



THE QUEENSLAND VINTAGE AEROPLANE GROUP
& AUSTRALIAN FLYING MUSEUM INC

Australian Vintage Aeroplane News

Vol. 16/07



Forthcoming Grass Roots Fly-ins:

Kingaroy 17/18 September

Murwillumbah 19th November

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Cover Photo: Tiger Moth VH-AMY owned by member Graeme Atchinson, Townsville.

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News from the Editor

A key piece of news is the setting of the date for the Murwillumbah Grass Roots Fly-in – 19th November.

I suppose the big news has to be the first ever Brisbane Valley Airshow, That event is covered elsewhere in this edition of Australian Vintage Aeroplane News. I need to thank Doug Stott, Tom Fisher and Scott Williamson for helping out with photographs. Normally I take a lot of photos myself however the pressure of running the QVAG drink stall meant I wouldn't have time to get away from the stall so I asked Doug, Tom and Scott if they would supply the photos. I did a few of the crowd myself because I have never seen so many people at an airshow and was greatly impressed.

The photos will eventually find their way onto the QVAG Web Site.

I hope you enjoy reading about Taylorcraft and Auster. Took a lot of research however I think it was well worth the effort. I have a couple of Austers and can honestly say they mightn't be the best looking aeroplane on the ground however in the air they are a delight to fly.

Membership Matters

As I said as President I have to always maintain a focus on membership matters. Without sufficient members we don't have a viable organisation. WELL, I am glad to say that we are a viable organisation and things are looking pretty good. We have a number of new members and would like to welcome them to QVAG-AFM.

We have been sending AVAN to a number of folk that we would like to see as QVAG members, obviously that will not continue indefinitely as receipt of current issues of AVAN is a privilege of membership. If you are one of those people please join our great organisation. A membership form is available from the internet at: <http://qvag.org/pdf/QVAG%20Membership%20Form.pdf>

If you know someone who might be interested in QVAG, please forward them this journal and encourage them to join QVAG. It may take a few attempts till you are successful. A "Word of Mouth" recommendation is the best form of advertising.

We would also like to thank those who have renewed their memberships since the last edition of this journal; your support is greatly encouraging. We had a few people become members at the airshow and I would like to give those people a special welcome.

Finally I would like to draw members and supporters to QVAG's key values: *Leadership; Service; Accountability; Integrity/Trust/Honesty; We value our members; Have fun/enjoyment; Collaboration and Partnering; Unbiased/Neutrality; Diversity of ideas*

A full explanation of what those words mean in on our web site: <http://www.qvag.org/> I sincerely hope that we are measuring up. I think we are!

Enjoy aviation – Ross Stenhouse President and Editor QVAG- AFM

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Kingaroy Grass Roots Fly-away – September 17/18 2016

To some extent this is a repeat from the last issue of AVAN however it's now only a couple of weeks away from this event and the committee doesn't want people to forget that it is on.

Kingaroy & District
Vintage Machinery Club Inc.

presents **KINGAROI**
2016
September 17 - 18
Geoff Raph Drive, Kingaroy Airport, QLD

featuring
VINTAGE MILITARY MACHINERY
90 YEARS OF STIHL
FARM PUMPERS

TONS OF VINTAGE ENGINES, TRACTORS, CRAWLERS, TRUCKS, CARS, BIKES, STEAM POWER AND OTHER OLD MACHINERY!

Admission just \$10 per head - Children under 12 free

Grand Parades each day - Tractor Pulling - Corn Threshing - Balancing Beam - Slow Tractor Race and much much more

Free entry, camping and hot showers available for Exhibitors
(Non exhibitors will be required to register and pay small camping fee)

Exhibitors breakfast and meals available for all with special market stalls and novelty events throughout the weekend

EXHIBITORS AND STALLHOLDERS PLEASE NOTE

Register on arrival - No Insurance = No setup or display, NO EXCEPTIONS! Arrival and set up on Friday 16th is strongly requested! Vehicle movements will be almost impossible come Saturday 17th.

Exhibitor Info: Matt 0427 657 945 - Phil 0411 869 109
Stallholder and Camping bookings: Jeff 0428 625 408

As an added attraction Mark set the date to coincide with an exhibition being held by the Kingaroy Machinery Club. The venue for that event is in the grounds of a paddock immediately adjacent the airfield.

The committee decided that we should try an overnight fly-away where it was possible for those who choose to do so could just attend for a single day.

Mark was planning to hold something in his hangar on the Saturday night so that offered the opportunity to have a chat amongst friends.

Kingaroy airfield is an interesting airfield in that it was used during WW2 and a number of the WW2 era buildings still exist. The

URL to a web site detailing

some of that WW2 history is: <http://www.ww2places.qld.gov.au/places/?id=839>

Kingaroy was an active gliding club and the airfield has two runways 16/34 (4249 ft.) and the second is 05/23 (4275 ft.) so cross winds aren't a problem. The link to the AIP page for Kingaroy is http://www.airservicesaustralia.com/aip/current/ersa/FAC_YKRY_03-Mar-2016.pdf

As can be seen from the AIP page 16/34 is a sealed runway with a grass glider strip beside it. 05/23 is an unsealed strip.

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Kingaroy Airport

To get a local weather report go to this site:

<https://www.wunderground.com/cgi-bin/findweather/getForecast?query=kingaroy>

Remember these reports come from a private weather station and are not a substitute for an official aviation weather report.

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Murwillumbah Grass Roots Fly-in – 19th November 2016

Yes the date has been finalised with the Challinor brothers and this is especially an event not to be missed. To some extent this is a repeat of the notice we gave in the last issue of AVAN so please forgive us.

It's been quite a while since QVAG ventured to Murwillumbah for a fly-in. In the early days Murwillumbah used to be the BIG ONE, the one that shouldn't be missed. Well here we are again and off to Murwillumbah. Not a big fly-in this time but a small one where we all have a chat and a chance to talk to the Challinor Bros about projects going through Mothcair.

What the QVAG management committee hopes is that some of the vintage aeroplane owners' from Northern NSW attend the fly-in. We know many of them already however it would be great to meet them again and catch up on what has happened in the past few years.



More details airfield can be obtained by downloading the PDF via the link below.

http://www.tweed.nsw.gov.au/Download.aspx?Path=~/Documents/Airfield/TSC00473_Murwillumbah_Airfield_Pilot_Notes.pdf

To get indication of the weather go to (remember these are not aviation weather reports):

<https://www.wunderground.com/cgi-bin/findweather/getForecast?query=murwillumbah>

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The Auster – a Great Aeroplane

The market price for Auster aeroplanes in Australia has never reflected the true worth of this aeroplane type. For years the standard joke at a fly-in was “It’s a cold night throw another Auster on the campfire”. What a poor statement to make by what is a very pleasant Aeroplane to fly.

The derision even extended lambasting the Auster pilots. Auster pilots were referred to as “Auster Drivers” as opposed to Tiger Moth pilots who were “Tiger Moth Pilots”. I have to confess, for years as a Tiger Moth Pilot I was guilty of making the negative comments referred to above. I never flew Austers and had no real appreciation of the great aerodynamic qualities of the type.

