



Australian Vintage Aeroplane News

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



Des & Kathleen Porter's DH.84 Dragon at the Clifton Fly-In.
(Photo—Mick Raftery)

Message from the Editors:

- 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: info@qvag.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!

**Last Mystery Aircraft was
the Blackburn B-2 -
first built 1932.**

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Above: QVAG member Mark Bolsover stands in the Piaggio "low-speed" wind-tunnel which has been in use since the 1920's. See page 3 for his Member Snapshot.

**Check out
our website:**

www.qvag.com.au

FROM THE DESK OF THE PRESIDENT

Greetings to you all from your newly appointed President!

It is a humbling and demanding appointment that I find with this position, however the excellent work and support of the current QVAG committee is testimony to the healthy situation of the organisation.

I was last President in 1975 and the workload then was quite large and this situation still prevails today.

We are in the midst of preparations for the 20th Festival of Flight on 27/28 August 2011 at Caboolture and it is shaping up to be larger and better than ever with the collaboration of the Caboolture Aero Club.

The planning is well under way with the Fly-In committee well ahead with all the arrangements! It would behove all members to consider assisting in any way possible with the successful running of this event to relieve the already overworked committee.

Contact the main committee persons Mal Shipton or Craig Justo

if you have any offers to assist with this event.

The last QVAG Fly-In at Caboolture was 10 years ago and the Caboolture venue enables a larger public participation nearer the capital city population thereby having a potential to increase our membership base.

I attended the recent Antique Aeroplane Association of Australia Fly-In Airshow at Echuca (Victoria) and it was an unqualified success. We should continue to foster close ties between our two organisations.

A timely reminder about the General Meeting **on Saturday 7 May 2011 /re-scheduled Easter Bilby Fly-in - Sunday 8th May 2011 - 12:00 noon at the Kilcoy Airfield.**

I will be happy to discuss any issues you may wish to present on the Saturday as your new President!

The current trend of QVAG events being scheduled at other airfield locations is most refreshing and should continue to allow

the maximum exposure for ourselves and the host organisation.

It is my earnest wish in the future to have some activities to view members' restoration projects with possible visits/meetings. Please advise us of any possible venues.

***Safe flying and restoring,
PJ***

EDITORIAL

G'day again, it has been pleasing to receive contributions from Donald Cook, Tom Fisher and Mick (Old Fokker) Raftery this issue and I look forward to more stories and photos from other members in the future - variety is good!

I have been a little busy and pre-occupied as my event draws nearer but it has been a pleasure to put the newsletter together once again and I thank those members who made favourable comments on my first issue - it makes the hours of computer work worth it to know that the end result was well received.

The only downside is that I never get the chance to relax with a cup of coffee and read "the latest" when it arrives - by the time you're doing that I just about know the content off by heart!

*Regards,
Christian Smith*

New Competition—Mystery Aircraft



Above: If you can correctly identify this aircraft and for an extra point name the Prime Minister who was involved with it, e-mail the Editors at info@qvag.com.au. The first correct entry will win a QVAG / AFM Inc. Polo Shirt.



MEMBER SNAPSHOT—MARK BOLSOVER

I have worked for Piaggio as a consultant for the last 2 years. The manufacturing plant is in Genoa but I work at the main design centre in Finale Ligure which is about 65 km further north.

Piaggio are attempting to design a new Part 25 Business Jet known at the moment as the P.1XX. It is a fairly conventional design unlike some of their more recent projects such as the P.180 Avante and P.166.

I am here to define the Lightning Protection requirements and design concepts for them.

Piaggio is one of the oldest aircraft companies still in existence and they have a long history of unconventional designs.

They still retain their original "low-speed" wind tunnel (built in the 1920's) and it is in fact still in use on the new jet.

The company has been involved in all sorts of projects over the decades, including designing their own Schneider Trophy contender the P.7 during the 1920's, which was unconventional even by Piaggio standards.

It used hydroplane-type skis instead of floats and actually had a clutched boat-type prop to get

it onto the step at which point the aero prop was engaged and the water prop de-clutched.

Piaggio built only one P.7 and handed it over to the Italian Schneider Trophy team with the intent of competing in the 1929 event. At least one pilot refused to fly the aircraft, but water

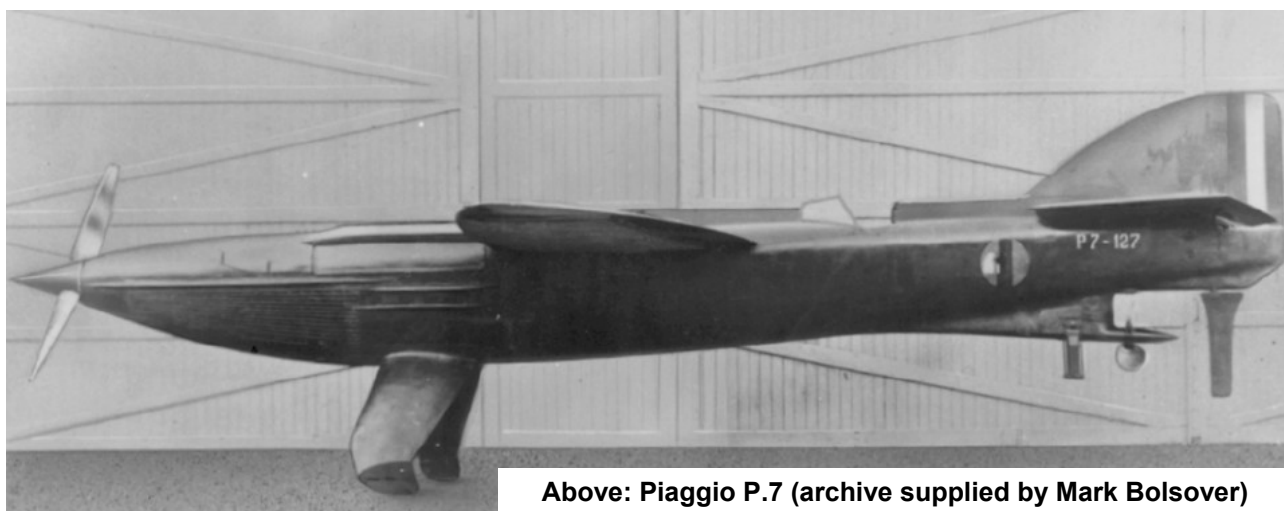
tests were conducted.

