



Australian Vintage Aeroplane News

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



Above: "Riama" in happier times. Photo : Mick Raftery.

Message from the Editor:

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

Just send your articles and pics to:

coordinator@inghamwingsandwheels.com.au

Membership Matters

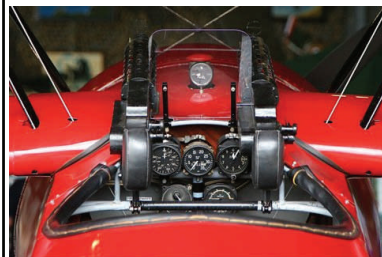
- If you know someone who would like to join, there is now an **on-line membership form** on our web-site.
- If you refer a new Full Member to the Group, we will give you a **stainless steel insulated mug** in return!

**Please note the QVAG
web-site address :
www.qvag.com.au**

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Above: The business end of the Dr.1 Tri-plane. See page 9 for the story of TAVAS and this unique addition to the Australian aviation scene. (Photo: Mick Raftery).



FROM THE DESK OF THE PRESIDENT

Welcome to the New Year, and welcome to yet another year with QVAG.

QVAG was formed in 1976 and so, that makes our 36th year as an organisation dedicated the restoration and flying of old aeroplanes.

When we are referring to the life of a dog, sometimes we refer to dog years, these being a multiple of human years.

Similarly I wonder if organisations such as ours have such a multiple. I think they may and it may be two, this would make our organisation 72 in relative human years.

My reason for bringing this up is because in vintage aeroplane enthusiasts, we see mainly an older demographic.

Use myself as an example, I was 25 when I became fired up with the passion of restoring old aeroplanes and recently I had my 62nd birthday.

When I joined QVAG in 1976, I was not amongst the younger members, rather at 26 years of age, I was one of the older members.

In the intervening years since 1976 to today, I have seen the prices in the market place for vintage aeroplanes steadily increase and the number of un-restored project aeroplanes decrease.

What my train of thought is leading to as an interest and as an organisation, vintage restoration and QVAG are due for a radical overhaul or else we will see our passion descend into the twilight years and gradually fade from sight.

Still using myself as an example, I have five children – three sons

and two daughters. Out of that five, two are very enthusiastic about vintage aeroplanes, restoring and flying them.

My son Tom and my daughter Liz and both are interested in seeing vintage aeroplane restoration and QVAG survive into the future.

Liz is an environmental scientist and currently is working as a stock inspector for the Queensland Government at Goondiwindi and Tom a Flying Officer in the RAAF and is studying at the Australian Defence Force Academy in Canberra. In three years, he will be an aeronautical engineer.

Hopefully these two will play a part in the future of QVAG, but not right now.

Tom has a project vintage aeroplane to restore (an Auster J5 – formally VH-KSH).

Prior to becoming a commissioned officer, Tom had spent 10 years working as a “black hander – engines and airframes” in 38 SQN working on Caribous and on B737 Wedgetail AWAC’s in 2 SQN.

His trade experience together with his professional knowledge and qualifications will stand him in good stead with his Auster project.

I am sure I am not alone and some of the other QVAG members likewise have offspring who are potential QVAG members in the future.

We, the current members have a duty to preserve the interest of vintage aeroplane restoration and QVAG for these people.

I think it’s common knowledge QVAG has been struggling a bit over the past few years. In a

way it has become a one-trick pony with the annual “Festival of Flight”.

The annual fly-in was by any measure a great event, but it consumed a lot of people’s time and energy.

We have had to put it on the back-burner for the next year or two, while we rebuild QVAG’s organisational foundations.

The point we are at now is that we are seeking the ACTIVE participation of members.

For the past nine months, we have had the QVAG building open on the first Sunday of the month and that will not change.

We want those of you with aeroplanes to fly in on one of these “First Sunday of the Month” days and support QVAG by your presence.

If you don’t have an aeroplane, then drive in – all members and their friends are welcome.

QVAG has become a much smaller organisation over the past few years; currently we have 42 financial members.