At this stage I have to make a confession, about 4-5 years back I purchased an Auster (a J5) and a year later I purchased another one (a J5B). I now have some experience flying Austers and can truthfully say I like flying my Auster. It has very pleasant characteristics in the air; landing on the other hand can be a challenge.

Unlike my Tiger which has 19 gallons to feed its Gipsy Major engine, my Auster J5B has 32 gallons of fuel to feed a Gipsy Major engine. This means that My Auster J5B has enough range to be a reasonable cross country aeroplane. Where my Tiger cruises at 75 knots, my Auster cruises at 85 knots and that is yet another advantage.

The History of the Auster – Pre WW2

In researching the history of the Auster it almost could have been called the history of the Piper Cub. The history of Auster Aircraft begins not in England, but in the United States as far back as 1928 when C. G. Taylor, an Englishman from Nottingham, opened a factory at Bradford, Pennsylvania to manufacture aircraft of his own design. One of the directors of the board of the Taylor Brothers Aircraft Corporation was William T. Piper, who later became treasurer of the company when it was re-organised after the American depression as the Taylor Aircraft Company.



Image above: The Taylor Brothers Aircraft Corporation “Chummy” priced at \$4,000 in 1929

In 1930 Clarence Gilbert Taylor designed the Cub. Taylor was a self-taught aeronautical engineer from Nottingham, England. Along with his brother Gordon, they formed Taylor Brothers Aircraft Corporation in Rochester, New York in 1926 producing a high-wing monoplane called the “Chummy”. The Chummy failed to sell and Gordon died in a flying accident in 1928. Taylor moved to Bradford, Pennsylvania

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where a number of investors (including W. T. Piper) had offered him a new factory and \$50,000 to invest in the company.¹



The Taylor Aircraft Company produced an series of aircraft collectively called the Taylor Cub and in 1935 they decided improve it and the eventually this led to the release of the J-2.

The Taylor Cub was an austere-looking aircraft and initially had an unglazed cabin area – The

E-2 Cub was a far better looking aeroplane and this led to the J-2 with rounded-off wing tips rounded fin and rudder. The J-2 was powered by a 37 h.p. Continental A-40-3 engine.



The Cub was produced in various forms up to and throughout the war, and became the design upon which most of the pre- and post-war Piper high wing aircraft were based. In 1936 C. G. Taylor sold his share of the company to W. T. Piper after a disastrous factory fire brought production of the Cub

J-2 to a halt. J-2 Cub was placed back in production as the Piper J-3 Cub.



Image Above: Taylorcraft E-2 Cub

Taylor moved to Alliance, Ohio where he founded the Taylor-Young Airplane Corporation, and the Taylor Aircraft Company, the original firm, changed its name the Piper Aircraft Company

Taylor had vowed to build a better aeroplane than Cub and formed his

own company in 1935 as the Taylor Aircraft Company renamed as Taylorcraft Aviation Corporation

¹ https://en.wikipedia.org/wiki/Taylorcraft_Aircraft

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in 1939. In 1936 Taylor rented facilities at Pittsburgh-Butler Airport and manufactured first aeroplane under the "Taylorcraft" name.



Image above: Taylorcraft L-2 Grasshopper

During WWII, light aircraft were used for training, liaison, and observation purposes. Taylorcraft's DCO-65 model was called the L-2 Grasshopper by the United States Army Air Forces and served alongside the military version of the Piper Cub in WWII

Taylor's next design was the Taylorcraft Model A, a two seat side by side aircraft, a layout which he had first tried in 1929 but which had to be abandoned due to the depression.

This new aircraft was a success and was produced in large numbers, some of which found their way to England. One of these a Model A aircraft was bought in 1938 by the County Flying Club at Rearsby, Leicestershire. It is here that the connection between Rearsby and Taylorcraft — later Auster's commences,²

A member of the Country Flying Club was Mr A.L. Wykes who has been a pilot during WW1 and he was greatly impressed by the club's Model A. Mr Wykes decided to see if he could arrange for these aeroplanes to be manufactured in England. Fortunately he was the Managing Director of Crowthers

² http://austerhg.org/books/auster_story.pdf

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Ltd., Thurmaston, Leicester, a company, which he had started in 1919 with Mr. F. Bates for the manufacture of textile machinery.

Manufacture started at Thurmaston at the end of February 1939 with hardly anyone on the firm having had previous aircraft experience, Mr A.L. Wykes (known as A.L.) had gone to America and on his return he bought an engineer from Taylorcraft with him. Together they established a production line and on 24th April 1938 the first aircraft was completed.

That aeroplane made its maiden flight on 3rd May 1938. The aeroplane design was based on a Taylorcraft Model B with a host of alterations and refinements in the English design (much thicker wing spars, heavier wall thickness steel tubing being some of the differences). This new design was sold as the Taylorcraft Model Plus C. Twenty-three Model plus C's were produced. Production of this model ceased in August 1939.

Taylorcraft followed up Model Plus C with a Model D which was virtually the same as the Model Plus C with the addition of a new engine type – the 90 h.p. Blackburn Cirrus Minor 1. The Model D received its C of A four days before the outbreak of WW2 thus the Model D never had a pre WWII civilian life.

History of the Auster in British and Australian Military Service – WWII and Beyond

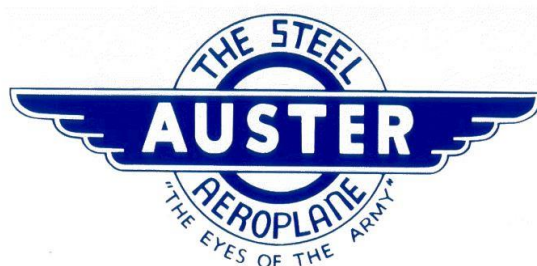


Image Above: Ex-RAF Taylorcraft T 9120; first civil registered as G-AHAF on 26/1/1946. Written off (damaged beyond repair) when Taylorcraft G-AHUG (c/no. 153), landed on top of it whilst being taxied at Thruxton, Hampshire on 29/5/1948.

The RAF in 1939 carried out trials test light aircraft's usefulness in artillery observation. A debate ensued as to should the RAF operate the aircraft or should they be part of an Army Air Wing – under whose control would they operate. Two points were clear however and that was that the pilot must be a trained gunner and the aeroplane used should be able to operate from unprepared ground with a short take-off and landing run.

In February 1939 the RAF carried out trials with Audax and Lysander aircraft. These types were found to be unsuitable because

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they were too fast and too heavy for A.O.P work. Further trials were carried out in the summer of 1939 with lighter aeroplane types and autogiros.

The Taylorcraft was promising however it lacked flaps and vision was poor in the upwards direction and virtually nil in the rearwards direction. The aeroplane used in these trials was 11th Model Plus C built and it was fitted with a 90 h.p. Blackburn Cirrus Minor 1 engine which was supplied to the RAAF for trials as T 9120.

