaft in a new aluminium crankcase with a wet sump. Bore and stroke remained the same as the Renault engine at 105 mm x 130 mm, a capacity of 4.5 litres. Instead of the propeller being connected to the camshaft as on the Airdisco V8, it was mounted on a separate shaft which was coupled to the crankshaft by a flange and supported by bearings in the nose of the crankcase. Automotive components, such as the Zenith carburettor and dual magnetos, were to keep the cost down. Completed in two months, the new engine with 68 hp. being available for take-off at 2,000 rpm weighed only 130 kg. The engine was named the A D C Cirrus.

During construction of the engine, de Havilland designed and built an aeroplane to match it. Taking the design number DH60, it was a strong and simple biplane of two-thirds the size of the DH51. Being a lepidopterist or a person who collected and studied moths, de Havilland designed the shape of the tailplane and elevator in the shape of a moth with open wings, while the curvature of the fin and rudder resembled a moth with closed wings. Little wonder why the aircraft was called the DH60 Moth. It had a rectangular-shaped fuselage of wooden framework around four spruce longerons, with no internal wire bracing. The two top longerons were horizontal and carried the engine.

Fuselage covering was three-ply timber, glued and screwed. Two tandem open cockpits each had a small door on the port side, with the

passenger and small baggage locker in the front cockpit and the pilot in the rear. Dual controls were standard, with the front control column being easily removable. The metal engine cowling extended back to the front seat. A long exhaust pipe ran along the top-starboard side of the fuselage to a point aft of the rear cockpit. The wings were of equal span, single-bay and with only a fraction of positive stagger. Two I-section spruce spars with spruce girder ribs and steel-tube drag-struts were fabric covered. Hinges on the rear spar allowed the wings to be folded back for easy hangarage. Telescopic jury struts were fitted. Differential ailerons were fitted to the lower wings only and were first tried and patented on the DH60 Moth. One pair of spruce interplane struts were on either side of the fuselage.

A 86.3 litre fuel tank formed the centre-section of the top wing and was supported by steel-tube spars and wooden ribs. It was carried above the fuselage to its front spar by inverted Vee streamlined steel-tube struts and to its rear spar by a pair of vertical struts. Handley Page automatic slots could be fitted to the upper wing leading edges as an option on production aircraft. The tail section was of wooden framework with fabric covering. A straight-axle undercarriage was supported by two telescopic struts, sprung by rubber in compression. Radius rods extended forward to the bottom of the engine firewall. The tail-skid was fully castoring.

The dimensions of the DH60 Moth were: span 9.14 metres, length 7.22 metres and height 2.68 metres. Its weights were: empty 350 kg and maximum take-off 562 kg.

Captain de Havilland test flew the prototype DH60 Moth from Stag Lane, on the Sunday afternoon of February 22, 1925. On his return, he gave a happy "thumbs up" to his engineering staff as he switched off the ignition. He had flown the pro-

AUSTRALIA'S VINTAGE WARBIRODS—DH60 MOTH

totype without any rudder balance, which had obviously been heavy on the controls. Subsequently, the prototype and all production aircraft were fitted with a horn-balanced rudder. Its performance figures were: maximum speed 79 knots, cruising speed 70 knots, initial rate of climb 430 ft./min, ceiling 13,000 feet and range 278 nautical miles.

Two DH60 Moths were ordered by the RAAF in June 1925, for evaluation as a possible replacement for the Avro 504K trainer. However, the first DH60 Moth to come to Australia arrived in Melbourne by ship on November 5, 1925. It was the twelfth built and had been purchased by the Civil Aviation Branch of the Department of Defence for 1,200 pounds Australian (\$2,400). Registered G-AUAE (VH-UAE), it was assembled at Essendon Aerodrome, where it was flown on public demonstration before 5,000 spectators by Captain E. J. Jones on November 28. The RAAF Moths were received in March 1926, as A7-1 and A7-2. On July 15, 1927, A7-1 crashed and A7-2 was reduced to spares in May 1928.

The DH60 Moth was fitted with a 75 hp. 5-cylinder Armstrong Siddeley Genet radial engine in 1926 for the Royal Air Force and the Royal Canadian Air Force. One DH60 Genet Moth was also used for air racing in England. It met with no success and was used for a brief aerobatic career, before being sold in Germany.

