



# Australian Vintage Aeroplane News

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



Hawker Sea Fury VH-SFW at Temora. (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](mailto: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!

**There is no  
Mystery Aircraft  
this issue.**

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Above: This "Huey" is a veteran of the Battle of Long Tan and now resides at Caloundra RSL as a tribute to all who served in the Vietnam War. More photos page 13. (Photo - Mick Raftery).

**Check out  
our website:**

[www.qvag.com.au](http://www.qvag.com.au)

## FROM THE DESK OF THE PRESIDENT

As no doubt many of you are aware QVAG/AFM went to the edge and back a few months back.

As a result, we have a new management committee which happily is a mixture of old and new.

The new management committee has adopted a "can do" attitude and is simplifying the processes and activities associated with running the organisation.

Relations with the Watts Bridge Association are again cordial and QVAG/AFM members (in their own capacity) played an active role in the running of the recent open day at Watts.

That day saw over 130 aircraft in attendance at the airfield, unfortunately we only had about 10 vintage aeroplanes in attendance.

To a degree this was a blessing because all of the aircraft parking areas were full.

Since then, one of the WBMA members (Peter Freeman) has taken on a small project to mow and thus extend the aircraft parking area to the east.

This has been cut already and Peter plans to give it a couple of extra cuts before the "Gathering of the Eagles" fly-in late in August.

If we get a good attendance from QVAG/AFM members we could well see over 200 aircraft on the field for that day.

It's membership renewal time again and I hope you all see fit to renew your membership.

The committee realises that QVAG needs to be more than a one-act pony and to that end has planned that the clubhouse at Watts will be open on the first

Sunday of the month sun, rain or hail.

The plan being that it's a drop-in day. Drive your car, ride a bike or fly your aeroplane in, just drop in and enjoy the clubhouse and the comradeship of fellow members and their guests.

I have been working on developing a 5-year master plan for the group.

This is a large undertaking and in the near future I will be calling a meeting of interested parties to present the draft and through a review process, progress the plan to completion.

I realise 5-year master plans aren't the most aviation of activities and not everyone's cup of tea.

I would appreciate those of you who are interested to drop me an email to [rossjanstenhouse@hotmail.com](mailto:rossjanstenhouse@hotmail.com) expressing that interest and I will get back to you.

My opinion is that QVAG/AFM needs a well-researched and correctly formulated plan for the future and that is why I am driving this initiative.

Just to finish on a positive note, we have an opportunity this coming year to build on the successes of the past and make 2012-13 a great year.

It's up to people to show their support by renewing their memberships and thus encouraging the volunteers who give freely of their time to manage the group.

A well run and successful QVAG/AFM is good for vintage aviation in our neck of the woods.

**Cheers,  
Ross Stenhouse**

## EDITORIAL

Many thanks to Tom Fisher, Mick Raftery and Graham Orphan for contributing articles and photos this issue.

Please keep the material coming - hopefully I can now get back to a regular publishing schedule and will require a steady flow to keep the newsletter interesting and informative.

**Regards,  
Christian Smith**

### 2011 QVAG / AFM Inc. Committee

<b>President:</b>	<b>Ross Stenhouse</b>
<b>Vice President:</b>	<b>Mal Shipton</b>
<b>Secretary:</b>	<b>Peter Biddle</b>
<b>Treasurer:</b>	<b>Phill Ridley</b>
<b>Committee:</b>	<b>Craig Thomsen, Carron Phillips</b>
<b>Membership Officer:</b>	<b>Robyn Bernhardt</b>
<b>Website Liaison Officer:</b>	<b>Mal Shipton</b>
<b>Public Relations Officer:</b>	
<b>AVAN Editor:</b>	<b>Christian Smith</b>
<b>Events Coordinators:</b>	<b>Positions Vacant</b>

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



## SEQ RESTORATION NEWS

### AEROPLANES IN THE NEWS

Whilst there may have been a bit of less than smooth sailing in various areas of administration of the vintage aviation scene in southern Queensland in recent times, there has been no let-up in the amount of interest and effort going into continuing to grow the number and range of significant older aeroplanes in the region.

With this in mind, and with the organization thriving on its positive new direction, it's only fitting that we take a look at some of the lovely old machines working their way into the skies over the Sunshine State!

### TRIPLANE IMPORTED

Soon to cast a very distinctive shadow over the Sunshine State will be the multiple wings of a Fokker Dr.1 Triplane!