Britain entered the War on 3rd September 1939 and the government stopped all private and club flying from that date. Further it bought the manufacture of civil aeroplanes to a stop as well. Initially Taylorcraft ended up with nothing to do however that didn't last long. Fairly quickly contracts were received to manufacture aircraft parts – seats for Airspeed Oxford trainers, fins for hurricanes being some of these.

The Army had been pressing the Air Ministry for further trials of light aeroplanes for A.O.P. work. Taylorcraft were requested to supply a few aeroplanes for testing. They had sufficient parts to complete six Model Plus D aeroplanes. These were completed and had Army radio sets installed. These



aircraft were supplied for test and acceptance trials.

Image above: Taylorcraft C/2 impressed by the RAF, photographed post-war

Pre-WW2 tests had shown that the Taylorcraft Model D was a suitable aeroplane for the AOP role, A trials unit, D Flight under Major Charles Bazeley RA, was formed at Old Sarum on 1 February 1940. The flight with three Austers, one Stinson Voyager, three artillery and one RAF pilot moved to France where they trained with artillery and practiced fighter avoidance with Hurricanes before moving south to train with the French artillery.

They did not participate in the fighting and withdrew to the UK, The Home Office then ordered 100 Stinson L-1 Vigilants. Formation of the RAF's Army Cooperation Command in December 1940 led to the RAF rejecting the very notion of light AOP aircraft.³ However after Intercession by General Alan Brooke led to an accommodation that in turn led to the first AOP pilots course for artillery officers taking place in October 1940. In 1941 the first A.O.P squadron, No 651, was formed.

The Stinson Vigilants eventually arrived in 1942 in early 1942, however fate intervened, and most had been severely damaged in transit. They had been stowed beneath a load of cheese and as a result of a rough crossing they were found on unloading to have been flattened by the cheese. The

³ https://en.wikipedia.org/wiki/Taylorcraft_Auster

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few that survived this ordeal were assembled and flown against the Auster in trials. Although they were good aircraft to fly they were too big for the Army's A.O.P. requirements.

The Stinson's not meeting the Army requirements led to the adoption of the Taylorcraft Auster I for A.O.P. duties and an order for 100 aeroplanes was placed.

To the Army the name Model Plus D didn't have a military ring and they sought another name for the aeroplane. This appears to be when the name "Auster" first was used. An Auster was the name given in Roman times to a warm dry south-westerly wind.

In common with most aircraft types around this time there was a process of continuous improvements in the design. To make it easier to understand the difference between the various military models I have produced the following table.

Model	Engine	Comments
Auster Mk. I	90 h.p. Blackburn Cirrus Minor 1	Military version of Plus C, 1 conversion and 100 built
Auster Mk. II	Lycoming O-290	Auster I with Lycoming engine two built
Auster Mk. III	130 h.p. de Havilland Gipsy Major	Auster I with Gipsy Major Engine , split-flaps and a cabin heater were introduced and the rearward view was improved by the introduction of larger perspex windows behind the pilot 470 built
Auster Mk. IV	Lycoming O-290 3/1 H.O.	Three-seat version with a Lycoming engine, 255 built.
Auster Mk. V	Lycoming O-290 3/1 H.O.	Auster IV with blind flying instruments (Vacuum pump) and flap modification, and removable armour plate installed for pilot only, 790 built.
Auster AOP.6	de Havilland Gipsy Major 7	Lengthened landing gear struts (due to the larger propeller), and external non-retractable aerofoil flaps, 400 built.
Auster AOP.9	180 h.p. Blackburn Cirrus Bombardier	A new design, with larger wing area and a more powerful engine. The wing and tail were metal-skinned, but the fuselage and ailerons were fabric-covered. ^[2] The fin and rudder assembly were more angular in the new aircraft with a noticeable dorsal fillet

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In the summer of 1940 Taylorcraft were asked if they had any room to repair aircraft parts and after agreeing to this they became a Civilian Repair Unit repairing Tiger Moth Aeroplanes. Towards the end of 1940 Taylorcraft were asked if they could repair Hurricanes which subsequently they agreed to undertake. This Hurricane repair work gave the firm skills and experience in stressed skins and light-alloy work.

The Auster in Australia - Military

The aircraft sent to Australia were not new, all having seen RAF use. They were initially allotted to home-based AOP units which were in the process of being formed or had been in existence for only a short time. The Auster Mk.III's were primarily used to train the squadron personnel. Just before D-Day these UK based squadrons re-equipped with the Auster Mk.IV, allowing the Mk.III's to be released, often to non-AOP units as light transports, or squadron 'hacks'. Some of the Mk.III's issued to Australia had seen operational service after the D-Day Landing in France and Belgium.

RAAF No. 17 Air Observation Post Flight (No. 17 AOP Flight) was a RAAF artillery-spotting and liaison unit which saw action as part of the Bougainville campaign and New Britain campaign during WW2. The flight was established in October 1944 and disbanded in December the next year. No. 17 AOP Flight was formed at Cairns on 2 October 1944. It was equipped with seven Taylorcraft Auster light aircraft, the first of which was delivered to the unit on 22 October. These aircraft were among the 56 Austers the RAAF had ordered in 1944 to equip AOP Flights.

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Image above: RAAF Auster 3s A11-14 and A11-17 being assembled at Sepingan, near Balikpapan, Borneo in August 1945.
Photo: Australian War Museum

Before the Australian Mk.IIIs were packed into crates for shipping to Australia, each aircraft was sent to the manufacturer for complete overhaul and installation of modification requested by the RAAF: an 8 gallon auxiliary fuel tank behind the seats, with a filler spout located behind the right-hand door. They were shipped without engines, because their 130hp DH Gipsy Majors were available in Australia from local wartime production. The first 15 were shipped as crated cargo from Liverpool Docks in July 1944 on board the merchant ship *SS Samanco*.⁴

⁴ <http://www.goodall.com.au/australian-aviation/austers-mil/austmilitaryausters.html>