The spray the hydroplanes generated made it difficult to see during take-off and persistent problems with both clutches meant that the aircraft never became airborne.

Mark Bolsover



Above: Impressive collection of carved mahogany aircraft models used in the wind-tunnel, dating back many decades. Photo by Mark Bolsover.



Above: Piaggio P.7 (archive supplied by Mark Bolsover)

BUILDING THE GAF LINCOLN MK 30/MK 31 BOMBER

Herewith is a collection of my memories that relate to my apprenticeship that commenced sixty-one years ago at the Government Aircraft Factories (GAF), Fishermans Bend, Melbourne. My apprenticeship was started when GAF was constructing the Lincoln Mk. 30 bomber and after all of those years, I am still learning!

But before I commence on relating those memoirs, it was actually sometime before then that I had somewhat accidentally seen a Lincoln bomber and that sight has remained indelibly etched in my mind.

Prior to the starting of my apprenticeship, I was a member of the Preston Tech. Air Training Corp and we were taken to Princess Pier, Port Melbourne to inspect the Royal Australian Navy's "Majestic Class" light aircraft carrier, *HMAS Sydney* that was docked at the Pier.

While walking around the flight deck, checking out the Fireflies, Gannets etc., our attention was captured by the unmistakable sound of approaching aero engines and we looked up to see a Lincoln, obviously on approach to Fishermans Bend and approximately half a mile to seaward.

With gear down and full flap extended, the crew had aligned the aircraft with the centre-line of Sydney's flight deck and for all intents and purposes, it looked like the Lincoln's crew were going to attempt a landing on the car-

rier. I vividly recall some of the Sydney's crew mentioning "he can't land here" and "shit", both of which were said many times. To the relief of all on the Sydney's flight deck, the Lincoln overflowed the ship and landed on the Fishermans Bend runway, which, as it turned out, was almost directly in line with Princess Pier.

To this day, I still often wonder if the crew of the Lincoln enjoyed their practice approaches to the *Sydney*! That was my first "association" with the Lincoln bomber and although unknown to me at the time, it was certainly not to be the last!

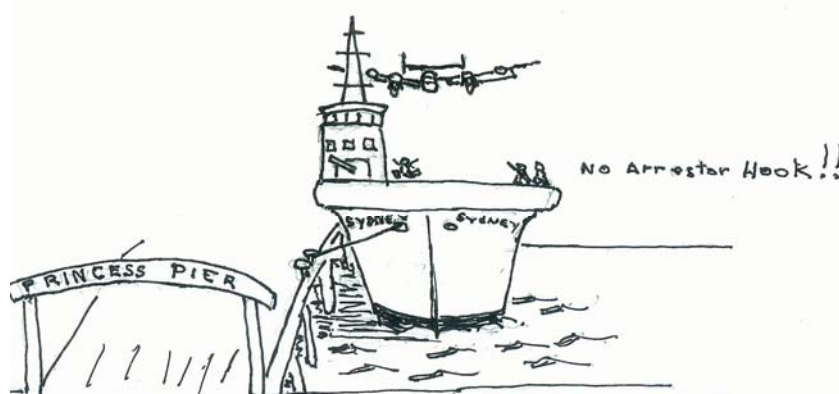
On 23 January, 1950, at fourteen years of age, I arrived at GAF's Personnel Office to start the "big adventure"! I was issued with three pairs of overalls (which were supposed to fit a fourteen year old) and also, a security numbered silver button to allow entry by the Commonwealth Policeman on duty at the front gate!

I was also handed a toolbox that contained the following

implements - one eight-ounce ball-peen hammer, three straight bladed screw-drivers of various sizes (there were no Phillips-head screws on British-designed aircraft), a 4BA and 2BA open-ended spanners, a 4BA and 2BA spin-tights, a set of BSF open-ended spanners (no sockets nor ratchets), a pair of side-cutters, a pair of pliers, a cold-chisel and a centre punch!

There were seventy-three Lincoln Mk. 30 bombers being built for the Royal Australian Air Force (RAAF) and I started work at around the forty-fifth on the line. One Lincoln per month was being completed and the production line was scheduled to be moved forward on the first day of every month!

This was undertaken by the "heavy gang", a group of elderly fellows who were probably semi-retired riggers! Equipped with block & tackles, jacks and four-wheeled "dollies" with ropes attached, they were charged with moving the sections and semi-completed aircraft. And might I say, they had this down to a fine art.



BUILDING THE GAF LINCOLN MK 30/MK 31 BOMBER

On entering the Main Assembly Plant, the first thing to strike you was the crescendo of noise. Hundreds of Atom drills and rivet-guns were going flat out in the vastness of the hall and not an earplug nor earmuff to be seen! Walking down between the jigs, I wondered where I would finish up being put to work.