World War One aviation enthusiast Andrew Carter sourced the full-scale replica in the USA and purchased it for shipment home to Australia.

Finished as one of the all-red Triplanes flown by the legendary Manfred von Richthofen, this representation of the famous fighting scout is presently powered by a Lycoming flat-four however Andrew is looking to the future and to the opportunity to look at a more authentic mode of propulsion for the 'Dreidekker'.

This represents one of several full-scale Great War aeroplanes that will be found in the skies of southern Queensland in the near future, so don't be too surprised to see the odd dog-fight break out at flying events in the years ahead!

### GIPSY MOTH TAKES FLIGHT

The folks at Sandora Aviation have produced a number of significant restorations over the years including machines from the de Havilland stable.

More recently the finishing touches were placed on the D.H.60M Gipsy Moth VH-ULM of Michael Redmond.

Immaculate once again in the colours of the Australian Aero Club, Tasmanian Section, the aircraft was taken aloft on 17<sup>th</sup> May for a trouble-free test flight.

The Gipsy Moth (with its steel tube fuselage the D.H.60M is more correctly a 'Metal Moth'), last flew with former owner Joe Drage of Wodonga, when he sold his collection to the Wangarratta Shire Council for the 'Airworld Museum' where the aircraft remained as a static exhibit.

When the collection was sold by tender in 2002, Michael successfully bid on VH-ULM and yet another of the 'Airworld refugees' came to Queensland to return to flying condition!

### NEWING FAIRCHILD

At the Gatton Air Park, Steve and Beate Newing have been putting many hours in on their lovely Fairchild F-24W, VH-CMB. Members will remember the colourful silver/yellow/red Fairchild at flying events over the years.



Above: Andrew Carter's Dr.1 "Dreidekker" Triplane.



## SEQ RESTORATION NEWS

Steve felt that the lovely old tourer was really needing a birthday, and so the decision was made to tear her fabric off (see photo) and refurbish the entire aeroplane.

This process is now well underway with new fabric now covering the airframe and a fresh top overhaul on the Warner Scarab engine.

It won't be too long before this desirable old machine makes it back into the sky!

### RARE STINSON REVIVED

An aeroplane that has been sitting quietly in the background in Southern Qld since before we started QVAG was the Stinson HW75 VH-ACX.

In the late 1960s it was acquired by founding QVAG member Marcus Casalegno of Grantham.

Over the years, Marcus had various people work on the aircraft but it was never completed and more recently, it was sold to Adam Cramb, a keen young jeweler from Blackall who took the Stinson home for restoration, mercifully before Marcus' home was swamped by the floods of early 2011.

Now the lovely little Stinson, one of two HW-75s imported into Australia before WW-II, is rapidly nearing completion to flying condition (the other example VH-ACZ, also survives).

The aircraft is presently in the final throes of covering and being finished in the original dark blue scheme it wore when new.

We can now all look forward to seeing this long-lost machine participating in future flying events around southern Queensland before too long!

### NEW DIGS FOR TIGER MOTH VH-BGG

Another aircraft that belonged to a founding QVAG member was the former ag-Tiger VH-BGG, one of the last Tigers to still fly with its steel turn-over truss erected behind the pilot's seat.

This was a safety mod that was unique to Australian ag-Tigers. Owned for many years by Rob and Noela McCann, the aircraft last flew in the 1970's when it needed to come apart for refurbishment.

Pete Biddle and Graham Orphan helped Rob remove the wings and take them home, and the late John MacDonald helped Rob get started on the rebuild however John's tragic death in an ultra-light accident saw progress falter and the Tiger went into a long period of storage.



Above: Michael Redmond's DH.60M Gypsy Moth VH-ULM, restored by Sandora Aviation.

## SEQ RESTORATION NEWS

More recently, this aeroplane was one that suffered in the flooding of the Lockyer Valley and the McCanns decided to let the Tiger go.

Happily, Adam Cramb was in the market for a project to follow his Stinson rebuild and so a perfect marriage was made between himself and the Tiger.

This then makes a second old Queensland aeroplane, long ground-bound, able to return to flight status in the months and years ahead. Great news indeed!

**Graham Orphan**

***All photos in this article supplied by Graham Orphan.***



**Above: This rare Stinson HW75 VH-ACX is under rebuild with Adam Cramb of Blackall.**



**Above: Former ag-Tiger Moth VH-BGG awaits restoration with new owner Adam Cramb.**



## WONDAI FLY-IN

I woke on Sunday the 15<sup>th</sup> April with my mind set on "it's going to be a great day" and we packed the car (I don't have a plane yet!!) and set off to the North West by road. Every now and then a voice said 'don't like the look of that' - this was usually as we drove through the local rain-burst.