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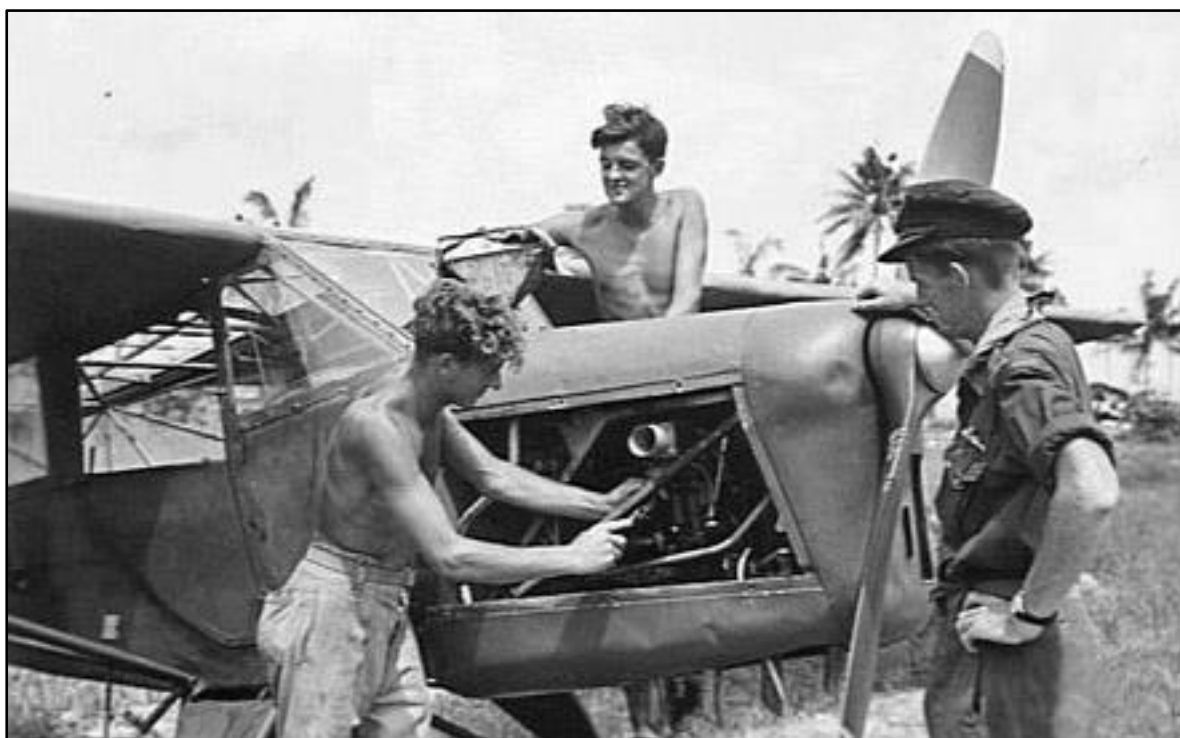


Image above: No. 16 AOP Flight ground crew working on an aircraft prior to an artillery spotting flight in July 1945

RAAF No. 16 Air Observation Post Flight (No. 16 AOP Flight) was a RAAF unit that saw action in WW2 supporting Australian Army operations. It was formed in October 1944 and disbanded in June 1947. The flight was re-formed at Canberra on 25 September 1958 with the role of providing training to Army officers. It was equipped with the World War II-vintage Austers until new Cessna 180 light aircraft were delivered in July 1959. It was disbanded again in December 1960, when its responsibilities were transferred to a joint Army-RAAF unit.

It's easy to fail to recognise that Austers played an important role in Australia's military history. Far too often the limelight is stolen by the more glamorous aircraft like the Spitfire or by iconic aircraft such as the Tiger Moth while "The eyes of the battalion Commanders" aeroplanes are forgotten.

The Auster in Australia – Civilian

The workhorse aeroplane the Auster played an important role in post-WW2 Australian aviation history. Prior to relaxation of Australian Government currency restrictions on US Dollars in the late 1950s, few current production American light aircraft were imported. Until then, British-built Austers dominated the single-engined cabin touring aircraft market and many hundreds of new Austers were shipped to Australia, in addition to numerous private purchases of second-hand Austers from a variety of countries⁵

It was not just on the Australian mainland that Austers played an important role. In the wild lands of post-WW2 PNG Austers were used extensively.

⁵ <http://www.goodall.com.au/photographs/austers/Austers1960s.html>

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As an example Australian Bobby Gibbs the founder of Gibbs Sepik Airways amongst other aeroplane types owned seven Austers, all J5s. The registrations of these Austers were VH-KSD, VH-KSK, VH-KSQ, VH-KSS, VH-KST, VH-KSU, VH-KSX. Five of the seven Austers were damaged beyond repair whilst in service in PNG, VH-KSK and KSS being the only ones to make it back to Australia and they too suffered a number of prangs in PNG.

Famous Australian Lang Hancock owned the Auster J5 Adventurer VH-KSV and from that aeroplane he discovered the huge iron ore deposits in Western Australia.

Lang is quoted as saying: *"In November of 1952, I was flying down south with my wife Hope, and we left a bit later than usual and by the time we got over the Hamersley Ranges, the clouds had formed and the ceiling got lower and lower. I got into the Turner*



River, knowing full well if I followed it through, I would come out into the Ashburton. On going through a gorge in the Turner River, I noticed that the walls looked to me to be solid iron and was particularly alerted by the rusty looking colour of it, it showed to me to be oxidised iron."



The Australian Antarctic Division had two Austers registered as A11-200 and A11-201 they were part of the expedition of 1954 that established Mawson station. However both aircraft were damaged by storm whilst on the *Kista Dan* and A11-200 was rebuilt in the ship's hold using the starboard wing from A11-201.

This composite aircraft had no flaps, thus required much skill to fly. This rebuilt aircraft was later lost overboard from *Kista Dan* during a hurricane, however, the remains of A11-201 survived to be rebuilt by the Royal Victorian Aero Club. Repurchased by the department for the 1955/56 season, it provided excellent service till last used in the reconnaissance of the coast off Oates Land in February 1959.

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Following its Antarctic career A11-201 was sold and operated out of Flinders Island till written off after a landing accident at Cape Barren Island in February 1964. It is quite possible the remains of this Antarctic veteran are still on the island.

The Shooting down of Auster VH-AET



Photo by Eddie Coates

Image above: This Auster has a unique association with the ADF, after an unmanned flight from Bankstown on 30th August 1955 it was shot down by Sea Furies.

The story of the shooting down has been reported as follows:

On the morning of August 30, 1955 trainee pilot Anthony Thrower, the pilot of a rented Auster J/4 Archer light aircraft was hand starting the Auster at Bankstown airport. On his last landing the engine of his little aircraft started to play up so he did a full stop landing to check it.

Finding nothing wrong, he simply swung the prop to restart the engine. The aircraft engine coughed to life and began to roll, gaining speed as it took off down the runway with no one at the controls. Soon the aeroplane was pilotless and airborne.

The RAAF attempted on two occasions to shoot the Auster down, first with a Wirraway and then a Meteor. But no luck! So, the Navy was called in from Nowra and two Sea Furies did the job that the RAAF couldn't do.

One account of the story in the air is as follows:

"A Wirraway tried first. It was piloted by Wing Commander D. Beattie with Squadron Leader T. Janes in the back with a light machine gun. Janes fired a long burst but apparently missed, and could not change magazines due to the extreme cold affecting his hands. Two unarmed Sabres in the area at the time. They acted as observers when the Wirraway ran low of fuel and had to return to Richmond. Two Meteors from Williamtown tried next but could not line up as the Auster was flying at about 70mph below the stall speed of a Meteor. The lead Meteor fired one burst but the guns jammed. The

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second did not even attempt to engage. Two RAN Sea Furies were able to line up. Lt J Bluett went in with flaps down and fired one short. Only 15 rounds from each gun were expended. The Auster's engine burst into flame and it started going down. Bluett was credited with a kill. One of the Sabre pilots had a camera and three photos of the shoot down are known to exist, but unfortunately they weren't official photos so they aren't in the archives.

Auster Mk III - A11-1 - VH-SNI



Image above: Auster Mk III VH-SNI has a lot of connections with QVAG and is now owned by George Law who has completely restored it, as seen in the above shot by Phil Vabre taken at the AAAA Fly-in at Narrandera in April of 2006.

