



Australian Vintage Aeroplane News

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



Classic lines of Stinson Reliant VH-UXL at the Whitsunday Airshow
(Photo: C D Smith)

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 RT-1
Kangaroo.**

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Above: DH-82A Tiger Moth VH-UZV taxiing at Watts Bridge for the Tiger Moth 80th Anniversary Fly-In, watched by Mick Raftery and Tom Fisher. (Photo: Craig P Justo, Aero Aspects).

**Check out
our website:**

www.qvag.com.au

FROM THE DESK OF THE PRESIDENT

Greetings to you all!

The current QVAG committee are in the midst of preparations for the 20th Festival of Flight on 27/28 August 2011 at Caboolture.

I have already published an appeal for assistance with this event from any of the membership or like-minded enthusiasts to assist the already overworked committee members and their volunteers.

It is imperative that we have volunteers if this event is going to be a success. Please consider even a small contribution of your time which may fill the gap that the current volunteers maybe stretched to achieve.

Contact the main committee persons Mal Shipton 0427 618 271 or Craig Justo 0407 740 734 if you have any offers to assist with this event.

THE 80th anniversary of the DH82 Tiger Moth held at Watts Bridge airfield on Saturday 25 June 2011 was successfully conducted in conjunction with our General Meeting.

A good roll-up of aircraft with the ceremonial cutting of the 80th birthday cake and substantial breakfast organised by Robyn Bernhardt contributed to an enjoyable day of vintage aircraft and camaraderie.

The current trend of QVAG events being scheduled at other airfield locations is being reinforced with an invitation to attend the Peanut Festival Motors In Motion at Kingaroy Aerodrome on 29th October 2011.

All aircraft enquiries should be addressed to Tony Pratt: e-mail dorothy123@bigpond.com or phone 0428622629. An evening cabaret - camping available – bowser fuel with credit card – as always no landing charges.

There will be a showcase of collectable bikes & cars (vintage, veteran, classic, muscle, hot-rods) tractors, stationary motors & steam engines. Plane fly-in & Warbird joy-flights, model aircraft display, car & bike gymkhana.

Another Fly-In of interest is the Rotors Wings 'n' Wheels Museum of Australian Army Flying

at Army Airfield Oakey - website <http://www.army.gov.au/history/museums.htm> - 1 – 2 October 2011.

A visit to the Museum of Australian Army Flying will take you back in time to see how "Those Magnificent Men in Their Flying Machines" progressed from the Box-Kite to present day. A must see for all aviation enthusiasts!

No fuel available at Oakey – fuel available at Toowoomba.

I wish to draw your attention to aircraft operational aspects. We have included an article in this edition as a guide to the requirements for all pilots / owners to ensure they comply with current regulations.

It is essential that we as a group of Vintage Aeroplane Operators set an example to other aviators and operate in a professional and legal manner!

*Safe Flying and Restoring,
PJ (Pat Harrington)*

New Competition—Mystery Aircraft



Above: If you can correctly identify this aircraft, please e-mail the Editors at info@qvag.com.au. The first correct entry will win a QVAG / AFM Inc. Polo Shirt.

EDITORIAL

G'day again,

Not a lot of room or time this issue, so I'll be brief. Articles and photos are always welcome - thanks to our current contributors for their fine efforts.

One small request - when sending articles, please **do not format text** with indents and tabs etc. in MS Word, as it just makes life difficult when I am trying to import it into Publisher. Plain text is fine.

*Regards,
Christian Smith*

CASA RAMP CHECKS

Ok, you have just landed and a CASA inspector lobs up and announces he/she is going to carry out a ramp check.

This is a reasonable lawful request however if the inspector does not identify his/her self with a CASA identification card issued under CAR 6A (which is not an ASIC card) then you are entitled to refuse to co-operate.

You should also ensure that the CASA inspector is aware of any operational time constraints such as "this is only a refuelling stop and if I am delayed I will have a last light problem at my destination."

The CASA inspector can ask for any of the mandatory documents you must carry on a domestic flight within Australia. These come under CAR 139.

The basic mandatory items have been highlighted in yellow. The exempt items are in Blue. Following is truncated copy of the regulation applying to this documentation.

CAR (1988) 139 Documents to be carried in Australian aircraft

1. Subject to sub-regulation (2), the pilot in command of an aircraft, when flying, must carry on the aircraft:

(a) its certificate of registration;

(a) its certificate of airworthiness;

(a) unless CASA otherwise approves, its maintenance release and any other document approved for use as an alternative to the maintenance release for the purposes of a provision of these Regulations;

(a) unless CASA otherwise approves, the licences and medical certificates of the operating crew;

(a) the flight manual (if any) for the aircraft;

(a) any licence in force with respect to the radio equipment in the aircraft;

(a) if the aircraft is carrying passengers—a list of the names, places of embarkation and places of destination of the passengers;

(a) if the aircraft is carrying cargo—the bills of lading and manifests with respect to the cargo.

1. An aircraft operating wholly within Australian Territory is not required, when flying, to carry a document specified in paragraph 1 (a), (b), (f) or (g).

