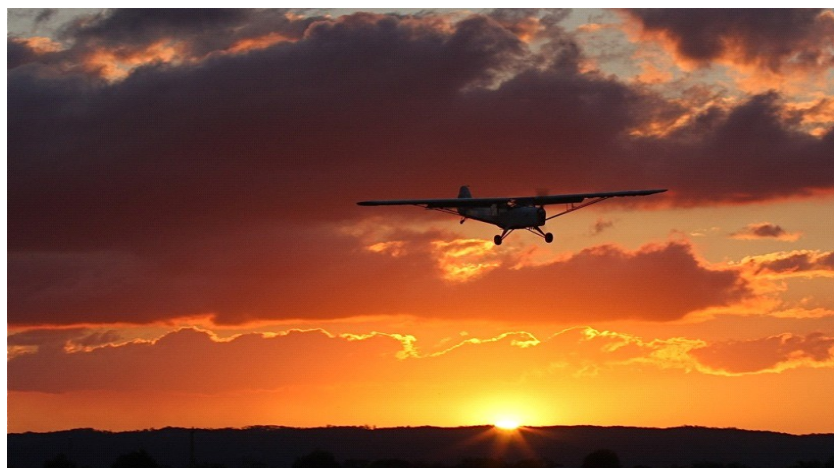




Australian Vintage Aeroplane News

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



Above: Auster silhouetted against a spectacular Sunday dawn at the Festival of Flight 2011. Photo - Mick Rafferty.

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 Farman Jabiru. No-one
picked it - no winner.**

DISCLAIMER: The views expressed in this newsletter are not necessarily those of the Queensland Vintage Aeroplane Group/Australian Flying Museum Inc., the editors, or contributors. The Queensland Vintage Aeroplane Group/Australian Flying Museum Inc. is a national body representing the interests of vintage aircraft owners and enthusiasts. All copyright reserved. QVAG will allow extracts from the newsletter to be reprinted, providing permission has been given and the source is acknowledged. Visit our web-site: www.qvag.com.au

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Above: Mal Shipton is the proud owner of a DH60M Gipsy Moth and an American Consolidated Fleet Model 2, both 1929 vintage. Read his pilot report starting on page 9. That's the Fleet's 5-cylinder Kinner motor in the photo.

**Check out
our website:**

www.qvag.com.au

FROM THE DESK OF THE PRESIDENT

Greetings to you all. The year is drawing to a close and I feel we must reflect on the highs and lows of QVAG activities for the year.

Our paramount event, the Festival of Flight was severely marred by the extreme weather on the Saturday.

Sunday dawned with good weather however the forecast predicted storms in the afternoon which dampened the enthusiasm of a lot of owners to participate.

The aircraft and owners who attended the Sunday activities are gratefully acknowledged for their support.

We did however have sufficient aircraft to perform the judging and award trophies in the various categories.

The immense effort expended by the organising committee over the preceding six months should be acknowledged by our membership.

Due to the committee planning and the sharing of the event with the Caboolture Aero Club the organisers made a small profit which helped to allay any disappointments due to the elements.

The Festival of Flight Dinner was a pleasant event held at the Caboolture RSL Club; however the numbers were down – about 70 people attended – this was disappointing.

Our October Breakfast and AGM were attended by approximately 15 aircraft during the morning with other people arriving by road.

A meeting with the WBMA was scheduled for 1100 hours on Saturday 15 October 2011 however it was cancelled due to

venue problems and WBMA committee administrative commitments.

There is an AGM of the WBMA to be conducted 1000 hours 30 October 2011 at the AAC-QC Club House Watts Bridge Airfield – QVAG delegate Mal Ship-ton will be in attendance!

A future meeting between the QVAG and WBMA committees will be a priority to resolve any issues with the operations at Watts Bridge Airfield.

The breakfast on Sunday 16 October 2011 was enjoyed by all and led up to the QVAG AGM conducted at 1200 hours.

There was a distinct lack of interest by the general membership and it was fortunate to have the minimum quorum.

The committee for the next year was elected with two new committee members; Peter Biddle, a QVAG founding member and John Coutts, ex Flight Engineer and enthusiast – welcome to you both!

