

- **A fond farewell to our President and friends**
- **Festival of Flight 2008 Report**
- **Classic Fighters 2009 New Zealand**

INSIDE THIS  
ISSUE:

Vice President's Message	2
From the Editor	2
"FOF" 2008 Report	3
Mal Shipton's stable mates	6
Classic Fighters 2009 New Zealand	7
Executive Matters	7
Next Issue	8

# Australian Vintage Aeroplane News

ISSUE 209

OCTOBER - DECEMBER, 2008

## A fond farewell to our President

On the last weekend in August 2008, the Queensland Vintage Aeroplane Group held its 17<sup>th</sup> Festival of Flight. The weekend was one of the most successful held under the custodial care of **Shane Winter**. Shane was passionate about the Festival of Flight and was thrilled that the event went so well as a result of his and Joanne's tireless and selfless efforts.

Sadly, the weekend will be remembered with much sorrow due to the deaths of two of our members. On 31 August Barry Hempel lost his life in an aircraft accident off Stradbroke Island. On the morning of 1 September Shane Winter lost his life as a result of injuries received in an aircraft accident at Watts Bridge Memorial Airfield. Peter Boreham also lost his life in the same aircraft accident.

**Shane Winter** was QVAG President for 16 years and although he spent an enormous amount of time working tirelessly for the group he was also devoted to his wife Joanne and his family. In mid 2007 Shane and Joanne left their Brisbane home to live at Harrisville with just enough room for an airstrip to be built. He recently took his parents to their property for a visit and was happy he had the opportunity to do so. Just before the Festival of Flight 2008 he completed his workshop and a bulldozer cleared the way for his dream.

Shane lived and breathed Vintage aviation and it is fair to say he lived the dream and had the ability to convert his dreams into reality. Apart from restoring two Auster projects and to keep flying in a Piper Cub, Shane also acquired a Tiger Moth



*"I have never seen a photo of Shane that showed him to be so relaxed, at one with himself and machine and thoroughly enjoying the moment"*

Photo courtesy: Craig P Justo

project in his own right and was moving toward the day when that aircraft would again take to the air.

Shane derived immense enjoyment from being a free spirit as depicted in the photo taken by Craig Justo when he last flew with Shane in the Piper Cub. Craig remembers Joanne saying "You know, I have never seen a photo of Shane that showed him to be so relaxed, at one with himself and machine and thoroughly enjoying the moment"!

Shane has left us all with a legacy which will be remembered in the years ahead. Shane was truly a gentle man, a larger than life character, and someone who will be missed by all who knew him.

Goodbye our dear friend.

Karen Guest

## And a fond farewell to our friends

**Barry Hempel** was one of Australia's most respected and accomplished pilots. In 1978 he established "Hempel's Aviation" for quality pilot training and charter operations throughout the Pacific basin. Barry was one of the founding Members of the Queensland Vintage Aeroplane Group and his commitment and ongoing support of the Group

was such, that he too was considered a stalwart! As one of Australia's iconic aviators, Barry earned the respect of his peers and his achievements were the stuff that legends are made of.

A devoted family man, Barry is survived by his wife Melanie, his two children and his elderly father.

**Peter Boreham**, from Victoria, was at the Festival of Flight for a long weekend with a student pilot. Pete was a regular at the Festival of Flight over the last few years and made many friends on his annual pilgrimage.

Pete is survived by his wife Heather.

## Vice-President's Message

I sincerely hope that this Issue of AVAN finds all enjoying good health, good fortune and indeed, some very pleasurable flying experiences!

It is with mixed emotions that I say that we as a Group have experienced the highs and lows of life in recent times. Whereas there are many and varied reasons that one might wish to turn back the hands of the clock, unfortunately we can't! But we can remember the times in our lives that delivered the greatest of pleasure and in all probability, never forget those that delivered profound sadness!

Further on in this Issue, you will see my Report on the "FoF" 2008 and I can but hope that I have conveyed the positives that this event delivered.

And then you will see two separate tributes to those that we have lost at a time when we had good reason to celebrate our successes!

If we can continue to focus on the successes that we have deservedly earned and remember those that contributed to this but are no longer with us, then it will bode well for the future.

In relative terms, QVAG/AFM Inc. is quite a small group and yet when it comes to achievements, I am proud to say that in my view, we are up there with the best of them. This has come at a personal cost to many of our Members and I will make special mention of the folks who constitute the Management Committee.