The main jigs were for the construction of the following components – nose-section, centre-section, tail-section, tailplane, wings, bomb-doors, engine nacelles and fairings. I ended up at the Bomb Bay Floor and my first job was bolting the upper fuselage frames to the floor!

The entire aircraft was then built around that primary structure which is typically, how the British designed and engineered their creations. I was subsequently moved from the bolting process as I had been chosen to learn the art of riveting. This entailed spending a week with other apprentices and we gained our riveting skills on pieces of scrap metal after which, we were let loose on the production line!

Because I was a skinny fourteen year old, I was deemed to be ideal for dollying in confined spaces (eg. wing leading edges etc.). This was OK by me as I was working with female riveters who were delighted to have a fourteen year old virgin in their midst. No such thing as sexual harassment existed in the 1950's but of some disappointment, there was no sign of the fa-

bled "Golden Rivet"!

The lunch breaks were spent playing end-to-end football out in the long grass near the Control Tower. Two of the ladies (Olive and Cathy) were players for the South Melbourne Women's Football Team and they liked to throw their weight around.

Olive was a tall willowy blonde and I remember that she got a job as a nude entertainer with the "Folies Bergère" which was visiting Melbourne at the time!

The "Folies Bergère" was established in 1869 in Paris, France as a music-hall and achieved the height of its fame and popularity between the 1890s through the 1920s. This institution is still in business today. Anyway, Olive eventually went to Paris with the troupe which I would guess, was probably better than a riveting career (no pun intended)!

In addition to the Main As-

sembly Hall, there were several annexes. I once visited the Propeller Shop as I was sent to obtain a tin of Propeller Pitch. Then there was the Gun Turret Shop. On a visit to that annex, I managed to accidentally tip a tin of paint remover over the drum switches in a rear turret under construction.

There was a Perspex Shop where the various glazing panels were cut, shaped and formed. And there was a Copper Shop where incredibly skilled tradesmen shaped and formed the pipes and tubes that run through the aircraft. I remember seeing those tradesmen rolling fairing cowls and nacelle sections by hand – with few exceptions, those skills are now lost forever!

It was in the Copper Shop that I came into contact with "Cereban", a silver metal that melts in boiling water. "Cereban" had a specific use in that it was stuffed inside a pipe that needed to be bent. The "Cereban" would stop the pipe from crushing during the bending process and then once this was completed, the pipe would be placed in the boiling water and the melted "Cereban" would be retrieved.

Me and my fellow apprentices liked to make silver tea spoons out of residual "Cereban" and took the end product home for presentation to our parents for them to stir their tea with! I would think that you might twig to the dismay that this implement caused as it slowly disappeared in the hot cup of tea!



BUILDING THE GAF LINCOLN MK 30/MK 31 BOMBER

The final assembly of all of the major sections of the aircraft was done with the aircraft horizontal and the landing gear retracted for ease of access. Following that, the nose was lifted which in turn, allowed for the gear to be extended.

With the aircraft now standing on its own undercarriage and mobile, the propellers, wheel-well doors and bomb-bay doors were fitted. At this stage, the hydraulic, pneumatic, electrical, fuel, oxygen, nitrogen and Glycol systems were tested and once these were completed and signed-off, the finished Lincoln was rolled-out of the plant.

Engine runs were then conducted and when these too were completed, the brand new machine was handed over to Johnny Miles, the GAF Test Pilot! Johnny subsequently conducted several test flights on each aircraft before they were officially handed over to the RAAF.

The test flight of the last of the Lincoln's (A73-73) to be built by GAF was a truly extraordinary event and I regret that I was unable to witness this first hand. GAF's plant was located next to Melbourne's Yarra River and as part of "73's" test flight, it was flown up the Yarra River at low level. In fact it was so low, that "73" flew between the power-line pylons that supported the lines crossing the river and under the power lines themselves.

A truly remarkable display of airmanship and a great sight

as well! As an incidental, A73-73 was the last of five Lincolns that were modified to Mk.31 standards on the production line. The Mk.31s became known as the "Long-nosed" Lincoln and were utilised for maritime patrol duties. The completion of A73-73 and subsequent delivery of that machine to the RAAF on 23 September, 1953 bought GAF Lincoln production to a close.

Built under licence by GAF, the Avro Lincoln was a long-range, high altitude version that had evolved from the Lancaster four-engined bomber of World War Two fame. As early as 1943, plans had been in place for the Beaufort Division of the Department of Aircraft Production (DAP) to build the Lancaster Mk.III for the RAAF.

In preparation for that, the Lancaster "Q" for "Queenie" (A66-1, ex ED930)

arrived in Australia on 11 May, 1943 to serve as a pattern aircraft. This plan was changed and the Lancaster Mk. IV (which became known as the GAF Lincoln B Mk.30) was built because of the requirements for a long-range bomber to cover RAAF operations in the Pacific basin.

Orders were originally placed for eighty-five Lincolns, but in the event, seventy-three only were built. The first five Lincolns, A73-1 through "5", were assembled by GAF from Avro-supplied components and A73-1 undertook its first flight on 17 March, 1946.

The first Australian built Lincoln, A73-6 was delivered to the RAAF in November 1946 and these machines were gradually phased into the RAAF's No. 82 Bomber Wing at RAAF Base, Amberley. The new Lincolns replaced the Consolidated B-24 Liberators of Nos. 12, 21 and 23



BUILDING THE GAF LINCOLN MK 30/MK 31 BOMBER

Squadrons that were re-named in February 1948 as Nos. 1, 2 and 6 Squadrons respectively. A fourth Lincoln Squadron was raised on 17 March, 1949 when No. 10 Squadron re-formed as a general reconnaissance unit at RAAF Base, Townsville.

