



Australian Vintage Aeroplane News

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



Photo courtesy of Jackie Bolsover

Keith Fernside's Bleriot X1K Replica VH-XIK
Recipient of the Most Magnificent Machine Trophy at Festival of Flight 2010

Welcome to the October 2010 issue of AVAN!

Issue No. 217

Message from The Editors:

Have you something to share with our other Members?
Would you like to contribute to **YOUR** Newsletter?
Do you have something to sell? Place an ad in our Classifieds!
Just send your articles and pics to: info@qvag.com.au



Last Issue's winner of the Mystery Aircraft Competition – Col Ryan



Long Standing QVAG Member, Mrs Patricia Toole at Festival of Flight with VH-KSK

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Members & Guests enjoying themselves at the Annual Dinner!

From the Desk of the President John Innes

Festival of Flight is over for another year and now the work begins on next year's event.

This year's Festival of Flight was the largest and most successful that the group has ever staged with ever increasing numbers and variety of aircraft and car clubs in attendance and approximately double the number of public through the front gate.

On Saturday evening Hanger 1 was transformed into a restaurant and members and guests enjoyed a sumptuous 3-course dinner provided by the new caterers Riverside Receptions.

On the down side the AFM bus broke down and had to be trucked to Watts Bridge for the event. Due to its age and the nature of the breakdown the bus is not an economic repair so we are in need of a new one. If any of you know of anyone who can help with this matter please get in touch with John Payne the AFM president.

The success of this year's event has highlighted the problem of under staffing, particularly with aircraft marshalling and crowd control in the aircraft parking area. We need more volunteers to alleviate this situation.

So when the call for volunteers goes out please give it some thought. If all members could give a few hours on a rostered basis it would certainly help the situation and ensure the success of next years event.

In closing I personally thank Craig Justo the committee and all those who volunteered their time to make Festival of Flight 2010 the success that it was.

John

Membership Matters!

- **Annual General Meeting** – Don't forget the AGM for QVAG / AFM Inc. will be held at 12:00 noon on Sunday 24th October, 2010. After the Breakfast Fly-in!
- If you know someone who would like to join, there is now an Online Membership Form on our Website. If you refer a new Full Member to the Group, we will give you a Stainless Steel Insulated Mug in return!

*****NEW*****

Competition:

Mystery Aircraft!



If you can correctly identify this aircraft and when it was built, email **The Editors** at info@qvag.com.au !

The first correct entry received will win a QVAG / AFM Inc. Polo Shirt



Festival of Flight 2010 Coordinator's Report (By Craig Justo)

Under perfect conditions, your organisation staged its 19th "Festival of Flight" and it is fair to state that this was the largest and most successful event that QVAG has ever staged! Over the weekend of 28-29 August, Watts Bridge Memorial Airfield was literally inundated with aircraft and people to create an atmosphere akin to all of the fun of the fair! What a fantastic sight and one that will remain in my thoughts and hopefully, yours for a very long time. At the end of that weekend and with an overwhelming attendance and only minor incidents to report, it is suffice of me to say that it was all that your Management Committee could have wished for!

As on all previous occasions, it behoves of us to acknowledge the tireless efforts of those who chose to give so much of their time and resources to ensure the event's success and of course, those of you who brought your aerial treasures for all to enjoy. That some of you did both was commendable and very much appreciated. To all and sundry who contributed to the event to make it the success that it was, I will take this opportunity to extend my most sincere appreciation for your selfless dedication to the furtherment of Vintage, Warbird and Contemporary Classic aviation in this country.

It is very easy to overlook the work that goes on "behind the scenes" yet it is this that makes QVAG / AFM Inc.'s events so successful. If we were to bestow an award for "Meritorious Service Above And Beyond The call Of Duty" to the Group, this would have been given to Jackie Bolsover (QVAG / AFM Inc. Secretary)! It is fair to say that Jackie put a full two months of her life on hold to facilitate the lead-up work for the event! This significant contribution was invaluable and I can't begin to imagine just what the event would have been without her efforts! Not only did she continue to manage her Secretarial duties, but also she assumed responsibility for organising the Dinner bookings, the acquisition of merchandise and signage, the ongoing pre-event promotions, arranging/encouraging Commercial Vendors to attend and then worked tirelessly throughout the days preceding and following the conduction of the event.

Many others too made significant contributions and under the astute guidance of John Innes (QVAG / AFM Inc. President), it was the current Members of the Management Committee that were at the forefront of the various activities that were required to stage the event! Besides those folks, we must acknowledge the ongoing support of QVAG Members, Lynette Zucolli, Graham Orphan, Scott and Kylie Williamson, Patrick Harrington, John Sinclair and the "Bus Boys" – all of whom made significant contributions through the provision of the magnificent array of Trophies that were on offer to this year's participants. This year, Guy Kendell and Patrick Harrington assumed the responsibility for judging the Concourse de Elegance! Due to the numbers of aircraft in attendance and the pristine presentation of the majority, theirs was no easy task and indeed, I would imagine that they had agonized over making the final selections. But those that were chosen to receive Trophies were outstanding examples of aeronautical excellence and thus worthy recipients of the awards!

There are many things that contribute to the ongoing success of the "FoF" events and these in turn provide your Group with a direct benefit. One of these is that which Members provide to the Group at substantial personal cost. Des and Kathleen Porter, Kim, Christine and Cameron Rolph-Smith have for a number of years now, provided us with the opportunity to conduct a couple of very special Raffles. The prize for said Raffles are a flight in their beautifully presented aircraft that, as on previous occasions, saw the winners strap into the De Havilland DH-84 Dragon (on both days of the event), North American AT-28D Trojan and Yakovlev YAK-52. There is no doubting that these Raffles are a firm favourite with the "punters" and it is fair to say that the faces of the winners reflected the age-old adage – "winners are grinners"! Without exception, each of the winners returned from their flights with grins on their faces that almost required a surgical procedure to remove. To Des, Kath, Kim, Christine and Cameron, I will proffer a very sincere thank you for your very generous contributions to the Group.

