



Australian Vintage Aeroplane News

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



Photo Courtesy of Jackie Bolsover

Charlie & Will Morris
With Birthday Girl VH-UOD Genairco! 80 Years Young!

Welcome to the August 2010 issue of AVAN!

Issue No. 216

Message from The Editors:

Have you something to share with our other Members?

Would you like to contribute to **YOUR** Newsletter?

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Just send your articles and pics to: info@qvag.com.au



Photo courtesy of Craig Justo

Matt Denning & his Daughter Amy
Fly into the Genairco Fly-in in his
CT-4A VH-CTQ



Photo courtesy of Craig Justo

QVAG's Vice President Andy
Heath arrives at the Genairco Fly-in
In his Pietenpol GN-1 Air Camper

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Latest News

- **Genairo Fly-in Report:** Page 3
- **Member in the Spotlight – Mrs Pat Toole:** Page 5
- **Mystery Aircraft Competition!:** Page 2
- **Final instalment of Guadal Canal:** Page 6
- **Prelude to Festival of Flight 2010:** Page 9
- **Letter from Pomland – BAD2:** Page 11
- **Gatton Fly-in:** Page 12
- **100th Anniversary Powered Flight Australia:** Page 12
- **Calendar of Events:** Page 13
- **Classifieds:** Page 14

Check out our new Website:

www.qvag.com.au



The Birthday Cake!

From the Desk of the President John Innes

On the 27th of June QVAG AFM held a lunchtime Fly-In. At this Fly-In we had the great honour of hosting the eightieth anniversary of VH-UOD the Genairco Moth owned and restored by Charlie and Ann Morris.

The weather was not the best, but this did not stop a great number of aircraft flying-in as well as many members who drove in to join the celebrations. The event made the front page of The Somerset newspaper. My personal thanks go to the Committee and our Events Coordinator for all their hard work that went into organising the event.

I will take this opportunity to remind members that membership renewals are now due. And don't forget to book your tickets for this year's Festival of Flight dinner. Bookings close on the 22nd, tickets are moving fast so book now to avoid disappointment as the number of seats are limited.

Just a reminder that a working bee has been scheduled for this weekend. Any assistance Members can give will be greatly appreciated!

Festival of Flight is now only 3 weeks away and I look forward to catching up with you all on the 28th.

John

Membership Matters!

- Festival of Flight Annual Dinner – Tickets are selling fast! There are limited seats available so get in now before it's too late! The Dinner Ticket Order Form is now available on our Website at www.qvag.com.au (please note, there is a minimum catering requirement of 150 tickets – if we don't make this target, the dinner will have to be cancelled)
- Annual Membership Fees Due Now. The new Membership year has commenced and Members are reminded that fees are now due. If you require another Renewal Form to be sent to you, simply email: info@qvag.com.au
- If you know someone who would like to join, there is now an Online Membership Form on our Website.
- **Finally, just a reminder that there is a Working Bee scheduled for this weekend! There are many jobs that need to be completed for Festival of Flight. If you can offer some assistance over that weekend, please let us know!**

*****NEW*****

Competition:

Mystery Aircraft!



If you can correctly identify this aircraft and when it was built, email **The Editors** at info@qvag.com.au ! And it's not what you are probably thinking!

The first correct entry will win a QVAG / AFM Inc. Embroidered Cap



The Genairco Fly-in! (By Craig Justo)

On 02 June 2010, Charlie and Ann Morris' Genairco Moth (VH-UOD) celebrated the 80th. Anniversary of its Birthday! The Group decided that as a Fly-In was scheduled for 27 June, this was a fitting occasion to formally celebrate that significant occasion and that we did. With the Birthday "girl" in attendance, sixty-three aircraft and numerous enthusiasts either flew or drove into Watts Bridge Memorial Airfield to participate in the day! And what a day it was, one of total aviation indulgence and enjoyment for all who made the effort to attend!

Whereas the day dawned fine and clear, the weather predictions proved to be correct and by mid morning, a system had arrived and thus prevented some folks from flying into the event. But pleasingly, some of those folk were not going to let that prevent them from attending and thus they drove to the "Bridge"!

Appropriately, the Genairco's presence was complimented by the only locally based airworthy DH.60G Gipsy Moth (VH-ULP) and nine DH.82A Tiger Moths (VH-APE / "FAG" / "JRS" / "PKB" / "SNR" / "UXD" / "UZB" / "UZV" AND "ZUP"! Of particular note, VH-UZB had only recently been restored to airworthy condition and it was a very privileged occasion for the Group when it made its Australian public debut at the Genairco Fly-In! Owned by Steve Searle and flown to the event by Paul Bennet, this machine had been fastidiously restored by the Challinor Brothers at their Mothcair facility!