In 1949, fourteen Lincolns were selected for modification to carry out long-range navigation (LRN) and special duties. Included in amongst those modifications were the fitment of radio/radar equipment and its attendant instrumentation and the addition of an extra crew station that was situated aft of the mid-upper turret. Another major modification occurred when A73-48 became the prototype for that which would be referred to as the "long-nose Lincoln". A 6ft 6in "plug" was inserted into the forward fuselage (between the cockpit and the front turret) to allow the housing of radar equipment and operator stations for No. 10 Squadron's Maritime Reconnaissance role.

This version became the GAF Lincoln MR.31 and although nineteen more "long-nose Lincolns" were constructed, ten only examples were fully equipped for the Maritime Reconnaissance role. Other modified Lincolns included two that were converted for VIP transportation. A73-14 and "18" had seats and extra fuselage windows installed and the yet another (A73-15) had its gun turrets removed and faired-over for use by the Air Navigational



School as a long-range trainer.

Most of the GAF Lincolns gained a combat history as they were rotated through No. 1 Squadron through its operational commitments during the Malayan Emergency. The Lincolns of No. 1 Squadron arrived at Tengah Air Base, Singapore on 17 July, 1950, and remained there for eight years during which time, over 3,300 sorties were launched against the Communist terrorists.

In 1952, 1953, 1956, 1957 through to 1963, the British Government conducted a succession of nuclear bomb tests at the Monte Bello Islands off the North West coast of Western Australia and at Emu Field, Maralinga in South Australia. As part of these "experimental" explosions (controversy erupted in later years), a number of RAAF Lincoln bombers were flown through each of the resulting radioactive clouds to

gather air samples. The machines were identified as follows: A73-5, "6", "10", "21", "25", "26", "27", "41", "47", "52", "54" and "56".

Whereas all of these aircraft were found to be contaminated with radioactive materials on their return from their missions, the majority were assessed as minor contamination. Those aircraft were washed down thoroughly and went on to serve until the final withdrawal of the type.

However, four machines ("25", "47", "52" and "54") were found to be so badly contaminated that on their return to RAAF Base Amberley, they were grounded, subsequently reduced to "produce" and buried on the Base! This was a high price to pay for the British "experiments" but then, a higher price was paid by many of the personnel who were involved and subsequently diagnosed with lethal cancers!

BUILDING THE GAF LINCOLN MK 30/MK 31 BOMBER

By the late 1950's, the Canberra jet bomber had replaced the Lincoln Mk.30s but the MR.31s remained on strength with No. 10 Squadron until June 1961 when A73-65 conducted the last operational flight.

The Lincolns provided sterling service to the RAAF throughout the fifteen years that they remained on strength although eleven examples were written off in accidents over that period (A73-11, "16", "31", "35", "39", "40", "44", "46", "51", "63" and "69")! But with over 3,300 operational combat sorties to their credit, not one was lost to hostile action.

Somewhat ignominiously, after they were withdrawn from service, all were either scrapped or consigned to fire-dumps on various RAAF Bases for fire-fighting practice. One only cockpit section survives which the late Harold Thomas recovered from A73-27 and this remains on display at the Camden Aviation Museum in New South Wales.

The Lincoln remains as the largest aircraft to be built in Australia and it was a credit to the personnel involved in the local aircraft industry! For the RAAF, its withdrawal marked the passing of an era that had previously seen the Service operate many different types of multi-engined, heavy bombers with their attendant large complement of aircrew.

GAF went on to build the Canberra Bomber, Jindivik (Pilotless Drone), Pika (a pi-

loted version of the Jindivik) and the Ikara missile system! After I had left GAF to join Australian National Airways (ANA), they designed and constructed the Nomad series of aircraft.

Something that may not be realised is that the majority of GAF's Production Managers and Supervisors were drawn from the Railway Workshops. It was that organisation that had helped to form the Department of Aircraft Production (DAP) during World War Two and was then renamed as GAF.

So essentially, that organisation was founded on the construction of railway rolling-stock and the skills that they had acquired from that work had transitioned onto Beauforts.

(I have a friend in Townsville who was an Armament Fitter on Lincolns at No. 10 SQN and he later became a loco-

motive driver for Queensland Rail — a form of reverse osmosis, perhaps? - Ed.)

GAF remains in operation to this very day but under a different name yet again. In 1987, GAF was reorganised and renamed as Aerospace Technologies of Australia (ASTA), then privatised before subsequently forming the nucleus of Boeing Australia!

GAF has a proud history and I am especially proud of my involvement in the production of Australia's last four-engined, piston powered bomber – the GAF Lincoln.

© Donald Cook - February 2011



CLIFTON FLY-IN 2011

Clifton Fly-in on Sunday 13th March had a good attendance by both the flyers and the general public with good numbers attending.

The breakfast in the hangar was excellent with plenty for all.

Aircraft from as far as Maryborough and as close as Warwick attended and a good mix from a Yak-52 (VH-

VVS) to the Tecnam (VH-IYC) with ultralights aplenty. A stiff breeze (for some) straight down the active runway led to some short take-offs and allowed the general public some very good photo options.

There were several QVAG members there, and I managed to get in a few shots of some of your aircraft landing or departing so send me your

details and I will reply with photos of your aircraft if you wish.

In all, an excellent day was had by all who attended.

Tom Fisher
fisher48@bigpond.com.au



Left: Ron Field's Murphy Renegade.

All photos this page by Tom Fisher.

Below: General view of the aircraft line-up.