The Group is extremely fortunate to have folks who are dedicated to our stated objectives – "Dedicated to the Airworthy Preservation of Australia's Historic Aircraft"!

But that "Mission Statement" does not reflect the Group's objectives in their entirety because it is far and away deeper than that!

It is with distinct pride that the "Bus Boys" (as they are affectionately referred) promote the Australian Flying Museum component of the Group and indeed, that of QVAG as well. They give freely of their time and clock up many thousands of kilometres every year to attend events, school functions etc. etc. and their activities are fully self-funded. So they too are instrumental in promoting the Group's objectives.

The strength of any organisation is in its Membership and at the times when you are asked to support a Group activity, it is readily obvious that we are indeed blessed!

There are many challenges ahead for the Group, not the least being the selection of a President. At this point in time, I hope to convene the AGM next January.

As all would have been advised, our next event is the **Tribute Fly-In** that is scheduled for **Sunday, 14 December.**

I would ask of all Members to give due consideration to supporting this event with your attendance on the day.

Well, as this is the last AVAN for 2008, I will take this opportunity to proffer the very best of wishes to you and your families for the Festive Season. Take care, safe flying and thank you once again for your ongoing support of the Group.

With kind regards

Craig P Justo

## From the Editor

Hi everyone. I'm the new Editor of Australian Vintage Aeroplane News (AVAN). For those of you who do not know me I have been an associate member of QVAG for the last six years.

As you know AVAN reports on your news as well as news from around Australia and New Zealand. If you have any ideas about topics that could be included, or would like to submit an article, please drop me a line at [karenguest@ozemail.com.au](mailto:karenguest@ozemail.com.au) or give me a call on 0409 640 781.

Of course, I may also tap you on the shoulder if I hear you are or have done something special, interesting, or just committing aviation. Just say yes I'll do it!

AVAN needs your input!

Safe flying to you all.

**Karen**

*Dedicated to the airworthy preservation of  
Australia's historic aircraft*

**AVAN needs  
you!  
It's your news.  
Support your  
fellow  
aviators.**

## “Festival of Flight” 2008 Coordinators Report *By Craig P Justo*



De Havilland DH.84 Dragon  
Photo courtesy: Craig P Justo

The richness of Australia’s aviation heritage is a palpable commodity yet to my mind, there are too few events listed on the Australian aviation calendar that allow for the gathering of a representative selection of aircraft that exemplify the scope of our heritage!

QVAG/AFM Inc. has a long and enviable history of providing opportunities for aeronautical contrivances of all eras to gather on one Airfield. And this in turn allows the owners and/or operators to showcase their aircraft to those who appreciate the most – the true enthusiast!

QVAG staged its seventeenth “Festival of Flight” Fly-In event over the period August 30 –31 respectively and without doubt, this was the largest and most successful “FoF” staged to date. As on previous occasions, it behoves of me 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 bought your aerial treasures for all to enjoy. That some of you did both was commendable and greatly appreciated. To all and sundry who contributed to the event and made 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, Veteran and Warbird aviation in this country.

### “Festival of Flight” is formulated around Vintage, Classic and Warbird aircraft

I am delighted to report that in excess of 336 aircraft descended into the airspace around Watts Bridge Memorial Airfield to provide a veritable smorgasbord of Australia’s aeronautical treasures of the past and indeed, a broad variety of those of the present genre. Primarily, the theme of the “Festival of Flight” is formulated around Vintage, Classic and Warbird aircraft however, as all in attendance would have seen, there was a mixture of aerial contrivances and all were welcome. These portrayed in a tangible form, the technological advances in aeronautical designs that have occurred throughout the past eighty years.

Under near perfect weather conditions and with a picture perfect Airfield available to us to host the event, this year’s “Festival of Flight” produced the sights, sounds and aromas of aviation at its best. These extended from the “clatter” of the Fleet Model 2’s Kinner K-5 engine (a product of the heady days of the “Barnstormers”) through to the throbbing of the Panther Replica’s GE T58-8F Turbojet engine (a product of more recent times)! QVAG’s event is an aviation extravaganza that provides the most discerning enthusiast and the casual observer alike, with a wonderful opportunity to appreciate some of the most charismatic aeronautical machinery to be built to date. Having chosen to restore and maintain these priceless artefacts, the weekend provides the perfect excuse for a dedicated group of owners and/or restorers to make the annual pilgrimage to Watts Bridge Memorial Airfield to showcase and “exercise” their machinery.