VH-SNI was originally built as a Model E and dubbed Auster II in the RAF, receiving serial number MZ105. Shortly after delivery it was modified to Auster III status. MZ105 was shipped to Australia in 1944 and became the first Auster in the RAAF inventory (A11-1). It then remained with the Australian military until 1959 when it was sold to the North Queensland Flying Club becoming VH-SNI. The aero club decided that it wasn't suitable for ab-initio training and sold the aeroplane to one of its members a Mr. J.M. Johnson. Whilst performing pilot training VH-SNI sustained damage.

The wreck VH-SNI was purchased by Ted Jago of Tully, Queensland. Ted had previously owned Tiger Moth VH-WFR, in which he was seriously hurt and his passenger killed in a crash at Euramo Qld 26.8.61. He acquired the wreck of Tiger Moth VH-BEX to provide parts for a planned rebuild of Tiger Moth VH-WFR at his farm. The Auster was purchased because its rebuild should be quicker.

It was at this point in history where SNI's connection with QVAG starts. In August 1975 Auster III VH-SNI and Tiger Moth VH-BEX were purchased by Graham Orphan and Peter Biddle. Ted Jago's price for both aircraft was \$950. The two teenage aircraft enthusiasts arrived at Tully by train, moved both

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aircraft to the Tully railway yard where they loaded them on a flat top railway wagon for rail freight to Brisbane, they followed in the next passenger train. The two teenagers were still at school at this time and they had saved up the \$950 from part-time jobs they had.

SNI & BEX stored at Peter Biddle's parent's house in Jindalee, Brisbane. Restoration commenced on the Auster, but the owners decided to sell it to raise funds to allow the rebuild of Tiger Moth VH-BEX. The Tiger Moth VH-BEX flew again in 1983 and now is in NZ and flies as ZK-BEX.

In February 1975 Peter and Graham decided to sell VH-SNI to George Laws in order to help finance the rebuild of VH-BEX. George restored VH-SNI at Emerald, Victoria.

QVAG's connection with VH-SNI is re-established when the aeroplane was road freighted to Redcliffe Airport, Brisbane for final assembly and preparation for CofA by Pat Harrington's Vintage Aeroplane Services.

In this account of VH-SNI I have mentioned a few people who are currently QVAG members and were part of the original group who founded QVAG. Pat Harrington is a life member Graham Orphan is also a life member. Peter Biddle is a full member and on the QVAG Management Committee.



Image above: Tiger Moth VH-WFN referred to in the history of VH-SNI. Photo by David Eyre.

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A Visit to the Aviation Specialists Toowoomba Pty Ltd Hangar in Toowoomba



Image above: Cessna C170A VHJ-APK. This aeroplane is owned by member Al McVinish (Al is chief engineer at Aviation Specialists Toowoomba) APK is an extremely good looking aeroplane.



Image above: Cessna C170B VH-WRT. The Cessna is owned by Walter Sofronoff. The metal finish is a bit plain however the upholstery in the cockpit looks a million dollars.

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Image above: VH-RJA was one of the Tigers built from spares by Airwork at Archerfield, Queensland in the late 1950s. It's previous registrations have VH-AWJ and VH-MBC. Now owned by Des Baartz, RJA was at one time owned by former QVAG member John Geddes..



Image above: Tiger Moth VH-BCC, now owned by Walter Sofronoff and Al McVinish before that. Prior to Al owning it, the aeroplane was being restored by former QVAG President Shane Winter. Prior it Shane the BCC was owned by former QVAG member Allen Parsons.

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Feedback on Tiger Moth VH-RVE



Image above: The "real" VH-RVE now registered and looking extremely sharp as VH-COA. Photo Glenn Alderton

Member Ray Vuillermin provided us the following feedback on his Tiger VH-VH-RVE:

Let me explain. In 1956 I did my first solo (60 years ago this December) in VH-RVE at the RVAC at Moorabbin. RVE was acquired from the RAAF by the RVAC. It had the distinction of being the last Tiger built at Bankstown and in fact the throttle quadrant was inscribed "last of the breed". RVE was sold and later became VH-COA (and is still around with that registration- it was at the last Tiger Moth air race.

I purchased my Tiger in 1989 as a heap of seriously misrepresented bits, from a XXXXXX⁶ named XXXXXX⁷ from Cairns. It had been a NZ croppie registered ZK- BAN, and prior to that it had been purchased from the UK When I was having it restored I wanted an all silver, but original colour scheme. RVAC was all silver with a blue tail so I decided to do that.

About that time the old RVE became COA so I was able to get RVE. Icing on the cake! Later, as the restoration progressed, I was advised strongly against the durability of silver so decided to use modern paints and I copied a Honda motor bike colour scheme. Hence the registration is not the original RVE.

Thanks Ray for the feedback. In the last issue of AVAN we used a photo of what is now VH-RVE to illustrate a story about the gifting of Tiger Moths by groups of Australians to the RAAF in WW2. As Ray pointed A17-759 which was gifted and the subject of the story is actually the aeroplane VH-COA.

⁶ Not nice word edited out

⁷ Name withheld

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Member Ron Ennis Feedback

Member Ron Ennis has sent in an email informing us that his Tiger VH-UXD (A17-725) was at Temora so we have added his rego to the table and republished it. If I find out any more Tigers that were at Temora we will repeat the process. Over time we will end up with a great list. If you know of any I have missed please let me know.

A17-22	A17-319	A17-431	A17-454	A17-703	A17-762
A17-77	A17-323	A17-432	A17-458	A17-705	N6906
A17-146	A17-324	A17-433	A17-460	A17-707	N9266
A17-167	A17-326	A17-434 VH-IHU	A17-461	A17-722	R-4889
A17-170 VH-ASB	A17-328	A17-435	A17-362 VH-LRB	A17-723	T5412
A17-179 VH-ALP	A17-329	A17-437 VH-AJA	A17-470	A17-725 VH-UXD	T5525
A17-188 VH-SEC	A17-332	A17-438	A17-478	A17-726 VH-BIJ	T5526
A17-241 VH-GLG	A17-372	A17-439	A17-479	A17-727	T5530
A17-249	A17-375	A17-440	A17-484 VH-BGG	A17-728	T5531 VH-CXV
A17-280	A17-376	A17-441 VH-ASB	A17-491	A17-729	
A17-284	A17-379	A17-442	A17-496	A17-730	
A17-300 VH-JRS	A17-383	A17-443	A17-498	A17-733	
A17-304	A17-391	A17-444	A17-499 VH-KNX	A17-734 VH-SAC	
A17-309	A17-396	A17-445	A17-551 VH-CYA	A17-744 VH-BTP	
A17-310	A17-398	A17-447	A17-627	A17-748 VH-ADW	
A17-311	A17-400	A17-448 VH-ATM	A17-632	A17-749	
A17-312 VH-APN	A17-401	A17-449	A17-634 VH-BAV	A17-752	
A17-313	A17-402	A17-450	A17-681	A17-753 VH-PUI	
A17-315	A17-403	A17-451	A17-691 VH-UVZ	A17-754	
A17-317 VH-BCZ	A17-404	A17-452	A17-692	A17-755	
A17-318	A17-421	A17-453	A17-702	A17-756	

I know that I am banging on about Temora and the RAAF however my Tiger Moth VH-JRS (A17-300) was at Temora. A17-300 had a mid-air collision in the skies above Temora. No one was hurt in the collision and the aircraft flew back to Temora.