The Genairco Moth (also referred to as the Genairco Open)

Photo Courtesy of Craig Justo

Besides those biplanes, as always, we were graced with the presence of De Havilland's "Queen" of the skies, the magnificent DH.84 Dragon (VH-UXD)! And there were other notable aircraft in attendance as well and some of those are as follows: DHC-1 Chipmunks, Pietenpol Aircamper, CT-4A Airtrainers, Stinson L-5 and YAK-52s! Those numbers were further bolstered by the attendance of a large number of GA types and Ultralights with many of the former qualifying for inclusion in the Group's "Contemporary Classic" aircraft category! In all, sixty-three aircraft and over 200 folk (Members and enthusiasts) flocked to the "Bridge" to be a part of this significant occasion!

With balloons adorning the "Birthday Girl", at 1200 Hrs, John Innes presided over a formal presentation that was conducted in front of the Clubrooms and this culminated in Charlie and Ann cutting the Genairco cake! This was done with a great deal of dexterity by the "cake cutters" as they wished to preserve for posterity, Mark Bolsover's magnificent caricature depiction of "UOD" that adorned the cake! As per usual, the catering for the event was to an exceptional standard with the usual "culprits" working tirelessly to ensure that all attendees were looked after!

Headed-up by the irrepressible Robyn Bernhardt, the current Members of the Management Committee along with the assistance of a few other Members pitched-in to produce no less than 107 burgers and 54 sausage/onion sandwiches for the consumption of Members and guests! Added to those "staples" were a delicious range of cakes and sweets and of course, many servings of coffee and tea. Suffice of me to say that nobody went away hungry nor thirsty! Besides the obligatory catering, QVAG /AFM Inc. merchandise was also offered for sale, Memberships promoted and pleasingly, these too were rewarding ventures on the day! Indeed, feedback received by the Management Committee has been nothing other than positive and of note, all mentioned that they appreciated the work that was done to stage the event and that it was great to be a part of the congenial atmosphere that prevailed on the day!

If nothing else, the success of the Genairco Fly-In reinforced the fact that QVAG / AFM Inc. is the leading organization in the promotion, recognition and preservation of Australia's aeronautical history! And this is entirely due to the stalwart Members and supporters who maintain their enthusiasm and dedication to the Group's objectives. In variance to some very negative and fundamentally flawed observations and comments that were made in recent times, some of which questioned the ongoing viability of the Group and challenged the reason for its future existence, those have been suitably dispelled and I am especially pleased to say that the Group is flourishing with increased numbers in Memberships and interest in the Group's activities!

As all will understand, the Management Committee is now fully focused on the upcoming "Festival of Flight" and they are working toward this year's event being the biggest and best "Festival of Flight" that your Group has ever staged! More aircraft, more vehicles, more visitors and more FUN! Hope to see you there!

The Genairco Fly-in! (Cont'd)

More Images from the Genairco Fly-in! (Courtesy of Craig Justo)



THE GENAIRCO MOTH!

The Genairco Moth was a wholly Australian designed and constructed aircraft but due the General Aircraft Company's experience in the repair, assembly and construction of DH.60 Gipsy Moths (under licence), there were some basic similarities that the Genairco Moth shared with the DH.60 type. However, in most respects, it was vastly different with the two most noticeable features being the "stump-catcher" spreader bar that was fitted between the undercarriage legs and the widened front fuselage section to accommodate the two-place front cockpit!

On 20 December 1929, the first Genairco Moth (c/n 10) was registered as VH-UNC. Successive aircraft followed quickly with an additional six more Genairco Opens being registered by 11 November 1930. In the intervening period, the Company constructed two only Genairco Cabins, each of which was capable of carrying four passengers in fully enclosed comfort. These machines were subsequently registered as VH-UOH and VH-UOJ respectively. In the final months of 1932, the devastating affects of the depression, availability of more modern De Havilland types and a lack of orders for Genairco's products had combined to herald the death knell for the Company. It was placed in the hands of receivers and at the time of the cessation of business, nine only Genairco aircraft had been constructed.

In April 1933, the General Aircraft Company's assets were liquidated via a public auction conducted at its Cook Street, Mascot facility. In amongst those assets was another Genairco Open (incomplete) and this was acquired by the Tugan Aircraft Company. Tugan completed this aircraft as a seaplane, fitted a D.H. Gipsy Mk.111 engine and on 04 April 1934, it was registered as VH-URH. Somewhat ignominiously and by default, this bought Genairco production to a close with "URH" being the last Genairco type to be constructed and registered.

There are three only examples that are known to have survived which is quite remarkable given that this is approximately one-third of those that were constructed. Of course, Charlie and Ann Morris' machine is the only airworthy example of type at this time whilst the other two are contained within Museums. The Genairco Moth, VH-UOG is displayed in the Powerhouse Museum in Ultimo, Sydney and the Genairco Cabin, VH-UOH is stored within the Kermit Week's "Fantasy of Flight" Collection in Polk City, Florida, USA! That these examples of Australian craftsmanship and innovation remain extant is credit to the folks who maintain the passion for the preservation of our aeronautical heritage! Long may it live and thrive!