A working bee is required for urgent repair to the roof of the toilet block and numerous club house maintenance tasks – date to be advised.

During my short tenure as President it is evident that the workload to administer QVAG is quite onerous.

We had six people on the old committee and now eight which can spread the load, however there were no nominations forthcoming from the general membership.

We did have one member travel from interstate by road, over 1000 kms to attend which was an impressive display of club spirit.

Our new Vice-President has seen fit to submit an article to this issue of the magazine and I heartily endorse his comments.

We are at a crossroads regarding the future activities of our group! When it was first established in 1975 there was a lot of restoration activity being the main focus of our activities with visits to inspect members' projects.

Some fly-ins were conducted on a very relaxed and ad-hoc basis at differing locations and everyone had a good time.

Maybe we should be returning to this philosophy and keep the operation as simplistic as possible to reduce committee workload and return to the grass-roots of vintage aeroplane flying and restoring.

Membership feedback is requested as we need to know the membership preferences for the future activities of the Group.

This newsletter would like to establish a Letters to the Editor column which may provide a forum for member input.

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

EDITORIAL

G'day, seems I have edited myself into a corner again! That's good news though - it means there's plenty of other material to view apart from my ramblings!

Life has been a little challenging of late with a serious motorcycle crash in early May and then the hectic schedule of the Ingham Wings and Wheels Airshow but I'm slowly getting back on track.

*Regards,
Christian Smith*

MESSAGE FROM THE VICE-PRESIDENT

Fellow vintage enthusiasts, let me begin by expressing my deep disappointment twice over.

Our AGM was held on the 16th October, and we had a very poor turnout, especially considering the letter from WBMA prohibiting further events at Watts Bridge went to all members just a week before.

It would appear this was of little or no concern to the wider membership and that apathy is both disturbing and disappointing.

The second disappointment was that we actually made a quorum so the meeting could proceed.

Disappointing because if any one of those who did come had been incapacitated or a last-minute emergency altered their plans we could have all gone home with our organisation in limbo and salvaged the time we were wasting. The poor member participation in the Festival of Flight was the precursor.

QVAG is in a parlous position, should we even continue? What do YOU think?

It is a matter entirely for the membership to decide. I would like all interested parties to tell your committee WHAT it is that you want from your organisation.

My email is :
gipsybiplane@gmail.com

Let's have lots of suggestions on how we can improve and be more relevant!

It is essential we refocus on the sorts of activities that will re-invigorate interest and attendance.

Way too much work is being done by too few people and that has been the case for a very long time now. It is thankless

and soul-destroying without wider support from the membership.

This is YOUR affinity group, whether it prospers or fades away is dependent entirely on the support it has.

One suggestion to come up already is that owners of the historic aircraft are not as forthcoming with "Buddy Rides" as they could be.

I am guilty of this one too but will make a point of changing that for those thrill-seekers who are misguided enough to want a ride or an air-to-air photo op! When was the last time YOU took an enthusiast for a ride?

This year various venues will be added to our fly-in destinations, as mentioned earlier, the BoM of Watts Bridge has seen fit not to approve events at that field so WSG is out.

Our clubhouse will have to be mothballed pending further developments. I think life is too short for this sort of BS! What do YOU think?

I would like to see a major overnight event at Kingaroy in Oct 2012 in conjunction with the

Peanut Festival. The Gliding Club is welcoming and would provide catering on the Saturday night, camping on the field is allowed (as well as many motels in town) so we would be tagging along with an event already organised.

How about we call it "Wings of Yesteryear"? How many would commit to that right now, given all the variables aligned? Can you take a pax? Let me know!

Venues such as Kilcoy, Wondai and other airfields within an hour's flying in a biplane will be considered.

What do YOU think? Would you attend? Please let me know!

To end on a positive note, thanks to the pilots of the near 20 aircraft who did not know the fly-in had been cancelled and the Wirraway, Yak and 'Chang who treated us to the formation fly-by but did not land 'to avoid conflict'.

Makes me feel good, how about YOU?

Let's put the "Ph" back into Phun for vintage aviation and QVAG!