“...in excess of  
336 aircraft  
descended  
into the  
airspace  
around Watts  
Bridge  
Memorial  
Airfield”

### Aircraft from so many stables graced the Watts Bridge Memorial Airfield

Vintage aircraft types from the “stables” of Beech, Boeing, Cessna, De Havilland, Fleet, Henri Mignet, Percival, Pietenpol, Piper, Stinson and Taylorcraft graced the Airfield whilst the Warbird element was represented by “medium” and “heavy metal” types from Australian, American, Chinese, German and Russian manufacturing origins. The Warbird fraternity bought along examples of the following types: AT-28D Trojan, TBM-3E Avenger, CA-16 Wirraway, CA-18 Mustang, AT-6 Harvard, CA-25 Winjeel, OY-1 Sentinel, YAK-52, DHC-1 Chipmunk and FWP-149D.



North American AT-28D Trojan  
Photo courtesy: Craig P Justo

## “FOF” 2008 Coordinators Report *Continued*

For a Fly-In (as opposed to a commercially organised Air Show) to attract such an array and number of exotic aircraft is true testimony to the significance that their respective owners attach to this event. Under the Civil Aviation Authority’s regulations, QVAG is not permitted to schedule a flying display programme (nor do we wish to) as the basis of this event is one of informality and relaxation. It thus provides an ideal opportunity for folks, even those who harbor the slightest interest in aviation, to get up “close and personal” with some of the finest aircraft imaginable and witness recreational aviation at its best! And in the matter of the die hard enthusiast, the “FoF” event is very much on the International “radar” nowadays as visitors from as far afield as New Zealand, England, USA and South Africa are known to have been in attendance!



Photo courtesy: Frank Ragonese

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 for the most discerning of machinery enthusiasts, over 150 vintage and ex military vehicles attended to compliment their aeronautical counterparts!



Photo courtesy: Frank Ragonese

### The “FOF” is QVAG’s premier event

The “FoF” is QVAG’s premier event and as on previous occasions, it would not have been possible without the tireless efforts of our stalwart Members and supporters who put personal matters aside in the lead-up to and over the weekend of the event. This plus the kind provision of infrastructure such as the use of Hangar One by Members, John Sinclair and Ross Stenhouse, ensured that it was conducted in a manner that conveyed the professionalism of the Group. Indeed, such is the enthusiasm for this event that non-members are now getting involved and offering their assistance on the days. To all who provided their assistance, I will take this opportunity to proffer a sincere and heartfelt thank you.

*“We once again enlisted the assistance of various local organisations”*

We once again enlisted the assistance of various local organisations to assist us with the conduction of the event. Foremost amongst these was Neville Finlay and his members of the Toogoolawah Group of the State Emergency Service (SES). Besides bolstering our manpower resources, the SES also provided equipment such as radios and tarps that alleviated the need for us to source these from other suppliers. This amongst other things that were less noticeable made a significant contribution to the smooth running and incident free nature of the event.

### Overall catering and organising the Saturday evening dinner

And the catering to this year’s event was once again favourably received. Besides the in-house catering done by Robyn Bernhardt, Barry Meurant and his team of helpers from the Brisbane Valley Christian Church produced the food for the Saturday evening Dinner and the snacks throughout both days of the event. Through the use of local organisations and where possible, the sourcing of equipment and supplies from local businesses, this event provides a substantial boost to the economy of the nearby communities!



Hangar 1 - catering focus

Photo courtesy: Frank Ragonese

The Saturday evening Dinner is synonymous with the “FoF” and I cannot overstate the amount of time and work that is involved in organising this function.

Our Treasurer, Joanne Winter has assumed the overall responsibility for this function and I will thank Joanne for the effort that she put into this. It was a sell out once again and indeed, regrettably, we had to turn people away as we had reached the limit of our capacity to seat folks in comfort.

As one might imagine, Joanne’s late Husband and our former President, Shane was also involved in the organising of the Dinner. Indeed, such was Shane’s commitment to this event that he was heavily involved in every facet of the organisational tasks that went into the event and he was thus, pivotal to its success. His elation on the Sunday evening was one that was hard earned and well deserved yet, as all are aware, he was lost to us before he could receive the many messages that were sent to congratulate him on his successful conduction of the event.