There is the chance to get to know almost all the members on a personal and social basis.

We have lost the support of some people who were once long-term QVAG supporters and members.

We need to get these members back. I am sure that a number of you will know a person who was once a QVAG member and for whom re-joining QVAG makes good sense. Can you please try and recruit these people?

The “First Sunday of the Month” days are intended to provide an

FROM THE DESK OF THE PRESIDENT

opportunity for QVAG members to get together and talk aeroplanes and see other members "pride and joy".

We have free coffee/tea and biscuits available in comfortable and amenable conditions out of the sun. We are hoping a few of you will put in a special effort and attend in February. Let's try and get the year off to a good start.

QVAG can be more than just a social organisation; we should be looking forward to the future of vintage aeroplane maintenance and operation.

Recent severe problems in the RAA (Recreational Aircraft Australia) show that even with good support from the Commonwealth Government, it is possible to end up in a pickle with severe consequences for recreational aircraft owners.

QVAG together with the AAAA (Antique Aircraft Association of

Australia) need to combine forces to get the regulations covering the maintenance and operation "Fit for Purpose".

Just what changes are required is a matter for debate and a good topic for QVAG members to debate and form a consensus view. I am looking to receiving feedback and you can email me at : ross.jansten-house@hotmail.com

Better still attend the QVAG get-together at Watts Bridge next February and discuss it with fellow members.

We need to get the ball rolling with this; it's a highly complex view and in light of the recent RAA problems we don't want to end up "out of the pot and in the fire"

**Cheers, Ross
Ross Stenhouse
President QVAG.**



FOR SALE



**New flying suit, size LARGE
\$75.**

**Contact Mal Shipton via e-mail
gipsybiplane@gmail.com .**

EDITORIAL

G'day again! Hope Santa and the New Year were kind to you and that 2013 is shaping up well.

Despite a limited number of contributors we've still got quite a bit of information and plenty of aeroplane photos for you this issue. Thanks to Tom Fisher, Mick Raftery, Andrew Carter and Ross Stenhouse for their efforts.

Please send me anything you think might be of interest for future issues and I'll gladly include it.

Obviously my location (Townsville) means that I cannot regularly get to events in SEQ and so I am reliant on your contributions to keep the newsletter alive.

Regards, Christian

Calendar of Events 2013

Date	Event	Start	Airfield	Contact
03/02	First Sunday of the Month		Watts Bridge	Ross Stenhouse 0438 383627

RNZAF MUSEUM WIGRAM

On a recent cruise to New Zealand the ship called at Akaroa which is about 80 km from Christchurch in the South Island.

I had mentioned to a fellow traveler that there was a good museum at Wigram and if we could get there we should. I had been there several years ago (1997) and a second visit would be well worth the time.

Due to our late arrival ashore we quickly grabbed a cab and after a short negotiation we were on our way arriving at the museum just after 12:00.

Wigram is a non-operational field and parts of it have been sold off for housing which is in short supply, but the RNZAF still retain some of the buildings and have ensured that historical buildings are to remain.

The entry is new-build and from the reception we received from

the staff (mostly volunteers) we knew we were in for a good tour.

Entry is free but the "behind the scenes tour" cost NZ\$10. We paid and due to our time limit (we had to be back on the road to the ship by 13:30) it was arranged for a one-on-one tour.

The information overload was great and the layout of the main displays gives the visitor some great insight to the operational history of the RNZAF and the part the Aussies have played in supplying information and aircraft for public view.

But of course the restoration and storage areas were of most interest to us.

In Hangar 2 there are a few projects on the go; the largest is the Vickers Vildebeest Mk2 which is going to be built to display standard.

It is mainly a collection of parts recovered from crash sites and dumps throughout NZ and from four aircraft: NZ105, NZ124, NZ355 and NZ357's forward fuselage.

In the words of the chief conservationist Gary "there's a bit of work to be done and we hope to be ready for the main hall some time in 2020".

The other projects being worked on are a P-40 and an Airspeed Oxford. Both of these ships are well along there road and should be ready for the public sometime in 2012/2013.