2. What this amounts to for a typical private flight is a pilot licence, current medical certificate, a current maintenance release and a current flight manual.

However you may have thought that not being able to expect to see the Certificate of Registration (CoR) or Certificate of Airworthiness (CoA) will deter the CASA inspector from being able to assess whether your aeroplane is properly registered (CoR) or is airworthy (CoA) then you are in for a shock.

The CASA computer data base is routinely cross-checked against results of ramp checks and if your aeroplane lacks either then CASA will see you in court.

Frequently owners and rebuilders of older aeroplanes need to ensure that these

documents actually exist for their aeroplane.

Quite a number of aeroplanes were struck off the register some years ago with the introduction of CASR 47 as CASA attempted to clean up the aircraft register.

In addition many non-flying aircraft were de-registered in the 1960's and 1970's as the average annual registration fee in those days was more expensive than a motor vehicle. A lot of the older Pommy "rag-bags" got parked as the American "tin cans" took over the bulk of the general aviation fleet. So just because you have found an old aeroplane in a shed with registration marks and have restored it does not mean it has a CoR or CoA.

Make no mistake about the serious ramifications involved in operating without a CoR or CoA. The Civil Aviation Act Section 20AA subsection 1 deals with flying unregistered aircraft and subsection 3 deals with flying aircraft without a certificate of airworthiness. Both attract a possible penalty of 2 years in jail.

Pilot Licenses

There is one slightly weird exemption in regards currency of the pilot licence in that any of the 3 types of licence previously issued are acceptable. The early smaller DCA green folder licence, the later credit card licence and the current ICAO style licence are all acceptable.

While on the subject of licenses and aircraft type endorsements, an aircraft design feature endorsement such as constant speed, tail wheel etc is made in your logbook and a copy is sent off to CASA who will include it

CASA RAMP CHECKS

into the data base of your licence. Now you are not required by CASA to carry your logbook and consequently you really don't have proof that you are entitled to operate that aeroplane with the design feature if it is not on your licence.

The easy way is to pay CASA whatever is the going rate for a printout of your licence however you are not obliged to do this. CASA is entitled to demand that you produce your logbook at a reasonable date for their inspection. However a reasonable inspector can simply take the basic details on your licence and check later for the endorsement on the CASA data base. Another way to short circuit this system is to carry a photocopy of your logbook endorsement page. Finally there is the CASA Self Service Portal where you can print out details on your endorsements.

Maintenance Releases

One of the common errors made particularly by owner pilots is to carry out the daily inspection which is actually a periodic inspection and not sign the maintenance release until the end of the day. If you are operating a heavy airline aircraft this "periodic" inspection must be done and signed off by an appropriately licensed maintenance engineer before the aeroplane flies. Airworthiness inspectors treat this as gospel and failing to certify any aircraft's daily or 'periodic' inspection before flight is treated as a mortal sin. So make sure you sign the daily inspection prior to flight.

Another trap is for the maintenance release to have expired by date. This is far more common than you would believe. Just ask any maintenance organisation. Once again it is deemed a mortal sin. Remem-

ber that for the majority of private aircraft the emphasis has moved from the hundred (100) hourly to an annual inspection.

Most light aircraft have other maintenance requirements which are typically on the front of the maintenance release. This may include oil changes which are typically at 6 month intervals but may also have a change more regularly based on hours. Many early aircraft did not have an efficient oil filter like the modern spin on types and oil changes at 25 hour intervals are quite normal. Other interim maintenance requirements may include instrument checks, transponder checks mandatory airworthiness directives etc. and operating past those times and dates while not signed off is not acceptable and could be treated as a failure to maintain the aircraft.

Medical Certificates

A current CASA medical certificate is a "must". The sins of flying without a current medical certificate are best reflected in the concept of flying without a pilot licence i.e. a licence that is not "in force" under section 20AB of the Civil Aviation Act.

The suggested maximum penalty for this is 2 years imprisonment. Most magistrates will temper this charge with some degree of applicability to the crime but cases of large amounts of community service in lieu of jail have been recorded.

So if you don't have a current medical certificate don't bother to fly. The lack of a medical certificate is also dealt with under CAR 5.04 which is more likely to be the regulation applied which carries a fine of 50 penalty units. At the time of writing a single "penalty unit is \$110 which makes 50 penalty units \$5500!

Medical certificates may also have requirements which are pretty typical for the older generation such as "distance vision correction must be worn while exercising the privileges of this licence" and/or "reading correction must be worn while exercising the privileges of this licence". You may be required to demonstrate that you are carrying and using appropriate vision correction equipment be it glasses or contact lenses.

Flight Manuals

Best of luck on this one. The regulations on flight manuals changed about 10 years ago and we are still struggling to come to terms with the concept of the using the certifying country's flight manual. I suspect that if you produce the certifying country copy of a flight manual (if it is required) most inspectors will be satisfied however even a very astute airworthiness inspector will find difficulty in determining the current status of the manuals revision. In the old days of the DCA manual that could be quickly checked. However don't produce the old DCA manual even if you do have one, as that is no longer acceptable to CASA. (But there is no doubt the old DCA manual is miles better and simpler for loading and performance which are prime safety aspects of aircraft operations)

Dangerous Goods

Don't forget that there is a prohibition on carriage of dangerous goods (DG) under section 23 of the Civil Aviation Act and the penalties for that offence are really severe ranging from 2 to 7 years imprisonment.