CLIFTON FLY-IN 2011



Left:
Des & Kathleen Porter's
immaculate DH.84 Dragon
takes to the air.

Right: Yak-52 VH-VVS



Left: Stinson L-5B
Sentinel VH-CRO

All photos this page
by Mick Raftery (Old
Fokker).

FESTIVAL OF FLIGHT 2011

As most members would be aware, planning is now well underway for this year's "Festival of Flight" event and this should ensure that the event is conducted in a professional but relaxed atmosphere! And once again, we will be very welcoming of all who might relish the opportunity to attend the Southern Hemisphere's largest pure Fly-In event!

Due to circumstances beyond the Management Committee's control, regrettably, this year's event cannot be staged at the location with which it has become synonymous, Watts Bridge Memorial Airfield! However, in adopting the "Show Business" catch-cry – "the show must go on", the Management Committee has worked very hard to provide a viable alternative to the "Bridge"!

Following discussions with representatives of Caboolture Aero Club, I am pleased to advise that they could see the merit in attracting an event of this nature to their Airfield and were thus more than welcoming of our approach to them. Indeed, besides offering us the use of Caboolture Airfield as the venue, they have kindly offered the Group the use of its facilities and every assistance to ensure that this year's event maintains the long established traditions of the "FoF" events!

To that end, QVAG / AFM Inc. and Caboolture Aero Club have entered into a partnership agreement to stage the event and a Sub-Committee has been formed and is now heavily engaged in the pre-event planning process!

In the matter of moving the "Festival of Flight" to Caboolture Airfield, I will take this opportunity to dispel some uninformed comment that suggests that this

development is unprecedented. The fact is that it is not setting a precedent and long-term members of the Group will probably remember that in 2001, we staged the "Festival of Flight" at that same venue.

Indeed, it is with some irony that ten years on, we find ourselves conducting the "Festival of Flight" at Caboolture Airfield once again. The occasion in 2001 saw the Group proudly co-hosting the Tiger Moth 70th. Anniversary Fly-In and with the passing of a decade, we are returning to Caboolture and amongst many things, we will celebrate the Tiger Moths 80th. Anniversary. And as with many wonderful recollections of previous "FoF" events, I have vivid recollections of just how successful that particular event was!

So, over the period **27 - 28 August** inclusive, we will be in a very privileged position, as we should see one of the most diverse and impressive collections of aeroplanes gathered together on Caboolture Airfield! Irrespective of what if any aircraft that you might own, we would like to see you at Caboolture Airfield over that period so please do give some serious consideration

to putting this on your agenda as a must attend event.

And please spread the word amongst your colleagues, friends etc. that as always, the "Festival of Flight" will be a must attend event during the last weekend in August. Also, please check our Website frequently over the next couple of months so as you can view updates as they are posted.

The make-up of the "Festival of Flight" was established a number of years back and whereas the move to Caboolture will necessitate some minor changes, the very nature of the event will remain unchanged!

As previous, we are expecting to welcome a number of vintage vehicle clubs once again and the attendance of these folk and their historic machines adds to the overall spirit of the event. So once again, the vehicles that will be put on display by these clubs will cover all facets of motoring and the variety of machines will be wider than previous years!

On field catering is currently being organized and we would expect to be able to offer the ser-



**Above: Canadian-registered Tiger Moth which was brought out to take part in the Tigers Over Brisbane flight in 2001.
(Photo: Craig P. Justo—Aero Aspects).**

FESTIVAL OF FLIGHT 2011

vices with which you have become accustomed. A BBQ on the Friday evening, breakfast on the Saturday and Sunday mornings and a variety of foods and beverages will be available throughout both days of the event!

One facet of the catering has already been established and this is our traditional Saturday evening dinner. Due to the move to Caboolture Airfield, a venue for the dinner had to be secured and a function room at the Caboolture Services and Memorial Club has been booked.

This Club has an enviable reputation for serving fine food and the function room will hold 250 people comfortably. So this year, members and their guests will be able to relax and dine in air-conditioned comfort. As there has already been a number of tickets purchased, to avoid disappointment, I would urge all members to secure your tickets sooner, rather than later.

The dinner function has always proved to be popular and it has been a very rare occasion that it hasn't been a sell-out. It is a timely opportunity for like-minded folk to get together, enjoy a meal, drinks, each others company and engage in the camaraderie that is a binding part of their passion – aviation!

Members might recall that last year, we secured **127.9 Mhz** for a Ground Frequency to assist in the conduction of the "Festival of Flight". This proved to be invaluable in marshalling and parking aircraft so that Frequency has already been secured for this year's event. As it did at the "Bridge", it will serve to unload the radio traffic on the local CTAF Frequency and signage will be placed in strategic

positions to draw the Ground Frequency to your attention!

We will also have more aircraft marshallers available to assist you with the movements and parking of your aircraft! The marshallers will be in communications on the Ground Frequency!

Caboolture Airfield has a dedicated camping area and should you choose to avail yourself to those facilities to stay over at this year's event, you will be required to pay \$ 10-00 per person per day. The camping area is serviced with toilets and hot showers and comes complete

with its own Aussie-born-and-bred tourist attraction - the local "Skippys"!

Whilst on the subject of accommodation, Caboolture and its nearby environs has a plethora of accommodation that ranges from Motels with Five Star ratings through to caravan parks! For your reference, two only web-links are provided below for you to access should you require accommodation over the period of the "FoF" 2011.