Member in the Spotlight – Mrs Patricia Toole
(by Jackie Bolsover)

This issue we celebrate Pat's ground-breaking efforts as a female pilot in the 1950's flying in Papua New Guinea (PNG)! Pat Toole holds the distinction of being the first woman commercial pilot in PNG. In fact at the time, she was more than likely the only fulltime female commercial pilot in the world! She flew thousands of miles around territory that experienced aviators regard as one of the worst flying areas in the world! In the early 1950's there was no radio contact with base. In the mountains of PNG weather conditions can become atrocious within minutes. The high peaks and ridges leave no margin for error. On one such occasion, June 15, 1953 she was flying an Auster (VH-KSK) on a half hour trip to a village over a mountain range that the weather struck. Within minutes she was faced with a complete white-out. She stayed in the air as long as she could all the while looking for somewhere safe to land. Fortunately, she spotted a gap in the cloud and a



the Keang River below. She spiralled down and landed the aircraft on the river bed just above the water line. The landing left the aircraft with a snapped propeller and broken right undercarriage. The weather had been so bad that none of the native villagers even heard the aircraft come down. Fortunately, the next day another aircraft flying overhead spotted Pat and dropped a case of supplies. Later another aircraft which was carrying her husband flew over and at first they couldn't see her. They parachuted down to Pat a parcel containing a bottle of rum and a Luger pistol! They then dropped a map with her location circled and a note to the nearest patrol officer to proceed to the scene of the crash. The 'fun' didn't stop there. Due to the circling aircraft above her, it alerted local villagers to the crash site. Very soon she was faced with 200 natives coming along the river bed, carrying spears and bows and arrows. Luckily for Pat, the front ones were smiling so she smiled back and then shook Hands with all 200 'locals'!



VH-KSK was formerly owned by QVAG's own late President Shane Winter and John Innes. It is now in the ownership of Ross Stenhouse who is in the process of re-building her. I'm sure Pat will be very keen to see the finished product!

Pat worked as a commercial pilot in PNG for a period of 2 years. She gained her private licence in 1949 and then her commercial licence in 1951. It was in 1952 after finding that there were no jobs for Female commercial Pilots in Australia, she got a job working for Bobby Gibbes' Sepik Airways. He had no reservations about women Pilots! Pat is also a founder member of the Australian Women Pilots Association.



Inaugural meeting of Australian Women Pilots Association (AWPA)



This photo of Pat was taken at Archerfield Airport in 2003. Here Pat is standing with VH-KSK

The Ghosts of Guadal Canal – Part 2 (by Craig Justo)

As mentioned in “Part One” of my ramblings on Guadalcanal, I had travelled there on several occasions in the nineties and besides photographing the aviation relics that remained, I also exposed a number of images on various other artefacts and locations of significance! Foremost amongst those images are the non-aviation relics that were then, stark reminders of the savage battles that were fought on Guadalcanal.

THE RELICS:

In Honiara proper and its immediate surrounds, there are a number of relics that remain, some of which reflect that there has been at least some attempt to preserve them! These in the main are Artillery pieces and in every instance, they are of Japanese origin. In Honiara Park, a Type 96 150mm Imperial Army Howitzer is mounted on concrete blocks. Referred to as "Pistol Pete", it was just one of the weapons that the Sendai Division dragged through swamps and tropical scrub to bombard Henderson Airfield and US position overlooking the Lunga River and near where a Bailey bridge used to stand (ironically, it was replaced through the receipt of Japanese Aid) is a Japanese 75 mm Artillery Piece. It is readily obvious due to the mounting on which it sits, that this had been removed from a ship but I could not ascertain any further details. Of interest, at the base of the hill on which the gun is situated, there are several overgrown and semi-sealed openings and locals advised that these lead into a myriad of tunnels and caverns that the Japanese had dug to create an underground hospital and store supplies. And yes, what would these tunnels be without the obligatory rumours that vehicles, munitions etc. remain stored within! No aircraft mentioned I'm afraid otherwise I would have ignored the inhabitants (spiders etc.) and explored them!



Due to its position, state of decay and the sorrowful stance that it portrays as it points out over Iron Bottom Sound, perhaps the most poignant sight is the remains of a Japanese Type 88 (75mm) Anti-Aircraft gun that is slowly but surely rusting away on Red Beach. Documents reveal that at least three of these weapons were grouped together on the beach during the battles but this sole example is the only remnant.

To the West of Honiara at Bonegi, the hulk of an American M4A1 Sherman Tank is lying upright in the bush. Whereas the image shows signs of it being mainly intact, the truth is that it has been stripped of nearly every removable component. As an aside, the M4A1 Sherman was the first of several variants of the Sherman type to achieve mass production status.

And it did have an aeronautical connection as it was powered by a modified Aero engine, the Continental R975 C4 air-cooled radial rated at 400 Hp!