This is primarily aimed at cargo consignors and heavy transport aircraft however the rules still

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apply to light aircraft. Typical examples of dangerous goods seen in light aircraft include carrying a jerry can of fuel "to extend the range", portable gas cylinders, lead acid batteries and cans of aircraft dope and paint.

However an aircraft owner or operator can take advantage of IATA part 2.5.1.2 which allows some DG to be carried for operation and maintenance, e.g. carriage of an aerosol can of "Mr Sheen" to clean the windscreen comes into that category even though the can is marked flammable due to its propellant.

However it is incumbent on the owner/operator to ensure that it is properly stowed e.g. in a seat pocket or similar arrangement and is not allowed to roll freely around on the floor of the baggage compartment.

Other issues

CAR 233 is the "catch all" that an inspector may use to carry out further checks on the aircraft and its occupants. The critical points have been highlighted in yellow

CAR 233 Responsibility of pilot in command before flight

1. The pilot in command of an aircraft must not commence a flight if he or she has not received evidence, and taken such action as is necessary to ensure, that:

- (a) the instruments and equipment required for the particular type of operation to be undertaken are installed in the aircraft and are functioning properly;
- (b) the gross weight of the aircraft does not exceed the limitations fixed by or under regulation 235 and is such that flight performance in accordance with the standards specified by

CASA for the type of operation to be undertaken is possible under the prevailing conditions; and (c) any directions of CASA with respect to the loading of the aircraft given under regulation 235 have been complied with;

(c) the fuel supplies are sufficient for the particular flight;

(d) the required operating and other crew members are on board and in a fit state to perform their duties;

(e) the air traffic control instructions have been complied with;

(f) the aircraft is safe for flight in all respects; and

(g) the latest of the aeronautical maps, charts and other aeronautical information and instructions, published in AIP or by a person approved in writing, (e.g. Jeppesen) that are applicable:

- (i) to the route to be flown; and
- (ii) to any alternative route that may be flown on that flight; are carried in the aircraft and are readily accessible to the flight crew.

Basically this means that the aeroplane is serviceable, is loaded correctly and within the performance charts, is safe generally (no obvious bits falling off and everything inside tied down) and has appropriate charts and met information etc.

An overloaded aeroplane generally looks overloaded by the way it taxis and is a relatively easy target for an experienced CASA inspector. Also voluminous amounts of unsecured bits in the interior makes it an easy target.

Most inspectors will zero in on chart validity so make sure your VTC, ERSA, ERC and WAC charts etc are up to date.

In addition you may be subject to an alcohol breath test or a drug test. CASA has had a very intense education programme on these tests and

remember that a .02% alcohol test limit prevails and you may test positive to drugs as simple as codeine.

Conclusion

Having said all this please remember that some degree of common sense should prevail. A flight to Watts Bridge from Archerfield, Redcliffe or Caboolture would not need a WAC if the Brisbane or Brisbane/Oakey VTCs are carried. It is incumbent on the CASA inspector to prove that the charts are inadequate and that would not be the case in this example.

There has also been bandied around that CASA inspectors are requiring "fuel logs" to be produced. Except for international and/or long over water flights there is no legal basis for this requirement and if they are requested the person being checked should ask for the regulation requiring this activity. No regulation means no requirement to comply.

There are undoubtedly a few "cowboys" in the aviation world whose attitude of "to hell with the rules" forces CASA to be proactive hence the need for ramp checks. Some of the regulatory and safety breaches found by CASA inspectors are mind-blowing and cannot be explained by simple oversight or lack of common sense.

However the average private pilot who applies his or her self to good airmanship and basic understanding and application of the above regulations should not be bothered by a ramp check.

Bill McMonagle



WHITSUNDAY AIRSHOW

Under gloriously blue skies the 2nd Whitsunday Airshow took place on Sunday 1st May to commemorate 50 years of the Whitsunday Airport (now known as Whitsunday Aviation Village Estate or WAVE).

It wasn't a huge affair but there was a pleasingly diverse range of aircraft on display, from Caravans and Beavers on floats (stock-in-trade of the resident tourist operators) to the WWII Grumman Avenger, Don Tudehope's Vietnam War-era "Huey" and the immaculate Stinson Reliant VH-UXL which was on an around-Australia jaunt at the time.

These aircraft were complemented by a Magni gyro, Lancair, various helicopters and

even a Ferrari 328 GTS. A range of restored vehicles paraded down the runway at the conclusion of the show.

The Roulettes performed, as did Paul Bennet and Phil Unicomb in their Pitts Special aerobatic aircraft. The challenging terrain surrounding the airport limited the aerobatic displays somewhat but it was still exciting stuff.

The venue is intimate and patrons got to experience the action "up close and personal".

My highlight was the Avenger on full song at low level - this performance brought home just how big and powerful this War-bird really is!