Mal Shipton

2011 QVAG / AFM Inc. Committee

President:	Pat Harrington
Vice President:	Mal Shipton
Secretary:	Jackie Bolsover
Treasurer:	Phil Ridley
Committee:	Robyn Bernhardt, John Coutts, Peter Biddle, Craig Thomsen
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.



FESTIVAL OF FLIGHT 2011 (TOM FISHER)

The 20th Festival of Flight was held at Caboolture Airfield over the weekend 26th to the 28th August 2011.

The weather on Friday the 26th August 2011 was not the best and due to forward thinking by some, there were a few aircraft flown into Caboolture on that day.

Saturday the 27th August 2011 didn't dawn as such and the drizzle started early and never let up till late, but that said there was a great turn out of club and group members for the briefings and all went to their areas to do the job under the poorest conditions seen in a while.

Outside groups and displays arrived and these were set up in the drizzle and then the public started to arrive.

A lot of the tenants on the field opened their hangars for the public and were there to answer their questions regarding their type's aircraft.

A very good display was that of the Beaufort Group and their volunteers. Their concern that the public was helped and informed, was a credit to all involved.

A continuous trickle of public through the gate all day, and many looked at the ground displays and were impressed.

Quite a few said it was "bad luck about the weather but it will be better Sunday". Not many left on Saturday without a bit of a smile!!

Sunday the 28th August 2011 there was a dawn and such a difference it made! Every one was looking forward to more action around the field. Outside groups and other interested par-

ties all had a spring in their step as the public arrived in numbers.

Aircraft movement started early and was constant for the whole day.

Adventure flights in the An.2, T-28 and CJ-6 were supported well; this also gave the public many photo opportunities and it was great to see the young at heart support the young to achieve many answers to their questions.

All of the pilots and their assistants were most helpful to all with their requests to try and make the day special for all.

It was very special that the Beaufort Group was awarded the Best Aircraft (VH-KTW). I hope to be there later this year for the start of those engines.

VH-CRO (L-5 Stinson) was voted the Furthest from Home Base.

Another well deserved award was Best Warbird and this went to the SNJ-4 (VH-NAG) operated by a syndicate from Caboolture.

Below: Interesting night shot of Antonov An-2 VH-CCE owned by the Saario brothers Vesa, Pauli and Seppo. Photo - Tom Fisher.



As announced the Grand Champion award was a hard choice as all the aircraft that attended were in the running from the smallest to the largest but there can only be one Grand Champion and that was the Waco of Nigel Arnot (VH-EGC).

This aircraft was so fresh and well done it was a pleasure to see and hear.

For me it was a pleasure to photograph all the aircraft on the field as the finish of all was great. I hope never to be a judge as you all are winners.

Although the numbers may have been down (due to the weather) I believe that those who attended had a great time. I know this 'aircraft tragic' had a great time and thanks to all those who worked so hard in the background so we could see and hear your aircraft.

*Tom Fisher
Aircraft Tragic - Qld*

FESTIVAL OF FLIGHT 2011 (TOM FISHER)



Left: The Australian-built DAP Beaufort Mk VII (A9-141 VH-KTW) of the Beaufort Restoration Group was awarded Best Aircraft. This has been a long restoration but is now making significant progress and its return to the skies is eagerly awaited.

(All photos this page by Tom Fisher)

Right: Auster J-5G/A2 VH-WED, owned by Harvey Wallace-Williams of Redcliffe, touches down at Caboolture. Looks like a perfect 3-pointer coming up!



Left: 1939 Waco EGC-8 Special (with appropriate registration!) is owned by Nigel Arnot and was crowned Grand Champion.

Right: Vintage radial line-up with Dion Pastars' pristine 1950 Cessna 195 VH-KES in the foreground. Mark Ship-ton's 1939 Waco YKS-7 bi-plane VH-YKX and Mal Ship-ton's 1950 Cessna 195B "Miss Moya" VH-BVD complete the trio.



FESTIVAL OF FLIGHT 2011 (MICK RAFTERY)

Right: The weather conditions on Saturday are well illustrated in this misty shot of GA aircraft huddling miserably in the pad-dock.