In the matter of the Dinner function, if you were in amongst the throng of Diners, you might recall the auction that was conducted by "Auctioneer Extraordinaire", Kim Rolph-Smith. This year's auction item was a Commemorative bottle of Port that was kindly donated by Craig Hooper (Mount England Estate Winery). Following some very spirited bidding, Roy Watterson emerged as the successful bidder and we were extremely privileged to include those proceeds into the Group's financial takings from the event. To the folks from Mount England Estate Winery, a sincere thank you is in order for your very generous gesture and kind consideration to the Group!



Festival of Flight 2010 Coordinator's Report (Cont'd)

I have mentioned Roy Watterson in the previous paragraph and it behoves of me to mention his name once more! Quite unexpectedly, Roy's attendance at this year's event was a blessing in disguise and we are heavily indebted to his very kind consideration and generous assistance. Unfortunately, as the AFM bus was traveling to the "Bridge" on the Friday, the engine decided that it had had enough and failed near the Coominya turn-off on the Brisbane Valley Highway! It thus became necessary to recover the bus as a matter of urgency and this only became possible due to the attendance of Roy's tilt-tray truck. This had been used to transport a container to the Airfield for the Redcliffe contingents campsite! When Roy became aware of the dilemma that we faced, without hesitation, he offered the services of his truck and the bus was duly relocated to its original destination, the "Bridge"! Due the engine failure, the AFM bus remains in situ at the present time however, plans are well advanced to source a suitable and more modern replacement!

Over the weekend of 28-29 August, Watts Bridge Memorial Airfield was adorned with aircraft types that spanned ninety years of civil and military aviation in Australia and the aircraft in attendance were second to none in their presentation and indeed, variety! It is thus nigh impossible to pick that which could be referred to as the "Belle Of The Ball"! To gain an appreciation of just how privileged QVAG / AFM Inc. is and the high regard in which the "Festival of Flight" event is held by owners and pilots, Vintage aircraft types from the "stables" of Antonov, Beech, Bell Helicopter, Cessna, De Havilland, Fleet, Henri Mignet, Louis Bleriot, Pietenpol, Piper, Stinson and Taylorcraft graced the "Bridge"! The Warbird element was represented by "medium" and "heavy metal" types from Australian, American, Canadian, Chinese and English manufacturing origins. The Warbird fraternity bought along examples of the following types: AT-28D Trojan, TBM-3E Avenger, CA-18 Mustang, AT-6 Harvard, CA-25 Winjeel, L-5 and OY-1 Sentinel, YAK-52, DHC-1 Chipmunk, Cessna O-2, CT-4A Airtrainer and Stearman. These historic aircraft (some with a proven combat history) covered an era of military aviation that included World War Two, Korean and Vietnam conflicts through to more recent times!



Image Courtesy
Mick Raftery



Image Courtesy
Mick Raftery



Image Courtesy Bob Livingstone



Image Courtesy Scott Williamson



Image Courtesy Bob Livingstone



Image Courtesy Tom Fisher



Image Courtesy
Mick Raftery



Image Courtesy Tom Fisher

Festival of Flight 2010 Coordinator's Report (Cont'd)

Of note, the "FoF" 2010 promotional poster depicted a Bleriot as the centerpiece and whereas this may have seemed a little strange for some folk, the image of that aircraft was used intentionally! Well prior to the event, we had become aware that we would see a full-scale replica of a Bleriot X1K (VH-XIK) at this year's event and we purposely kept this as a surprise appearance! Constructed by Keith Fernside, this machine is simply magnificent! Painstakingly constructed to exacting standards and tolerances, the craftsmanship that went into this creation just had to be seen "in the flesh" to be truly appreciated! When it was rolled-out into the sunshine on the Saturday morning, as expected, it was quickly surrounded by curious onlookers! And it did not escape the scrutiny of the judges and quite appropriately, Keith's creation was awarded the "Classic Wings" Most Magnificent Machine Trophy!

As many of the attending pilots indulged in their passion for flying these machines, those who had occasion to witness these aircraft in their element were very privileged indeed! And the Sunday of the event produced yet another surprise. As the day dawned as a mirror image of Saturday, quite fittingly, "Biggles" made a reappearance at the "Festival of Flight" after several years of being "missing in action"! In the tradition as established back in the early days of this event, a lone aviator conducted a "Dawn Patrol" over the Airfield and due to the crispness of the air, the crackling from the exhaust of the Gipsy Major engine captured the attention of all on the Airfield! "Biggles" had indeed returned to the "Bridge and in fine style!

Visitors were also able to view various supporting displays from Aviation Museums, local commercial vendors and community-based organizations. The latter saw us host the Toogoolawah SES Group (a major beneficiary of proceeds from the "Festival of Flight"), Angel Flight and the Queensland Bowel Cancer Screening Program, all worthy causes that QVAG / AFM Inc. were pleased to support! And many visitors treated themselves to Joy Flights in the CA-18 Mustang, AT-28D Trojan, YAK-52, Tiger Moths, Bell 47 Helicopters and that which conveys the ambience of air travel in the 1930s, the beautiful DH.84 Dragon!

Figures presented to me post event indicated that a total of 410 aircraft were present on the Airfield over the two days and if one were to guess the number of actual individual aircraft movements, there is no doubt that they would have exceeded 1,200! Besides attracting aircraft from various parts of Australia, this year's event attracted saw the twin-engined P200GT Tecnam Demonstrator (ZK-TTW) arrive from New Zealand. The pilot of this machine was duly awarded the Trophy for the longest distance flown.

As on previous occasions, we once again enlisted the assistance of local organisations to assist us with the conduction of the event. Foremost amongst these was the Toogoolawah branch of the State Emergency Service (SES) who, in return for a share of the gate takings, provided wide-ranging support for the event. Through their bolstering of our manpower resources, the SES provided essential services that included the management of the Public Parking areas. This amongst other things that were less noticeable made a significant contribution to the smooth running of the event.