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A Little Bit More of Watts Bridge History - 5 SQN- A17-611

Tiger Moth A17-611 was at Toogoolawah (Watts Bridge Memorial Airfield) from late 1942 to early 1943. I came across this letter whilst undertaking the research for the Tiger Moth article in the last edition of AVAN. A17-611 prior to being at Toogoolawah was at Toowoomba and after leaving Toogoolawah was sent on to Kingaroy. After WW2 A17-611 went became VH-DDP and was owned by the Darling Downs Aero Club. It was withdrawn from service in 1957.

103/1/2

No. 5 Squadron,
R.A.A.F.
C/- Army Post Office,
AUSTRALIA.
5/4/43.

The Secretary,
Air Board, (for Casualty Section)
Victoria Barracks,
St. Kilda Road,
MELBOURNE Vic.

(Copy to headquarters, Eastern Area R.A.F. - for information).

CONFIGURATORY MEMORANDUM, FORCED LANDING
A17-611 IN ACCORDANCE WITH A.P.O. 18/2/2 (5).

On 26/3/43 a flight was authorized for
P/O W.G. LLOYD and P/O P.T. JEFFERY to carry out an Observer
Map reading exercise in A17-611.

2. The information required under A.P.O. 18/2/2
para. 5 (b) is as hereunder:

(i) After the aircraft had been in flight for two
hours a smell of burning rubber was noticed
by the pilot and the aircraft commenced to run
roughly. The pilot decided to carry a forced
landing while his engine was still running and
was getting into position to do so when the
screw flew off. He immediately throttled
back, cut the switches and carried out a success-
ful forced landing without damage to the aircraft
or injury to personnel.

(ii) The forced landing did not occur during
operations.

(iii) P/O W.G. LLOYD, the pilot of the aircraft
and P/O P.T. JEFFERY, the passenger.

(iv) (a) Pilot - P/O W.G. LLOYD (205555).
(b) Total flying time of pilot at time of accident
378 hours 20 minutes.
(c) Above Average.
(d) Average.
(e) Average.

(v) Not applicable.

Remundo.
Flight Lieutenant,
Commanding No. 5 Squadron,
R.A.A.F.

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New Member News



Image above: Graeme Atchinson in his Tiger Moth VH-AMY

It's great to welcome new member Graeme Atchinson to the QVAG-AFM fold.

I purchased VH-AMY (Sept 2006) from Les Kordys who owned her since 1963. There's a story about this old gentleman too. Graeme wrote the following about himself and his aeroplane.

I am no stranger to long distance vintage flying having flown twice from Perth WA to Sydney NSW. The first time was in a DH60G and secondly in my Tiger. I prefer to navigate as aviators did in the '30s only by map and compass. No GPS or radio. After rebuilding AMY, my best mate Dave McCallum (owner of VH-UAO) and I flew AMY from Luskintyre to Bluewater Airfield near Townsville (June 2012) where she was based until I shifted her to Ayr.

Growing up in NZ, I was introduced to tail wheel flying early and was a part owner in a 100hp Piper Cub. The Syndicate was formed in 1981 and cost us the princely sum of \$500 each...36 owners. Six months later I formed a different syndicate with 4 other friends. This time a recently rebuilt Auster J5 Adventurer ZK-AXJ, total purchase price \$9,500. This partnership lasted 17 years on a handshake deal. It was the most widely seen Auster flying in NZ by far, visiting all sorts of interesting places and airstrips on both islands. The J5 is still my most favourite and practical vintage aeroplane.

However I had always wanted to own a Tiger Moth. I don't mind 70kts and usually fly low enjoying the scenery.

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Justin Meadows sends a photo from Cairns



Image above: Justin Meadows of Cairns sent in this photo of his Auster and Tiger. Justin has another Tiger Moth VH-FSS (A17-741).



Image above: Tiger Moth VH-ARU had a prang 2nd July 2016. To see the fully story see <http://www.whitsundaytimes.com.au/news/were-lucky-be-alive/3055781/>

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The First Brisbane Valley Air Show was Huge!

Well you would need to be really mean spirited not to say that the Brisbane Valley Air Show held on the weekend of 27/28th August wasn't a great success.



With events of this size its very hard to know just who made it such a big and successful event. Was it the people who worked out the basic strategy of behind the event?

Was it the management team that implemented the strategy or was it all the aircraft owners, the pilots, the airside ground marshals, the groundside marshals, the people on the gate collecting the entrance fees or the members of the various home base groups who worked like absolute trojans serving food and selling drinks?

You could identify any one of those groups of volunteers and be sure of one thing; each was playing a vital role in the successful implementation of the air show that lead to the huge success it was!



Image above: So many cars that the car parks lining the entrance road were both full and cars were being parked on the far side of the cross wind runway. Photos on this page by member Ross Stenhouse

Since this the QVAG journal, I will concentrate my thanks to those QVAG members and supporters who made the effort to make the airshow event a great success. Some were very visible because they were manning the QVAG stalls near the QVAG operations building, others were airside and not

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visible to many yet were providing an invaluable service marshalling aircraft. Well done to you all and many thanks for your efforts. They are appreciated.



Image above: The Australian Flying Museum Education Group bus was in attendance and sold almost all of their stock. Whilst the bus boys are a separate association spun off from QVAG-AFM we maintain close relations with each other and help each other as much as possible.



Image above: QVAG-AFM's merchandise stall was set up in front of the AFM Education Group bus. QVAG's stall was integral with the Education Groups stall. QVAG's stall is the under right hand gazebo and run as a solo gig by QVAG's treasurer Phil Ridley.

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Image above: L-R Former QVAG President Andy Heath and QVAG Treasurer Phil Ridley. Andy now lives in Thailand. Photo by Member Ross Stenhouse Camera NIKON D4S F22 1/160sec ISO 320 fill flash 280 Lens Nikkor 24-70mm f/2.8G ED.



Image above: L-R QVAG Vice-president Steve Newing and QVAG life and founding member Graham Orphan. Graham now lives in NZ. He and his wife Jane have had a significant influence aviation in the Otago region of that country. Photo by Member Ross Stenhouse Camera NIKON D4S F22 1/160sec ISO 320 280 Lens Nikkor 24-70mm f/2.8G ED.

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Because QVAG's Management Committee knew we had limited volunteers to man our stalls we limited our range of items on sale to basically simple things that were quick and easy to handle.

At our refreshments stall we sold soft drinks, bottled water, tea and coffee, individually packaged fruit cake, lamingtons, and biscuits. A small range but we sold a lot of these. At times we had four volunteers going flat out selling our goods. We had two of QVAG's youngest members 7-year old Tilly and Kaitie Finlay assisting by handing up drinks. It's important that we involve our junior members because in 10 years they will be grown up and hopefully part of the future of QVAG.