## “FOF” Coordinators Report *Continued*

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 Rod Mills and Peter Freeman (QVAG Members) whose work on preparing the Airfield for the event was nothing short of a commendable effort! As in past years, Rod and Peter 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. Overall, the Airfield was presented in a manner that provided a sight of verdant splendor and it was only through the preparations effected over the previous months, that it served to welcome aviators and enthusiasts alike throughout the event!



Photo courtesy: Frank Ragonese

### The flight raffle and flight auction donated by members

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 to themselves. Des and Kathleen Porter, Kim Rolph-Smith and Cameron Rolph-Smith have for a number of years now, provided us with the opportunity to conduct a very special Raffle. The prize for said Raffle is a flight in their beautifully presented aircraft which, as on previous occasions, saw the winners strap into the De Havilland DH-84 Dragon (page 3), North American AT-28D Trojan (page 3) and Yakovlev YAK-52. There is no doubting that this Raffle is 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 and Cameron, I will proffer a very sincere thank you for your very kind contribution to the Group.



Yakovlev YAK-52

Photo courtesy: Craig P Justo



Commonwealth Aircraft Corporation - CA-18 MUSTANG  
Photo courtesy: Craig P Justo

Just reverting back to the Dinner, you might recall the auctions that were conducted on the evening with Auctioneer Extraordinaire, Kim Rolph-Smith presiding. In a show of selfless support to the Group, the members of the Mustang Fighter Trust Syndicate donated a flight in their beautiful CA-18 Mustang. Following some very spirited bidding, this was duly auctioned off and we were extremely privileged to include those proceeds into the Group’s financial takings from the event. To the folks from the Mustang Fighter syndicate, a sincere thank you is in order for your very generous gesture and kind consideration to the Group!

**Editors note:** To Craig Justo, thank you for the amazing effort you put into this year’s Festival of Flight. There is so much organisation that goes into the event - you are too modest.

### Dedication

Given the success of this year’s event and those that have preceded it, in August 2009, your Group will yet again host the “Festival of Flight”.

And as always, it will be a celebration of the achievements in aviation that have now spanned over one hundred years.

Before you forget, please note in your diary that the “FoF” 2009 will be staged over the period 29 – 30 August 2009.

#### Dedicated to

**Shane Patrick Winter Esquire**  
President Elect, QVAG/AFM Inc.



Auster J-1N Aiglet “Jo Jo”

Photo courtesy: Craig P Justo

# There is no cold like biplane cold!

By Mal Shipton

"There is no cold like biplane cold!" Mitch stammered as he alighted from his 1929 Fleet Model 2 on a freezing February morning in Texas, USA.

I would shortly find myself in complete agreement as I nursed fingers that felt like they had just had a door slammed on them after just 20 minutes of flight culminating in an inelegant and not entirely uneventful landing.

The whole exercise started with two highly desirable biplanes being advertised on line, a Fleet model 2 biplane and a Waco YKS-7 cabin biplane.

The Fleet was in Texas and the Waco in southern Oklahoma. A quick map search revealed that they were in fact quite close to each other geographically, and, I had long time friends in the area who I knew would be happy to provide board and lodgings as well as a vehicle.

The \$US had established itself in a downward trend and I thought this was a one in a generation chance to grab some goodies. Within a week of seeing the ads, I was off. This was to be a raid deep into GWB territory with its hoglegs and longhorns, something befitting Indiana Jones!

Despite mainlining cornflour for some days, my blood was still too thin not to notice the cold, coming out of high Brisbane summer.

## Something befitting Indiana Jones!

First the Fleet arrived at the small airport of Mesquite, just outside Dallas-Forth Worth CTA. Its unique engine sound gave away its presence and I watched with the sort of apprehension that some younger man may feel on a first date. It looked just great as it joined crosswind and completed the circuit. My friend had secured use of part of a hangar to dismantle and pack the two classics, much to the generosity of one of those obliging personalities who had hangar space.

With the flying done, I ran Mitch back to his place and stayed for dinner. It turned out I went to school with his first cousin in Bega, NSW in the mid 1950's. Next was the 3hr road trip to Ardmore, Oklahoma, where the wind certainly does come sweeping down the plain.

My first glimpse of the resplendent YKS was the red cowl and polished prop in the morning sunshine with a large heater aimed at it to get the whole thing ready to start. Start it did and under we taxied to the runway threshold. Glenn did admit to being "as nervous as a long-tailed cat in a room full of rocking chairs" when he first flew the big Waco but soon settled down to the well mannered thoroughbred that it is with few vices.