For myself I was amazed by the large number of complete aircraft in storage (Hangar 3) from the 50's, 60's and 70's.

Most we were able to get up close to and of course to see these aircraft just brought back the memories of times past.



Above: Vickers Vildebeest original frame.

RNZAF MUSEUM WIGRAM

Quite a few planes are open for you to enter and it was good to see that the marine section of 5 SQN Hobsinville (Sunderlands) was represented by one of their crash-boat tenders.

This museum has 2 A-4K Skyhawks. NZ6207 is in the public entry with the old colour scheme and showing the many different weapons it could carry. NZ6205 still has her as-arrived colour scheme and stencils.

Skyhawk TA-4K NZ6254 also is

in as-arrived scheme and all are to be displayed in the new entry as part of an upgrade to the main entry hall.

Of course "It's a long way to go just to see a museum" but if you are in the South Island near Christchurch take a break and have a coffee at the free Air Force Museum of New Zealand—I believe you won't be disappointed.

Tom Fisher
Aircraft Tragic

Look online at www.airforcemuseum.co.nz

All photos this article: Tom Fisher.

I can vouch for the quality of the displays and the friendliness of the staff, having spent most of a morning back in 2009 browsing through the collection—Ed.

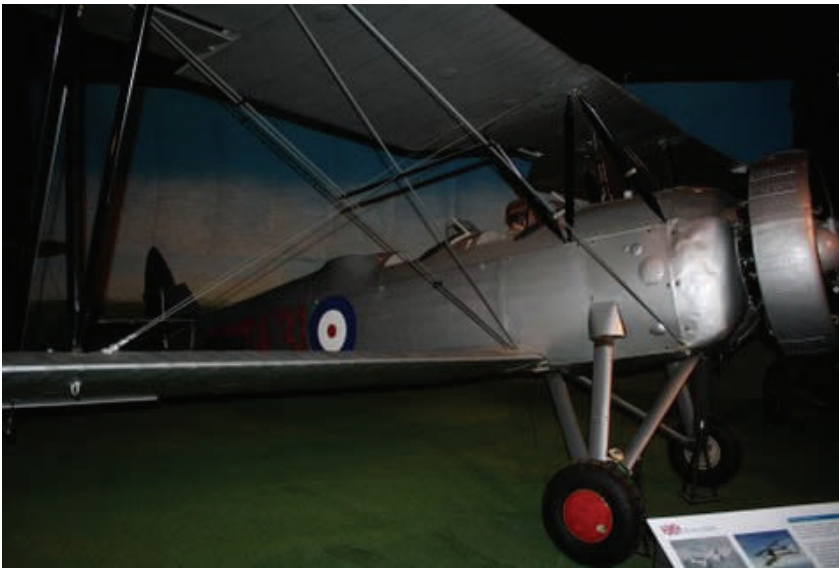
Right: Skyhawk NZ6207 on display in the public entry, showing the old RNZAF colour scheme.



Below: General view of the crowded storage hangar.



RNZAF MUSEUM WIGRAM



Left: Avro Cadet 3.

*Right: DC-3 NZ3551 and
Station Commander's
car.*



Left: RNZAF crash launch W88.

QVAG AND A POSSIBLE NEW DIRECTION FOR THE FUTURE

As I have intimated elsewhere in this journal, QVAG is at the beginning of a road to establishing a new direction for the group.

A quote that I often use may be applicable here: *"The future is not the result of choices amongst alternate paths offered by the present, rather a place that is first created in the mind, next in the will and finally by activity"*.

We as a group need to create in our minds the place where we want QVAG to be in three years and then have the will to ensure that we as a group succeed and reach that place by activity.

To that end, I am suggesting a couple of activities that will allow us (QVAG) to start the journey to the future.

Two activities that I would like to put forward to the group are photography and videography. I put forward these two activities because they involve the old (our vintage aeroplanes) and the new (the new low-cost image recording technology).

I have been involved with photography since my early teens and once worked as a commercial photographer.