Volunteers are the lifeblood of an organisation and when running a stall you need a more than just the bare number, its better that we have a few in reserve to relieve those at the coal-face and give them a break.

We also ran a mechanise stall. This was strategically located beside our sister organisation, the Australian Flying Museum Education Group. Our Treasurer Phil Ridley ran this stall by himself – Great job Phil!

Apart from our stalls we had a significant number performing airside and groundside duties. These folks need to be acknowledged for their efforts and I won't name them for fear of leaving a few names out. There were just so many people in attendance at the air show that it was difficult to see what the QVAG members and supporters were doing.

One QVAG member in particular needs a mention and that was Cam Rolf-smith. Cam has been attending QVAG events since he was a small child and now he is in his thirties and a very

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accomplished pilot and aircraft engineer. Cam received his pilot training from member Barry Hempel (deceased). Barry was an extremely talented display pilot and highly skilled general aviator flying aeroplane types such as MIG 15 down to the bug smashers such as Austers and Tiger Moths. Cam has a similar range of skills. He flies fast jets such as the Aero L-39n Albatros, the Grumman TBF Avenger, North American Harvard, Yak 52 and a number of other less notable types. Cam has a love of aviation and a great piloting skill set to match. He is well on his way to being one of Australia's great display pilots. Cam - QVAG is proud to have you as a member!

Member Bill Finlen also made a notable appearance, participating in the airshow were two of his aeroplanes, namely DH Leopard Moth and his DH Gipsy Moth. Both these aeroplanes are well presented craft.

I must mention the absolutely awe inspiring gob smashing RAAF Boeing C-17 Globemaster III from 36 Squadron based at RAAF Base Amberley. This is a huge aeroplane and the pilots were doing tactical flying. They performed low passes (300 ft.) over the runway, 60 degree banked turns and great display flying. All this was in the shadow of the 2000ft. Mt. Brisbane. It was a pretty hard display of flying to beat!

There was a very small and light aerobatic plane that did a number of displays. The aircraft's capabilities were truly impressive as was the skill of the pilot.

Where would we be without a formation flypast of old de Havilland products? The formation of three in a vic held very good formation; a great aeroplane the Chipmunk certainly is and worthy of display however having it trailing at the rear looked a bit out of place.



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Image above: RAAF Boeing C17. This huge plane was being flown using tactical flying techniques. The mountain range in the background is Mt Brisbane. Photo by member Doug Stott – Camera Canon EOS 7D f13 1/640 sec ISO- 250



Image above: RAAF Boeing C17. Photo by member Doug Stott – Camera Canon EOS 7D f13 1/400 sec ISO-200

Apart from the great flying displays, another very enjoyable aspect of the weekend was the great atmosphere at the BBQ's held at the QVAG Operations Building. On both the Friday and Saturday nights' BBQ's were held in the building and extremely well attended.

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Our Treasurer Phil Ridley was not just the cook, in this case he was also the procurement officer for the cooking supplies and in particular the meat. Phil received many favourable comments on the tasty nature of the steak sandwiches he cooked and he puts that down to the fillet steak he purchased.

Refreshments were available, friendships made and renewed and a very friendly atmosphere prevailed. People partied on in the building until about 2300 hrs.

At any airshow you see a lot of photographers and this one wasn't any different. Aeroplane photography is a popular hobby – lots of interesting aeroplanes and lots of fast moving action. It is quite difficult to get a good photo of a fast moving object. Aeroplanes are like people they have their “good” side. Hit the sweet spot and you will get a great looking photo, other angles and the photograph is nowhere as good.

Normally I try and get a photo of the vintage and warbird aeroplanes in attendance, however this time I confined my photographic activities to taking photos of the crowd and the car parking. QVAG is fortunate in that it has a number of members who have a great interest in photography. I have relied on them to give us the aeroplane photos to illustrate this article.

I have given the technical info of the photos we have published. As a photographer I know that it is useful to see this type of information. You can learn a lot by seeing what parameters other photographers are using and what types of lens. Use too high a shutter speed and the propeller is stopped – looks strange in a flying aeroplane shot.



Image above: Gipsy Moth VH-UMK owned by member Bill Finlen. *(In my opinion, this is one of the best photos I have seen of this aeroplane Ed).* Photo by member Tom Fisher – Camera Canon EOS 1000D f13 1/250 sec ISO-200.

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On the left is a photograph of member Peter Lynch's Grumman Mallard. Member Tom Fisher took the photograph.

Peter now lives in Western Australia and over the weekend he had a bit of Mallard flying to catch up, thus we had the pleasure of watching a lot of circuits being performed.

Below is an unusual shot "the old and the new". Obviously a grab shot however the end result looks like the Yak 3 has been chased by the L-29 and the L-29 has managed to get a few shots into the Yak.



Image above: Yak 3 "Steadfast" (VH-YOV) flying in a very nice formation with the Aero L-39 Albatros being flown by member Cam Rolph-Smith. This great shot was taken by member Tom Fisher - Camera Canon EOS 600D f8 1/640 sec ISO-250.

As a first of type the Brisbane Valley Air Show was a huge success however it wasn't without its teething problems. From the feedback, the toilets and their maintenance were a huge issue. By the accounts that are being reported, they were poorly maintained and not enough in number.

In the defence of the organisers it's understandable about the number issue because that large a crowd wasn't anticipated. We can be sure that at the next air show toilets won't be such an issue.

Another issue that will be far more difficult to solve is the trend with people to rely on FPOS and not carry cash. The volunteers on our stall received many requests for FPOS and laments from folk that

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they had used what cash that bought with them to pay the entrance fee. The most obvious solution is in the air show publicity to make it clear that there will be no or limited FPOS available.



Image above: Grumman TBM Avenger Photo taken by member Tom Fisher - Camera Canon EOS 600D f8 1/1250 sec ISO-320



Image above: Brian Scoffell's Spitfire replica VH-LZC. Photo taken by member Tom Fisher - Camera Canon EOS 600D f8 1/1250 sec ISO-125

The issue of EFTPOS and cash withdrawals is interesting and must raise its head at any large event. Pay wave is quick and easy however having to enter a PIN is a slow process. Apparently the air show organisers had tried to have EFTPOS facilities to pay at the entrance however were let down by the bank.

The issue an EFTPOS cash withdrawal is a separate issue because you need a large pool of money to hand out and that generates a whole range of other issues. Security becomes a major issue and if you secure a single location then you can easy end up with a large queue of folks waiting to access the EFTPOS machine(s).

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Image above: DH 104 Devon VH-DHI This magnificent machine belongs to member Ron Ennis. Photo by member Tom Fisher - Camera Canon EOS 600D f13 1/1250 sec ISO-640

Queuing at the food vendors was an issue over the airshow weekend and being in a queue for over 30 minutes wasn't uncommon. The queues were an issue generated by the great success in attracting the numbers to the airshow. Most people seem to accept that at a large event queuing for food and drinks is part and parcel of a large event.