Then in the shallows on the Eastern side of Honiara, there lies a Japanese Type 97 Chi Ha Shinoto Medium Tank and at low tide, the machine's superstructure is clearly visible. This machine had been driven onto a sand bar to fire upon US Landing Craft however it was disabled and subsequently abandoned by the crew! Standing in the open at Tetere Beach are at least fourteen LVT-1 Amtracks (also known as Alligators) that are grouped together. These were used by the US Navy to land personnel and support them in the initial stages of the conflict and as can be seen, the exposure to the elements and nature's intention to reclaim "its own" has left these machines in a state of ongoing decay! And on the beach at Ambuavao lies the skeletal remains of two US Navy LCV Landing Craft. Again, these were used to land personnel, equipment and supplies and evacuate wounded throughout the campaign.



The Ghosts of Guadal Canal – Part 2 (Cont'd)

And then at Bonegi Beach lies the remains of what once constituted the largest relic of the conflict to remain on Guadalcanal (at least it was when it was first driven onto the beach). The wreck of the Japanese freighter Kinugawa Maru (commonly referred to as the "Bonegi 2") is located in the shallows however, as you will see in the image that was exposed Circa 1943, at one time it was actually on the beach proper but due to storms, tidal influences and erosion, it has subsequently slipped backwards into the water. Indeed the salt environment has been less than kind as the majority of any of its structures that remained above water have now crumpled and disappeared!

When the US forces commenced their assault on Guadalcanal, the Japanese began utilising ships to resupply their troops and the convoys to and from Guadalcanal soon became known as the "Tokyo Express". Steaming at full speed under the cover of darkness, the objective of the "Tokyo Express" was to reach Guadalcanal, unload and return to Bougainville the same night. On 14 November 1942, the Kinugawa Maru was one of eleven freighters to be accompanied by twelve screening destroyers to travel through New Georgia Sound (referred to as "The Slot") with the destination being Guadalcanal. When the convoy was approximately 150 miles from Guadalcanal, it was detected by the crew of a PBY Catalina patrol aircraft. Alerted to the presence of the convoy, US ships and aircraft launched attacks and seven of the freighters were dispatched to "Davey Jones' locker". As dawn broke the next day, the four remaining freighters were afloat but in every case, they had been severely damaged by naval shells and/or aerial bombs. The remaining freighters continued to steam towards Guadalcanal and at first light the next day, they were found to be near the beaches to the west of where Honiara is now located. At 0500 Hrs., the shore batteries of the 244th Coast Artillery Battalion opened fire from Lunga Point and although the targets were thirteen miles away, they successfully hit one of the ships, which subsequently erupted into flames. The 3rd. Defence Battalion's five-inch batteries opened fire at 0545 Hrs. and struck a second ship about 10 miles away leaving it on fire and listing badly. The destroyer USS Meade steamed out from Tulagi to rain shells on the ships and aircraft launched from Henderson Field and the USS Enterprise to join in the attack. By midday, all four freighters were reduced to blazing hulks – one had been sunk and in a desperate effort to get the supplies ashore, the Captains of the three surviving ships had purposely driven their vessels ashore. The Japanese had lost all the freighters involved in that particular resupply mission and they were as follows: the Arizona Maru, Brisbane Maru, Canberra Maru, Hirokawa Maru (Bonegi 1), Kinugawa Maru (Bonegi 2), Kumagawa Maru, Nagara Maru, Nako Maru, Sado Maru, Yamaura Maru and the Yamatsuki Maru).

Earlier in this article, I mentioned Iron Bottom Sound, a stretch of water that received its name due to the massive tonnage of Naval and auxiliary shipping that was sunk in the vast stretch of water between Guadalcanal, Savo Island and the Florida Islands. Between 09 August and 01 December 1942, five major naval battles were fought in that area resulting in substantial losses in ships and tragically, an obscene loss of life on both sides. To provide you with some idea of what lies below the normally placid surface of Iron Bottom Sound, please see the Map that details just some of the names and roughly, the positions of the ships. But there are many more ships lying under those waters, as those that are detailed on the map are restricted to those that were greater than 4,000 tons displacement. Australians were involved in those naval encounters and thus did not escape major losses. In the first hour of 9 August 1942, the Royal Australian Navy's Heavy Cruiser, HMAS Canberra was a part of the allied naval force that was supporting the assaults on Guadalcanal and [Tulagi](#) when she was engaged by several Japanese cruisers.

Just before 0145 Hrs., Canberra received the opening shots of what is now referred to as the [Battle of Savo Island](#) and within two only minutes of being engaged, she had been struck by two torpedoes and had more than 20 salvos of 5 and 8 Inch projectiles rained upon her. With power and water pressure lost (the latter preventing the control of fires) and listing badly, the survivors were transferred to the destroyers USS [Patterson](#) and USS [Blue](#) (which just two weeks later, was herself sunk with the loss of all hands). US Navy Rear Admiral Richard Kelly Turner ordered that if Canberra could not resume headway by 0630 Hrs, then she was to be abandoned and scuttled. With fierce fires still raging throughout her structures, at 0800 Hrs., the Canberra was delivered the Coup De Grace and sunk by torpedoes from the destroyers USS [Ellet](#) and USS [Selfridge](#). She thus became one of the first ships to be sunk in what would soon be named [Iron Bottom Sound](#) – with good reason. Eighty-four of Canberra's crew were confirmed as killed and/or missing in action! But the Americans fared far worse as within just one hour of that battle commencing, the Heavy Cruisers USS Astoria, USS Quincy and the USS Vincennes had been sent to the bottom with combined losses of personnel totalling at 1,077 killed in action. And bear in mind, this was only the start of the carnage and much more was to follow which resulted in many vessels and their crews meeting a similar fate!