Left: An impressive sight from any angle, the Antonov An-2 is seen here on final approach.

Right: Another perspective on the vintage radial line-up. From the right, Mal Shipton's Cessna 195B "Miss Moya", Mark Shipton's Waco YKS-7 biplane VH-YKX and Dion Pas-tars' Cessna 195 VH-KES.

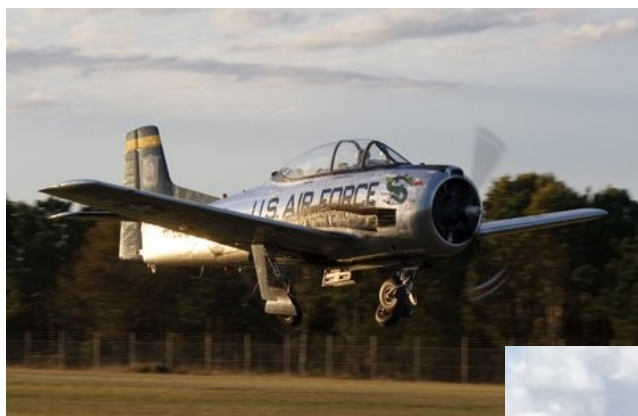


Left: 1929 de Havilland DH60M Gipsy Moth "Emma" owned by Mal Shipton.

Right: Immaculate AT-6C Harvard VH-TEX, owned by Mark Shipton and seen here tucking up the gear after take-off.



FESTIVAL OF FLIGHT 2011 (SCOTT WILLIAMSON)



Left: Kim Rolph-Smith's T-28D Trojan VH-TRO "Huff 'n' Puff" is a popular performer and Warbird Adventure Flight option.

Right: Grand Champion winner, 1939 Waco EGC-8 Special owned by Nigel Arnot.



AWAL AGM AND ANNUAL DINNER

AUSTRALIAN Warbirds Association

invites you to our

Annual Dinner on Saturday 12th November, 2011

*** Special Guest - Matt Jackson (V-P Unlimited Division, Reno Air Races) ***

Novotel Hotel, Brisbane Airport (near CASA building)

Pre-dinner drinks 6-30 pm - dinner at 7-00 pm

Bring your friends (don't need to be members)

Book a table with friends or associates

Dinner \$89-00 per person includes beer & wine

Dress: Smart casual

**BOOKINGS ESSENTIAL - RSVP to admin@australianwarbirds.com.au
or call Robyn on 0403 784041**

*** REMINDER - AWAL AGM - Saturday 12th November, 2-00 pm at Novotel Hotel**

**NOVOTEL DISCOUNTED ROOM RATE - \$229-00 pp includes breakfast.
When booking mention attending Warbirds Dinner**

AT LAST, THE 1929 PILOT REPORT!

It occurs to me that I am in the near delightfully unique position of flying two wonderful vintage biplanes on a daily basis.

Both aircraft are octogenarians and, barring any health issues, I shall still be flying them when each gets a telegram from the Queen.

One is a British DH 60M Gipsy Moth, the other an American Consolidated Fleet Model 2, both from 1929.

We all know that the Wright Brothers flew in 1903, Bleriot crossed the English Channel in 1910 and aviation came of age through the years of the Great War.

Successive technical advances in aircraft and armament design gave each side a short term advantage during that great struggle. These included synchronised guns to fire through the propeller arc and short wingspan tri-planes to out-turn the opponent.

At war's end, there was a lot of rule-of-thumb knowledge about structures and design through trial and error, although catastrophic failures still occurred. Lack of good handling qualities made some designs very dangerous without even being shot at. Around half the fatalities, for example, in the famed Sopwith Camel occurred on takeoff.

It is interesting at this point to pause to consider this time line, it helps the appreciation of the rapid early advances in aviation: First Flight at Kittyhawk to production of the DH Gipsy Moth, was just over 20 years.

De Havilland's first piston engine, the Gipsy 1, preceded the DH Goblin jet which propelled the DH 100 Vampire above FL400 by less than 20 years!



