



Australian Vintage Aero plane News

SPECIAL POINTS OF INTEREST:

New appointments

Valentine's Day Fly-in

Reflections

The Great Eastern Fly-in
and much more

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Photo Courtesy—Craig Justo



Photo Courtesy—Craig Justo



Photo Courtesy—K Burrows

Hello. As you know I resigned my position as President for personal reasons. I was elected to the position of President as a result of the tragic passing of Shane Winter who was the President of the Group for 16 years. To follow in Shane's footsteps has been difficult and challenging, however, I have undertaken the role of President over the last year with diligence and enthusiasm. My decision to step down as President has not been an easy one.

Lest we forget the tragic passing of Shane, Barry and Peter, and others we have lost over the years, this is now a time where the Group should continue the good work and consolidate the learning's of the past as the Group moves towards Festival of Flight 2010. To Karen and Joanne, thank you both not only for your support to the Group but also to me in a most difficult role. All the best to all
Regards Frank



Message From the New President JOHN INNES



G'day all,

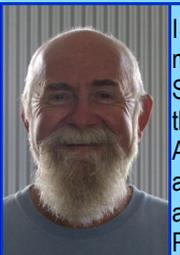
I am very humbled by the support, faith and trust that you, the Members of this great organisation have shown in electing me as your President. The position of the President and also those who comprise the Committee are vital to the progress and efficient running of your Group. I believe that we have a dedicated and enthusiastic team to manage the affairs of QVAG / AFM Inc. I will do my very best to fulfil my duties and meet my obligations as your President

A little bit of history if I may! I have held a life long interest in aviation, going to Air Shows and flying with mates until the late 80's, when I fulfilled a dream and gained my pilots licence. In the early 90's, I flew to a flying event at Watts Bridge Memorial Airfield and it was here that I met a great group of like-minded people. That's where my association with the Group began. At the time, I worked for Channel 10 in the engineering department and one day, this new fellow, whom I recognised, started working in the tape department. That person was Shane Winter. With few exceptions, the subject of our daily conversation always revolved around pilots, flying and aeroplanes – such was the nature of the compelling interest that we shared. In a very short space of time, I became a Member of the Group and following my election to the Management Committee, I eventually served as the Treasurer for several years. Shane and I became the best of friends and shared many flying adventures, all of which I can recall with the fondest of memories.

Aeroplanes, flying, restoration, the camaraderie of like-minded people and great friendships - that is the sole being of QVAG / AFM Inc. and it remains to this day. Regards John

New Vice Presidents ANDY HEATH

New Secretary JACKIE BOLSOVER

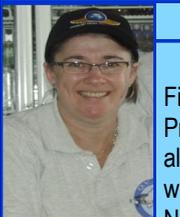


I have been an Active Q.V.A.G member for over 10 years. Severing as secretary for almost three years. I work for Sandora Aviation involved in maintenance and restoration of Vintage, Warbird and GA Aircraft. I own and fly a Pietenpol GN1 Aircamper.

I took up flying 9 years ago soon after I met my husband Mark. I passed my PPL in mid 2002 and later that year obtained my constant speed and tail wheel endorsements. We have a DHC-1 Chipmunk in the 1950's RAF cour scheme and are currently rebuilding a 1976 C177b Cardinal. But that's a long story which I won't bore the readers to death about. We joined QVAG in 2004. We really enjoy the atmosphere at Watts Bridge and having a laugh with our friends in QVAG. Our young son Michael was the youngest member of QVAG - we signed him up when he was 4 weeks old! My profession is Systems Accounting but I'm very busy these days looking after Michael.



New Treasurer JACQUE ARNOLD



First and foremost I would like to congratulate John Innes being elected as President, Andy Heath being elected as Vice President, Jackie Bolsover as Secretary at our recent SGM election. I would also like to congratulate Jason Heath becoming our newest committee member for QVAG and also wish to welcome back with warmest regards to long standing committee members Robyn Bernhardt, Phil Ridley and John Sinclair.

Now to me, I am thrilled to have been voted to the position of Treasurer for QVAG. I have only been involved with the club for a short period about seven years. But have held a keen interest in aviation with fond memories of my Father taking me to air-shows and open days as a child.

I am a proud mother of two children, I work as a nurse at Mater Private, and hope to have my PPL within the next two years (watch out guys) I am proud to serve QVAG and with your help I hope we can all have a fantastic year. Happy Flying Jacque A.