And the catering at this year's event was second to none. The Saturday evening dinner was a sell out once again and it is important for us to recognise the effort of Heino Martswchinke and his staff who did a wonderful job of preparing a large variety of culinary "delights" for consumption throughout the entire weekend. That this was done under less than ideal conditions has become an accepted part of the Fly-In yet the standard of food was exceptional in both quantity and quality and the service was exemplary.

And it would be remiss of me to not acknowledge the assistance provided by the Watts Bridge Board of Management. Indeed, I must make special mention of Peter Freeman and Rod Mill whose work on preparing the Airfield for the event was nothing short of a commendable effort! Peter and Rod laboured long and hard and they were instrumental in the preparations to temporarily reopen the 12 – 30 Runway alignment to its original length of 5,000 feet! This ensured that there was an adequate runway length available to accommodate any contingency.

Festival of Flight 2010 Coordinator's Report (Cont'd)

And many would have noticed the attendance of the Cadets from No.208 Squadron, RAAF Base, Amberley and No.223 Squadron, Caloundra once again. The Cadets bivouac area was a hive of activity throughout the weekend and this extended to the aircraft parking area where they were allowed to roam freely amongst the plethora of aircraft in attendance! Subsequent feedback from their Officers indicated that all had a wonderful time and very much appreciated the opportunity to get up close and personal with the aircraft.

Traditionally, we have always welcomed the attendance of Vintage and ex Military Vehicle Clubs and this year, we attracted no less than sixteen separate Clubs over the two days of the event! And for the most discerning of machinery enthusiasts, more than 450 vintage vehicles were placed on display to compliment their aeronautical counterparts! Pursuant to those attendances, the Group has received glowing feedback from many of the Clubs and this was due to Marwyn Copelin's efforts to liaise with those Clubs and ensure that they were looked after with parking arrangements etc.

As opposed to an Air Show, this event is a pure Fly-In and thus no payments are made to the owners of aircraft that attend the event. To those folk who supported the "FoF" 2010 by bringing your aeronautical treasures for all to enjoy, I will take this opportunity to extend my heartfelt appreciation for your unselfish dedication to the furtherment of Vintage, Warbird, Contemporary Classic and General aviation in this country. Yours was a commendable gesture and one that is greatly appreciated by the organising body. The "FoF" 2010 continued a long tradition of quality events that has earned the Group an enviable reputation and respect. And yes, we will do it all again next year so while it is fresh in your memory, please pen 27-28 August 2011 into your diary. Watts Bridge Memorial Airfield will be the place to be on that weekend and I certainly look forward to seeing you there on that occasion. Indeed, hopefully I will catch-up with you in the intervening period. Until next time, take care, safe flying and best wishes to all.

This year's Concourse de Elegance Trophies went to

Most Magnificent Machine- **Bleriot X1K Keith Fernside**

(Sponsored by Classic Wings)



Grand Champion - CT4 **VH-CTQ Matt Denning**

(Sponsored by QVAG / AFM Inc.)



Reserve Champion - DHC-1 Chipmunk **VH-SHX –
Mark and Jackie Bolsover**

(Sponsored by QVAG / AFM Inc.)

Festival of Flight 2010 Coordinator's Report (Cont'd)

Don Kendell Trophy for Individual Effort in Aviation – **Mal Shipton**

Best Yak / Nanchang– CJ6A **VH-NNH Peter Thompson**
(Sponsored by Scott Williamson)

Best Homebuilt - RV8 **VH-YGY Trevor Mills**
(Sponsored by Pacific Wings Magazine)

Best Tiger Moth - DH82A **VH-UXD Ron Ennis**
(Sponsored by Classic Wings Magazine)

Best Chipmunk - DHC-1 **VH-RME Rob Plackett**
(Sponsored by Classic Wings Magazine)

Best Classic Piper - PA20 **VH-MBT Bob Tait**
(Sponsored by Classic Wings Magazine)

Best Private Restoration - Genairco
VH-UOD Charlie Morris
(Sponsored by Classic Wings Magazine)

Best Auster - J5G.180 **VH-JSG Grayden Long**
(Sponsored by Vintage Aeroplane Services)

Longest Distance Flown - P200GT Tecnam
ZK-TTW Giovanni Nustrini
(Sponsored by Australian Flying Museum)

Guido Zuccoli Memorial Trophy for Best Ex Military Aircraft - CA25 **VH-OPJ Mark Awad**
(Sponsored by QVAG / AFM Inc.)

Best Contemporary Classic Aircraft - PA24 180 **VH-FFE Reg Darwell**
(Sponsored by Brisbane Jewellery Company)

Certificates of Appreciation (CofA)

Two CofA's were awarded this year. The first went to Mike Nelson, former President of Watts Bridge Memorial Airfield Inc. for his efforts over the years to make Watts Bridge Airfield what it is today. The second went to Skyshop (Rod and Debbie Tyson) for their tireless efforts to create our new website and continue it's maintenance and updates. Both these awards were sponsored by QVAG / AFM Inc.

Bob Copas – Lace Maxwell "Spirit of Aviation" Memorial Trophy - **Ed Field**



The Caribou – “Trash Hauler” Extraordinary (by Craig Justo)

"Going tactical" in thirteen tonnes of aeronautical appliance that was being flown into a "postage stamp" sized marginal airstrip in the middle of a moonless night is a specialised activity and let me assure you, it is not for the faint hearted! Yet this was one of many areas of operations in which the crews of the RAAF's DHC-4 Caribous excelled. And whereas the crews of No.35 and No.38 Squadrons were well skilled in this type of seat of the pants flying, it was the Caribou's extraordinary capabilities that allowed of them to do that! This machine epitomised the acronym STOL as throughout its career and due to its respectable payload yet relatively light "footprint", it regularly operated in and out of rough bush strips as a matter of course.