The weights of the DH60 Genet Moth were: empty 367 kg and maximum for take-off 702 kg. Initial rate of climb 590 ft./min, ceiling 16,000 ft. Its performance was: maximum speed 96 knots, cruising speed 74 knots, and range of 355 nautical miles. In late 1925, Frank Halford designed the A.D.C. Cirrus 2 engine, to give an increased bore of 110 mm to give an capacity of 4.94 litres. This gave a normal output of 75 hp. at 1,800 rpm, and a

take-off power of 80 hp. at 2,000 rpm. Fuel consumption was 25 litres using a leaded fuel of higher octane rating. Features of this engine were: forged light-alloy con-rods, bronze valve seats and guides, bronze sparkplug bushes, a revised induction system, a gear-type oil pump, a Claudel-Hobson carburettor, and BTH magnetos. The weight of this engine was reduced to 127 kg. It was fitted to the DH60X Moth of 1927, which was also known as the Cirrus 2 Moth. Whereas the DH60 had the engine bolted high on the upper longerons, the DH60X had the engine bolted on lower mountings to lower the thrust line and have the top of the cylinder heads in line with the top of the fuselage. This streamlined the forward fuselage and gave better forward visibility to the pilot as his view was now not obstructed by the prancing rocker gear. Also it had the wing gap reduced and the wingspan increased by 30 centimetres. The fuselage was strengthened and wider track split axle type undercarriage fitted. This consisted of two side Vees, the back legs of which incorporated rubber-in-compression shock-absorbers and two stub-axles. A steel-tube Vee cabane under the fuselage was hinged to the stub-axles. The luggage stowage area in the front cockpit was transferred to a large 123 kg luggage rocker in the fuselage behind the rear cockpit. Weights of the DH60X were: empty 388 kg. and maximum take-off 703 kg. Performance figures were: maximum speed 82 knots, cruising speed 74 knots, initial rate of climb 650 ft./min, ceiling 17,000 feet and range 373 nautical miles.

Twenty DH60X Cirrus Moths were ordered and delivered to the RAAF at Point Cook in 1928, as A7-3 to A7-22. Two aircraft, A7-13 and A7-14, were fitted with two long, single steps, Vee bottomed, duralumin floats fitted with water rudders, which had been designed by Short Brothers of Rochester. These two aircraft were operated by the Seaplane Training Flight at Point Cook,

at the time when the Fairey 3D floatplanes were being phased out. All the surviving DH60X Cirrus Moths were disposed of in 1932.

New cylinder heads, with better cooling, and a revised valve and rocker gear increased the compression ratio of the Cirrus engine in mid-1926. The A.D.C. Cirrus 3 engine produced a normal power output of 85 hp. at 1,900 rpm and a take-off power of 95 hp at 2,100 rpm. Its weight and dimensions remained the same as the A.D.C. Cirrus 2 engine. Some DH60X Moths, which were also had this engine fitted were referred to as the Cirrus 3 Moth.

Geoffrey de Havilland opened his own engine factory in Stag Lane in late 1926. Designed by Major Frank Halford, the new engine followed the lines of the 4-cylinder upright in-line engine Cirrus engine, but was more greatly refined. De Havilland named the engine "Gipsy" so that when fitted to the DH60 Moth the aircraft could be named Gipsy Moth after one of his favourite moth species. The Gipsy engine had a bore and stroke of 114 mm x 128 mm and a capacity of 5.23 litres. Valves and rocker gear were left exposed, lubrication being effected by nipples and a grease gun. Two prototype engines were built as racing engines for two secretly-built monoplanes, which were to be entered in the 1927 King's Cup Race. They produced 135 hp. at 2,850 rpm. Production engines were derated using smaller valves, giving a normal power output of 85 hp. at 1,900 rpm and a take-off power of 100 bhp at 2,100 rpm consequently, this reversal of normal development practice by down-rating rather than uprating increased the reliability of the engine to give a longer life between overhaul. The Gipsy was given an overhaul life of 450 hours, compared with 200 hours for the Cirrus. It had a fuel consumption of 28.5 litres per hour and weighed 136 kg. First flown in June 1928, the DH60G Gipsy Moth flew

AUSTRALIA'S VINTAGE WARBIRDS—DH60 MOTH

slightly faster than the re-named DH60 Cirrus Moth. Specifically built for the 1928 King's Cup Air Race, the first three DH60G Gipsy Moths were built with a straight-axle undercarriage for racing. All subsequent Gipsy Moths were fitted with this undercarriage. A distinguishing feature of the DH60G Gipsy Moth was that it had the exhaust pipe on the port side of the fuselage. Weights of the DH60G Gipsy Moth were: empty 417 kg and maximum for take-off 748 kg. Its performance was: maximum speed 89 knot, cruising speed 77 knots ceiling 18,000 feet and range 277 nautical miles.