We arrived at the field in Wondai and made ourselves known to the locals who made us feel at home. A nice cuppa and with the ice broken with just a couple of Kiwi jokes I found that the weather was near perfect there but towards the coast was another story. Barambah Aero Club has sound amenities for the use of its members and visitors and these were put to use as the day moved on.

Local gyrocopters were up playing and also they were joined by an Edge 300 (come on that was a RC model; but the photos!!!). First of the fixed wings to arrive was a couple from Tin Can Bay in VH-EVC a nice Cessna with a distinctive color scheme, Jabiru 3712 landed just before the sound of radial engines joined the circuit.

VH-KGV and VH-KGY dropped in and from the interest shown by all they were heading for the most popular aircraft but wait, what's that over the top it's VH-CRO our very popular L-5 from Maryborough. So with 1400 metres of runway, camera at one end, CRO put down at the other I was not able to record the usual 3-pointer; still, next time.

Lunch was a nice BBQ and from the comments around, the steak burgers just melted in the mouth; my thanks to the unsung volunteers, job well done!

After lunch it was nice to see the young and the older getting up close to all the aircraft and have



**Above: Yaks taxiing out prior to departure.**

the opportunity to ask the pilots and owners questions and have them answered with warmth and sincerity.

All too soon it was start-up (watch the prop-wash behind the Yaks) and time to taxi out to 30 for line-up and go. Both Yaks kept low with VH-KGV doing a left circuit back round to the centre of the field then left at what I thought was 700 ft whilst VH-KGY came down the field N to S at about 700 ft to join in line astern as they headed south towards Kingaroy.

A Savanna from Maryborough in company with VH-CRO left soon after and they also did a nice departure as they flew overhead in close company, very nice work for some. We also departed the good company with a promise to be back; so if you are in the area I recommend you drop in for a cuppa and a break. More info can be found on their web site or you can contact secretary@barambahaeroclub.com.au

**Tom Fisher**  
**"Aircraft Tragic"**

**All photos this page - Tom Fisher.**



**Above: Gyrocopter pilots enjoying themselves.**

## WATTS BRIDGE ALL-IN FLY-IN

This was being talked about in the recreational aviation world for months before and all had their opinions as to how it was going to turn out.

I do not care for the politics; I do care that we all have a great time when we meet and this was no different. The briefing for the volunteers (thank you all) had all the requirements of the day passed on and explanations of details were clear.

0830 had the local fog lift and the first flying visitor arrived and that was the beginning for me of a great day shooting your aircraft. I had moved to the active end of runway 12 and was there till lunch time after capturing a lot of arrivals. Kits, home-built, mass-produced and of course vintage it was a smorgasbord for the aviation enthusiast.

Around 0930 the first formation of the day arrived. Others of note for me were VH-TYE with its distinctive tail. VH-KVI painted in the colours of a past P-51. D.H. Dragon VH-UXG; D.H. Tiger VH-ZUP with similar colour schemes and the first heavy radial Yak-52 VH-AQI. Spitfire VH-LZC had no problems landing.

After I refuelled I wandered around the aircraft park and was surprised by the large number of enthusiasts who had arrived by



**Above: Yak-52 formation**

road and the equally large number of show cars and motor bikes, all of whom were most welcome.

From about mid-day the arrivals slowed and some locals and visitors went aloft to show their craft. The popular Panther VH-JLG showed its clean lines and tested the skill of those on the ground to capture her.

This was followed by several others including a trio of D.H. Tiger's that made several passes; Pitts VH-ZZZ who departed with smoke on, the crowd loved it. The pilot of twin VH-WZO held her down and this gave those on the ground a chance to capture her against the hills in the east.

Yak-18T VH-YKV was also popular with its closed cabin.

Another Yak VH-YAQ departed for the aerobatics area and her pilot gave all a show of her capabilities.

The Yak in all its models is by far becoming the most popular all-round aircraft for the enthusiast, now as the day came to close out came for me the highlight of the day.

There are two new Yak-52's at the Bridge and both VH-YFO and VH-YGV put on a nice display from the start up; taxi out, line up and takeoff then the very nice break-away in opposite directions to form up over the hills and pass overhead in close formation.