The ubiquitous Cessna 172 has been with us for 55 years, the Boeing 747 over 40. Both have changed over the years but nothing to compare with the earlier quantum leaps.

The vacuum created after the Armistice caused many of the great names on which Great Britain flew to victory struggle to survive by diversifying into allied engineering work such as motor-cycles and coachwork.

During this same period, the United States was firmly isolationist and only at the very end entered WW1. It had almost no aircraft industry, paradoxically, having had the Wright Brothers see military application for their aircraft rather than a civilian role. Roll on the Roaring Twenties, bootleggers, flappers and barnstormers in surplus aircraft.

Of course the end of the 20's heralded the great depression and we lost forever colourful names like "Arrow", "Bird", "Alexander Eaglerock" and "Pitcairn" to name just a few.

In England by 1923, the DeHavilland company was quick to realise a scaled down version of its DH51 would be an economical touring biplane rugged enough for training. It would be powered by an engine created from one half of a surplus V8 on its own crankcase, an inexpen-

sive way to get a 60HP engine. Thus the Cirrus 1 engine was born and mated to the first Moth airframe in 1925.

Sir Geoffery DeHavilland was a lepidopterist and designed the fin and rudder to resemble the folded wings of a moth and the plan form of the tailplane and elevators the outstretched wings of a moth, a signature shape that remained for decades as did the "Moth" name.

Further design improvements followed, the undercarriage became a split axle type, the fuselage was made in steel, Handley Page slots were offered but the biggest change was the DeHavilland Gipsy 1 engine of 80HP.

This was to be the daddy of a long line of Gipsy engines and was mounted upright with exposed rockers that had to be kept greased. This was to be known as the "DH 60M Gipsy Moth" or "Metal Moth".

Below: Signature Moth shape



AT LAST, THE 1929 PILOT REPORT!

The aircraft was a real winner, inexpensive for private ownership, good (for the time!) handling with modest fuel and maintenance bills. The proliferation of aero clubs right throughout the Empire resulted from this aircraft.

Of course with folding wings it could be towed home and garaged; just imagine how many permits and registrations that would entail today.

Its fame grew, flown by names like Sir Francis Chichester, Amy Johnson, Loes Bonney and many more pioneering and record-setting aviators (isn't it a shame that the great title "aviatrix" is destined for oblivion in our correctness?) Soon every aeroplane was generically called a "Moth".

The Gipsy Moth was used for military training, however, a number of changes were made at the behest of the Air Ministry. For better forward visibility, the engine was inverted, upper wings moved forward and swept back, lower wings given extra dihedral. Exit the DH60M chrysalis and enter the DH82a Tiger Moth metamorphosed!

Meanwhile, across the Atlantic after WW1, a young Rueben Fleet was deciding on a generous offer from Bill Boeing and another from the Curtis Aeroplane and Motor Co. before joining the unknown Gallaudet Aircraft Corporation. When Fleet's designs were incorporated, the company became "Consolidated Aircraft Corporation" probably best known for the B-24 Liberator and PBY Catalina but that was to be many years down the track.

Fleet's trainers he termed "Best, strongest, flying-est trainer in the world". By 1928 the PT-6, powered by the 100HP Kinner K5 was in military service in small numbers and produced as a civilian sport machine known as the Fleet Model 2.

Perhaps its most unusual role was in its naval variant, the N2Y -1 operating as liaison aircraft for several aircraft carriers. No, not the ones on water, the USS Akron and USS Los Angeles were dirigible airships that could capture the diminutive aircraft on a trapeze into which it would fly and then be withdrawn into the hangar on a giant Hill's Hoist arrangement. Makes you won-

der why the idea didn't last, doesn't it?

The Fleet Model 2 is quite a lively performer, has a tailwheel and cable driven brakes, borrowed from the A Ford of the era. It just takes a little getting used to, with the arrangement neither toe nor heel, rather in-step brakes if there is such a term.

So, what are they like to fly? Absolutely delightful! What a blast from the past!

Before flight, however, there is ritual priming and hand swinging ceremony as neither aircraft has a starter.