Christian Smith



Above: The Grumman Avenger was a magnet for the curious of all ages and was never short of a crowd whilst on static display prior to the Air Display.



Above: Yak-52 of CQ Adventure Flights, based in Mackay.

Below: Stinson Reliant VH-UXL was a classy visitor.



Above: Rotor in the green - Don Tudehope's Vietnam War-era "Huey".

Below: Chipmunk VH-RSP, more often seen at Watts Bridge, was also on display.



FLYING FOR THE SHAH

In July 1976, Australian Airlines was awarded a contract to provide a "wet" charter (Aircraft, Tech Crews and Ground Engineers) to the Iranian National Airline, Iran Air.

The charter was for the supply and operation of one only Boeing B727-200 series aircraft (VH-TBL) and this was to cover a twelve-month period. "TBL" was immediately nicknamed as "Homo-Roo" which by the way, had nothing to do with "gay" Kangaroos but rather, "Homo" is the Persian mythical bird that Iran Air adopted as its logo and places it on the vertical tail surfaces of their aircraft.

The crews that were selected to operate the aircraft were as follows. Pilots in Command: Cpt. Jim McMillan (OIC), Cpt. Frank McIntire (2nd. OIC), Cpt. Peter Buchanan and Cpt. Laurie Glen. Flight Officers: F/O. Mace Denheld, F/O. Jim Staddon, F/O. Bob Dunstan and F/O. Alan Barlow. Flight Engineers: F/E. Jeff Fry, F/E. Bob Masters, F/E. Ron Angove and F/E. Don Cook (Yours truly).

With the charter period starting on 28 July, the ferry flight commenced on 26 July with Teheran being the destination, the routing was via Melbourne, Perth, Cocos Islands, Colombo and Karachi.

At the time of the charter, there was no Inertial Navigation or Satellite Navigation Systems available thus a navigator was required to progress the ferry flight to Iran.

Ted Allen was allocated this task and during the course of the flight, Ted relied on Star Shots that he gained through the periscope that was mounted in the roof of the cockpit.

In the main, the ferry flight was uneventful however, after depart-

ing Colombo and en-route to Karachi, the Indian military activated a Live Firing Range (possibly because we weren't landing in India) and this caused us to divert around the range.

Ted Allen retrieved his trusty sextant from its case and plotted an alternative course for Karachi that, to our relief, took us well away from the range!

Two days after arriving at Teheran, we began local familiarisation training with Cpt. Abdullah and this was followed another two days later by route endorsement with various Iran Air Captains.

The time in between those activities was taken up by the fitting of uniforms, issuing of Ramp Pass etc. When filling in my Ramp Pass application form, the questions had to be translated from Farsi (Persian dialect) to English and one of the questions was "What was your last address"? Something was obviously "lost" in the translation as it was posed to me as "Where did you last rest your ass"?

The Cabin Crew was, as per usual, of mixed gender however,

the number of males predominated as "assistants" were provided courtesy of the Shah's Secret Police.

Known as the SAVAC, three of these sinister characters formed a part of the Cabin Crew on all Iran Air flights and besides providing security, they also ensured that the Shah's "righteous" lay and order policies were maintained!

These operatives dressed in similar "uniforms" comprising grey trousers and a black reefer jacket with silver buttons. But quite noticeably, their carry-on "luggage" (a small rectangular case) was a little different to the other passengers as that that case contained at least one automatic weapon and goodness knows what else.

In what became a ritual, they changed their ties during the break between every sector of the flights but their efforts to be nondescript in their appearance was, at times, farcical!

As an example, on at least one occasion, one of the SAVAC operatives was observed to be reading an English newspaper

Below: Boeing B727-200 VH-TBL in Iran Air livery



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however, it just so happens that it was upside down at the time!

On every flight, one of the operatives occupied a seat adjacent to the cockpit door whilst his other two colleagues would randomly, occupy seats in different parts of the cabin.

Personally, I was more concerned about the unpredictability of the SAVAC operatives intentions, rather than the possibility of the aircraft being hi-jacked!

IRANIAN AIRPORTS!

Of interest perhaps, I will recount a few of the occurrences that I experienced during my twelve month "tour of duty" with Iran Air and I will refer to these as Route Happenings. Some of these were quite amusing, some were alarming whilst others were just downright terrifying.

Tehran International Airport:

As we settled down for our fifth night spent in Tehran, a Korean Air B707 freighter (registered as HL7412) departed Runway 29 bound for Seoul however, immediately after takeoff, the aircraft deviated from the Standard Instrument Departure (SID) procedure and instead of performing a left turnout, the aircraft drifted to the right. Having failed to realise their mistake, the crew of the freighter continued with the right hand track and subsequently struck the top of one mountain before ricocheting onto the top of another at an altitude of 2020m (6630 feet).

Whilst taking off from Tehran's Runway 29R, we noted that a flight of four Imperial Iranian Air Force F-4 Phantoms had lined-up on Runway 29L. The Phantoms scrambled as we commenced our left hand turn as per the SID and entered into cloud.