The RAAF ordered the Caribou in May 1963 with the first example (A4-134) delivered on 12th March 1964 and the last (A4-299) delivered on 4th May 1971. And there was something very special about six of those deliveries as A4-171, 173, 179, 185, 191 and 193 were diverted on their ferry flight to Butterworth, Malaysia with the revised destination being Vung Tau in South Vietnam. Not since World War Two had RAAF aircraft been committed to a combat zone straight from the factory! These aircraft constituted the RAAF Transport Flight Vietnam (RTFV) and when a further build-up of resources occurred, No.35 Squadron was reformed! The remaining Caribous were ferry flown to Australian shores however, due to No.35 Squadron remaining in South Vietnam for eight more years, many of those machines found their way to Vung Tau as well!

Vietnam operations saw the Caribou and its crews rack up some notable achievements as they plied the inhospitable skies! Apart from the mundane tasks of moving troops, supplies, civilians, livestock and mail on "routine" courier sorties, the Squadron regularly undertook resupply sorties to isolated U S Fire Support Bases and Special Forces outposts. Deliveries to these sites required techniques such as air-land, airdrop and when necessary, LAPES drops (low-level parachute extraction system). In the main, conditions encountered on flights into these renowned "hot-spots" were best described as downright dangerous as the aviators of "Wallaby Airlines" repeatedly exposed themselves to the threat from Viet Cong launched rockets and/or small arms fire. When you coupled this to the unpredictable influences of monsoonal weather and hazardous land formations surrounding mud baths that purported to be airstrips, you had all of the ingredients for something that was far remote from your everyday commuter service.

Whereas it attributes as a workhorse were well recognised, it actually earned the right to be called a warhorse as well as on at least one occasion, an offensive "strike" was initiated off the rear ramp of a Caribou. In an astounding demonstration of diversity, A4-171 under the command of the OC No.35 Squadron (SQDLDR A Fookes) was dispatched with a cargo of 44-gallon drums filled with highly flammable aviation gasoline. Working in conjunction with two UH-1H Iroquois gunships (Bushrangers) of No.9 Squadron RAAF, the drums were pushed off the ramp to land in amongst an area of dense vegetation that was suspected of harbouring an elaborately concealed Viet Cong supply depot. As the majority of the drums ruptured on impact with the ground, the Iroquois crews simply ignited the fuel soaked jungle with saturation bursts of tracer fire from their door-mounted M-60 machine guns. The resulting inferno denied the Viet Cong the natural cover that was such an important element in the guerrilla style warfare that they persecuted!



The Caribou – “Trash Hauler” Extraordinair (Cont'd)

With the Caribous returned to Australian shores in February 1972, No. 35 and No.38 Squadrons went about their respective tasking and this saw the Caribous operating throughout the country, not only in military tasking, but also civil when required. Flood, fire, emergency relief and search and rescue operations were an integral part of its duties and once again, it was perfectly suited to the tasks! But again, there were times when it found itself operating in foreign countries as they were dispatched to support United Nations, Red Cross and various other humanitarian commitments in Indonesia, Pakistan/India, East Timor and Papua New Guinea.



The Caribou had a long and colourful association with QVAG / AFM Inc and Watts Bridge Memorial Airfield that began back in December 1992 when No.38 Squadron relocated its assets from RAAF Base Richmond, NSW to RAAF Base Amberley. As the Squadron commenced operations out of Amberley in January 1993, the “Bridge” became one of the Airfields to be utilised for training purposes, which, due an historic connection, was very appropriate. The “Bridge” was originally established in 1942 by the RAAF as a “satellite” field for nearby Amberley and due to the Squadron’s usage of the “Bridge”, in 1998, we made our first representation to the Squadron to bring a Caribou along to the “Festival of Flight”!

Whereas our original proposal was warmly received, due to priority tasking on each and every occasion, four years were to elapse before we welcomed the Caribou and its crew to the “Festival of Flight”! This was in 2002 and we had follow-up visits in 2005, 2006, 2007 and lastly, 2009! Again, the only reason that we missed out in 2003, 2004 and 2008 was due to priority tasking! Indeed, how privileged were we in 2009 when No.38 Squadron, which had, by that time, relocated to RAAF Base Townsville yet the Squadron still dispatched a Caribou to attend our event! As the Caribou had already been scheduled for retirement later that year, there was no doubting that this was to be the final appearance at the “Festival of Flight” of the machine in RAAF hands! In my eternal optimism, as eleven intact and essentially, airworthy Caribou airframes now remain stored at the Oakey Army Aviation Base, in the current belief that these will be offered up for public tender in the very near future, I would hope that one at least will be sold to a local collector and thus at some point in the future, the Caribou will make a reappearance at the “Festival of Flight” – albeit in civilian hands and bearing a VH registration!

In that hope, I would like to think that the 2009 appearance would not be the last time that we see this machine grace the grass at the “Bridge”! Nor would I hope that we have not borne testimony to the last time that we will enjoy the soporific roar of the two Pratt & Whitney R-2000s in full throat as the “taps” are opened to propel the sturdy airframe of the Caribou into the airspace over the “Bridge”!

In November 2009, the thirteen examples of the original fleet comprising twenty-nine Caribous were formally retired from the RAAF inventory - forty-five years after the type had first entered service! Over that period of time, the venerable Caribou had earned an enviable reputation as a versatile workhorse that was utilised by the RAAF for military and civil tasking as required! Long may it live as to put thing in perspective and using “feline” terms - it has only used one of its lives!