The Ghosts of Guadal Canal – Part 2 (Cont'd)

Today, the majority of the wrecks that lie beneath the waters of Iron Bottom Sound are readily accessible and thus popular attractions for the diving fraternity. Every year, thousands of divers take the “plunge” to view the remains of the casualties that resulted from the battles that were fought above. Of course the ships are the major attraction but they are not the only coral encrusted and decaying relics that lie on the bottom. Many aircraft fell victim to combat over the Sound and subsequently sank into those waters. A number of these have been identified (Dauntless', Wildcats, Hellcats, Corsairs, Airacobras, Lightnings, Zeros, G4M Bettys and B-17s to name a few), and these sites too are regularly dived upon! Indeed, in the shallows just off Tulagi, the remains of no less than thirteen Kawanishi H6K4 (Mavis) flying boats lie in two separate clusters but in close proximity to each other. These were sunk at their mooring during the battle for Tulagi! As much as I enjoy looking at aircraft and although I had received many invitations to dive on some of the aircraft wrecks in particular, I didn't, and for one simple reason. Sharks live in the water and sharks and I have an agreement, I don't go near them – they don't come near me! Besides, given the scope of the material that is now on the Web, should I wish to look at these aircraft relics, I can do that in the comfort of my own home and in relative safety! Best left at that!

Besides the large number of aircraft that lie at the bottom of the Sound, there are many other aviation related relics that lie somewhere beneath those waters. The US Navy operated PT Boats in those waters and initially, the boats of MTB Squadron 3 were based at Tulagi and engaged the "Tokyo Express" on many occasions. And these boats had an aeronautical connection as well as each of the PT Boats were powered by three Packard 3A-2500 V-12 liquid-cooled aircraft engines, modified for marine applications but still fuelled with 100 octane Avgas. Records show that nine PT Boats were lost in the area that constitutes Iron Bottom Sound and thus when you do the maths, there are at least twenty-seven V-12s resting on the bottom in groups of three. As the PT Boats were of marine ply construction, their hulls would have disintegrated many years ago but metal components such as the engines would probably remain. Albeit coral encrusted and well past the time when a salvage attempt might provide an engine that would only need a bulk strip and overhaul to make it serviceable, they are nevertheless aviation related relics!

The Positives!

Positives to come from the terrible conflict that took place on Guadalcanal, on its waters and in the air above are impossible to ascertain let alone identify. As opposed to Japan, Europe etc. that enjoyed a large degree of reconstruction and modernisation following the conflicts of World War Two, the Solomon Islands gained nothing in a tangible sense! Like so many other Pacific islands, once the conflict ceased, the military just abandoned it and the locals (those that remained alive as they too suffered heavy losses) were left to readjust and get on with their lives! So much senseless death and destruction but I guess that in the matter of the relics that remain, they still exist and as such, they remain as items that portray the true senselessness and futility of war! For that reason alone, if you get the opportunity to visit Guadalcanal and its environs, it is well worth the effort to get up close and personal with the relics!



KINUGAWA MARU (BONEGI)



US NAVY LANDING CRAFT REMAINS (AMBUAVAO)

Prelude to Festival of Flight 2010 (by Craig Justo)

“FESTIVAL OF FLIGHT” 2010!

Time stands still for no man and thus the “Festival of Flight” will soon be on us once again. Planning is well advanced and this will ensure that the event is conducted in a professional but relaxed atmosphere and that we will be welcoming of all who might attend! Whereas the Group’s title may indicate that QVAG / AFM Inc’s. interest in aviation is restricted to Vintage aircraft only, I will take this opportunity to dispel this perception. QVAG welcomes and encourages all facets of aviation and all who have an associated interest. We do not discriminate and we certainly do not display favour to specific aircraft types nor interests that one might have in the pursuit of aviation related activities! This year’s “FoF” will be staged over the period **28 through 29 August** inclusive and once again, we stand to see one of the most diverse and impressive collections of aeroplanes ever to have gathered on Watts Bridge Memorial Airfield!

Indeed and as a pre-event appetiser, we should see more radial powered aircraft on the field at the one time than we have ever seen previously. From Torpedo Bombers through to the Trainers, some of these aircraft have not graced the grass at Watts Bridge previously and if all goes to plan, they will include a couple of machines that will be making their first public appearance in Australia. Additionally, I can guarantee that there will be a few more surprises in store that will whet the appetite of all, even those with little if any interest in aeroplanes in general.