As expected, the Phantoms soon caught-up with and passed our aircraft and their close proximity caused us some very serious consternation. Although at no time did we obtain a visual reference to the Phantoms, such was the lack of separation that even though we were on headsets, we clearly heard the roar of the Phantom's engines (obviously still in full after-burn status) as they passed by! An accidental action – possibly! An intended scare action – probably!

The Shah was very keen to secure an Aircraft Carrier for the Imperial Iranian Navy fleet and indeed, in anticipation of this proposed acquisition, eighty Grumman F-14A Tomcats had been purchased! In preparation for this, a Carrier Flight Deck was marked out on one of the Airport's Runways and a Cable Arrestor System was installed to trap the aircraft.

The Arrestor mechanisms were installed in trenches that were dug at right angles to the Runway's centreline. On the occasion that the first trials were conducted (which, by the way, proved to be as lethal as they were premature), a Phantom aircraft tested the Arrestor System and on the first attempt, the

high-tensile steel cable was successfully hooked but parted under the strain! Unfortunately, the ends of the cable proceeded to whip around and as a result, two of the labourers who were continuing to work on the equipment installations in the trenches were decapitated! A tragic end to what was soon to prove to be, an unnecessary exercise!

Doha International Airport (Qatar):

In 1976, Doha International had the 2nd. longest runway in the world (2nd. only to that at Edwards Air Force Base in California)! Of interest (especially as one of the hot topics nowadays is Global warming), the airport is situated in an area where the sea temperature has recorded 52 degrees Celsius at times!

As the B727's JT8 engines were fitted with a Fuel Control Unit that placed a maximum temperature of fuel at 49 degrees Celsius, an uplift of fuel at Doha was rarely contemplated during the extreme heat of the summer months.

During one turnaround at Doha, the wind was so fierce (40 + Knots) that we were unable to open the forward cabin door for the passengers to disembark. So, the rear steps were lowered to effect the disembarkation but

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then we incurred a minor problem!

Several of the Arab passengers refused to disembark via the rear stairs as they stood to "lose face" if they were seen to be exiting the aircraft from its posterior! However, when it was explained to them that there was no other choice, they reluctantly agreed to use the rear exit!

Isfahan International Airport: Dogs were observed on the runway, thus preventing our departure. The dogs were "removed" from the Runway by the occupants of a Jeep with a trailer attached. Utilising the Machine Gun as mounted on the Jeep, the dogs were dispatched and loaded aboard the trailer which then served as a canine "hearse"!

Shiraz International Airport: The City of Shiraz is located in a long valley that is situated in the Zagros Mountains. Elevation is 5,000 feet however, some of the peaks of the surrounding mountains reach 12,000 feet.

Following take-off from Shiraz, 15 degrees of Flap is retained so as to keep the aircraft's orbit ra-

dius to a minimum inside the valley proper before climbing above 12,000 feet and setting course for the destination. It was quite unique to watch the aircraft's Rate of Climb Indicator read 1,500 feet per minute and at the same time, watch the cabin's Rate of Climb Indicator read a decent 350 feet per minute as the cabin pressure increased to sea level for landing.

Besides dealing with the mountainous terrain, Shiraz Airport often had camels occupying the runway, which was yet another matter that we had to cope with on a regular basis! And **Zahedan Airport** was little different but in the matter of runaway intruders, the livestock at Shiraz were mules.

As you may now appreciate, straying animals on runways were not isolated cases and presented regular hazards to the safe operation of aircraft in Iran. But then the hazards weren't restricted to animals and the local inhabitants also caused us some operational difficulties.

On at least one approach to **Mashad International Airport**, we observed a number of the

local inhabitants flying kites directly in front of our flight path! As we were on short finals for the runway and still descending, there was a very real threat of at least one of the kites being ingested into one of the aircraft's engines.

Bushehr Airport was yet another regular destination and whilst in the circuit over the Airport, we would get a "bird's-eye" view of the buildings that housed the Iranian Nuclear Reactor. Yes, the Iranians had a Reactor back in 1976 and in fact, construction had commenced the year before!

One of the most frightening incidents that we seen during our time flying in Iran occurred at **Tabriz International Airport**. While loading passengers on 02 July, 1977, an Imperial Iranian Air Force Boeing CH-47C Chinook helicopter (IIAF Serial number: 5-4070) was landing nearby. When hovering at approximately three feet off the ground, the pilot executed a 180-degree turn but obviously, the crew did not check for obstacles.

The Chinook's rear rotor blades struck a lamppost at the tarmac perimeter with disastrous results! With the rotors still turning, the dynamic forces rolled the Chinook onto its side before the front and rear transmissions were torn from their mounts.

Having completed the roll and now upside down, as the helicopter continued to self destruct, at least one dozen soldiers were seen to exit the gyrating machine and flee the scene in terror!

SNOW AND ICE!

Summer and winter seasons in Iran go from one extreme to the other. In December, the winter starts in earnest and I remember one occasion that we were about



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to depart Isfaham bound for Tehran but we were advised by Tehran Control that the airport was closed due to a snowstorm.