Thirty two DH60G Gipsy Moths were built under licence in Australia by the Larkin Aircraft Supply Company at Goode Island, Melbourne. Serial numbered A7-23 to A7-54, they were delivered to the RAAF between June 1930 and March 1931. A single DH60G Gipsy Moth, A7-55, was built at the Cockatoo Island Naval Dockyard in Sydney. This aircraft was used to locate the missing Antarctic explorer, Lincoln Ellsworth, on January 15, 1936. Five crashed civil DH60G Gipsy Moths were restored for the RAAF by the De Havilland Aircraft Company at Mascot, Sydney. These aircraft were serial numbered A7-56 to A7-60. Gipsy Moths A7-24, A7-26, A7-40 and A7-55 were all fitted with floats for the Seaplane Training Flight at Point Cook. Their weights were: empty 462 kg and maximum for take-off 748 kg. Performance figures were maximum speed 85 knots cruising speed 66 knots, stalling speed 38 knots, initial rate of climb 480 ft./min, ceiling 13,000 feet and range 180 nautical miles.

On July 1 1928 Major Frank Halford began the design of a longer stroke Gipsy engine, which became the Gipsy 2. As well as having the stroke increased to 14mm, this engine featured improved cooling and enclosed rocker gear. Its capacity was increased to had a normal

power output of 105 hp at 2,000 rpm and a take-off power of 120 hp. at 2,300 rpm. Deliveries of the Gipsy 2 engine began May 5 in 1930. Metal-framed fuselage Gipsy Moths were built from late 1928, as the DH60M. They had a welded tubular-steel frame with fabric covering and were powered by either the 90 hp A.D.C. Cirrus 3, the 100 hp. Gipsy 1, or the 120 hp. Gipsy 2 engines. Weights of the DH60M with Gipsy I engine were: empty 436 kg and maximum take-off 793 kg. The performance figures were: maximum speed 91 knots, cruising speed 74 knots, initial rate of climb 700 ft. /min and range 277 nautical miles.

Eight DH60M Gipsy Moths were delivered to the RAAF from Britain in 1930. They were serial numbered A7-61 to A7-68. Another six DH60M Gipsy Moths were built under licence by the Munitions Supply Board Ordnance Factory at Maribyrnong, Melbourne, in 1936.

These aircraft were serial numbered A7-69 to A7-74. A Gipsy 2 engine powered the prototype DH60T Moth Trainer, which first flew from Stag Lane on October 26, 1931. It was a DH60M which had been extensively modified for military training. The centre-section struts were moved forward of the front cockpit and the wings were given a 48.26 cm sweepback. For the ease of a parachute escape from the front seat, both flying wires were anchored to the front root-end fittings of the lower wing and the cockpits had deeper doors. The exhaust ran forwards and downwards from the engine.

During 1929, a Gipsy 2 engine was inverted and given a dry sump lubrication system, with the oil being gravity fed from the engine to the oil tank. Designated the Gipsy 3, this engine gave better propeller clearance from the ground, improved forward vision for the pilot and a more convenient exhaust disposal. This engine powered the pro-

totype DH60G3 Moth Major, which first flew from Stag Lane in March 1932.

In February 1931, the Hermes Engineering Company took over the spare parts and rights to build Cirrus engines from Airdisco. They continued production of the Cirrus 3 engine with a revised aluminium-alloy crankcase and other refinements. Named the Cirrus Hermes 1, it had a take-off power of 105 hp. and was used as an alternative engine for the DH60G Gipsy Moth.

The Gipsy 3 was further refined in 1931, with aluminium/bronze cylinder heads, a Claudel-Hobson down-draught carburettor, and the bore and stroke increased to 118 mm x 140 mm. With a capacity of 6.124 litres, it produced a maximum power output of 130 hp. at 2,350 rpm. Initially named the Gipsy 3A, the engine was later re-named Gipsy Major to give it a suitable military standing for the attraction of a large military contract. It was fitted as standard to the DH60G3 Moth Major in 1934, from the 48th airframe onwards. Strangely, the Moth Major had the ability to outperform the DH82A Tiger Moth. Gipsy Moth production was ceased in 1934 when the production of the DH82A Tiger Moth began.