What a fitting end to a great day by all who attended.

**Tom Fisher**  
**"Aircraft Tragic"**



**Left: Des & Kathleen Porter's impressive DH Dragon VH-UXG "Riama" arrives in graceful style as always.**

## WATTS BRIDGE ALL-IN FLY-IN



Left: Panther scale replica VH-JLG in action.

Right: Fiesler Storch scale replica floats in.



Left: A full parking lot and plenty of activity around lunch-time.

Right: There was an interesting variety in the departure line-up.



*All photos this page - Tom Fisher.*



## WARBIRDS DEBUT AT TEMORA

**Right:** Moree-based Hawker Sea Fury VH-SFW owned by David Warburton and flown by Steve Death at its public debut at Temora earlier this year.



**Left:** A rare aircraft in Australia - this North American T-28A Trojan based at Toowoomba also made its debut at Temora.

**Right:** T-28A Trojan VH-VBT - another classic capture by Mick Raftery! This aircraft has since suffered a nose-wheel collapse at the David Hack Classic Meet but hopefully it will be back in the air again soon.



*All photos this page - Mick Raftery.*

## WARWICK FLY-AWAY 03/06/12

Well sometimes the weather god's love you and sometimes they hate you. The day for the Warwick Fly-away (and the ones leading up to it) indicated that QVAG was out of favour!

However, past experience has been that it is usually quirky events such as this turned out to be that provide great memories and encourages one to make the effort the next time! This fly-away made for pleasant memories. Memories founded on comradeship coupled with aviation.

We knew for a few days in advance that this wasn't going to be a big event and we advised the people in Warwick to expect 4-5 aeroplanes from our group.

We had indications that there would be three Chipmunks from the coast and a Cessna C170 from Watts. Not the world's biggest event but a nice friendly number.

Well the coast was socked in with rain however the weather at Watts was OK. We were down to Pete Biddle and the beautiful 170 (with member Ross Stenhouse and his wife Jan as passengers).

One aeroplane is not a big number so it was touch and go if we would make a departure. Fortunately member Bill Finlen decided he needed to have a fly and arrived at Watts and the V-tail Bonanza was readied for flight.

Two aeroplanes, now that's worth the effort. Small is now beautiful - it would be a very small crowd indeed, the decision was made to go.

The in-flight conditions made for a very enjoyable flight. Cloud was about 3/8ths with a base of about 3,500 feet, and smooth flying.

The wind picked up as we entered the circuit area at Warwick and just after we landed, turned bitterly cold and made the wind sock stand straight out. So it was straight into the terminal building and a hot cup of tea from our host, Mark Brandsen.

Warwick airfield is a great place to visit and has a good bitumen runway with grass surfaces either side that can be used (and are regularly used by the gliders and tug plane).

Ross and Jan's daughter, Liz was making a road trip from Goondiwindi to Brisbane so she dropped in at the Warwick airfield together with her two young daughters. Nice touch for the Stenhouses!

Liz has been a QVAG member in the past and plans to re-join. As an aside, we need to ensure we encourage younger members to join the group.

The return trip back to Watts was uneventful, save for the very enjoyable flying conditions and a tailwind.

My impressions: a great flying adventure, the on-off-on-again nature added some drama -

Pete Biddle's C170 is a beautiful, well-maintained aeroplane and very comfortable for the passengers. Almost as good as an Auster J5B ... well, close!

**Ross Stenhouse**



**Above: Liz and Jan Stenhouse and kids at Warwick in front of Pete's C170.**



**Above: Peter Biddle & Jan Stenhouse at Warwick Airfield.**



## WARWICK FLY-AWAY 03/06/12



Left: Bill Finlen and his passenger, Albert inside the building at Warwick.

Below: Pete Biddle (left) and Mark Brandsen inside the building at Warwick.



All photos this article by Ross Stenhouse.

## SOMETHING DIFFERENT - IT IS ROCKET SCIENCE!

A couple of weeks ago in the paper I read about the Queensland Rocketry Society and that they were going to have some of their members fire off some rockets, sized from 30cm to 2.5 metre monsters. This I had to see!

So off I went down Cedar Grove Rd and as their website stated the launch site was on the right and very clear. Car parked and through the gate to be met by QRS who advised all of the need for safety around the area and handed all the written word about their site.

I placed myself at the northern end of the launch site that had 5 launch pads ready for the rockets. From about 0800 the Launch Safety Officer controlled the launch site with rocket launches about every 15 minutes.