The Gipsy has a Zenith carburettor incorporating a tickler to submerge the float thus putting some raw fuel into the manifold. It usually starts first blade and settles to an even idle, or as the British, appropriately onomatopoeic, call it "tickover".

The Fleet has a primer mounted on the forward fuselage side and both aircraft start on an impulse magneto, however the propellers turn opposite ways as is the norm for British and American engines.

Whereas the compression stroke on an in-line 4 cylinder is always puts the propeller blade in the same place, the 5 cylinder Kinner produces some inconvenient angles to contend with. On starting, the engine sounds quite ragged from the side, a sound that smooths out if you stand in front of it and hear all cylinders firing.

The Fleet requires a second person to hold the brakes or a strong tether as well as the normal chocks as at even a slightly elevated idle, wants to go flying with or without you.

Below: 1929 American Consolidated Fleet Model 2 VH-FLF



AT LAST, THE 1929 PILOT REPORT!

The appearance of the two aircraft side by side sums up the way they fly, the Fleet is a little brash, all the cylinders out in the airflow, scalloped leading edge treatment and sporty looks. The Gipsy is more of a lady, an in-line engine to reduce drag, straight rigged (ie no stagger between the top and lower wings) a tailskid which is the only form of braking and less than precise ground handling, a long exhaust pipe guaranteed to burn you at least once.

The airfoils are quite different, the Gipsy, like British aircraft of the era has the low camber similar to RAF15 whereas the Fleet has more a Clarke Y section. Both are similar wingspan, weight and length.

Landing gear in both cases is a lovely soft sprung feel. The Kinner has greased rockers as well, however, they are enclosed under hats, unlike the exposed rockers on the Gipsy. Both have similar fuel capacity and burn rate and delivered from an overhead tank supported by the cabane struts.

Both aircraft have characteristic features, the Gipsy has the air-speed indicator for the front cockpit on the LH interplane strut and indicates the amount a needle is blown back by slipstream opposing spring pressure indicating on an arc. The propeller is beautifully finished with a wooden spinner which has the vital function of locking the propeller mount bolts. The Gipsy was the first aircraft to feature differential ailerons.

In the case of the Fleet, the "doughnut" gear leg arrangement allows one leg to pass through the other and the gear "socks" give the Fleet a distinctive appearance. It also has a trimmable tailplane.

To line up for takeoff, the Gipsy has the first part of a groundloop initiated to turn tightly. Early on the application of power, the tail comes up and there is excellent low speed rudder authority immediately. At 50 kt, it wants to fly off and the nose is held down to gain TOSS before climbing away, the dancing rockers in full view at an RPM of almost 2000. A cruise RPM of 1800 gives a little over 70 kt.

Like all old aeroplanes, rudder is the most important control for the DH60 with ailerons having relatively little effect compared to modern types. It must be flown accurately to perform. Out of balance turns or yawing cruise are both very detrimental to the already modest numbers.

Being from a cold climate, the Gipsy also suffers from higher temperatures. At ISA it's a dream, at ISA+15 watch your weight.

Landings are easy and always smooth. It can be either 3 pointed or wheeled equally successfully, the soft gear making ground contact on grass almost

unperceivable. It is really a very well mannered little old lady.

The Fleet has significantly more thrust available and accelerates quite quickly. There is a lot more weight on the tail but as it comes up flying speed is almost at hand. The joy of gaining speed also means your carbon monoxide intake from the stub exhausts is steadily reduced. Climb-out at 65 kt gives an impressive rate, fighter performance of the decade prior.

The Kinner turns 1800 RPM on takeoff, producing its rated 100HP. It certainly flies nicely albeit with a less than rapid roll rate. Cruise is 75-80Kt in relative comfort with the large windcreens keeping out the worst of the slipstream.

Approach speed is usually near cruise as draggy biplanes wash off speed very quickly. Wheel landings are preferable in the Fleet. This may not always have been the case but a retrofit Scott tailwheel assembly probably sits a little lower than the original and thus wants to make ground

Below: The "office" of the Fleet Model 2.



AT LAST, THE 1929 PILOT REPORT!

contact before the mains by just an annoying little bit.