COMMITTEE MEMBERS



New Committee Member
Jason Heath has been involved with Q.V.A.G. Since he was 14 years old. He is an AME working for Qantas Brisbane. He has a great passion for all types of aviation.





Queensland Vintage Aeroplane Group
& Australian Flying Museum

Dedicated to the Airworthy Preservation of Australia's Historic Aircraft



2010 Calendar of Events



EVENT: Warbirds Formation Practise and Club Fly-in

WHEN: April 17th and 18th

START TIME:

AIRFIELD: Watt's Bridge

CONTACT: Craig Justo

PHONE: 0407740734

DESCRIPTION

The Warbirds will be honing their formation skills over this coming weekend. All club members and any aviation minded people are invited to attend. There will be a Sunday morning breakfast served for a small cost.

AVAN needs you!

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fellow aviators.

EVENT: Straddie Breakfast Fly-in

WHEN: April 17th 2010

START TIME: 08:30-10:00

AIRFIELD: Dunwich / Stradbroke Island YDUN

CONTACT: Pat

PHONE: 0410558334 or 07 34099727

COST: \$15.00

DESCRIPTION

All flyers and flyers at heart welcome. A sumptuous all you-can eat breakfast that includes: fruit, bacon, eggs, sausages, mushrooms, baked beans, spaghetti, creamed corn, tea, coffee and fruit juice. You will need to R.S.V.P for catering. For more information www.aeroclub.com.au

EVENT: The Gathering of the Tribes

WHEN: April 30th-3May 2010

START TIME: 9:00

AIRFIELD:

CONTACT:

PHONE: 07 46521402

DESCRIPTION

Voted one of the most aviation friendly territory in Australia. Inglewood is a small country town that is big on hospitality. The Inglewood airfield has a sealed surface and runway lights. There is camping grounds on the edge of the airfield or you could stay in a local motel or just fly in for the day. Come along and enjoy: Gyros, hang Gliders and Aerotugs, Trikes, Ultralights, Homebuilds, Experimental, General Aviation, Aerobatics and Paragliders all from the gathering of the "Aviating Tribes".

EVENT: David Hack Classic Aircraft and Vehicle Meet.

WHEN: May 1st—2nd, 2010

START TIME: 09:00

AIRFIELD: Toowoomba YTWB

CONTACT: Scott Williamson

PHONE: 0427332192

DESCRIPTION

The David Hack meet is a yearly event hosted by Rotary club Toowoomba North and Aerotec QLD. The theme for this fly-in is "Classic Flight Training Experience". An invitation has been extended to all who operate aircraft that have been used on the role of flight training in any form. Examples of aircraft include yet not restricted to, North American T-28's, Tiger moths, Chipmunks, Austers, Boeing Stearmans, Yak, Namchang and the Classic Piper and Cessna. Also included is the new generation of flight training aircraft and aerobatic training aircrafts. Sunday will see a "Gathering of the Harvards and Wirraways" and an Vehicle Meet on the airfield.

WHAT IS "THE David Hack Classic Meet"

What is this all about?

The Rotary Club of Toowoomba North is once again conducting their David Hack Classic meet at the Aerotec Hangar at Toowoomba Airport.

David Hack was a passionate young man whose life was cut tragically short by

Non Hodgskins Lymphoma (Leukaemia)

The loves of his life were cars and photography and he had the makings of a brilliant career as a motoring photo-journalist, contributing to magazines such as "Street Machines" "Fast Fours" and "Wheels". He had a number of successes with major photographic competitions and was an extremely talented young man.

For his 28th birthday a huge "Birthday Bash" had been organised at Aerotec's hangar at Toowoomba, but tragically he passed away two days before it was held.

Members of Rotary Club of Toowoomba North, some of whom were involved with the "bash" have since held the David Hack Classic Meet as an annual event, donating proceedings to Leukaemia Foundation Blue Care and other charities, in order to create a lasting memorial to a wonderful young man.

Visiting pilots should arrive early and follow the marshal's directions to the Aerotec area, where Classic and Veteran Cars, Trucks, Military Vehicles, and Aircraft will be on display. (thanks to Scott Williamson and The Rotary Club of Toowoomba North for this information)

Ron Dunn

WALKING THE DOG

A woman was flying from Melbourne to Brisbane. Unexpectedly, the plane was diverted to Sydney along the way. The flight attendant explained that there would be a delay, and if the passengers wanted to get off the aircraft the plane would re-board in 50 minutes.