All Images in this article are courtesy of Harry Lime (the “Third Man”)

Vintage Aviation Quiz

(Courtesy of Mal Shipton)

OK, all you vintage aviation buffs, see how you go with this quick quiz. 10 out of 10 = you seriously need professional help, fewer than 5 assist the first group with counselling and therapy! (answers are at the bottom of the last page of the newsletter)

1. Sir Geoffery de Havilland, apart from his aviation exploits was an/a:
 - a) Entomologist
 - b) Anthropologist
 - c) Lepidologist
 - d) Geologist
2. Which major aero engine manufacturer has since WW11 named its engines after rivers?
 - a) Pratt and Whitney
 - b) Rolls Royce
 - c) General Electric
 - d) Turbomeca
3. Which airframe manufacturer names/named its products after North American Indian tribes?
 - a) Cessna
 - b) Piper
 - c) Bell
 - d) Beech
4. The prefix to American built engines is one or more letters followed by its capacity in cubic inches. The letter "O" stands for:
 - a) contra -rotating
 - b) ordinarily aspirated
 - c) not geared
 - d) opposed cylinder arrangement
5. When viewed from the rear, American engines and British engines rotate respectively:
 - a) clockwise and anticlockwise
 - b) anticlockwise and clockwise
 - c) both clockwise
 - d) both anticlockwise
6. World War 1 fighters were often equipped with rotary engines because of:
 - a) ease of maintenance
 - b) delightful flying characteristics
 - c) good power to weight ratio
 - d) seemed like a good idea at the time
7. The hole or holes in the end of a metal sheathed leading edge wooden propeller facilitates:
 - a) expulsion of moisture
 - b) creating a distinctive whistling sound when rotating
 - c) final balancing
 - d) nothing, maybe got missed with solder in manufacture
8. You are flying your vintage biplane 60nm at 60kt into a 5kt headwind then return to the starting point thus getting the 5kt tailwind. The total time for the trip will be:
 - a) more than 2 hrs
 - b) 2 hrs
 - c) less than 2 hrs
 - d) too challenging a day to fly anyway.

Cont'd over page

Vintage Aviation Quiz (Cont'd)

9. Which manufacturer did NOT produce a Trimotor?
- a) Stinson
 - b) Boeing
 - c) Dornier
 - d) Waco
- 10..A groundloop, when well executed, is traditionally the final manoeuvre in any sequence because:
- a) it is too difficult to taxi back to the end of the runway
 - b) it is just such a showstopper that anything more seems an anticlimax
 - c) groundcrews get nasty
 - d) too expensive to do often

Member in the Spotlight – Mr Christian Smith

Well, it has been a long time between drinks! Prior to Festival of Flight 2010, my last trip to Watts Bridge was back in about 1987 – 23 years ago! I hope that it won't be that long between trips again! I'm now a paid-up member of QVAG once more and for those who came in late, I offer some background to enable you to get to know me.

I was born and bred in Townsville (well, we actually lived in Thuringowa, the neighboring shire, now amalgamated) but in 1969 my parents bought 160 acres of land at Woodstock (40 km from Townsville on the Flinders Highway) and started developing Donnington Airpark, a private airfield which my father saw as being a satellite to Townsville, much the same way Archerfield is to Brisbane (he was, unfortunately, way ahead of his time!).

In 1973 they sold their farm in the Upper Ross and moved to Woodstock, as a result of which I was sent to All Souls & St. Gabriel's, an Anglican boarding school in Charters Towers. It was deemed easier to be a boarder than suffer the daily bus trip in and out of Townsville and at boarding school I would at least have a social and sporting life as well. This suited me; I enjoyed the life and finished up as Captain in 1977, after which I moved to Brisbane to take up Computer Science studies at QIT (now QUT). This was when computer programming was all done with punch-cards and if you got one little thing wrong it refused to compute and you had to start all over again (as Jason might say, "and all before World War II!").

I had wanted to join the RAAF and go to Point Cook (I had the marks) but during Senior my father took me in to the recruiting office and that's when I found out I needed glasses. I've never forgotten the officer telling me "son, you can do whatever you want in the RAAF, except fly". It was a huge blow as that had been my dream for a long time and could explain why I've "bounced around" a bit career-wise ever since. I couldn't do what I wanted to do and everything else has been a substitute in many ways – but I digress!

In typical fashion I ran amok a little (needed to grow up and break out) and eventually after a few months I "dropped out" of QIT and got a job as a door-to-door salesman flogging 8mm movie cameras and projectors on a package deal for a mob called Photomat International, with crews travelling in several cars up the coast to Townsville (without telling or contacting my parents) then across to Mount Isa, Tennant Creek, Darwin, Port Hedland and the mining towns of Newman and Tom Price.



Member in the Spotlight – Mr Christian Smith (Cont'd)

Somewhere in that time I was listed as a “missing person” by my parents and I got a tap on the shoulder by a copper in Tennant Creek telling me “fer Chrissake ring your parents will ya!” The fact that I was only 17 and he found me in the pub drinking with the rest of the crew didn’t seem to matter!

The job started to fall apart when WA’s Consumer Affairs got hold of it and created a fuss, and we were bailed up by a bit of a “lynch mob” in Tom Price. That led to a dash to Perth – except that this crew had a habit of holing sumps because they never slowed down for floodways and other road dips! I had to be different and I did the diff! We also collected a kangaroo in the radiator of the vehicle I was in (not me that time!) and so from Barrow to Perth we had the car on the back of a semi with the crew taking turns to keep the semi-driver awake while the others sat in the car, hiding whenever we had to go through a town! It was quite surreal travelling in bright moonlight on the back of that semi!

We hit Perth late at night and six of us were promptly bundled into another car and dispatched for Queensland. It was a long and uncomfortable trip back – less said the better! – and when I let myself into the unit I’d been sharing with two other blokes I found that my father had taken all my gear back to Woodstock and apparently I no longer lived there! I headed home, spent a thoroughly miserable 18th birthday and then hopped a semi into town, bought a coach ticket to Brisbane and started the next phase of my life.

I found work as a trainee estimator at Ajax Pumps in Fortitude Valley but wasn’t suited to it – I was often in strife for being down in the workshop talking motorcycles to the pump mechanics after I’d done my quotes. The final straw was when they shifted my desk so that the big boss could see me all the time and told me to pick up a pencil and pretend I was busy if I had no more work to do! I escaped as quickly as I could and became a salesman for Gold Coast Colour Productions in early 1979, selling advertising space in visitor magazines “This Week on the Gold Coast” and “Discover Brisbane”.