About four years ago I started with videography and found it to have some elements in common with photography; however it involves a whole range more.

I am suggesting these two because photography is an activity in which many members already have a strong existing interest, a high level of skill in and it can be done as an individual.

Photography lends itself to opportunities for events such as photographic displays in the QVAG building and elsewhere. Further it encourages the preservation of our contemporary aviation history.

Apart from the obvious skills in taking a good photograph, there are the support skills such as picture framing that could be learnt.

On the other hand, videography is something that really requires

a team effort and is difficult to get a professional result. Typically video production involves the following:

- Script Development
- Director
- Casting
- Set Dressing and Props
- Makeup
- Costumes
- Camera
- Lighting
- Sound recording

The above is not an extensive list and of course in our case it most likely involves aeroplanes and pilots.

Some of the roles outlined above could be collapsed into a single role, however from my limited experience I have found that too few people working on a production results in too high a



Above: Frame-grab from a Go-Pro camera showing Watts Bridge. Photo: Ross Stenhouse.

QVAG AND A POSSIBLE NEW DIRECTION FOR THE FUTURE

workload and leaving aside flukes – a less professional result.

If we have sufficient interest from members (and potential members) I would like to progress the ideas above further and to that end am asking interested parties to contact me at the following email address: rossjanstenhouse@hotmail.com advising me of your interest.

I already have some professional quality videography that we could use. I am sure over-time we could assemble more if required.

Elsewhere in this journal (below right) is a frame grab from a GoPro video camera I attached to the centre-section of my Tiger Moth.

As can be seen, if you were flying your Tiger Moth in one of the productions, you could end up with some good images of you flying your aeroplane.

Recently Matt Baker, Craig Thompson and I attached the GoPro camera to a model and shot some video around the QVAG building.

Right: Frame-grab from a GoPro camera mounted on the centre-section of QVAG President Ross Stenhouse's Tiger Moth.

A frame-grab from that video is included in this issue of AVAN (page 7) as an example of what can be achieved with the small light modern video technology.

Imagine if we had had that technology available to us and had done some runs of the parking area during QVAG's Festival of Flight.

Obviously the videography option is a longer-term activity; however in the short term we could just attach the GoPro to a suitable part of the aircraft and make some interesting short videos featuring a member flying their aeroplane.

Hoping to hear from quite a few of you and please spread the word, these could be exciting projects. I am not expecting miracles here, but over time I am sure a lot of you will become involved, after all these are ac-

tivities that involve the flying of vintage aeroplanes.

I think back to the first meeting we ever held to reactivate Watts Bridge airfield; no one apart from a very few were interested.

Those few persisted and the result is the Watts Bridge you see today. Back in 1986/87 the model that John McCarron and I used was to make Watts Bridge an interesting and attractive place to come.

Similarly I hope we can once again make QVAG an interesting and attractive organisation to support!

Take to the challenge and have fun.

**Cheers, Ross Stenhouse
President QVAG**



Left: Ross Stenhouse taxis his Tiger Moth VH-JRS back to the hangar after taking his wife's friend for a ride. Photo: Jan Stenhouse.

THE AUSTRALIAN VINTAGE AVIATION SOCIETY

Giving Aviation History a Future

With the advent of low cost airline carriers, flying has become common place and as a result, most people give it little more thought than they would a bus or train on the ride home from work.

It is incredible that in such a short space of time man went from believing that flying was impossible, to the safe, reliable, air transport we experience today. What few people realise is just how big a leap occurred during those first 25 years of aviation.

Everything we take for granted today had to be learnt the hard way. Methods of construction, control and propulsion, all had to be worked out through trial, error and experimentation. The aircraft from this period are an insight to the thinking, skills and materials available at the time, yet very few of these incredible machines exist today.

What is needed is a flying museum, in which aircraft from this unique era are displayed and flown on a regular basis, to inspire and educate people about one of mans greatest achievements and the initial steep learning curve that got us where we are today.