When World War Two broke out 48 civilian DH60 Moths of various types were impressed into the RAAF between December 1939 and September 1940. They were serial numbered A7-75 to A7-122 and served with the Empire Air Training Scheme as basic trainers until being replaced by new DH82 Tiger Moths. The aircraft and former civilian owners were:

A7-75 VH-ULT c/n 1060 Goldfields Aero Club, Kalgoorlie, WA. DH60G

A7-76 VH-UJX c/n 838 F. Higginson, Albury, NSW. DH60G

AUSTRALIA'S VINTAGE WARBIRODS—DH60 MOTH

A7-77 VH-UJH c/n 982 Goldfields Aero Club, Kalgoorlie, WA. DH60G

A7-78 VH-ULP c/n 1406 Civil Aviation Branch, Melbourne. DH60M.

A7-79 VH-UKV c/n 1066 Broken Hill Aero Club. DH60G

A7-80 VH-UKJ c/n 975 Matheson Aviation, Brisbane. DH60G.

A7-81 VH-UPV c/n 1812 E Beresford, Cunnamulla, Qld. DH60G.

A7-82 VH-URL c/n 5052 Queensland Aero Club Brisbane. DH60G-3.

A7-83 VH-UPK c/n 599 Queensland Aero Club Brisbane. DH60X.

A7-84 VH-UKG c/n 897 Queensland Aero Club Brisbane. DH60G

A7-85 VH-UAQ c/n 540 Queensland Aero Club Brisbane. DH60X.

A7-86 VH-UPF c/n 1274 Airwork Company, Brisbane. DH60G.

A7-87 VH-UKU c/n 1065 Airwork Company, Brisbane. DH60G.

A7-88 VH-UAE c/n 192 Airwork Company, Brisbane. DH60

A7-89 VH-UFU c/n 275 Airwork Company, Brisbane. DH60G

A7-90 VH-URR c/n 5085 Newcastle Aero Club. DH60G-3

A7-91 VH-URS c/n 5086 Newcastle Aero Club. DH60G-3

A7-92 VH-UAO c/n 613 Western Australian Aero Club, Perth. DH60G

A7-93 VH-UKY c/n 1041 Western Australian Aero Club, Perth. DH60G

A7-94 VH-ULD c/n 1128 Western Australian Aero Club, Perth. DH60G

A7-95 VH-UJU c/n 836 Aero Club of South Australia, Adelaide. DH60G

A7-96 VH-UTN c/n 1883 Royal Victorian Aero Club, Melbourne. DH60G

A7-97 VH-UMV c/n 896 Royal Victorian Aero Club, Melbourne. DH60G

A7-98 VH-ULB c/n 996 Royal Victorian Aero Club, Melbourne. DH60G

A7-99 VH-UHR c/n 879 Royal Victorian Aero Club, Melbourne. DH60G

A7-100 VH-UHP c/n 877 Royal Victorian Aero Club, Melbourne. DH60G

A7-101 VH-UQC c/n 597 Royal Aero Club of NSW, Sydney. DH60G.

A7-102 VH-UND c/n 1422 Australian National Airways, Melbourne. DH60M

A7-103 VH-UOK c/n 1494 Australian National Airways, Melbourne. DH60M

A7-104 VH-UPD c/n 1558 Australian National Airways, Melbourne. DH60M

A7-105 VH-UIA c/n 835 Australian National Airways, Melbourne. DH60G

A7-106 VH-UHG c/n 465 Victorian & Interstate Airways, Essendon. DH60X

A7-107 VH-UKF c/n 974 Victorian & Interstate Airways, Essendon. DH60G

A7-108 VH-UJV c/n 846 Victorian & Interstate Airways, Essendon. DH60G

A7-109 VH-UIB c/n 848 Charles Pratt, Essendon, Vic. DH60C.

A7-110 VH-UIJ c/n 824 Charles Pratt, Essendon, Vic. DH60G

A7-111 VH-ADD c/n 920 Royal Aero Club of NSW, Sydney. DH60G

A7-112 VH-UFV c/n 1A Royal Aero Club of NSW, Sydney. DH60

A7-113 VH-UOR c/n 1484 Airflite, Sydney. DH60M

A7-114 VH-UAJ c/n 241 Airflite, Sydney. DH60.