As an event that is staged outdoors, we are always at the mercy of the weather and of some concern is that this winter is predicted to be the wettest that we have experienced in many years. Whereas we can not exercise any control over that, I am sure that all will harbour the same hopes as I do, that being for Watts Bridge to be blessed with sunshine in the days preceding and over that weekend. At this point in time and due the heavy rain in recent times, the Airfield and surrounding districts are a lush green splendour to view.

Irrespective of what if any aircraft that you might own, we would like to see you at Watts Bridge over that period so please do give some serious consideration to putting this on your agenda. And please spread the word amongst your colleagues, friends etc. that as always, Watts Bridge Memorial Airfield will be the place to be during the last weekend in August. Please check out the QVAG Website (www.qvag.com.au/) for all details.

Besides the aircraft, we are expecting to welcome a number of Vintage Vehicle Clubs once again and the attendance of these folk and their vehicles adds to the overall spirit of the event. Additionally, we are also expecting the Cadets from RAAF Amberley based, No.208 Squadron and those from the Caloundra based No.223 Squadron. The Cadets will once again be totally self-sufficient, as due to our reliance on Tank Water, they will provide their own supplies and ablutions facilities! I am also extremely hopeful of maintaining the long association that the Group has with the RAAF’s No.28 Squadron. As all might recall, last year we had the privilege of hosting the Squadron’s Caribou aircraft for the last time as in December 2009, this veteran of the Vietnam War was retired from service. The Caribou has since been replaced by Beech King Airs as an interim measure and whereas we are certainly going to miss the Caribou’s R-2000 radial “symphony”, the King Air will be a new visitor to the “Bridge”!

This year will see a dramatic change in the standards of the Catering, both for the traditional Saturday evening Dinner and throughout the days of the event. We have engaged the services of Heino Martschinke, a resident of Esk and he comes with an enviable record for his delivery of fine food to functions at the Riverside Reception Rooms in Brisbane. Heino has prepared an outstanding Menu for the Dinner and there will be an increased variety of food types that will be available throughout the days!

As an added bonus to the Group, Heino will also provide the beverage services (Coffee, Tea, Soft Drinks, Water and Liquor) throughout the event to essentially provide a one-stop shop for all of the catering! In the matter of the beverage services, this is a positive for the Group and especially, the small team of fellow Members who have voluntarily and commendably, provided those services in past years. They will now be able to sit down and enjoy the Saturday evening Dinner without having to oblige the previous roster on the Bar etc. Also and importantly, as the event continues to grow every year, those folks can now be released to other duties throughout the days and thus allow of us to better manage the event!



Prelude to Festival of Flight 2010 (Cont'd)

And this year we will add a new dimension to the safe conduction of the event through the securing of a

Ground Frequency for the two days. This frequency is **127.9 Mhz** and it will serve to unload the radio traffic on the CTAF!



To my mind, all of the pre-event arrangements are in place as are many of logistics that we require to support the event. If the Weather "Gods" look down upon us favourably, hopefully we will catch-up with all fellow Members and enthusiasts at the "FoF" 2010 and until then, take care, safe flying and best wishes as always.

Craig

DH.82 Forum for Festival of Flight 2010

A forum will be held to discuss Tiger Moth operating tips and maintenance issues. A sharing of ideas and knowledge to ensure that today's Tiger Moth pilot is aware of current thinking. Things like starting procedures, how to taxi in crosswinds and use of "Trainer" engine valves etc. Ray Vuillermin, ably assisted by Pat Harrington and Warwick Woinarski will be guest speakers. Bill Finlen will lead the discussion.

In order to maximise numbers the forum will be held on Saturday 28th August during the Festival of Flight, just after lunch. It will be an informal forum at Bill Finlen's Air Chalet Hangar (that's the one with the curved roof), situated at the NW end of the airfield.

If you are interested in attending, Bill can be contacted on: Ph: 0438 789 479 or billfinlen@airsafaris.com.au

Nose Art with a Message By Mal Shipton



In these days of ever increasing fuel prices, some nose art takes on a new poignancy. This one adorns a Riverside, California North American T6 (modest fuel burn compared to the mainstream War bird). As a rule of thumb, divide the rated horsepower of the engine by 5. This will give the litres per hour burned in economic cruise. All bets are off for aeros!

For example, the T6 here has a P&W R1340 of 600hp divide by 5 = 120 litres per hour. A modest Continental O-200 of 100 hp divide by 5 = 20 litres per hour. Jacobs R755 of 300 hp divide by 5 = 60 litres per hour. RR Merlin of 1700 hp divide by 5 = wow, more than most can entertain!

Purists will have noticed, of course, that the image of a lovely lady in a camisole, suspender belt, supporting nylon stockings and high heels with cocktails for two is entirely shattered by the details of the jerry can not being faithfully reproduced!