Unlike static museums, by literally bringing history to life, inter-

active flying museums can compete for the attention of those lost in the world of Xbox, PlayStation and the Internet.

Andrew Carter formed The Australian Vintage Aviation Society (TAVAS), to do just that.

Andrew had an extensive aviation career before deciding to give it all away and start his own business. After a 5 year hiatus from flying – which among many other things included becoming a published author, working as SAR Coordinator and Vice President of a Search and Rescue operation and setting up a charitable trust - he bought himself a 1928 designed Pietyenpol Aircamper and flew it all the way from Rockhampton to Sydney.

The vintage aviation bug bit him hard and after visiting the Omapa Airshow in NZ in 2011 and seeing 14 WW1 aircraft in the air at the same time, as well as visiting their world renowned Aviation Heritage Centre, Andrew realised just how much something like that was needed in Australia.

“We can learn a lot from the Kiwis about how to run air shows and aviation museums”, Andrew said.

“They have an amazing aviation culture – They make great use of syndicates to fund incredible projects and they have very skilled people who can make

any component required. Their vintage aviation collection is amazing – none more so then what is being done at Peter Jackson’s, The Vintage Aviator.”

Andrew set about trying to find others who shared the same interest and those who already had unique projects under construction or in the air. He was surprised to find just how many people were building or flying very authentic WW1 replica aircraft in Australia.

TAVAS was formed to bring together these people who share this passion for vintage aviation. It aims to bring to life, aircraft from the first 25 years of flight, in particular trainers and fighters of WW1 and between the wars – especially those that were significant to Australia. It intends to promote interest in building and flying these aircraft and actively support those who are doing so.

“We have a team of directors, all volunteers, who have great and varied experience – most with extensive aviation and business backgrounds. We also have two teachers with strong interest in aviation, particularly from this period, who will work to make education assist programs within the museum for teachers and students alike.

A comprehensive website has been set up with details of the Society and with pictures of some Australian projects under



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construction, a links page to all the sites and businesses that can help and a separate resources page for Australian builders. Regular updates can be found on Facebook.

Their newsletter is released quarterly and is packed with plenty of interesting news of building and flying projects around Australia. They are always looking for new content, so if you have any pictures, news or information or would like to submit an article of your own, please do so as it will be greatly appreciated.

Although the long term goal is to gather actual airworthy aircraft and present them in an interactive flying museum, the immediate requirement is to get more people building and flying WW1 aircraft with the intention of having as many as possible flying for Remembrance day 2018.

The 11th November 2018 marks the centenary of the Armistice of World War One. It was during this war that aviation truly came of age. Although we may view the flying machines of the time as elegant and beautiful, their use was not. A great many people lost their lives in these aircraft fighting for their countries.

As an organisation TAVAS chooses to remember them and what they did, by organising flybys at various locations in each State on that date, to give people an appreciation of what those young men did and what they were up against.

They will bring people together from each state to complete projects and fly together at that time. This will take some organisation at a National and State level, but with volunteers, they can make it happen. It will require the services of many people, not just builders and pilots.

The first step is to encourage people who are thinking about building an aeroplane to build a WW1 era aircraft and get others involved as well. "Simply put, we want to see more WW1 aircraft under construction and in the air. We want to make this as easy and as enjoyable as possible for anyone who wants to do so", said Andrew.

Funding such a huge undertaking is always going to be an issue. Andrew has invested a huge sum of his own money into this, but more is needed. There is a shop page on the TAVAS website which has electronic copies of many fascinating out

of print books relating to the period, which would be of great value to anyone with a genuine interest in this era. Sale of these items is the sole means of funding at this stage, although donations can also be made through the website.

TAVAS is looking for any memorabilia to help build the museum and would like to hear from anyone who may have any WW1 artefacts they would care to donate or loan and any finished or unfinished build or flying projects that were available.