Everybody got off the plane except one lady who was blind. A man had noticed her as he walked by and could tell the lady was blind because her guide dog lay quietly underneath the seats in front of her throughout the entire flight.

He could also tell she had flown this very flight before because the pilot approached her, and calling her byname, said, 'Kathy, we are in Sydney for almost an hour, would you like to get off and stretch your legs?' The blind lady replied, "no, but maybe Buddy would like to stretch his legs:

Picture this:

All the people in the gate area came to a complete standstill when they looked up and saw the pilot walk off the plane with a guide dog! The pilot was even wearing sunglasses. People scattered. They not only tried to change planes, but they were trying to change airlines! True story... Have a great day.

Remember.....**THINGS AREN'T ALWAYS AS THEY APPEAR.**



A DAY WITHOUT LAUGHTER IS A DAY WASTED!!!



WATTS BRIDGE
MEMORIAL AIRFIELD INC.







All-In Fly In
Airfield Open Day
22nd May 2010 9:00AM - 2:00PM

All pilots and aviation enthusiasts are invited to attend the Watts Bridge Airfield Open Day celebrating the diversity of recreational aviation.

If it flies -
It's welcome at Watts Bridge!

Vintage Aircraft
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WITH SOME OF AUSTRALIA'S
MOST CHARISMATIC & RARE
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DETAILS AT QVAG / AFM Inc's WEBSITE: www.qvag.org.au/
or CONTACT CRAIG JUSTO - Mobile: 0407 740 734
Email: craig@aeroaspects.com.au

VALENTINE'S DAY FLY-IN



Photo Courtesy—K Burrows

All the elegance and mystery of Valentine's Day Feb 14th added to the success of the clubs first fly-in for this year. Just looking at the neat line of classic historic aircrafts all parked outside QVAG's club house was a delight. Even an inexperienced eye could see the love, time and dedication each owner gave their plane.

Surprisingly enough the weather man was wrong. It did not rain and the sun was shining with all its glory and the wind provided a gentle breeze.

Totally devoid of fuss or hiccups the breakfast fly-in saw over 45 members and non members share a delightful breakfast letting the stress of everyday life take a back-seat for a few hours.

Walking amongst the groups of fly boys one could hear enthusiast talk about the joy of flying, aircraft manufactures, maintenance advice, personal aviation experiences and a few jokes. The morning developed rapidly into an enjoyable day.

Once again a big thank you all members that flew in and to all that helped on the day.



Operated by Aerotec Flight Training of Toowoomba, This CT4E is the only one of its type in Australia. Note the blind above the occupants heads.

Photo Courtesy—Scott Williamson



Photo Courtesy—Scott Williamson

The occupants of this DH82A are two well known Watts Bridge identities pilot Bill Finlen and navigator Ian Purdie



Ron Ennis arriving in his splendid Tiger

Photo Courtesy—Scott Williamson



Another gem from Lynette Zuccolis' Collection of classic aircraft

Photo Courtesy—Scott Williamson





Do you have a new arrival? Share your excitement with fellow members. Forward your picture and story to: avannews@hotmail.com



Member Peter Freeman recently acquired this 1985 Australian Lightwing GR912S. Powered by the reliable Rotax 912S of 100hp, this aircraft has a total time of only 280hrs. The lightwing was previously used as a station aircraft in Western Queensland. The aircraft will be used for economical "seat of the pants" flying.

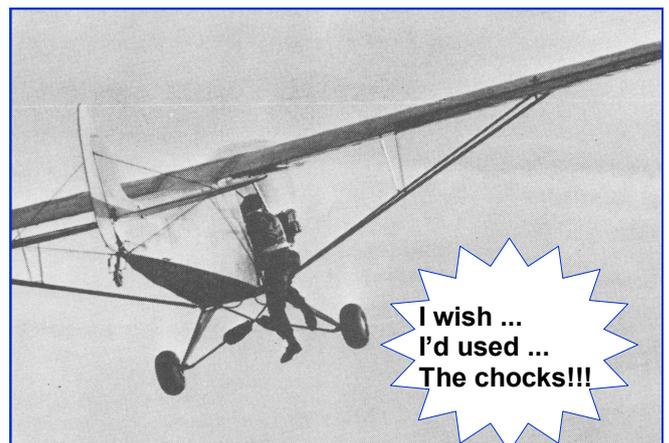


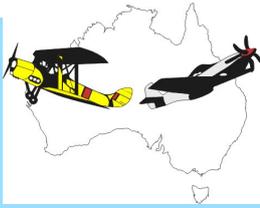
"Jack" the Tenterfield Terrier is inspecting Ron Dunn's CT4A which was acquired in March this year. When the ADF released these aircraft into civilian hands in 1993, this aircraft was first purchased by QVAG identity Randal McFarlane. Having been assigned the Military Callsign of VM-YBD, this aircraft is now registered VH-YBD



Members John Innes and Jacque Arnold aeroplane started life as a C150. It spent many years languishing in the back of a hangar in a state of disrepair. It was rebuilt and is now on the RAA register as a Raven. We purchased the aircraft in December 09 and enjoy flying it around.