Visibility from both is quite poor, both on the ground and in the air with a wing in the way wherever you look. Sunburn is a problem for extended flights as is windburn, hearing loss, cold to the bone, wet in the rain and terrible ergonomics in the seating not to mention the insect accretion on the front teeth from smiling too much.

The great aviators of the 20's and 30's who traversed the

globe should have all been given medals bigger than frying pans just for their endurance and suffering, let alone achievement.

But there is little that can beat an open cockpit biplane to truly enjoy the magic of flight as a new experience every time! Running along beside a fogbank with your shadow in a rainbow coloured halo, exactly the sight pioneers of old saw.

The delight in seeing the pillows of lift between the ribs on the

lower wings and the concave higher pressure area on the upper wings reminds us that Signor Bernoulli is alive and well.

Exhilaration is the fragrance of fresh mown grass in the flare, the eucalypt smoke from open fires wafting skyward and being on equal terms with our aviator friends, the pelicans and raptors. Oh, and the relaxing carbon monoxide during taxi!

Mal Shipton July 2011



Left: Exposed rockers of the Gipsy engine. Above: DH60M Gipsy Moth VH-ULP. Below left: Kinner 5-cylinder engine of the Fleet Model 2. Below right: Cockpit view of the Gipsy Moth. (All photos this article by Mal Shipton).



MOBILE MEMORABILIA MUSEUM DISPLAY

Recently I have established a mobile memorabilia museum display - and it was the Bus Boys who inspired me with this idea.

I have taken the display, and intend to do the displays, at Market Days and General Community Event days when time permits for the purpose of education among younger folk, plus also the education of myself as I have already had old pilots and engineers view my display while waiting for their own folks.

I have met 2 old WW2 RAAF engineers who have been invaluable in helping me identify parts. Also RAAF pilots and engineers who were in the RAAF during the 50's and 60's and one engineer who was in the Rhodesian Air Force during the 60's who had recognised my Canberra stuff from a distance. I could go on for a while on this but will spare you that!

The parts I collect are from vintage, veteran and Warbird aircraft. I have parts in my collection dating from 1931 through to Canberra, Sabre and even have a brand new pack of washers for an F-111C and they are smaller parts so I can at least keep the collection mobile, basically what I can fit into my wagon at the time, which I am finding hard to do at the moment.

The parts I am seeking, obviously from vintage aviation on, are parts that are both unserviceable and surplus to requirement, whether old instruments, smaller engine parts, old carbies or any part off an aircraft of interest around the local region and of special interest QVAG members' aircraft, so basically parts that an aircraft owner/LAME would most likely not want due it being U/S. And particularly if they are U/S tagged

with the aircraft's rego written on the tag.

I have been really fortunate so far in having the collection I have and always looking to get more so I can mix up the display and choose which parts to take so its not always the same.

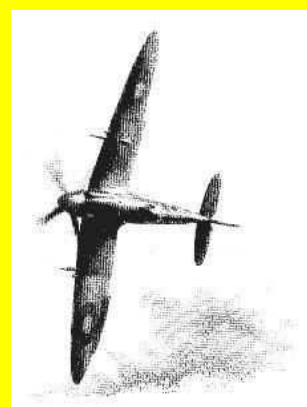
Scott Williamson

Right: Mark and Jackie Bolsover's son Michael (4) in a Sunday-Mail article promoting Festival of Flight 2011.



KINGARROY FLY-IN - MOTORS IN MOTION

KINGARROY FLY-IN Motors in Motion



**Kingaroy Airport
29-30 October 2011**

Family Event & Prizes

Variety of Foods

Saturday Morning Aircrew BBQ

Entertainment

Great Runways & Lots of Grass

Avgas

Free Camping at Airport

Rock 'n' Roll Hangar Dance Saturday Night

Licensed Bar



**Contact Tony Pratt
0428 622629**



Calendar of Events 2011

Date	Event	Start	Airfield	Contact
Oct. 29th	Peanut Festival Motors In Motion		Kingaroy	Tony Pratt 0428 622629

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.**

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

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.



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.

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.

Classifieds—Buy, Swap and Sell

1973 Cessna 172M

TT 11447 ETR 226
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