I enjoyed this immensely and my immediate boss, Bob Hutchinson (“Hutcho” to everyone) was a bit of a party animal who led me astray many times! At the tender age of 22 I became Managing Editor of “Discover Brisbane” (managing myself as I was a sub-contracting staff of one!) but it was good money and the lunches were LONG! It was almost mandatory to do most of your networking in the bars after the travel industry or tourism function was long over and many were the times I would stumble out of an underground bar or illegal casino (the ones Big Russ said didn’t exist!) at 5-00 am to be blinded by the sun’s early rays and still manage to do a hard day’s selling. Oh to have that sort of stamina again!

It was during this time that I met and dealt with people like Warren Armstrong, Hector Hapeta, Anne-Marie Tilley and Gerry Bellino, who were all magazine advertising customers in one way or another and whose names cropped up later when the Fitzgerald Inquiry blew the lid off the seamy underbelly of Brisbane (by which time I was safely back in Townsville!). Warren started off with Fantasy Photography in an old Queenslander in Tenerife (downtown Fortitude Valley) and later moved onto the Players Inn in Spring Hill. Hector and Anne-Marie ran escorts (and drugs as it turned out but they denied this to us). Gerry was tied-up in World by Night strip-club and for all the cash the place made you always had to chase them for money. I got a little bit spooked when the business I had to collect the cheque from was Queensland Coffins, which he also owned!

Dad had started doing airshows in 1979 to promote the airpark and I had returned for a few of them, mainly playing the role of spectator but taking a keen interest nonetheless. In 1985 I was offered the spare seat in a Tiger Moth for a trip to Donnington with Barry Hempel – he had performed at several previous events there in his Pitts Special but that year he took the Tiger (VH-JRS) and a Citabria (VH-CCC). I thought it was Barry’s Tiger at the time but have since been “enlightened” by the real owner, Ross Stenhouse! One of Barry’s mates flew the Citabria and he brought along his 14-year-old son, who was as big a lump as I was at the time! There was only a 20-litre smoke oil drum for a back seat in the Citabria (and spare fuel cans) so the son and I alternated between the two aircraft. It was an absolute pleasure to take a turn in the Tiger again and get some fresh air!

Member in the Spotlight – Mr Christian Smith (Cont'd)

We landed in paddocks in the middle of nowhere to re-fuel the Tiger and rarely got above 1500' for the whole trip. Hempel had me "walking" the wing in breezy conditions at Mackay and then gently motioned me back. As I got closer his gesticulating got more agitated and I scrambled up the wing, tumbling almost head-first into the cockpit as he roared down the runway! He had received clearance to take-off between a couple of airline departures and wasn't missing his chance! I got my straps done up by around Proserpine – lucky he didn't perform one of his trademark aerobatic manoeuvres as he left the ground!

On the return trip we flew underground – he spotted an open-cut coal mine out the back of Moranbah, waggled the wings and down we went! There were dirt walls rising up both side of us and a dragline operator who needed a new set of jocks! Other sections of the trip were punctuated with low-level "strafing" of crops, bunny-hopping over party-line telephone wires and fences. At one point Barry even undid his straps, stood up and made as if to get out of the Tiger cockpit – it was certainly an "interesting" trip!

In 1986 I made the decision to leave Brisbane and return to Townsville to help my parents develop the airpark. When I arrived, Dad had decided to give up airshows (the stress and financial strain had burnt him out) so I made a snap decision to take it on. I think my actual words were "I'll have a go" – ah, the innocence of youth! I organised the first one in 3 months flat and thus began a cycle which only ended in June 1993. I did an airshow each year except 1992, which was a fly-in only. I spent a short while working for a local video production company then full-time for Pan Books and Harper Collins (publishers) but the airshow was like a second full-time job and pretty much an obsession. I also started flying lessons in 1986 but only got three hours in the logbook and ran out of money and time due to the airshows. Sometime before I die I will go solo!

In 1989 I made contact with Guido and Lynette Zuccoli and the Fiat G-59 was the first Warbird I had to any of my shows. When Guido first took off from the end of the strip and held it down for the crowd on the Saturday, the sound of that Merlin made me break out in goose-bumps from head to toe. I don't know what it was but something in that engine's note just resonated with me at a visceral level and I almost wound up in tears. The Aerotec team was a regular visitor to Donnington until the final show in 1993 and I am indebted to Guido, Lynette, Wayne and Tony for their support in that time. Mal Shipton was also a visitor one year with his beautiful Cessna 195.

Guido also took me for my first Warbird flight in the Fiat. We did a lap around Townsville to advertise its presence on the Sunday morning in 1989. Shortly after we left Donnington Guido pointed to the port wing, which had dropped a little. I could see a stream of "lighties" heading to the airshow and thought that was what he was looking at (the intercom didn't appear to be working). Next thing his hands were on the canopy roof and I got the message – I was flying! On the return I began the circuit but Guido took over on final and (obviously because I had stuffed it up!) had to hold her just off the deck and roar down the strip before pulling away steeply and re-entering the circuit (perhaps a forerunner to the Watts Bridge "missed approach"?!) The crowd (and the passenger) always got their money's worth when Guido was flying!



Member in the Spotlight – Mr Christian Smith (Cont'd)

I was fortunate during 1992 to be offered the back-seat of Kim Rolph-Smith's Trojan for a trip to the Cairns Airshow. Luckily I was in Brisbane for a work conference and so was able to do the whole trip from Archerfield to Cairns and return. It was a great trip but unfortunately the event fell over financially and a lot of people got burnt, particularly the Warbird operators. This made it difficult for me to attract performers the following year and I then also had financial difficulties, with my event running at a \$20,000 loss and me losing my job shortly after. I also became estranged from my father due to his control issues. I managed to pay out the majority of creditors over time and others wrote me off. It would have been easier to declare bankruptcy but I have to sleep at night and although it was an extremely difficult time I'm glad I took the road I did. I didn't necessarily handle everything as well as I could have (naivety!) but my intentions were genuine and whilst some relationships were strained, in the long run I know I paid my dues as best I could.