Mal Shipton

Letter From Pomland - BAD2 (by John Bushby – UK Member)

G'day blokes. (And Sheilas of course!)

The BAE Systems airfield at Warton in northwest England is near the seaside town of Blackpool and, by road, about about 60km east of Manchester. It inhabits two parishes, Warton and Freckleton whose names I'm told have Viking and Anglo-Saxon origins; Waer's Tun and Frecla's Tun, tun meaning place. The area was invaded four times; first by the Romans, who may have used it as a supply port for a local outpost, then by the Anglo-Saxons, the Vikings and lastly the Americans who were rather more peaceful. There legacy can still be seen around the area, including the base commanders jeep, gifted to a local and still going strong some 67 years on.



The site was investigated for use as an airfield in 1938 when it was the Preston Corporation Sewage Farm but it wasn't until 1940 that work began to make it a satellite airfield to Blackpool Squires Gate. After America entered the War it was earmarked as an Air Depot (AAF Station 582) for the USAAF. Construction started in March 1942 consisting of three runways, hangars and living accommodation. The seven main hangars were built on what became "Northside" and two on "Southside". Several hangars still stand albeit much reworked.

In October 1943 AAF Station 582 became Base Air Depot 2 or BAD 2 and would, justifiably, earn the title "The World's Greatest Air Depot". Planned as an overhaul, modification and repair depot, BAD 2's output was prodigious by any standard and, as a guide to what it achieved there are several photos showing the airfield covered with over 500 aircraft and gliders. The first USAAF contingent of 4 officers and 92 enlisted men arrived in August 1942, a number soon to grow to some 10,000.

Between August 1943 and July 1945, BAD 2 processed over 14,000 aircraft including almost 3,000 B-24s and over 4,000 Mustangs. Of the latter one aircraft became quite famous despite being written off whilst being unloaded. The damaged aircraft sat at Warton for some time until some of the ground crew who were aviation engineers and specialists, asked for permission to rebuild it. Mustang 43-6623 was rebuilt from 5 different aircraft hence its' nickname "Spare Parts". Although not used operationally the aircraft was fitted with a rear seat and served as a station hack and whisky runner. For this vital contribution to the war effort, training flights would be made to Glasgow where a nearby distillery would supply whisky at wholesale prices. 2 cases were strapped to the rear seat and extra bottles slotted into the wing gun bays.

One tragedy links BAD 2 permanently to the village of Freckleton. At around 1030 on the 23 August 1944, two B-24s were on flight test when a violent fast moving storm hit the area. The aircraft were advised to land as soon as possible. The first aircraft made an approach on RW 08 but aborted with the intent of going around. In poor visibility the B-24 (USAAF Serial Number 42-50291) crashed on to Holy Trinity School, continued across a main road and demolished a local café. Eyewitnesses say the aircraft was struck by lightning but more recent thoughts centre around the aircraft being hit by a violent down-draught. 38 children, 2 teachers, 7 civilians, four RAF sergeants and 10 USAAF personnel were killed. A mass grave was dug by BAD 2 personnel in the churchyard of Holy Trinity church, which adjoins the site of the crash. Following the disaster a memorial fund was up by BAD2 personnel and used to buy land for a park and playground for the children of Freckleton.



Warton Airfield courtesy of Google Earth

In February 1946 the base was handed back to the RAF and in 1947 became the flight test home of English Electric, one of the founder companies of the British Aircraft Corporation, now BAE Systems.

For many years the Wartoneers of the BAD2 Association "came home" to visit Warton and maintain their links with the area. Sadly it seems that 2009 was the final year for such visits as age and frailty prevent any more "pilgrimages".

100TH ANNIVERSARY OF AUSTRALIAN POWERED FLIGHT!

THE CENTENARY OF AUSTRALIA'S FIRST DESIGNED AND CONSTRUCTED POWERED AEROPLANE!

John Robertson Duigan was born at Terang, Victoria, on 31 May 1882, and studied electrical and motor engineering in London! On his return to Australia, he and his younger brother, Reginald lived on the family property "Spring Plains" at Mia Mia, in central Victoria. In 1909, John began working with Reg on the design and construction of an aeroplane that he would eventually fly for the first time on 16 July 1910. Configured as single-seat biplane with a moving fore-plane elevator and lightweight undercarriage, it was constructed of wood and metal with the flying surfaces covered in a rubber coated cotton fabric that was manufactured by the Dunlop Pneumatic Rubber Company. The end result was a flying machine with a length of 11.6 metres and a wing span of 7.3 metres. Powered by a four-cylinder, four-stroke, water-cooled petrol engine made by J. E. Tilley in Melbourne, this engine was rated at 25 HP. and in a pusher type configuration, it drove a white pine propeller of 2.6 m diameter via an open chain drive mechanism!