For more information, visit the website at www.tavas.com.au and follow the regular updates at www.facebook.com/TAVASWW1

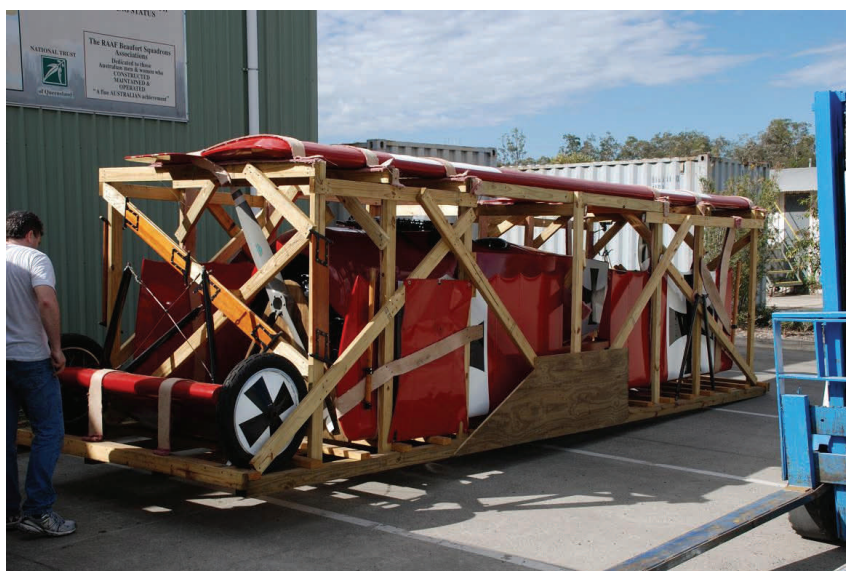
TAVAS Dr.I

In order to capture attention for TAVAS and for this unique bygone era of aviation, Andrew needed an aircraft that would typify the period – that would capture the public's attention, yet have a strong Australian connection.

The answer was obvious – The Red Baron's Fokker Triplane. The all-red Dr1 .I is undoubtedly the most famous aircraft in the world, known by aviation enthusiast and non aviation types alike.

It is now pretty much accepted by all (except Canadians) that an Australian was responsible for shooting down the Red Baron – most likely Sergeant Cedric Popkin of the 24th Machine Gun Company.

Australian soldiers were the first to the crash site. The Australians were the first to lift souvenirs from his aircraft (many of which are now housed in the National War Memorial in Canberra). The Australians were the



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ones who buried Von Richthofen with full military honours.

So Andrew looked into building an all-red Fokker Dr1 Tri-plane and involving anyone who wanted to be part of the experience. However, lack of available building space, volunteers and time, meant that it wasn't to be.

Luckily a flying example from Florida was listed for sale and Andrew jumped at the opportunity. It was constructed from both the Ron Sands plans and the Walt Redfern plans and is, for the most part, incredibly accurate. (In the 1950's Walt Redfern worked with Reinhold Platz - who was the designer of the Dr.I, not Fokker - to produce accurate plans for sale to the home builder).

For those who don't know, there are no original Fokker Dr1's anywhere in the world. The last one (one of Manfred Von Richthofen's aircraft - 152/17) was hanging in a museum in Berlin and was destroyed during an allied bombing mission in WW2.

The Florida Dr.I had been operated for 30 years on commercial projects - meaning that it only flew when someone else paid for it to do so. It was used at air shows, in advertisements, for TV and promotion for Time Life.

During its early days in the 1980's, flying at an air show, a Florida fire fighter approached Jim (the owner and pilot) with a piece of fabric that had been given to him from his father who had been a soldier during WW1 and was apparently one of the first people to the crash site of Manfred Von Richthofen's Tri-plane. This piece of fabric had been certified as original by one of the two authors of the book 'Who Killed the Red Baron' (which was first published in 1979).

The fireman cut a piece of the fabric from his piece and presented it to Jim stating that a small piece of the Baron should go flying every time the tri-plane does. So Jim mounted that between two pieces of clear Perspex, riveted together, and kept it under the seat cushion for each flight.

The aircraft was dismantled in Florida and packaged in the most incredibly constructed 'crate' and placed in a 40-foot shipping container for delivery to Australia.