Although the Donnington events were never financially viable, we raised approximately \$20,000 for the RFDS over the years and also helped with fund-raising one year for the Vietnam Veterans Memorial in Canberra (one of my uncles was a Vietnam veteran). We were enthusiastic amateurs and our hearts were in the right place but to be honest we didn't approach the business side of it very well at the time. That last airshow knocked the stuffing out of me for quite a while. I had difficulty finding work, wound up in a low-paying sweat-shop and then spent seven years doing rotational shift-work at a servo. The money wasn't bad there but it was a crap existence. I escaped to an educational book supplier, to another servo then found work with a chemical supplier – all less than satisfying jobs. I was then diagnosed with prostate cancer in early 2005, had a radical prostatectomy in August of that year and wound up with all sorts of complications afterwards, leading to three months of recuperation. I returned to work but couldn't handle it, physically or emotionally and took most of 2006 off.

I got a break when I scored a gig as a sales rep for National Hire (plant hire) which opened a branch in Townsville in late 2006 – good pay and a fun crew to work for. That came to a grisly end when they bought Coates Hire and merged the two – not a good result! I resigned in September last year and have been self-employed since. My PSA level had also started to rise again in 2008 and in June 2009 I underwent seven weeks of radiation therapy, which according to the last two blood tests has been successful as my reading is "negligible", so that's a relief!

I've always wanted to do at least one more airshow and I feel the time is right so I am staging a two-day Wings and Wheels Airshow at Ingham (110 km north of Townsville) over the weekend of September 3-4, 2011. This time I've approached it from a professional viewpoint, with a business plan and a more mature approach to sponsorship and fund-raising. The proposed event was successful in attracting \$15,000 from Queensland Events earlier this year, which was a huge confidence boost, not only for the money but as validation of the concept.

So far the programme is looking very healthy (also just signed Matt Hall as the headline act) and I am working my way through the logistics with the Council and other stakeholders. I hope to stage the event biennially and I am also trying to do a similar (but more military history-focused) event at Charters Towers in the alternate years. If it is profitable I will make a donation to the Prostate Cancer Foundation of Australia (PCFA). The event will be held on the Father's day weekend and September is Prostate Awareness Month so there is good opportunity for a promotional tie-in with PCFA.

It's a bold plan and a big ask but if there's one thing I have realized through my cancer experience it's that there is no dress rehearsal and we need to make the most of whatever time we have left – you just never know when it will end (without being too fatalistic)! I am trying to put my "gunna" projects on the front-burner and so in the last couple of years I have managed to get to Avalon, Classic Fighters (NZ) and Wide Bay airshows (had never been previously) and I am now devoting my efforts to get my own airshows off the ground. Wish me luck and if you can make it up next year, you are assured of a warm North Queensland welcome!

As a final note I would also like to sincerely thank Craig Justo and all the QVAG crew for the warm welcome and hospitality offered to me on my visit to Festival of Flight. It was greatly appreciated and made me feel "right at home" despite such a long absence.

Well, what started out as a "brief" introduction has become a bit of an epic and I apologise if it's too long or has sent you to sleep!

Regards, Christian Smith (Townsville)

Australian Flying Museum "The Bus Boys" by Jackie Bolsover

The Australian Flying Museum (AFM) 'arm' of QVAG is a band of 5 enthusiasts who travel the around the South East and Central Queensland and northern New South Wales in the Museum bus. They are also affectionately known as THE BUS BOYS! The team is headed up by John Payne and ably assisted by Phill Ridley, Alan Byrnes, Ken Ryan and Dave Newsome. The AFM came into being from a meeting held in the mid-1980's. The Museum bus has been instrumental in the ongoing promotion of QVAG / AFM Inc's interests, with appearances as far away as Rockhampton, Evans Head and Oakey!



Photo courtesy of Jackie Bolsover

The interior of the bus is decked out with all sorts of vintage aircraft paraphernalia! Unfortunately, old 'Bessie' packed it in finally on Friday 26th August on the way to Watts Bridge for Festival of Flight! A catastrophic engine failure has been deemed unrepairable.

Thanks to the kind assistance of Roy Watterson and his tilt tray truck, she was transported from Esk to Watts Bridge and now resides temporarily outside the Clubrooms. At the next Management Committee meeting, we will be discussing how we can get The Bus Boys moving forward (sorry I just had to borrow that terminology!). Ideally, a double axle trailer with a side opening would be a huge improvement and provide them with more space. If anyone can offer their assistance, it would be greatly appreciated. We would love to get these guys back on the road!

Post Festival of Flight STOCKTAKE SALE NOW ON!

QVAG needs to make way for new stock! We are clearing out the following stock items!



Rear Image of Polo Shirt



Polo Shirts **NOW \$20 each**. We have stocks of all sizes. Also available is the same shirt in BLUE.

Stainless Steel Insulated Mugs now only **\$10 each!**

To place your order, email info@qvag.com.au with your requirement and we'll get back to you!

DALBY WINGS AND WHEELS SPECTACULAR!

SATURDAY 21ST AUGUST 2010

(BY SCOTT WILLIAMSON)

Saturday August 21, 2010 was the date that aviators converged on the Dalby aerodrome on the Queensland Darling Downs region to soak up the atmosphere and enjoy the sights and sounds of the Dalby Wings and Wheels Spectacular.

The weather for the event itself was wonderful. Unfortunately in the event, Dalby was hit by a deluge of rain. This left the area surrounding the strip quite soggy as the soil just didn't have the time needed to dry out. This did little to curb the organising team's enthusiasm. The Event is staged to raised much needed funds for the local Not for Profit Community Kindergarten facility.