[h t t p : / /
www.hotelsaccommodation.com
.au/Caboolture-Queensland/](http://www.hotelsaccommodation.com.au/Caboolture-Queensland/)



Queensland Vintage Aeroplane Group's
10th Festival of Flight
Presents

TIGERS

over BRISBANE

Proudly sponsored by
Southbank Corporation and Westfield

200 vintage aircraft will fill the skies over Brisbane
SATURDAY 1st SEPTEMBER
Returning to Caboolture Airfield for
FESTIVAL of FLIGHT 2001
SATURDAY 1st – SUNDAY 2nd

Best viewing points at Southbank and Westfield Shopping Centres
Check Quest Newspapers for details





FESTIVAL OF FLIGHT 2011

<http://au.totaltravel.yahoo.com/directory/accommodation/australia/qld/southerndowns/pineriversbrisbanevalley/?refsrc=Adwords&CMP=AU-QLD-Queensland&kw=caboolture-accommodation>

If the weather "gods" look down upon us favourably and given that the event has grown every year, it is reasonable to suggest that this will be the largest "Festival of Flight" event that we will have staged!

This year's event is the 20th in an unbroken run of "Festival of Flight" events and your participation or a visit to Caboolture over that weekend should be a very rewarding and enjoyable experience - even to those with little if any interest in aeroplanes in general.

If not beforehand, I very much look forward to catching-up with you over that weekend. In the intervening period, take care and the very best of wishes as always.

Craig P. Justo



Above and below: CA-25 Winjeel VH-BUM and Beech H-18S VH-ATX in 2001. Photos: Craig P. Justo (Aero Aspects).



COMPETITION WINNER

Last month's Mystery Aircraft was the Blackburn B-2 - first built 1932. The prototype G-ABUW first flew on 10 December 1932.

A total of 42 aircraft were built. There is a fine flying example of this aircraft in the Shuttleworth Collection.

Our winner of a QVAG polo shirt was once again Shaun Davis, who is fast becoming our very own aeroplane "tragic"!

2010 QVAG / AFM Inc. Committee

President:	Pat Harrington
Vice Presidents:	John Sinclair and Craig Thomsen
Secretary:	Jackie Bolsover
Treasurer:	Phill Ridley
Committee:	Robyn Bernhardt, Craig Justo, Doug Field, Mal Shipton
Membership Officer:	Robyn Bernhardt
Website Liaison Officer:	Mal Shipton
Public Relations Officer:	Jackie Bolsover
AVAN Editor:	Christian Smith
Events Coordinators:	Craig Justo, John Sinclair, Craig Thomsen

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



AAAA NATIONAL FLY-IN AND AIRSHOW 2011

The Antique Aeroplane Association of Australia's 2011 Biennial Airshow was held at Echuca on April 2nd and 3rd. The weather was kind with blue skies throughout the weekend although cool temperatures and a 15 knot southerly were reminders that autumn in southern climes was upon us.

It has to be said the event was very professionally run by the AAAA and Echuca Aero Club, every part of staging this complex event had been addressed with aplomb.

A beautiful line-up of Warbirds including a Spitfire, two P-40 Kittyhawks (one Allison powered and the other significantly Merlin powered), P-51 Mustang, Yak 9, Wirraway, Hudson and a bevy of North American T-6's all presented resplendently in the crisp sunlight.

A diverse array of vintage aircraft from an Avro Cadet, Beech 17 Staggerwing, DH Dragon Rapide, Ryan STM, Stinson Reliant, Globe Swift, Boeing Stearmans, to a Lockheed 12 that could only be viewed through welding goggles and also put on a most impressive display in the airshow.

Lines of magnificently presented DH Tiger Moths, Piper Pacers, tail-wheel Cessnas (including three Bird Dogs) and other classics took quite some time to examine.

No fewer than six Cessna 195's made an appearance, one making the trip from Perth, two from Brisbane and

one from Sydney. Having owned one of these lovely machines for 27 years and in that time never having parked beside another one, I was delighted to see this line-up that I never thought possible in Australia (the 7th is under maintenance).

It is my observation that each year we see the quality of vintage aircraft increase. The Grand Champion, a Boeing PT-17 from Perth was impeccable in every respect whilst the Classic category was won by Cessna 195 VH-KES, Queensland based. The overall quality was further elevated by Dragon VH-UXG and C165 VH-ZTG that we Queenslanders often admire, making the long trip south.

I could only guess at the numbers of "ordinary" aircraft there were in the parking lots.

A crowd of some 10,000 was expected for the airshow which featured all the Warbirds, several formations of vintage types as well as Matt Hall's MXS-R completing an eye-popping routine. The Roulettes were as always very sharp and appropriate

as this year's event commemorated the 90th anniversary of the RAAF. For me, the Southern Knights' display was a standout in precision and grace that would be equal to any T-6 display in the world.

Catering was good and forums during the day were both interesting and informative. The venue, Echuca, has always been a town of considerable interest and character. Accommodation was close to 100% full and the bus service conveyed hundreds of enthusiasts to the airfield and back daily.

The cherished impressions I have been left with from this friendly well-run major event have been; overall quality of aircraft, a surprising number of young faces, randomly reuniting with colleagues I had not seen for decades and the privilege of meeting an 82 year-old pilot who brought his Aeronca Chief from Wedderburn in NSW. I am pleased to say both plane and pilot are in great shape and nowhere near TBO!

Mal Shipton



Best Classic — Cessna C-195 owned by Dion Pastars.

AAAA NATIONAL FLY-IN AND AIRSHOW 2011



Above left and right: Harvards of the Southern Knights formation aerobatic team.



Above left: Mustang and Kittyhawks on display.

Above right: Grand Champion award-winning Boeing Stearman.



Left: Temora Aviation Museum's Lockheed Hudson bomber "Tojo Busters".