The height the rockets launched to depended on the size of the engine and the weight of the rocket but the longer the burn

the higher the height. Most of the larger rockets have a payload that includes measuring equipment to record height attend and speed reached. On this day 2500 ft was not a problem.

Another item I was surprised to hear was that most rockets "free-fall" to a lower level (about 700 ft) before streamers deploy to slow the rocket down to a slower speed to then let the chute deploy. On some of the smaller rockets it's been found that hospital sick bags make the best chutes.

Children as young as 9 were allowed to go to a pad with their rocket and set it up, then move to the fire point and after a short count-down launch the rocket to a great height.

The range in age of the rocketeers was vast and gender was not an issue as the ladies showed how they could manage.

As the day progressed the cof-

fee van and BBQ had many a Dad visit to feed their attending family (prices were reasonable).

So for "something different" think about a different form of flight and have a look at their next launches Sunday 8th July and 14th October.

**Tom Fisher**  
*"Aircraft Tragic"*



## MARYBOROUGH WINGS AND WHEELS

On the weekend of 12<sup>th</sup> 13<sup>th</sup> May 2012 Maryborough opened its airfield to all for its Wings and Wheels show.

Early Saturday all those who wanted to show their craft or passion arrived and the show started; there was something for all with steam engines, model trains, vintage cars and motorbikes all on display or working with plenty of staff to answer the questions that you may have had about how, when, where and why.

I was there for the aviation and started with a walk around the displays including the R/C area which had on display a F4-U Corsair and Junkers Stuka. These were just a couple of the very high standard of R/C models on show.

I headed to the parked aircraft as the area opened and the owners and engineers there were busy placing their planes so the public could walk around and get the best look at them all. From the kits to the mass-produced there was something for everyone's taste.

On the field things were starting to move with the arrival of some factory kits and private planes. The sound of radial (I'm not a fan by half!) had all heading to-

wards it and we saw T-6A VH-LNT taxi out and we all waited for that sound of the prop breaking the sound barrier as it passed; had us all smiling!!

There was plenty of air movement on the Saturday as T-28 VH-ZUK, Wilga VH-PSZ, Winjeel VH-OPJ and a twin VH-ETW were all in the local flight service with plenty of takers. There were plenty of others there - Yak-52, gyrocopters kits of all types. All too soon the sun came down.

Sunday when I arrived I noted that the Wilga had the cowlings open and the engineers were at work. This was a bit of a setback but the public got to see the "innards of a radial" and were able to see another part of the aviation industry not seen all the time.

There was a change in the aircraft on display and this made for greater access for the public to see more of the show. The vintage cars and motorbikes were shown in their prime, pristine condition, as was the small display of past military vehicles. Food was plentiful and a good variety.

I believe the public came in greater numbers on the Sunday and from all accounts had a good time especially those who came for the first time. I was told that each year it gets bigger, so if you are not doing anything next year at this time, take the time and do the trip to Maryborough. I am looking forward to next year.

**Tom Fisher**  
**'Aircraft Tragic'**

P.S. No sign of the croc!



Above: T-6A VH-LNT taxis out.



Left: PZL Wilga VH-PSZ ready for another local flight.

**All photos this article - Tom Fisher.**



## LONG TAN “HUEY” MOVES TO CALOUNDRA RSL



Left: Regular contributor Mick Raftery caught the Long Tan “Huey” en-route to the Caloundra RSL recently.

Right: Cockpit of the “Huey” - a sight sure to revive memories for many Vietnam War-era pilots.



Left: Re-assembled and painted, ready for lifting into position atop a pole outside the Caloundra RSL.

*All photos this page - Mick Raftery.*

## Calendar of Events 2012

Date	Event	Start	Airfield	Contact
July 14	Poker Run		Watts Bridge	See news below
Aug. 19	Gympie Gathering	0800	Gympie	Breakfast Fly-In
Aug 25	Fly-In		Watts Bridge	See news below
Oct. 28-29	Wings of Yesteryear		Kingaroy	Kingaroy Peanut Festival

### QVAG NEWS

#### QVAG/AFM Clubhouse

The clubhouse at Watts Bridge has been re-opened. Work has been done to tidy the main area and make it more useable. The clubhouse will be open on the first Sunday of each month between 1000 - 1400 hrs commencing 1 July for anybody who wishes to pay a visit. Coffee/tea and cold drinks will be available.