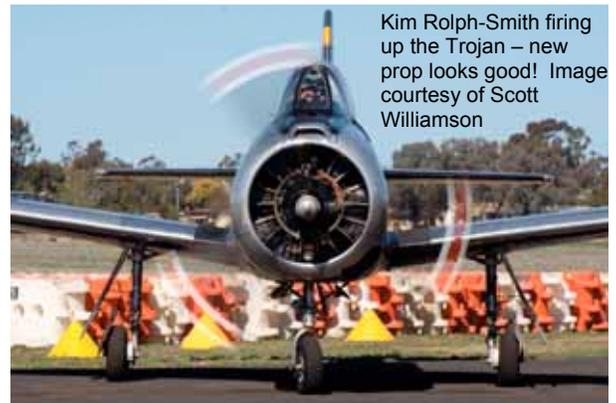
Image Courtesy of Peter Farquarson



The day started with a sunrise Balloon launch from a sport field in Dalby Township which attracted many spectators as the crisp, still morning air echoed intermittently with sounds of gas burners bursting to life as no less than 5 Balloons were readied for flight. Familiar aircraft seen at the event were the T-28D-5 Trojan and Yak 52 from the Warbird Aviation stable. Kim and Cameron Rolph-Smith made the pilgrimage out to Dalby offering Adventure flights and Kim was also one of the performers on the display program thrilling the crowd displaying the capabilities of the Trojan. Whilst catching up with the Warbird Aviation crew after their arrival to the event, I noted a gipsy crackling away and on final approach was a lovely looking silver DHC-1 Chipmunk. This turned out to be VH-RME arriving with Mr Rob Plackett and his partner Val on board. Another Gipsy type which was also in attendance was DH-82A Tiger Moth VH-WHW owned and operated by Chris Adams and Warren Buckley of Darling Downs Tiger Moths Toowoomba, who also were offering flights to those wishing to enjoy Vintage aviation at its finest!



Cameron Rolph-Smith taking a punter for a spin. Image courtesy of Scott Williamson



Kim Rolph-Smith firing up the Trojan – new prop looks good! Image courtesy of Scott Williamson

For those looking forward to the thrills of watching aerobatic routines, they were well catered for with one of the attractions of the event being the RAAF Roulette's. The Roulettes attended with a full team being on display and another familiar name in the Aerobatic circuit scene was Tony Blair of Blair Aero sport who put in a very polished performance.



VH-RME Image courtesy of Scott Williamson



Balloons Ready for Launch – Image courtesy of Scott Williamson



Image Courtesy of Scott Williamson

The event certainly had a variety of challenges to overcome before and during the event. However, the organisers should be congratulated on a fine effort for the planning and work that went into the 2010 Dalby Wings and Wheels Spectacular!

Calendar of Events 2010

EVENT: Wings of Life Fly-in and Tradeshow**WHEN: October 2&3, 2010**

START TIME: 8:00 AIRFIELD: Archer Falls

CONTACT: Doug Field 0433569269 Email: wingsoflifecharity@gmail.com

DESCRIPTION: In support of the Royal Flying Doctor Service (Qld Section)

www.wingsoflife.com.au**EVENT: "Rotors, Wings & Wheels" 2010 Fly-In - Army Airfield, Oakey****WHEN: October 2&3, 2010**CONTACT: (07) 4577 7666, email: AustArmy.FlyingMuseum@defence.gov.auwww.army.gov.au/history/museums.htm**EVENT: Rag, Tube and Wood fly-in****WHEN: October 23, 2010**

START TIME: 8:00 AIRFIELD: Heck Field, Jacobs Well

CONTACT: Ray Morgan (07) 33906832 Mob. 0400114903

DESCRIPTION: From the back to basics for original microlights to the composite Ultra-lights, if it flies, then fly it in to Heck Field for a great day out.

EVENT: QVAG Breakfast 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) Angel Flight Day (Annual Toy Run)**WHEN: November 28, 2010**

START TIME: 10:00 AIRFIELD: Caboolture

CONTACT: Ray Vuillermin PHONE: 0409 584 574

DESCRIPTION: Annual Toy Run in support of Angel Flight

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!

EVENT: The Great Eastern Fly-in**WHEN: January 7-10, 2011**

AIRFIELD: Evans Head Memorial Aerodrome, NSW

CONTACT: Gai Taylor 0427 825-202

DESCRIPTION: the place for all your Flying Fun - Aviation for Everyone!

Whatever you fly, join us for four days of all things aviation and more.

EVENT: Bange's Fly-in Clifton**WHEN: March 13, 2011**

START TIME: 08:00 AIRFIELD: Clifton Airfield (Bange's)

CONTACT: Trevor Bange Phone 0429 378 370 or a/h (07) 4695 8541

DESCRIPTION: Darling Downs Sport Aircraft Assn. Inc. Annual Clifton Fly-In at Clifton Airfield (Bange's). This fly in has become a premier attraction for all types of aviation in southern Queensland.

Classifieds!

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Cessna 172M 1973
TT 11447 ETR 226 Lycoming 0-320E2D
Prop Time 1294 Engine just fitted with zero time cylinder kit. Should run many hrs in overrun.

\$67K Mal Shipton 0427618271
Email: gipsybiplane@hotmail.com

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Ph: Warwick Henry, 0417 771 563,
Email: whenry@jowar.com.au



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Denison, Victoria 3858
Australia

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Mob: + 61 (0)402 937747
Email: vx118@bigpond.com

Cessna 150 parts
4 wings 4 ailerons, 3 flaps, 2 struts \$950.
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Ph. Bruce 048 8336 762

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Price \$250,000
Reason for selling is to build an even larger hangar at fabulous Watts Bridge.
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Stripped down
Core value \$3000.00 ono

Phone: John Innes 0417643610

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New 15mx11m hangar at Kilcoy for rent \$80pw plus small club user fee. Prefer vintage aircraft.

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E-mail: gipsybiplane@hotmail.com

*******Classified Advertisements are free to Members!*******

Answers to Vintage Aviation Quiz: 1c; 2b; 3b and c; 4d; 5a; 6c; 7a; 8a; 9d; 10abc and d.