SEND IN A CAPTURE TO GO WITH THE PICTURE BELOW
 You could win a Q.V.A.G. Cap or T-shirt
avannews@hotmail.com





THE GREAT EASTERN FLY-IN

By Craig Justo



Des and Kathleen Porter's Dragon (above) and Kim Rolph-Smith's T-281 Trojan (below) are both crowd favorites.



When the Weather "Gods" are kind, a weekend spent at the beach is almost perfect – almost! But if you are an aviation enthusiast and your visit to the beach coincides with the staging of the "Great Eastern" Fly-In and Air Show, it doesn't get much better than spending some time at Evans Head! Located in the picturesque Northern Rivers district of New South Wales, Evans Head township and its environs is steeped in history and in particular, aviation history. On the outskirts of the township there still remains a large tract of land that is the Evans Head Memorial Aerodrome. Established as a major training base, the Aerodrome was used extensively by the RAAF throughout World War Two.

Although the service personnel and their aircraft moved away many years ago, to this very day Evans Head continues to have an affinity with military aviation. The Defence Department actively maintains a live bombing range to the south of the township and thus the RAAF's F-111 and F/A-18 aircraft regularly occupy the local airspace. Over the period 08 through 11 January inclusive, the Aerodrome exploded (pun intended) into life as the "Great Eastern" Fly-In and Air Show attracted a significant number of aircraft and thousands of spectators. Put together by a small team of volunteers headed by Gai Taylor (daughter of pioneering Australian aviator - P. G. Taylor), this year's event celebrated Evans Head's seventy-year association with the RAAF. And appropriately, two of the Warbird types to visit were a CA-18 Mustang (VH-MFT) and a CA-16 Wirraway (VH-WWY), both being aircraft types that were formerly operated by the RAAF and either served at Evans Head or operated from there at various times. The return of those types to Evans Head provided an opportunity for some of the local veterans to rekindle their association with the

Airfield and to enjoy nostalgic recollections of the times when they were involved in the military activities

that took place there! But in the matter of the Warbirds that were in attendance, the Mustang and Wirraway were really just the tip of the proverbial iceberg as they were complimented by two TBM-3E Avengers, AT-28D Trojan, CA-25 Winjeel, CT-4A Airtrainers, Stinson OY-1 Sentinel and YAK-52s. As the Airfield came alive with the sights, sounds and aromas attendant to aviation, throughout the daylight hours, the airspace overhead and surrounding environs was criss-crossed by aircraft of all descriptions. Vintage and Classic aircraft attended as well and these included a DH-82A Tiger Moth (VH-BAL that was formerly identified as A17-7 with the RAAF), DH.84 Dragon 2 (VH-UXG), Cessna 180s and the imposing Antonov AN-2 (VH-CCE) – just to mention a few! In the matter of the AN-2, this aircraft is now owned and operated by the Saario Brothers who recently purchased the aircraft from Melanie Hempel. Formerly owned and operated by the late Barry Hempel, "CCE's" return to airworthiness is a fitting tribute to Barry's memory. To my mind, Barry was the "Great Waldo Pepper" of Australian aviation in modern times!