Unfortunately, somewhere between leaving Hollywood Airport in Florida and arriving at the port for shipping to Australia, someone removed the padlock from the container and entered it. In-

side they removed the box with the log-books for the engine and prop and the piece of fabric from the Baron Von Richthofen's original aircraft.

Upon arrival in Australia, many enthusiastic and skilled volunteers helped put the aircraft together and determine what work was needed to make the aircraft safe and legal to fly here. None were more enthusiastic or skilled than the remarkable Dave Walsh who was invaluable in getting this project completed. Apart from his skill with the forklift, he also turned his tractor into a crane to hang the top wing.

As to be expected with an aircraft as old as this, some maintenance issues had to be taken care of. The elevator cables were replaced as they were approaching their limits of wear. The alternator had to be removed, cleaned up and brushes replaced. The Spandau machine guns removed and tidied, many metal fittings and attachments sand blasted and powder-coated and general wear and tear on the fabric touched up and repainted.

Much consideration was given as to how the aircraft should be registered, but with the loss of the log books, it was decided to leave the engine on condition and register the aircraft in the Experimental Category.

This will be the only Fokker Dr.I flying in Australia. There was one example flying in the 1990's. It was operated by the Point Cook museum and ended up in storage with the AWM in Canberra. It was then moved and ended up on display at the Army Aviation Museum in Oakey Queensland.

It was almost 50% heavier than the original and 100% overpowered by the Continental R-670 radial engine. Needless to say it

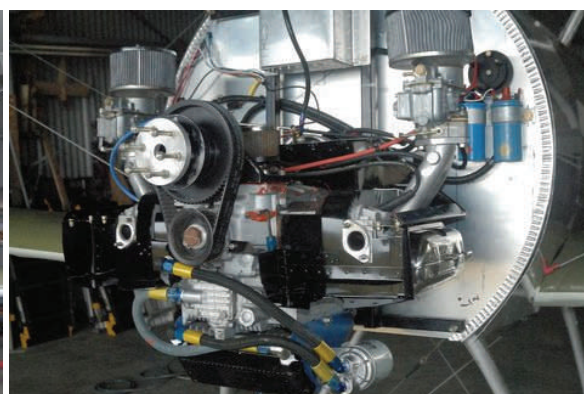


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was not as pleasant to handle as standard Tri-planes.

As well as the Dr.I, TAVAS member Bruce Clarke has just completed a Sopwith Pup replica and soon they will have the two aircraft flying together at various events, which should generate a lot of interest in TAVAS and WW1 flying and hopefully inspire more Australians to build and fly these magnificent aircraft.

Andrew Carter



***Above left and right: Bruce Clarke's Sopwith Pup replica under construction.
Photos: Ross Stenhouse. All other photos this article: Andrew Carter.***

CLASSIC FLYERS MUSEUM

When our cruise liner arrived in Mt Maunganui I had been told the shopping comes first, so imagine my delight when it was done and dusted by 0830.

What to do now? Bus tour—no; trip to Culture Centre—no; what about a trip to the Classic Flyers Museum?—yes!!

So we caught a Council bus (\$7.50 NZ for a day pass), received instructions from a helpful Bus Inspector and we were off. We left the bus at Bunnings and walked the 100 metres or so to the museum.

When we entered the building there wasn't the feel of a museum but the feel that there was something special for all. Liz was happy to look around the shop and café as I headed for the displays.

After paying a small entry fee I was asked if I wanted a guide or just to wonder around—I chose a guide and he took me on a full tour with plenty of chat about each aircraft and what the Museum has planned.

I thought the displays were good and the selection of aircraft displayed excellent.

The thing that makes this museum different is they have display aircraft that are airworthy and if you plan ahead you could fly in one of their displays or take flight in either the Grumman Ag-Cat or Boeing Stearman.

Another aircraft stored for the moment is an ex-RNZAF Aeromacchi; this will be a long term project and it's hoped to get her back into the air. The aircraft displayed change all the time so what you see to day might be changed the next.