But just half an hour later, we received a clearance and we eventually arrived over Tehran in conditions that provided minimum visibility. Using the ILS to conduct the approach, there was no discernable horizon to reference and to obtain depth perception, the crew relied on the unlit runway lights that were protruding through the snow.

As it turned out, the workers were unable to clear the snow from the runway as the hydraulic hoses on the snowploughs had ruptured when the pressure rose after starting the engines. We were told that this happens every year and it is due to the machines being parked in the open with the hoses exposed to the effects of the blazing sun.

Just after we landed, an Imperial Iranian Air Force C-130E Hercules was landing but due to the lack of visibility, it was set down between the parallel runways – in no man's land. What a sight to behold! As its undercarriage proceeded to tear up the sodden earth, mud, slush, chunks of ice and freezing water enveloped the entire aircraft and spewed out in every direction. But the Hercules was built to cope with those types of conditions and thus able to withstand that punishment and it was last seen taxiing under its own power to the military hardstand – albeit looking a little worse for wear.

One of the most beautiful sights to behold was laid out in front of us as we approached Isfahan Airport on a cold, clear winter's morning. The combination of the snow covered mountains, the ancient bridges over the Zayande River, the poplar trees' golden splendour and the turquoise

domes of the hundreds of mosques glinting in the bright sunshine provided a memorable example of a picture perfect landscape.

HAJJ FLIGHTS!

"TBL" conducted many night flights to Jeddah, all of which were full with Hajj pilgrims on their way to Mecca. In the main, these flights were filled with elderly mountain and desert people who had already travelled from areas around Kerman and Yazd in central Iran.

They had saved all of their lives for the Hajj and in 1976, the cost of a return ticket to Jeddah was approximately USD\$760-00 per person. For most of the pilgrims, it was their first ride in an aeroplane and we were quick to learn that they had little understanding of what was safe to bring on board and what they could use during their flight.

The Cabin Crew was always on the alert and closely monitored the activities of the pilgrims. Many of them had carried lantern stoves on board and oblivious to the dangers, during the flight they would casually set these up in the aisles to brew Tea.

Such was the popularity of the flights to Mecca, that on arrival at Jeddah, it could take up to thirty minutes to be allocated a parking bay. I reckon that at any one time during the Hajj, there were more aircraft on the ramp at Jeddah than you would ever see at Heathrow Airport (London) on a holiday weekend. And the aircraft arrived from all around the world!

A VERY CLOSE CALL!

It was just after midnight and we were flying from Abadan on the Persian Gulf to Tehran. The conditions were clear but it was still very hot on the ground (30 degrees Celsius) and we were cleared to 11,000 feet on decent to Tehran and positioning for a wide left base to Runway 29R. Tehran Airport's elevation is 3,949 feet and at 60 miles out, we sighted the Airport.

As we drew closer, I noticed the anti-collision lights of an aircraft (turned out to be a Air France B747) that had just rotated off the Runway and was turning left. As we continued our descent, the aircraft's lights took up a position in the left-hand fixed window, just behind the Captain's seat.



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As it did not alter its position, I became concerned and drew the Captain's attention to the aircraft. He noted the aircraft's position and said, I am sure that he is only cleared to 9,000 feet but the lights kept coming and then, in the veritable "blink of an eye", both aircraft were set to share the same spot in what was otherwise open skies.

The Captain reacted immediately and put "TBL" into a left-hand descending turn and as we passed below the belly of the B747, such was the closeness of the two aircraft that we experienced severe wake turbulence! A rattling experience for all involved as we had just escaped from the real possibility of a mid-air collision!

Following our arrival and with "TBL" safely parked on the ramp and none the worse for the emergency manoeuvre, we were confronted by a very irate Airport Manager (he just happened to be French)!

He and the Captain disappeared into the Air Traffic Control Centre to progress a debrief exercise that revealed the following:

1: The Airport's Radar was inoperative yet, there had been no notification issued.

2: The crew of the Air France B747 had a clearance and they were to take-up a heading to New Delhi with NO ALTITUDE RESTRICTIONS but with a nominated cruise altitude of 31,000 feet.

03: The B747 was fully loaded, departing from a hot and high airport and thus required a lot more airspace to manoeuvre!

The charter came to an end exactly twelve months to the day following our original arrival date. Five days later, "TBL" lifted off Tehran's Runway 29R for the last

time with Australian Airlines base of operations, Melbourne being the destination.

The aircraft was heavy as not only did it have a full load of fuel, but also all of the souvenirs (Persian carpets, brassware etc.) that we had collected. And as you might expect, each of the crew members had extra baggage that held the souvenirs of the time spent in Iran.

On our arrival in Melbourne, when the Customs personnel observed the bulk of our baggage, they didn't want to know us so they just waved us through the checkpoint!

This brought to a close twelve months of flying for the Shah, which left us with a year's worth of unforgettable experiences.

Of interest, VH-TBL (christened as "John Eyre") conducted its first revenue-earning service with Trans Australia Airlines on 07 May, 1975 and twelve years later, it operated its final revenue service with Australian Airlines on 11 April, 1987. As of February, 2003, it was still working with Falcon Air bearing the US Registration mark, N908PG!