A7-115 VH-UIC c/n 849 Airflite, Sydney. DH60G

A7-116 VH-UJN c/n 987 Kingsford Smith Air Services, Sydney. DH60G

A7-117 VH-UJI c/n 983 Kingsford Smith Air Services, Sydney. DH60G

A7-118 VH-UOZ c/n 1401 Kingsford Smith Air Services, Sydney. DH60M

A7-119 VH-UQT c/n 1477 Kingsford Smith Air Services, Sydney. DH60M

A7-120 VH-UOP c/n DHA 3 Kingsford Smith Air Services, Sydney. DH60M

A7-121 VH-ULR c/n 977 Royal Queensland Aero Club, Brisbane. DH60G

A7-122 VH-UIQ c/n 893 Royal Queensland Aero Club, Brisbane. DH60G.

An old, bold pilot has provided me with some flying tips for a DH60M Gipsy Moth. Before every flight, you have to climb up on the nose and hand grease the exposed rocker gear. Oh and of course, don't forget to unfold the wings! As the Gipsy Moth has no stagger or sweepback on the wings, access to the front cockpit is a bloody trial. The fuel on/off selector resembles a steam valve and its positioning on the bottom of the centre-section wing tank requires the stretch of a contortionist to reach it.

But the aircraft does have its good points, such as split wheels. Anyone who has changed a Tiger Moth tyre would dance with glee on seeing this. The Gipsy 1 engine normally starts on the first swing, when either hot or cold; even with its long up-draught carburettor, which is a step up from an old fashioned household fly spray. With the upright engine, the propeller cuts the grass as the tail is lifted. It gets off the ground very smartly at 2,000 rpm, but when you reduce to the recommended climb power of 1,800 rpm, the aircraft begins to struggle. With two heavy blokes and a full tank of juice, you can work cross-countries and circuits in together. Visibility is not very good, especially with a passenger in the front; but the long exhaust pipe makes it a good deal quieter than the Tiger Moth. The original airspeed indicator, out on the front left inter-plane strut, reads red for under 40 mph, green up to 90 mph and white up to 120 mph. Depending on which cockpit you occupy, the angle at which you view the indicator is different, so that the front cockpit goes 5 mph faster than the rear. Cruising is also carried out at 1,800 rpm, as the which gives a TAS of 74 knots with two up and a fuel consumption of

AUSTRALIA'S VINTAGE WARBIKES—DH60 MOTH

23 litres per hour. The Gipsy Moth is heavier in the tail than the Tiger Moth when landing. Landing is normally accomplished in 45 metres. With a stalling speed of 36 knots, landing into a 30 knot headwind is like landing a helicopter.

As a matter of interest, the first aeroplane to be based in Fiji was a DH60G Gipsy Moth, G-EBZY. It was shipped to Fiji from Britain by a Mr. N. Chalmers in 1933.

A7-111 was fitted with floats as a seaplane trainer on May 10, 1941. It served with the Training Flight at Rathmines, NSW.

Of the 48 impressed DH60 Moths, 12 were destroyed in crashes. They were:

- A7-84 Heavy landing 11/6/41. Structural damage to the fuselage.
- A7-85 Heavy landing 14/7/41. Structural damage to the fuselage.
- A7-86 Heavy landing 27/2/41. Structural damage to the fuselage

- A7-94 Crashed into the sea off Geraldton, WA, 10/5/42.
- A7-96 Crashed after stalling from 10 feet. 12/12/40.
- A7-100 Crashed on take-off at Essendon, Vic. 24/8/40.
- A7-103 Damaged in heavy landing Parafield, 22/1/41
- A7-104 Hit fence and overturned on landing Parafield 27/5/41. 2 Main spars and wing roots damaged in taxiing accident 25/7/41.
- A7-106 Damaged in heavy landing Parafield 4/6/41.
- A7-120 Crashed at Evans Head, NSW. 24/11/41. Destroyed by fire.
- A7-121 Overturned on landing 8/11/40. Badly damaged.
- A7-122 Main spars and wing roots damaged after a taxiing accident 25/7/41

After the war, 27 of the impressed DH60 Moths were reduced to spares and their airframes broken up. Only 8 were tendered for civil sales.