There are a few privately-owned aircraft hangared here including

a Hawker Hunter. This classic craft with her sleek lines is ex-SAF and just standing next to her you could feel the power.

On site the day I was there were the following: DH Chipmunk; DH Tiger Moth; Yak 52; NA T-6 Harvard; Victa T3A; CT-4 and a Piper Cub PA-18.

Along with these are the display-only craft and they cover a wide selection of aircraft that have been used in both the civil and military areas of New Zealand.

There is really a vast range to look at and the staff has very good knowledge on all of them.

There are the unusual exhibits too including a bicycle as used by soldiers of the Second World War.

Public access to several aircraft is encouraged so we get an understanding of the requirements needed to control such planes.

This was a museum that is full of surprises and the café was just what I needed after several hours, so if you visit the "Mount" do allow time to visit the Classic Flyers Museum.

Tom Fisher
Aircraft Tragic



Above: Victa T3A. Below: F-86 Sabre.



CLASSIC FLYERS MUSEUM



Left: General view of the Classic Flyers Museum at Mount Maunganui with T-6 Harvard in foreground.

Right: Hawker Hunter, ex-SAF.



Left: CT-4 Airtrainer.

Right: DH Chipmunk ex-Canada.



All photos this article: Tom Fisher.

CABOOLTURE ANTIQUE AIRCRAFT DAY



Above: Winner of the People's Choice Award.



Right: Antonov An-2 VH-CCE makes a striking contrast to a glowering sky as the thunderstorm approaches.



Photos right and above: Mick Raftery.



Left: Then the heavens opened! Owners and volunteers rush to get their aircraft protected as the storm breaks.

Photo: Andrew Carter.

RAAF THORNYCROFT NUBIAN 6X6 LFT

It's not an aircraft but it is aircraft-related. In late November I took delivery of a 1960 ex-RAAF Thornycroft Nubian 6x6 LFT (Large Fire Tender) which had been languishing on a property south of Cloncurry for many years.

I have been talking to the owners for 5-6 years about obtaining it as a non-profit restoration project and suddenly there was an opportunity for a transport back-load from the property, so I took the punt and paid \$1000 to get it back to Townsville.

This one has a damaged middle diff—the owner bought it at the

disposal auction in Townsville and then attempted to drive it back to his station south of Cloncurry! The middle diff “smoked-up” around Woodstock (40 km from Townsville) so he had it trucked home and it never shifted again until its recent trip back to Townsville.

There is a second Thornycroft on a different property as well and I am hopeful of obtaining that sometime in the future, so that we can mix-and-match to make one good unit from the two. A third identical unit is owned by a Townsville businessman but he wants big dollars for it so it is not an option at

this stage.

It will be a huge undertaking but I am hopeful that we can make a go of it. In the near future I will attempt to gain some local publicity for the project to gauge interest and form a volunteer group. It will also be a priority to find secure undercover storage for it.

In some ways it is a “don't have to be crazy but it helps!” exercise but I am also “silly enough to have a go!” and will see if we can at least get it running and repainted ready for display.

Christian Smith



Left: Unit 3 is now resident in Townsville again, having originally come from RAAF Base Townsville. Unit 1 still lives out west and Unit 2 is owned by a Townsville businessman.

Right: In fairly good order for its age and for having sat in the open for 30 years. Any assistance with contacts, parts, technical manuals etc. will be greatly appreciated. These units run a Rolls-Royce B81 6.5 litre straight-eight petrol engine.



All photos: Christian Smith.

IN MEMORIAM



Left and above: The crash of DH Dragon VH-UXG "Riama" resulted in the loss of well-known QVAG identities Des & Kathleen Porter and their four passengers, all good friends. They will be sadly missed by QVAG members and the wider aviation fraternity.

Photos: Mick Raftery.

Right and below: We also lost Terry Kronk when his Mustang replica crashed in early November last year. Renowned for his immaculate replicas and the Emu Gully Land & Air Show, he will also be sorely missed. Photos below and bottom right : Mick Raftery. Photo right: Christian Smith.





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