Right: Lockheed 12A Electra Junior owned by Doug Hamilton.

(All photos in this article courtesy of Mal Shipton).



A DAY AT WIRRAWAY STATION

Steve Searle's "Wirraway Aviation Museum" concept has been something that only a handful of people have actually gotten to see first hand.

Nestled in the foothills of the Lamington National Park near Beaudesert, a substantial part of Steve's property has slowly but surely undergone a magnificent transformation that today, presents you with the opportunity to observe his collection of aircraft in their element.

Currently, Steve's collection of aircraft comprises the following: 3 x Grumman TBM-3E Avengers, 1 x CA-16 Wirraway, 1 x Cessna O-2A Sky-master, 2 x Stinson L-5 Sentinels, 1 x Stinson OY-1 Sentinel and 1 x DH.82A Tiger Moth.

These machines are soon to be joined by a North American B-25J Mitchell, Lockheed C-60A Lodestar and hopefully, an ex RAAF DHC-4 Caribou.

At the present time, there is one only hangar structure on the property however, three more historic hangars have been acquired and these are awaiting disassembly and transportation to his property. Once those hangars arrive, they will be re-erected and refurbished to house the entire collection in one place.

On Sunday 30 January, Steve's business manager, Paul Bennet hosted an Open Day at "Wirraway Station" and invited a modest number of folks to come along and partake of the activities.

The day was convened as a celebration of Steve's release from hospital a couple of days earlier where he was undergoing treatment for a life-threatening illness.

I am pleased to advise that he is on the mend and his enthusiasm and commitment to the Museum concept remains at 120%!

This was a timely occasion to view the progress of the development and observe an informal session of flying of a selection of his pristinely presented Warbirds.

Under beautiful weather conditions, Paul headed-up the team of pilots to fly the aircraft on the day and they provided a professional spectacular for all to enjoy!

Conducted throughout the latter part of the morning, the flying continued until late afternoon and suffice to say that not one guest left the airfield until the flying activities concluded.

From a photographer's and/or observer's point of view, the set-up at "Wirraway Station" is just magnificent, especially as you are able to elevate yourself to a position

whereby you can look down on the action!

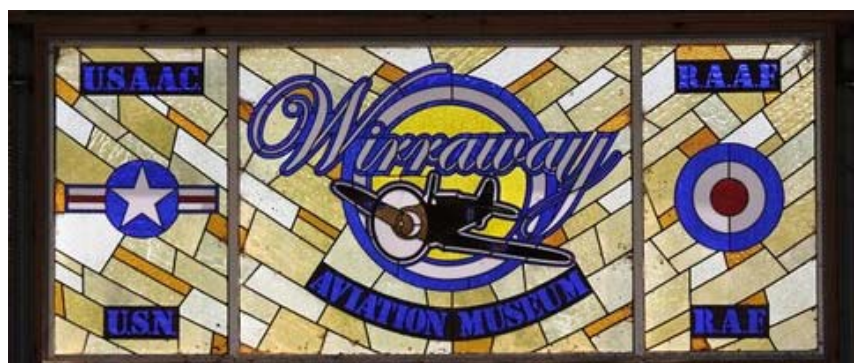
It is actually a natural amphitheatre that provides a background of rural scenery that just disappears into the distance and compliments the verdant splendour of the airfield with attendant dams alongside the manicured grass runway.

This makes for a picture perfect location and the experience is enhanced by the sounds of the radial, in-line and horizontally-opposed aero engines reverberating off the nearby hills!

At this point in time, provisional planning is underway to stage a full-blown Air Show at "Wirraway Station" later in the year that will showcase Steve's collection and a select number of other Warbirds.

As soon as this is firmed up, members will be advised via update reports. Most members will already be familiar with Steve's aircraft as since 2005, a selection of his machines have attended successive "Festival of Flight" events!

© Craig P. Justo -
March 2011



A DAY AT WIRRAWAY STATION



Left: Cessna O-2A VH-OTO "War Horse". Photo — Mick Raftery.

Right: DH.82A Tiger Moth VH-UZB - Tigers just look good in yellow! Photo — Mick Raftery.



Left: Tiger Moth and Stinson L-5 grouping. Photo — Craig P. Justo (Aero Aspects).

Right: Stinson OY-1 VH-NOY. Photo - Craig P. Justo (Aero Aspects).



Left: Grumman TBM-3E Avenger up close and personal. Photo — Craig P. Justo (Aero Aspects).



Raising funds and awareness for the Royal Flying Doctor Service

OUR NEXT FUNDRAISER

Wings of Life “Fly In – Drive In”
Saturday 14th – Sunday 15th of May, 2011
@
Archer Falls Airfield (Kilcoy)

Saturday: BBQ & camping
Sunday: Breakfast and morning tea until midday
For airfield information visit: www.archerfalls.com.au

Are you interested in joining our Flight Around Australia?
Starting 24th of June, 2011.
Visit www.wingsoflife.com.au for more information



MARYBOROUGH WINGS, Warbirds & Wheels

Maryborough Aero Club Association presents a Wings, Warbirds & Wheels weekend, 14-15 May, 2011.

Warbirds, vintage and modern aircraft, vintage cars, motorbikes, stationary engines and aero engines will be on display. There will also be

trade stands, museum displays by QAM and local flights available in Warbirds.

It is a Fly-In with dinner Saturday night and under-wing camping or motels available. No landing or parking fees for participating aircraft - even big ones! AVGAS and

AVTUR available.

Contact Tony on 07 4129 6440 / 0408 988081 or Peter on 0417 730539. There will be further information on the club's website: www.maryboroughaeroclub.com.

