



ANTIPODEAN CHIPMUNKS

by G. GOODALL



OPPOSITE PAGE: Chipmunks of the Royal Aero Club of Western Australia. *Top:* VH-RFW near Cunerdin, W.A., 10th November, 1957. *Centre:* VH-ROG over the Swan River, Perth, 15th October, 1957. *Bottom:* VH-WRW, — AMB and — ROG lined up outside the club's hangar at Marylands Aerodrome, Perth, 6th November, 1954. (Photos via G. Goodall).

THIS PAGE: The first and the last. *Below:* the first Chipmunk into Australia, De Havilland's demonstrator VH-BFT at the time of its demonstration to the RAAF in 1948. No military order was forthcoming, the aircraft eventually being sold to the Newcastle Aero Club in May 1949. *Above:* VH-BBK, at the time of writing the last Chipmunk to come to Australia. This aircraft served with the Royal Air Force, Royal Malaysian Air Force, and Singapore Flying Club before being brought to Australia in 1976. (Photos P. Malone).

The well known DHC-1 Chipmunk, deHavilland Aircraft of Canada Ltd's first wholly designed and built aircraft, was first flown at Toronto on 22 May 1946. Canadian production ceased after their 157th aircraft due to pressure of US military contracts, but the RAF had placed large orders for the type to become their standard postwar ab-initio trainer, and so large scale production of the DHC-1 was then initiated by the parent company, deHavilland Aircraft Co Ltd, at their Hatfield factory, this later being transferred to their Chester plant. The British aircraft had minor modifications, were powered by Gipsy Major 10 engines, and designated Chipmunk T.Mk. 10 by the RAF. The first, WB549, was exhibited at the 1949 SBAC Show, leading to additional orders from 14 foreign air forces. A grand total of 1,014 Chipmunks were built in England, including 735 for the RAF. In Canada an additional 60 Chipmunks were built by DHC for RCAF in 1956.

In Australia, deHavilland Aircraft Pty Ltd of Sydney imported an early Canadian-built civil DHC-1A-1 Chipmunk for local demonstrations in December 1947. This aircraft was

shipped from Canada, where it had been rolled out of DHC's Toronto factory on 28 August 1947 as the 22nd Chipmunk built. It was re-assembled at Bankstown Airport, Sydney as VH-BFT and received its Australian CoFA on 10 December that year. The most obvious order being sought was from the RAAF as a new basic trainer, and VH-BFT was extensively demonstrated at RAAF Base East Sale. No military order was received however, the RAAF eventually deciding upon the projected CAC Winjeel primary trainer. After further demonstrations to the main aero clubs had produced no immediate orders, VH-BFT was retired at Bankstown in July, 1948. While its excellence as a trainer in all aspects of flying was acclaimed, the high initial cost of a brand new aircraft at a time when so many war disposals aircraft were available made civil sales most unlikely.

The demonstrator, VH-BFT, was sold eventually in May 1949 to the progressive Newcastle Aero Club, which was then the biggest aero club in the country. Taking this lead, the following year the Royal Aero Club of New South Wales placed an order for a Chipmunk



with deHavilland at Bankstown. The British production was fully committed to RAF orders, so a second-hand DHC-1A-1 G-AKCS was imported from England. This was the 18th Canadian-built aircraft and had been shipped to England and assembled at Witney in November 1947 for Loxham's Flying Services Pty Ltd as the first civil sale in UK. After two years instructional flying at Squires Gate the firm closed and the Chipmunk was shipped to Sydney to enter service with the RAC of NSW as VH-AFR in October 1950.

In late 1951 the Royal Aero Club of Western Australia decided to purchase two Chipmunks to update their fleet of 12 Tiger Moths. When deHavilland Aircraft Pty Ltd placed this order with its parent British company it requested an extra Chipmunk for further Australian demonstrations. Three aircraft were diverted from the military production line at Chester, VH-AKW was shipped to Sydney for deHavillands, while VH-ROG & VH-AMB were shipped to Perth where they were assembled at Maylands Aerodrome during January 1952, their

registrations being the initials of senior RACWA officials. The demonstrator VH-AKW was sold, just like its predecessor, to the Royal Newcastle Aero Club in November 1953 and was replaced by deHavillands with VH-MLO which had previously been a British demonstrator G-AMLC. It had been diverted from the military production and had received its British CofA on 11 October 1951. All these purely civil aircraft from the British production were designated Chipmunk Mk. 21s.