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COMPETITION WINNER

The winner of last issue's Mystery Aircraft competition was Warwick Henry.

He correctly identified the aircraft as the Blackburn R.T.1 Kangaroo - first flight 1918, designed in 1916. Only 20 of these aircraft were ever built.

In 1919 Australian Prime Minister Billy Hughes offered a 10,000 pound prize for the first Australian crew to fly a British aircraft from Great Britain to Australia.

A team with a Blackburn Kangaroo (G-EAOW) had selected as navigator the Australian aviator Charles Kingsford-Smith. Smith withdrew from the contest, and Captain Hubert Wilkins (MC and Bar) took his place.

On 21 November 1919, the Kangaroo took off from Hounslow Heath, piloted by Lieutenant V. Rendle with Captain Wilkins, Lieutenant D.R. Williams and Lieutenant G. St. C. Potts as crew.

Problems were experienced with the engines and the plane was forced down over France. Repairs were made and the flight



continued, still with engine problems.

On 8 December 1919, the aircraft crash-landed at Suda Bay,

Crete, ending up against the fence of a mental hospital.

The crew escaped without injury.

REDCLIFFE CHANGES

There have been some changes to operating procedures at Redcliffe Aerodrome as of 2nd June 2011. As these changes have missed the deadline for the latest ERSa they will be NOTAMed until inclusion in the following edition.

CTAF frequency has changed from 118.8 to 127.15 MHz.

Departing aircraft to transit at 1000 feet and arriving aircraft to transit at 1500 feet to assist traffic flow.

2011 QVAG / AFM Inc. Committee

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

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



TIGER MOTH 80TH ANNIVERSARY FLY-IN

Our recent 80th Tiger Moth Anniversary Fly-In event held on Saturday morning 25th June 2011 was a thoroughly enjoyable time for all whom attended.

The weather Gods smiled upon us and contributed to the marvellous atmosphere that prevailed throughout the event. In all we had thirty-seven aircraft fly-in for the event that, quite appropriately, included six Tiger Moths!

The Tigers were supported by a Chipmunk, Genairco, DH.84 Dragon, Waco YKS 7, SNJ-4 Texan, Nanchang (re-named Tigerchang for the day), Cessna 180 and various GA and ultralight aircraft.

With all of the pomp and ceremony that was attendant to the celebration on the day, a calorie lovers delight was "rolled" out and this took the form of a custom made cake, appropriately adorned with a Tiger Moth.

President Pat officiated and after pulling a knife out of the permanent slot in the back of one of our stalwart supporters, Christopher Davis was invited to effect the first incision!

To the accompaniment of numerous oohs and aahs that

were forthcoming from those who had gathered around the table, Christopher cut the cake with great dexterity, as the aircraft that was depicted on the cake was none other than VH-UZV.

Christopher and Shaun had flown "UZV" from its Caloundra base and in the true tradition of the "Barnstorming" era, they had come prepared to surprise and delight all who attended.

Relishing the picture-perfect day and still air conditions, Shaun and Chris took the opportunity to conduct a couple of practice sessions for a routine that they will present at the Wide Bay Australia International Air Show (scheduled for 19-21 August inclusive) and then at our very own "Festival of Flight" 2011!

In conjunction with their fellow members of the "Pythons Formation Flying Team", "UZV" (along with "APE" and "RVE") will be fitted with sponsorship banners that will stream from the Tigers inter-wing struts.

As you will see, the image depicting "UZV" provides a very good indication of just how spectacular the Tigers will look when they are aloft and in formation!

As always, Robyn Bernhardt did an excellent job of catering and this ensured that everyone had a most enjoyable breakfast. Thank you Robyn! Oh, and thanks also go to Phill Ridley, our chief "cremator" in charge of the BBQ and of course, all of those who assisted with the safe and orderly conduction of the event!

And a sincere thank you is in order to all who strapped into your machines on the day and supported the Group's event! Your support ensured that we had a wonderful roll-up of aircraft and as always, the aircraft presented a broad range of the members' aerial treasures. How privileged are we?

If you weren't able to attend this event, perhaps you will be able to come along to "Festival of Flight" 2011 at Caboolture Airfield 27 & 28 August.

***Cheers, Jackie
Jackie Bolsover***



Left: A scene reminiscent of many airfields through the post-war years, when Tiger Moths were the staple aircraft of flying schools and Aero Clubs - Tiger Moths VH-UXD owned by Ron Ennis and VH-SNR owned by Bill Finlen. (Photo: Craig P Justo - Aero Aspects).

TIGER MOTH 80TH ANNIVERSARY FLY-IN



Above: Christopher Davis prepares to drive the knife into the “ribs” of VH-UZV while President Pat looks on to provide guidance to prevent “rib” damage!

Top right: DH-82A Tiger Moth VH-UZV with “banners” attached.

Right: Syndicate-owned SNJ-4 Texan VH-NAG.



Left: DH-82A Tiger Moth VH-APE, owned by Mike Brown and Tony Widmer.

Right: QVAG members enjoy breakfast outside the Clubhouse.

All photos this page: Craig P Justo (Aero Aspects).