They were:

- A7-79 Restored as VH-UKV 1954. Currently with Moorabbin Air Museum.
- A7-80 Department of Aviation Production for disposal.
- A7-87 Sold to Sqn Ldr Homewood.
- A7-88 currently owned by J. Wright of Forbes, NSW as VH-UAE.
- A7-89 returned as VH-UFU. Crashed at St. George, Qld, 1951.
- A7-92 Currently owned by G. Aylmore of Perth as VH-UAO.
- A7-93 Returned as VH-UKY 1945. Struck off the register 1947.
- A7-112 Not used by the RAAF. Returned as VH-UFV 1941.

Moth A7-95 was transferred to the South Australia Air Training Corps at Renmark after the war. It was destroyed in a fire at Renmark on March 11, 1955.

Paul Lomas



Above: Tiger Moth restored by Ross Smith (mentioned in the article page 8) as it appears today at Rolleston, Central Queensland. Photo—Ross Stenhouse.

BILL FINLEN'S GIPSY MOTH PROJECT VH-UMR

QVAG member Bill Finlen is quite an accomplished aviation enthusiast, well known in QVAG circles for his attendance at QVAG events in his Tiger Moth VH-SNR.

Bill has another bigger claim to fame and that is that he is an Earth-rounder. Bill flew his V-tail Beech Bonanza around the world solo. Bill made this great aviation adventure to prove to himself that turning 60 wasn't an "end of life" experience.

However in my book an even greater achievement will be the successful completion of his restoration project centred on getting de Havilland DH60M Gipsy Moth VH-UMR (C/N 1399) back into the skies.

Bill has a proven track record with the restoration of de Havilland aircraft having restored several Tiger Moths. Bill lives on the edge of the Boonah airfield and can park his Tiger Moth VH-SNR on his front lawn in the shade from several large trees.

The Ed Coates collection <http://www.edcoatescollection.com/ac1/austu/VH-UMR.html> has the following:

"Imported in November 1929 for A.A. Barlow of Brighton, Victoria, this Moth was sold in June of the following year to K.E. Wedgwood of Randwick, NSW and then almost immediately after that to the Central Australian Gold Expedition Co Ltd (CAGE), formed to search (both aerial and by land) for an elusive gold reef supposedly sighted by Howard Bell Lasseter.

VH-UMR is seen here in three images (at right) from the State Library of New South Wales collection whilst with CAGE, and named 'Golden Quest'. The aircraft crashed 200 miles west of Alice Springs on 9 August 1930 and was replaced in the expedition by another Moth, VH-UGX ('Golden Quest 2'). In the meantime the

wreckage of -UMR (not too bad as can be seen in the two photos below) was sold to Commercial Aviation of Parafield and repaired. It was then sold to K. Gardiner of Melbourne (and later passed to Miss D.J. Gardiner of Baradine, NSW) before being sold in New Zealand in May 1934 as ZK-ADF."

The Flight Safety Foundation has the following information about the Moth on its web page aviation-safety.net/wikibase/wiki.php?id=70225:

"In New Zealand, ZK-ADF is recorded as being written off at Waihou, just SW of Te Aroha on 28th November. The nature of the incident is that ZK-ADF collided in the air with Dessouter ZK-ACJ during an air display and crashed."

By restoring VH-UMR Bill has reversed the flow of aircraft from Australia to New Zealand. This time the project was sourced in NZ and will fly in Australian skies once again.

Ross Stenhouse



MICHAEL REDMOND'S GIPSY MOTH VH-ULM

ULM is a DH60M or "Metal Moth" S/N 1403 of 1929 manufacture, placed in service with the Australian Aero Club (Tasmanian section) at Western Junction Aerodrome Launceston in 1930 as a trainer.

After being badly damaged in several crashes over the years her survival was probably assured by be-

ing spared military service in WWII.

She was sold to the RVAC in 1944 and after a few years was sold on to a private owner to make room for Tiger Moths.

She passed through a series of hands before finally resting, unserv-

iceable, at Drage's Airworld and Airworld Museum Wangaratta.

Restoration from 2003 to 2012 saw her return to the air in the colours which she sported when new. She has a Gipsy 1 upright engine.

Michael Redmond



GIPSY MOTH VH-UQV

The accompanying photo shows the wings of Gipsy Moth VH-UQV. This aeroplane crashed 29th November, 1989.

According to the Air Safety Investigation report - http://www.atsb.gov.au/publications/investigation_reports/1989/air/aair198902582.aspx the following happened — “An early morning flight was arranged between the owners of the Gipsy Moth VH-UQV and the owner of a Tiger Moth VH-DDA with the intention of photographing the Gipsy Moth from the air.