I enjoyed the view from the large glass wind down windows with the winter landscape framed by interplane and lift struts with the pushrod joining the ailerons thrown in for good measure.

## Settling in!

Due to weather and Glenn's business commitments, it would be a more than a week before the Waco arrived at Mesquite and a beautiful Cessna 180 in autumnal colours and polished metal came to take Glenn away from the airplane he loved.

Meantime the Fleet was completely packed ready for loading into a container. Now that should be simple, right? Wrong! Lots of trouble even getting someone to talk to me let alone ring back. The sea freight business has many twists and turns I was to discover.

Finally a 40' container was delivered and as the driver unhitched the container trailer, my astute powers of observation alerted me to the fact that the container was still shoulder height. "Hey", I said, "I thought we would be loading a container at ground level, I've never seen one this high, how do we get our airplanes into it, no-one told me it would be this high?"

He gave a shrug as he climbed back into the cab of the prime mover "A lart of people theenk that señor" he observed, almost casually and started his drive back to Houston.

So, another problem to solve I thought as I stood in the cold.

The Fleet's upper wing is one piece 28 feet long and this had to go inverted strapped to the roof. The fuselage was loaded using an engine hoist which then had to be dismantled to get it back out but that was not an option for the Waco.



Photo courtesy: Mal Shipton

*"I watched with the sort of apprehension that some younger man may feel on a first date."*



Photo courtesy: Mal Shipton

There is no cold like biplane cold! *By Mal Shipton* CONTINUED

## Two bi-planes fit in a 40' container after all

Next step was to dismantle the Waco and I had some valued assistance in fabricating a support to fit between the gear leg mount points and the central "breastbone".

I heard many times that two biplanes would not fit in a 40' container and even as the doors were closed and sealed was still hearing it! The folk who kept giving this advice were handy when it came to lifting wings off, an activity I planned around Saturdays when this species of airport visitors is most numerous.

Luckily, there was a forklift on the field and for installing a prop on its owners Cessna 210, we not only had the fork but a pro operator to inch the Waco into its slot.

It was an exhausting couple of weeks but a bit of fun. All to do now was worry about how many containers fall off ships (around 5000 a year) and hope ours was not one. In the fullness of time, the container arrived and was unpacked and the precious contents transferred to Redcliffe on a semi tilt-tray but only after we had had a close-up view of how the waterfront works!

The only damage was a broken nav light lens that dropped as we removed the top wings in the US. All that remains at the time of writing is to reassemble, comply with the "different air" requirements for Australia and fix anything that shows up on inspection.



Photo courtesy: Mal Shipton

## Classic Fighters in New Zealand 2009

The Classic Fighters Air Show 2009 is to be held at Omaka, New Zealand with an Italia theme. The Air Show is designed to be more than an air show with visitors being provided with two full days of family entertainment in a distinctly different event with a unique Marlborough flavour. A small group of QVAG members and friends will be attending the Air Show over the Easter weekend 10-12 April.

For more information:

<http://www.classicfighters.co.nz/classic-fighters-airshow.htm>



*"Classic  
Fighters —  
more than  
an air show"*

## Executive matters

As indicated in the Vice-President's message, an Annual General Meeting will be held in January 2009 to elect a new President. It is anticipated that a Calendar of Events for 2009 will be scheduled.

As you know the QVAG AFM Executive works tirelessly for the group in supporting fly-ins and the Festival of Flight. The current members of the Executive are:

Acting President	Craig Justo
Vice President	Craig Justo
Secretary	Andy Heath
Treasurer	Joanne Winter
Member	Robyn Bernhardt
Member	Mark Witton
Member	Frank Ragonese
Member	Ken Searle
Member	Leyu Fentie
AFM President	John Payne

Website: <http://www.qvag.org.au>



**Queensland Vintage Aeroplane Group  
Australian Flying Museum**

PO Box 794  
Archerfield Qld 4108  
Mobile: 0409 640 781 (Editor, AVAN)



**Dedicated to the Airworthy Preservation of Australia's Historic Aircraft**

## Next Issue

The next issue of AVAN will cover the following topics and more:

- Tribute from 14 December 2008
- The 2009 QVAG Executive
- 2009 Calendar of Events
- Focus on projects
- New stable mates
- Focus on members

If you have any ideas about topics that could be included, or would like to submit an article, please drop me a line at [karenguest@ozemail.com.au](mailto:karenguest@ozemail.com.au) or give me a call on 0409 640 781.



Photo courtesy: Craig P Justo