#### Annual Membership

Annual membership fees are due at the end of June. There will be no increase on dues from last year. A membership renewal form will be sent to you shortly. Also if you joined QVAG/AFM after 1 January 2012 your membership will be extended for the 2012/13 year without further charge.

#### Flying events

While there is no longer a Festival of Flight fly-in organised by

QVAG/AFM there will be a fly-in at Watts Bridge on Saturday 25 August 2012. This event is organised by the Watts Bridge Memorial Airfield Association and all QVAG/AFM members are invited. The last Watts Bridge fly-in in May attracted around 130 aircraft. Refer to <http://www.wattsbridge.com.au/files/promotions/goe2012.pdf> for details.

Also at Watts Bridge on Saturday 14 July is the annual Poker Run organised by the Brisbane Valley Sports Aviation Club. This event is great fun and a good excuse to fly to a few different airfields around the Brisbane/Lockyer Valley area. Refer to <http://www.wattsbridge.com.au/files/promotions/pokerrun2012.pdf> for details.

**Peter Biddle**  
**Secretary**



### FOR SALE

#### New flying suit

**Size LARGE**

**\$75.**



**Contact Mal Shipton**

[gipsybiplane@gmail.com](mailto:gipsybiplane@gmail.com)





## Queensland Vintage Aeroplane Group www.qvag.com.au

### SEEKING EXPRESSIONS OF INTEREST FROM PILOTS

Take your flying enjoyment and skills to a new level!

Enjoy the thrills of yesteryear with the wind in your face  
in an open cockpit tail-dragger biplane

So, don your goggles and silk scarf and be part-owner in a Vintage Aircraft!

The Queensland Vintage Aeroplane Group is fielding interest from pilots  
to be part of a Fractional Ownership scheme of a Vintage Biplane.  
There are several aircraft already on our radar.

Already more than half-subscribed, the opportunity remains  
for a further 4 persons to invest in a suitable aircraft.

This is a great opportunity to be part of vintage aviation at a very low cost.  
Fractional ownership means fractional cost. That removes the biggest hurdle!  
What are you waiting for?

Live the Golden Age of Aviation!

For further details either contact the Secretary at [info@qvag.com.au](mailto:info@qvag.com.au)  
or Dion Pastars on 0459 844 337.

### WANTED

#### Aircraft Components

Unserviceable, unwanted aircraft items off Vintage, Veteran or War-bird aircraft for Mobile Aviation Display. Also seeking U/S Cylinders for a P&W 1340AN-1 for a static engine display plus airframes, engines, components and unwanted flight and maintenance manuals - no part too small.

Contact Scott Williamson –  
0427 332192 or e-mail  
[focusedonprops@hotmail.com](mailto:focusedonprops@hotmail.com)



Above: Grim tails! (Photo - Mick Raftery)

## Classifieds—Buy, Swap and Sell

### 1973 Cessna 172M

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.

\$67,000

Mal Shipton 0427 618271  
Email: gipsybiplane@hotmail.com

### Gipsy Major

Tapered crankshaft.  
Recent X-ray with all paperwork ready to fit as serviceable. Certified measurements available.  
Well below cost: \$5,750.

Ph: Warwick Henry, 0417 771563,  
Email: whenry@jowar.com.au

### Vintage Aero Spares



**Chris & Sarah Harrison**  
Thomson Park  
1504 Sale - Heyfield Road  
Denison, Victoria 3858  
Australia

Tel: + 613 5148 6152  
Mob: + 61 (0)402 937747  
Email: vx118@bigpond.com

### Hangar for rent

New 15m x 11m hangar at Kilcoy for rent  
\$80pw plus small club user fee.

Prefer vintage aircraft.

Phone: 0427 618271

or

E-mail: gipsybiplane@hotmail.com



### Shade Sails

Shade Structures  
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4 Aldinga St, Brendale  
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### Magnetos

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.

For more information, please contact:  
Ray Vuillermin  
on 0409 584 574 or  
Email: rayvuill@bigpond.net.au



### sheldon pearce

### TRIMMING

AVIATION CERTIFIED

10/16 Sydal St, CALOUNDRA 4551  
C.A.S.A. Certified C571843 Aircraft Trimmers  
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Ph: 07 5491 8532  
Fax: 07 5491 8534  
sheldonpearce@bigpond.com.au

### Wanted - aircraft parts

Any unwanted or U/S aircraft parts required for  
mobile historical display - vintage, veteran,  
Warbirds etc.

Contact: Scott Williamson  
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