Warwick Henry

Tiger Moth Project for Sale—VH-BJI

Original airframe logs to 1948. All the hard to get bits are there. Engine is core value only (no logs). Fuse restoration well underway. This is a great project for someone fortunate to have more time on their hands than me!


Asking Price: \$25,000. Phone Ron Ennis 0414 883 864 for more details



Calendar of Events 2011

Date	Event	Start	Airfield	Contact
May 8	Easter Bilby Fly-In		Kilcoy Airfield	Jackie Bolsover 0438 783 740 info@qvag.com.au
Due to the forecast inclement weather on 17th April, the decision was made to post-pone this event. We have spoken to the Easter Bilby and he has kindly offered to stay around for a few more weeks to re-appear at the re-scheduled event. Oh and if you have a Mum, why not bring her along?				
May 14-15	Wings, Warbirds & Wheels www.maryboroughaeroclub.com		Maryborough	Tony 4129 6440/0408 988081 Peter 0417 730 539.
Warbirds, vintage and modern aircraft, vintage cars, motorbikes, stationary engines and aero engines, trade stands, QAM display. Flights available in Warbirds. Fly in with dinner Saturday night.				
May 14-15	Wings of Life Fly-In Drive-In www.archerfalls.com.au		Archer Falls	Douglas Field 0433 569269
May 14-15	Emu Gully Air & Land Spectacular http://www.landandairshow.com.au/		Emu Gully	Barry 4697 7865 Mobile 0428 662528 barry@emugully.com.au
May 28-29	Old Station Fly-In		Raglan	Leonie Creed 4934 6562 Mobile 0438 346 563 langmorn@activ8.net.au
Aircraft, vintage machinery, trucks and tractor-pulling all weekend. Proceeds aid the Capricorn Helicopter Rescue Service.				
May 29	Breakfast Fly-In	0730	Gatton Airpark	Martin 0419 368-696
Hot breakfast courtesy of the Lions Club from 0730. Airfield details in ERSA.				
June 25	80th Anniversary Tiger Moth Fly-In		Watts Bridge	Jackie Bolsover 0438 783740
Breakfast Fly-In				
Aug. 19-21	Wide Bay Airshow www.widebayairshow.com.au		Bundaberg	4155 0044 info@widebayairshow.com.au
Three days of aviation excellence, showcasing Australia's leading performing pilots, vintage aircraft and aerobatic displays. Step back in time as we rediscover the origin of airshows and revisit the performance of barnstorming.				
Aug. 27-28	Festival of Flight		Caboolture	Craig Justo 0407 740734
Annual QVAG showcase—the Southern Hemisphere's largest fly-in. See update article on pages 11-13.				
Sept. 3-4	Ingham Wings and Wheels www.inghamwingsandwheels.com.au		Ingham	Christian Smith 4728 1283 Mobile 0418 636727 coordinator@inghamwingsandwheels.com.au
Featuring all aspects of aviation plus a wide range of vehicle displays, military re-enactors, trade displays and entertainment. Air Display each day, Twilight Display late Saturday followed by evening entertainment. Prostate Cancer Foundation of Australia (PCFA) will receive a percentage of nett profit.				

Classifieds—Buy, Swap and Sell

<p style="text-align: center;">1973 Cessna 172M</p> <p style="text-align: center;">TT 11447 ETR 226 Lycoming O-320E2D Prop Time 1294 Engine just fitted with zero-time cylinder kit. Should run many hrs in over-run.</p> <p style="text-align: center;">\$67,000</p> <p style="text-align: center;">Mal Shipton 0427 618271 Email: gipsybiplane@hotmail.com</p>	<p style="text-align: center;">Gipsy Major</p> <p style="text-align: center;">Tapered crankshaft. Recent X-ray with all paperwork ready to fit as serviceable. Certified measurements available. Well below cost: \$5,750.</p> <p style="text-align: center;">Ph: Warwick Henry, 0417 771563, Email: whenry@jowar.com.au</p>
<p style="text-align: center;">Vintage Aero Spares</p>  <p>Chris & Sarah Harrison Thomson Park 1504 Sale - Heyfield Road Denison, Victoria 3858 Australia</p> <p style="text-align: right;">Tel: + 613 5148 6152 Mob: + 61 (0)402 937747 Email: vx118@bigpond.com</p>	<p style="text-align: center;">Hangar for rent</p> <p style="text-align: center;">New 15mx11m hangar at Kilcoy for rent \$80pw plus small club user fee.</p> <p style="text-align: center;">Prefer vintage aircraft.</p> <p style="text-align: center;">Phone: 0427 618271</p> <p style="text-align: center;">or</p> <p style="text-align: center;">E-mail: gipsybiplane@hotmail.com</p>
<p style="text-align: center;">This space is available - classified ads are free to members!</p>	<p style="text-align: center;">Magnetos</p> <p style="text-align: center;">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.</p> <p style="text-align: center;">For more information, please contact: Ray Vuillermin on 0409 584 574 or Email: rayvuill@bigpond.net.au</p>
<p style="text-align: center;">Continental O-200 engine</p> <p style="text-align: center;">Stripped down Core value \$3000.00 ono</p> <p style="text-align: center;">Phone: John Innes 0417 643610</p>	<p style="text-align: center;">Cessna 150 parts</p> <p style="text-align: center;">4 wings, 4 ailerons, 3 flaps, 2 struts \$950.</p> <p style="text-align: center;">Buyer to collect Watts Bridge</p> <p style="text-align: center;">Phone Bruce 0488 336762</p>

******* Classified advertisements are free to members! *******