The flight of **16 July 1910** is formally acknowledged as the first ever flight of an Australian designed and built aeroplane to achieve a sustained and controlled powered flight. But in variance to that, John considered his subsequent flight of 07 October 1910 to be his first true controlled flight. With further modifications and the incorporation of improvements, he eventually carried out sustained flights of up to a Kilometre long and at heights reaching 30 metres. The original Duigan Biplane is now held in storage by the Museum of Victoria! John Robertson Duigan (1882 – 1951) - another Australian pioneer aviator who was very much a quiet achiever and his first flight was just over one hundred years ago last month!

Gatton Air Park Fly-in June 2010

Whereas the welcome was warm and cordial, the freshening Sou-Westerly wind proved a challenge to the aviators and enthusiasts who either flew in or drove in to Gatton Air Park on Sunday 06 June (coincidentally, the 66th. Anniversary of the WW2 D-Day landings at Normandy)! But a very large number of folk braved the crisp conditions and this resulted in a substantial attendance of aircraft and enthusiasts! Suffice to say that the prevailing crosswind conditions (isn't it always the case when there is only one strip to land on!) made for some very interesting arrivals – especially for those who were "driving" tail-draggers. But all coped well, aircraft were safely parked and pilots and passengers alighted to take in a hearty breakfast as provided by the local Lions Club! It was especially pleasing to note the large number of QVAG / AFM Inc. Members who chose to attend and thus support the Gatton event! And the array of aircraft types covered most facets of aviation and the colourful line up made for a splendid view! In the wrap-up, the folks of Gatton Air Park were extremely satisfied with the day's activities and the support that they received. To the organisers, a very well earned congratulations is in order and yes, they will do it all over again in 2011! As always, you will be notified of the date etc. in AVAN and on the Website!



All photos courtesy of Craig Justo



Calendar of Events 2010

EVENT: DALBY WINGS AND WHEELS**WHEN: August 21, 2010**

START TIME: 07:00 AIRFIELD: Dalby

CONTACT: Peter Farqueharson PHONE: 0416 198 973

DESCRIPTION: Hot air Balloon rides, Hot rods, Warbirds, Air displays, Static displays, Ute show, Car show etc.

WEBSITE: www.dalbywingsandwheels.com.au**EVENT: QVAG Annual Festival of Flight****WHEN: August 28-29, 2010**

START TIME: 07:00 AIRFIELD: Watts Bridge

CONTACT: Craig Justo PHONE: 0407 740 734

DESCRIPTION: Vintage, Warbird, Classic GA, Homebuilt, Light Sports Aircraft, Vintage and Ex-military vehicles. Get up close and personal with some of Australia's most Charismatic and great Aerial Contrivances.

EVENT: Wings Over Warwick**WHEN: September 11, 2010**

START TIME: 08:00 AIRFIELD: Warwick YWCK

CONTACT: Phil Govne PHONE:

DESCRIPTION: Breakfast & lunch served. Lots of events and activities planned. For more details visit website.

EVENT: Goondiwindi Fly In Breakfast**WHEN: September 12, 2010**

START TIME: 07:30 AIRFIELD: Goondiwindi

CONTACT: Don Armstrong PHONE: 0428 714 773

DESCRIPTION: The McIntyre Aero Club is having a breakfast fly-in. All you can eat breakfast, starting off with pancakes and maple syrup with strawberries. Hash browns, sausages, bacon, eggs, tomatoes, toast, orange juice

EVENT: Rotors, Wings and Wheels Fly-in**WHEN: October 2-3, 2010**

START TIME: 08:00 AIRFIELD: Oakey

CONTACT: 07 4577 7666

DESCRIPTION: The Museum of Army Flying are holding their annual fly-in event this October. Adults \$5, children under 12 free. Warbirds & current military aircraft, classic cars, classic motorbikes, military vehicles.

EVENT: Charity Fly-in and Tradeshow**WHEN: October 2-3, 2010**

START TIME: 09:00 AIRFIELD: Archer Falls Airfield

CONTACT: Doug Field PHONE: 0433 569 269

WEBSITE: www.archerfalls.com.au

DESCRIPTION: "Wings of Life" is hosting a charity fly-in and tradeshow at Archer Falls Airfield. Breakfast, lunch and dinner available over the entire weekend. For more information, contact Doug Field or visit their website.

EVENT: QVAG Fly in**WHEN: October 24, 2010**

START TIME: 12:00 AIRFIELD: Watts Bridge

CONTACT: Craig Justo PHONE: 0407 740 734

DESCRIPTION: 0407 740 734

EVENT: AAA (Qld) Toy Run**WHEN: November 28, 2010**

START TIME: 10:00 AIRFIELD: Caboolture

CONTACT: Ray Vuillermin PHONE: 0409 584 574

DESCRIPTION: Annual Toy Run

EVENT: Christmas Party at Winter Retreat**WHEN: December 4, 2010**

START TIME: 19:00 AIRFIELD: Watts Bridge

CONTACT: Craig Justo PHONE: 0407 740 734

DESCRIPTION: Fun Fun Fun Bring along a smile for Xmas!

Classifieds!

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Email: whenry2@bigpond.com

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