The Air Show component of the event was staged on the Saturday and Sunday and the various displays were strategically spaced to allow for normal aircraft movements and indeed, it also served to keep the enthusiasts waiting for the next act! All of the Warbirds were flown at one time or another and without exception; each and every pilot conducted his routine in a professional, spirited and safe manner. Frank D'Alterio (Mustang & Winjeel), Kim Rolph-Smith (Trojan), Paul Bennet and Phil Unicomb (Avengers), Cameron Rolph-Smith (L-39) and Terry Kronk (FW-190 Replica). These planned displays were further complimented by the ad hoc movements of the Dragon, AN-2, Bell 47s (Vintage aircraft in their own right) and of course, the adventure flights as conducted by the Mustang, Trojan, Winjeel, and YAK-52 etc. Essentially, there was rarely a time when an aero engine wasn't running and movements to and from the Aerodrome weren't being conducted and in fact, at times it got quite hectic! This continuous flow of activity served to create an atmosphere of total aviation indulgence and for those who are disposed toward enjoying the delights of aviation - what better way was there to while away a beautiful weekend? I am pleased to report that QVAG maintained and indeed, strengthened its long association with the "Great Eastern" event! A large number of aviators who were in attendance were QVAG Members as were a number of enthusiasts! Then there was the presence of the "Bus Boys" who, with their impressive mobile display, provides the Group with a visual prominence that continues to promote QVAG/AFM Inc. in the public domain! These folk not only continue to represent the Group in an extremely professional manner, but selflessly, they also provide immeasurable support to the Warbird and Vintage aviation fraternity as well. Besides the large number of folks who just visited to take in the sights and sounds, many wanted to experience an adventure flight and thus all of the operators were kept very busy. And this was not unexpected as Evans Head has long been a favorite for folks to take a flight over the pristine beaches and scenic areas of the interior and nearby bombing range (deactivated over the festive season). Evans Head is an ideal venue from which to commit aviation and this facility continues to cater to local aircraft owners and the odd visiting aircraft throughout the year. But disappointingly, although it is the only Aerodrome listed in the [New South Wales State Heritage Register](#), its continued existence remains under threat as some individuals and organizations would prefer to close it and sub divide the land for housing etc. (sound familiar?! All though the RAAF retained a presence after the War, the Aerodrome was eventually reduced to a "ghost" airfield yet the majority of the original strips remain serviceable and a single Bellman hangar (condemned in 2006 due structural corrosion) continues to provide a fitting and tangible tribute to the Service personnel who were stationed there at one time or another. And there may as yet be some salvation as a recent proposal may result in the preservation of the major part of the Aerodrome! Said proposal has been put forward and the concept is to develop a multifaceted residential and commercial Airpark on the historically significant Aerodrome. The township of Evans Head is unique on the Australian Eastern seaboard, as it alone possesses a significant piece of historic infrastructure. The concept as proposed for Evans Head would offer so much more than the usual property developments that continue to appear up and down the east coast. Should this concept be adopted, then it will bring added prosperity and significance to the Evans Head area and distinguish it from the usual coastal town developments that we are now so used to seeing pop-up to change the landscape forever. © CRAIG P JUSTO -



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WANTED

Member, Ed Field is trying to source a S. G. Brown (not Brown Bros!) Aero Turn Indicator Model "A" (air driven type) for inclusion in his DH.60M Gipsy Moth restoration. Should any of our members and/or readers know of the whereabouts of an example

*New members
make our Group
stronger*

Membership Matters

*Support your
group have your
say*

LETTERS to the EDITORS

Watch this space someone may have something to say and send in an email !!!!



At the committee meeting on the 11th April 2010 it was voted in that members will now be able to pay their fees by Direct Credit. More details will be given as and when this is set up.

We are always looking for interesting stories to add to the Newsletter so if you have anything you would like to share or a photo you have taken along the way we would like to know. Just send an email to avannews@hotmail.com

Now that all the dust has settled from the last few months it is up and onwards to new and better things, making way for a great 2010 FoF !!!

If you have any friends that you think may enjoy being a member of QVAG talk to them, tell them what we are all about.

Support your group by paying your fees

Dedicated to the airworthy preservation of Australia's historic aircraft

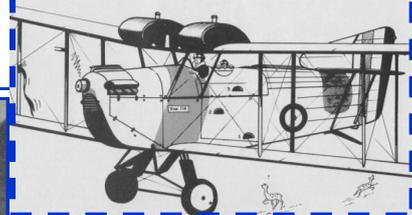
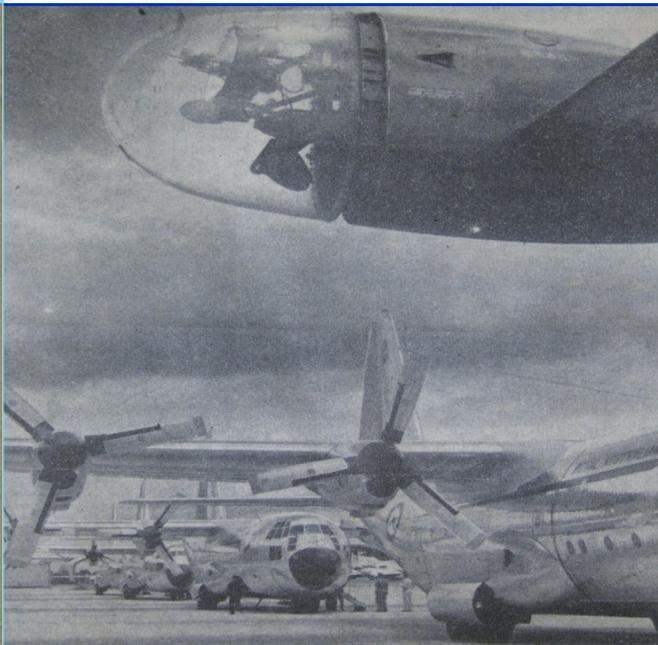
The Sydney Morning Herald 5-1-1959