The owner of VH-DDA agreed to fly in the Gipsy Moth and occupy the rear seat whilst the pilot-in-command occupied the front seat.

The Tiger Moth was flown by the other owner of the Gipsy Moth. The Gipsy Moth was flown by the rear seat pilot for the first part of the flight.

At the completion of the photography, which was conducted in the circuit area at Maitland, the pilot-in-command took control of the aircraft. The aircraft was flown to the north-east of the aerodrome to the Hunter River where it was descended to fly at a low height over the river.

With the pilot in-command still at the controls, the aircraft returned to the aerodrome at a height of about 500 feet. After passing the aerodrome southern boundary, the aircraft entered a steep turn to the left.

The non-flying pilot in the rear seat reported the aircraft, whilst passing through a north westerly heading, was rolled to the right to avoid a tree. The right wing struck and severed a cable of an 11,000 volt power line causing the aircraft to cartwheel into the ground, within the aerodrome boundary.

This accident was not the subject of a formal on-scene investigation.”

Some background on VH-UQV - <http://www.edcoatescollection.com/ac1/austu/vhuqv.html>, <http://www.popularaviation.com/PhotoGallery/2727.jpg> and from Trove [http://trove.nla.gov.au/ndp/del/article/49438729?searchLimits=sear](http://trove.nla.gov.au/ndp/del/article/49438729?searchLimits=chTerm=VHUQV&searchLimits=sear) - Note the Dr. Fenton connection with VH-UQV.

You can see the original Trove scan of the newspaper “Northern Standard” Darwin NT Friday 19 February 1937 - I have included the converted text which is roughly what is below to let you know what it says: “DR. FENTON N.T/ FLYING DR. FUND STATEMENT OF RECEIPTS AND EXPENDITURE Receipts-Subscriptions £1136/0/5 Total, £1136/0/5.

Expenditure—Purchase of Gipsy Moth aeroplane VH-UQV, including overhaul, additional instruments eta £650/6/105 additional payment to Qantas Empire Airways to cover additional equipment on order and ? (work to be done, : £45/0/0; Dr. Fenton's aerial fare and expenses, to Brisbane to take delivery of 'plane, £40/0/0; fuel and-oil supplies on return trip to Darwin, £22/18/8; postage and telegrams, £29/4/9; stationery, printing and advertising, £2/12/1; * expenses/ presentation of plane, £1/4/6; paid to Dr. Fenton for maintenance of plane, £344/13/7. Total; £1136/0/5. / . Audited and

found correct. The subscriptions have been reconciled with published lists and adjustments made to cover slight variations between amounts promised and subscriptions paid. (Signed) Si O'Brien, auditor; Jno. H. Brogan, Mayor; R. Leydin and J. B. Selman, joint Hon. Secretaries; John Kearney and B. Cleazy; joint Hon. Treasurers. 19th February, 1937.

Previously acknowledged-£1132/3/3 ; Messrs: Julius. Kayser Pty. L. £5/1/0 a £1137/4/*

Note. When the Government announced its intention of providing a plane Messrs. Kayser Pty Ltd. cancelled their subscription but promptly despatched a cheque when they understood the appeal was being continued.

Unfortunately the cheque only arrived with the second instalment of the overland mail and in the meantime it had been concluded that the subscription had been definitely withdrawn. The Committee regrets that the subscription was shown as withdrawn in the- -, J "Standard" - of the 12th February, 1937.

See http://www.health.nt.gov.au/hospitals/aerial_medical_services/index.aspx for info about Dr. Fenton.

Ross Stenhouse



Above: Gipsy Moth wings (VH-UQV) as seen in Bill Finlen's hangar. A photo can lead to an interesting story. Photo by Ross Stenhouse.

BILL FINLEN'S TIGER MOTH VH-UYE



Early November 2013, Bill Finlen completed yet another Tiger Moth Project VH-UYE. The aeroplane looks absolutely beautiful.

The photo (left) was shot at the front of Bill's hangar at Boonah Airfield by Ross Stenhouse.

Bill is now focusing his attention on his Gipsy Moth Project.



Left: Front cockpit view of Bill Finlen's latest Tiger Moth restoration VH-UYE.



Right: Rear cockpit view.

Photos—Ross Stenhouse

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