WIDE BAY AIRSHOW

We would like to follow up on the invitation we sent in December 2010 to you and your members to attend the Wide Bay Australia International Airshow 2011.

This is a biennial three day event that has been held at the Bundaberg Regional Airport, Queensland since 2003.

It is recognised as the largest general aviation airshow for recreational and sport aircraft exhibitors in Queensland and is an important event for the Queensland economy with visitors and trade delegations attending from all over the Asia Pacific Region.

The event will be held on 19-21 August 2011. The Friday will be a trade and education day that showcases the general aviation industry as well as careers in aviation and related fields. This is followed by a world class two day international airshow display program.

We have secured Matt Hall, Australian Red Bull Air Race Competitor and Royal Australian Air Force "Top Gun" pilot, which has generated a lot of interest within the aviation industry both locally and overseas.

To ensure the viability of the WBAIA and therefore to ensure the show's future, we must ask all fly-in pilots and passengers to purchase entry tickets.

This can be done through our website in the Tickets tab with Eventix, with a choice of general entry or Top Gun Chalet Tickets or through RACQ for general ticket entry only.

We will do our best to help you enjoy the experience of flying into Bundaberg and being a part of the WBAIA 2011.

To ensure this we offer our fly-

ins the following:

Arrival and departure procedures are published on the website.

Parking areas and taxi routes will be carefully inspected for suitability.

You will be marshalled to and from parking.

Regular transport will be available to assist you with your luggage from the parking area to the show precinct.

Re-fuelling arrangements are advised on the website.

The Sunday flying program will finish earlier to allow VFR aircraft more time to depart and get home.

Our UNICOM facility will stay manned to facilitate departures.

A computer and fax will be available for you to get

weather updates and submit flight plans. Location to be advised.

A LAME will be available for maintenance advice.

If you require any further information please do not hesitate in contacting us. We look forward to welcoming you to the Wide Bay Australia International Airshow 2011.

Please visit us at www.widebayairshow.com.au for the Fly In Introduction, Registration form and GA Arrival and Departure Procedures.

Yours in aviation, Ainsley Gatley
Marketing and Sponsorship Manager
Wide Bay Australia International Airshow 2011
Ph: 41 55 0044
Fax: 4155 0849
info@widebayairshow.com.au
www.widebayairshow.com.au



Wide Bay regulars, (above) Mike Spaulding's P-40 Kittyhawk and (below) NQ Warbirds Nanchang, Winjeel and Harvard formation. (Photos: Above - C D Smith, below courtesy NQ Warbirds.)



Calendar of Events 2011

Date	Event	Start	Airfield	Contact
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Aug. 19-21	Wide Bay Airshow www.widebayairshow.com.au		Bundaberg	4155 0044 info@widebayairshow.com.au
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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
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Annual QVAG showcase—the Southern Hemisphere's largest fly-in.

Sept. 3-4	Ingham Wings and Wheels www.inghamwingsandwheels.com.au coordinator@inghamwingsandwheels.com.au		Ingham	Christian Smith 4728 1283 Mobile 0418 636727
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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.

Oct. 1-2	Rotors, Wings & Wheels		Army Airfield, Oakey	
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Museum of Australian Army Flying - website <http://www.army.gov.au/history/museums.htm>

Oct. 29th	Peanut Festival Motors In Motion		Kingaroy	Tony Pratt 0428 622629
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The day starts with a full breakfast (\$5) from 9-00 am. As well as the fly-in, there will be extensive displays of cars, motor bikes, machinery etc. For the families there will be multiple food vendors, a fashion parade (by Margo Mott), children's activities, possibly Carl Rackemann cricket coaching, a car gymkhana and a Rock 'n' Roll Hangar Dance in the evening. The airfield is superb for vintage aircraft with extensive grassed areas as well as 1600m of sealed main runway. The cross runway is all grass and is in excellent condition. Overnight camping is encouraged for the Saturday night with full security provided for all aircraft. Bowser Avgas with a credit card is available. Finally, we need to know approx numbers for the breakfast.

2012 events

Jan. 28-20	Tauranga City Airshow (NZ)		Diane Jeffery 07 5724000 Mobile 027 02784738.	
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The North Island's major airshow Please check the website www.classicflyersnz.com under the airshow tab for information.

Mar. 11th	Clifton Fly-In (Bange's) Email: trevorbange@bigpond.com		Clifton Airfield	Trevor Bange 0429 378370
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Darling Downs Sport Aircraft Assn. Inc. Annual Clifton Fly-In (Bange's). This fly in has become an iconic event in the region and is the premier attraction for all types of aviation in southern Queensland. See various types, shapes, sizes and models of recreational, ultralight and homebuilt aircraft including sport, vintage, general aviation and any other flying machine. Come late pm Saturday, 10th for BBQ, drinks. Fly or drive in, see ERSA. On field camping, bring your swag. Advise for catering. Contact Trevor Bange - phone 0429 378370, a/h 07 4695 8541.



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Email: whenry@jowar.com.au

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Denison, Victoria 3858
Australia

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Mob: + 61 (0)402 937747
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