Four more of the R.A.A.F.'s 12 prop-jet Hercules transports arrived at Richmond R.A.A.F. base from the United States yesterday.

They are seen here from beneath the radar nacelle on the wingtip of a Neptune anti-submarine bomber.

Five Hercules arrived in Sydney on December 13 and the remaining three on order will be flown to Australia by the end of January.

Those that arrived yesterday circled over Sydney about 1.30 p.m. before landing at Richmond.



January 31, 1924: First of 70 Fairey Fawns built for the RAF. They were intended to replace the D.H.9A day bombers, although there was no improvement in the maximum speed of 114 m.p.h. The rate of progress may be judged by the squadron commander's pennant on the outer strut!

On a personal note, after Holly left school he went to work with the Harborough Publishing Company, drawing 1/2 scale plans. His first assignment was the Fairey Fawn, for which he was presented with a huge bundle of rolled-up blueprints obtained from the factory archives. Holly though he must be in heaven!

First Impressions Flying the CT4A

Pilots who trained on the Victa Airtourer would have fond memories of the type. Crisp handling like a fighter, and performance like a .er.. heavy bomber! With all jokes aside, they are a great little aircraft.

Recently I decided to 'bite the bullet' and purchase the Airtourer's big brother, the CT4. I am pretty sure the wingspan is the same as the Airtourer but the cockpit/fuselage area is quite a deal larger and the aircraft sits much higher off the ground. The interior is pure military, a lot of metal and not much plastic. Three or four shades of grey and a host of dials and switches not seen in GA types.

After grappling with the intricate canopy latch, taxiing is similar to the Airtourer, sharp nosewheel steering and great visibility.

The pre-takeoff checks, using the RAAF checklist are rather long and can be reduced somewhat for civil use. Just by changing things around a bit! 15 degrees of flap is used for takeoff, which is probably 5 degrees too much, but the electric flaps only have up, tkof [15 deg] and land [30 deg] available. With 210 horses up front the takeoff can give the pilot a nice push in the back when the constant speed prop starts to bite. The aircraft accelerates quickly, and can leave the ground quite early requiring a forward push on the stick to keep the required figures increasing.

Flaps are raised early in the after takeoff sequence and back stick and trim is required while accelerating to the recommended climb speed of 90kts. power is maintained at full throttle, and a curved climbing turn right around to the downwind leg is made as per the RAAF manual. no rudder is required during the turn. It is during this turn that the aircraft appears to gain its second wind and in next to no time it is time to level out at circuit height! Downwind power is 20" map and 2600rpm [this is a high revving but smooth engine] giving a IAS of aprox 100kts. Downwind checks are almost non-existent, so just use the normal civil ones, and the ct4 is ready for landing.

According to the RAAF manual, tkof flap [15deg] is selected abeam the landing threshold, which can cause the aircraft to balloon, power is reduced to aprox 14" map and a continuing descending turn is made onto final, with the prop being eased into fine. 80kts is maintained. With an over the fence speed of no less than 70kts with power on. Full flap selected on final as required. So far the landings are not quite as I remember them with the Airtourers. Maybe it is because of the higher weight of the ct4, it could not be that I have lost my touch! Practice should improve things. If you have the opportunity to fly a CT4 ..

Have a go! It is a beauty!! If only it had a sliding canopy. How cool would that be!

Some features of the CT4..

Fuel injected engine... Ground power receptacle... Gyro magnetic compass incorporating adf... Standby compass Engine fire warning system... Emergency interior lighting... Lockable inertia reel harness... Electric elevator...

Rudder trim... Ferranti electrical driven attitude indicator to name a few !!! By Ron Dunn

QUOTE: Owning an airplane is an affair of the heart.