Image above: Aero L-29 Albatros flown by member Cam Rolph-Smith. Photo taken by member Tom Fisher - Camera Canon EOS 600D f11 1/800 sec ISO-640

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Image above: Carbon Club VH-FKE. I think the large tires whilst a practical consideration do make an inherently a pretty aeroplane look butt ugly. Photo taken by member Tom Fisher - Camera Canon EOS 1000D f14 1/250 sec ISO-200

Some of you who have been going to Watts Bridge Memorial Airfield for a long time may recall the dirt roads that were Silverleaves Rd and the road at the front of the airfield leading to the airfield entrance. The airfield pays a very large rate bill and we used to complain about the dirt roads.

About three years back the Council sealed these two roads and while airfield have had the ongoing benefit of the sealing. This airshow extended and returned that benefit to the wider community.



Image above: Bell Helicopter operated by McDermott Aviation for the Queensland Fire Fighting Service. On this occasion the helicopter was undertaking a simulated water drop over the main runway. Photo taken by member Tom Fisher - Camera Canon EOS 600D f8 1/500 sec ISO-100

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Image above: Focke Wulf 190 VH-FWB. Photo taken by member Tom Fisher - Camera Canon EOS 600D f11 1/800 sec ISO-640

The QVAG Management Committee learnt from the recent experience with its involvement in running our two stalls at the airshow. One lesson was that we didn't position our stall in the best location. We had it up against the QVAG Operations Building and we should have positioned it near the flag pole. That would have given it greater prominence and better ease of access as well as freeing up shade space for our stall patrons.

Another lesson learnt was that we should have held the BBQ on Friday, Saturday AND Sunday night. There were a large number of people who were camping out on the Sunday night and they would have come to the BBQ and we could have made a few more dollars.

Yet another lesson learnt is that at an event such as an airshow hats are a great seller. We sold 75 hats however could have sold another 100.

The question we are yet to learn is can the great success of the first airshow be translated into a repeat performance for the next one and will we get similar numbers.

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Image above: P-51D Mustang VH-FST. Photo taken by member Tom Fisher - Camera Canon EOS 600D f11 1/800 sec ISO-640



Images above: T34 Mentor VH-XUS belonging to Troy Smith Photos by member Tom Fisher Camera Canon EOS 600D

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Image above: VH-UUL DH-85 Leopard Moth owned by member Bill Finlin. Note the air brakes on the front wheel strut are in operation.
Photo by Scott Williamson Camera: Photo by Scott Williamson Camera Canon EOS 70D f9 1/320 sec ISO 100



Image above: Grumman Mallard owned by member Peter Lynch. Photo by Scott Williamson Camera: Photo by Scott Williamson Camera
Canon EOS 70D f14 1/400 sec ISO 200

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Image Above: VH-OKP 1965 CZECHOSLOVAK AUTOMOBILE & A/C L200D belonging to Phil Cooper. This is a very stylish aircraft, Art Deco (or Streamline Moderne to be precise) in appearance. Photo by Scott Williamson Camera Canon EOS 70D f9 1/320 sec ISO 100



Images above: T34 Mentor VH-XUS belonging to Troy Smith Photos by member Tom Fisher Camera Canon EOS 600D

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Image above: P-51D Mustang VH-FST. Photo taken by Scott Williamson. Camera: Canon EOS 70D f11 1/320 sec ISO 100



Image above: Aero L-29 Albatros flown by member Cam Rolph-Smith. Photo taken by Scott Williamson. Camera: Canon EOS 70D f6.3 1/640 sec ISO 100

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Image above: YAK 3 "Steadfast". Photo taken by Scott Williamson. Camera: Canon EOS 70D f8 1/320 sec ISO 100

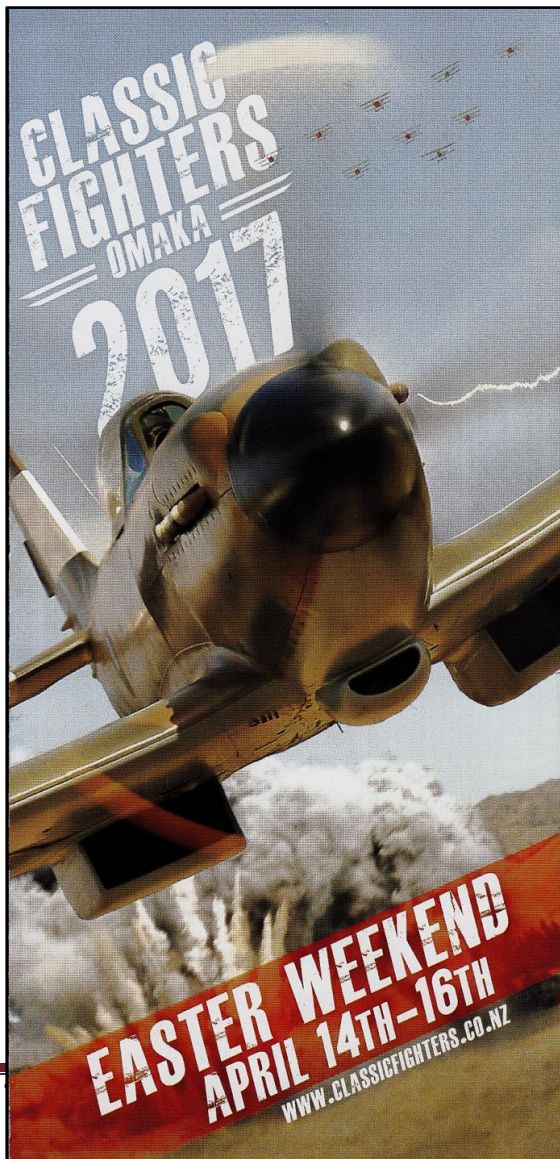


Image above: Boeing Stearman. Photo taken by Scott Williamson. Camera: Canon EOS 70D f11 1/320 sec ISO 100

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Image above: Taken at 0800 hrs on Sunday (before the crowd arrived) this photo shows just how many people camped out at Watts Bridge. The camping area (a really large area) was packed and a secondary camping area was set-up.



Classic Fighters – Omaka - 2017

Since air shows are featuring prominently in this issue it seems appropriate to give a plug to Classic Fighters 2017. One of our life members has a close association with this event and in the past many QVAG members have made the trek across the Tasman Sea to NZ to attend this great event.

What singles this air show out from many others is the creativity shown in the staging of the event.

The high degree of creativity extends from the flying events and the ground side activities through to the gold class toilets.

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QVAG has Reciprocal Membership with Other Aviation Groups

At the last QVAG Management Committee we decided to seek to form reciprocal honorary membership with a number of other aviation groups. Contact was made with four other similar-minded aviation associations.

We are glad to report that agreement on the proposal has been reached with the Caboolture Warplane and Flight Heritage Museum and with the Queensland Air Museum.

The final details are yet to be finalised however one of the most obvious results will this journal being made available to the other association for distribution to their members should they so desire. Likewise QVAG may distribute their newsletters and journals.

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Disclaimer: All views expressed in this newsletter are not necessarily the views of the author, the editor or the Queensland Vintage Aeroplane Group Australian Flying Museum Inc. They are simply opinions and are not necessarily fact.