Interest in the Chipmunk was now increasing among aero clubs around Australia, and when the Rhodesian Air Training Group placed a number up for disposal 11 were shipped to Australia, through South African brokers, in 1954 and 1955. Three aero clubs each placed a trio into service. (VH-RVX, RVY & RVS with the Royal Victorian Aero Club; VH-AJD, BNU & FTA with the Royal Aero Club of NSW; and VH-RBW, RCW & WRW with the Royal Aero Club of Western Australia) One went to the Royal Newcastle Aero Club as VH-RNF, and the remaining aircraft became the first privately

owned Chipmunk as VH-CBM for Mr. C.B. Martin of Martins Industries, Sydney. DCA used the RAF designation Chipmunk T.10 for these and subsequent ex-military British-built aircraft, although the correct designation after civilianisation is Chipmunk Mk. 22.

The following year, 1956, saw large numbers of RAF Chipmunk T.Mk. 10s available for disposal in England due to the introduction of all-jet instruction and the closure of the RAF Reserve Schools. As well as many purchased by flying clubs and schools throughout Britain and Europe, brokers advertised these RAF machines in Australia, and found an eager market for these well maintained Chipmunks at good prices. Some 80 ex-RAF Chipmunks were shipped to Australia over the following few years, the majority being quickly brought on to the Australian Civil Register. Some had British civil markings allocated before their sale abroad, however only one import, G-APCV, actually had a full civil conversion in England, receiving its British CofA on 8 November 1957 as a Chipmunk Mk. 22A with extra fuel tankage, before

RIGHT: The second demonstrator, VH-AKW, at Eagle Farm Airport, Brisbane, when on a sales tour during 1952. It was later sold to the Newcastle Aero Club in November 1953, and subsequently enjoyed a chequered career until it was withdrawn from use in July 1971. It is believed to be currently under rebuild. (Grillie Collection).

BELOW: When de Havilland sold VH-AKW they brought in a new demonstrator, VH-MLO in 1954. This aircraft had originally been a British demonstrator, G-AMLC, and is still active today, although now registered VH-DBS, as shown in this recent photo. (P. Malone).





by an RAAF officer on detachment in Malaysia, 9V-BAE, flown for many years by Royal Singapore Flying Club could trace its ancestry back through the Royal Malayan Air Force to the RAF. The dismantled aircraft was shipped to Melbourne in early 1976 and assembled at Morwell, Vic. in April the following year. VH-BBK flew into RAAF Base East Sale on 20 May 1977 on delivery to owner Jeff Trappett, and it was subsequently based on the farm of a part-owner at Maryborough, Vic.

All Australian Chipmunks were powered by 145hp deHavilland Gipsy Major 10 engines, however a number were re-engined in service with 130 hp Gipsy Major 1 engines from Tiger Moths. These lower powered Chipmunks had a 150lb reduction in their All Up weight from the normal 2,100lb. Airworthiness problems saw most Australian Chipmunks grounded during 1971 for mandatory inspection for fatigue cracks in the wing attachment joints. Some did not pass these inspections and were deemed uneconomical to repair so were left dismantled in hangars around the country. Further fatigue problems reduced the number of airworthy aircraft during the 1970's, however recent interest in the type as a private sports aircraft has seen many extensive rebuilds of Chipmunks by enthusiastic private owners.

A table at the end of the article lists all Chipmunks registered in Australia in order of their appearance on the Civil Register.

TOP LEFT: The first privately owned Chipmunk in Australia, VH-CBM at Cootamundra, N.S.W. (R. McLean via Hopton Collection).

CENTRE LEFT: VH-BWB of the Aero Club of S.A. at Parafield, S.A., December 1962. (G. Goodall).

LEFT: VH-BAW of the South Coast Aero Club at Bankstown, N.S.W., in May 1963. (G. Goodall).

BELOW: Chipmunks of the Royal Victorian Aero Club at Moorabbin, Vic., on 14th December, 1963. Aircraft visible are VH-RVU, RVW, RVH, RVK, RVS. (Hopton Collection).

Engineers of the Royal Aero Club of Western Australia uncrate WG404, late of the Rhodesian Air Training Group, in their hangar at Maylands Aerodrome, Perth, on 6th November, 1954. This aircraft became VH-RCW. (via G. Goodall).



being sold the following month to the Narromine Aero Club in NSW as VH-FBB.

During 1958 when numbers of available RAF disposals Chipmunks were running low, three Irish registered aircraft were imported. They became VH-RSM with the Royal Aero Club of NSW, VH-UWG with the Canberra Aero Club, and VH-BWD with the Royal Aero Club of South Australia. An interesting aircraft imported with these Irish Chipmunks was N9867F which had been delivered to Mr. Sam Pratt in Ireland on 9 July 1956 and registered in the special US Registration block reserved for aircraft based overseas. It returned to England on 21 August 1957 for resale to Australia and was shipped to Darling Downs Aero Club at Toowoomba, Qld to become VH-DDP. A pair of Chipmunks were also imported from South Africa during 1959, becoming VH-DIN with Royal Victorian Aero Club and VH-WFC with Wagga Flying School at Wagga, NSW.

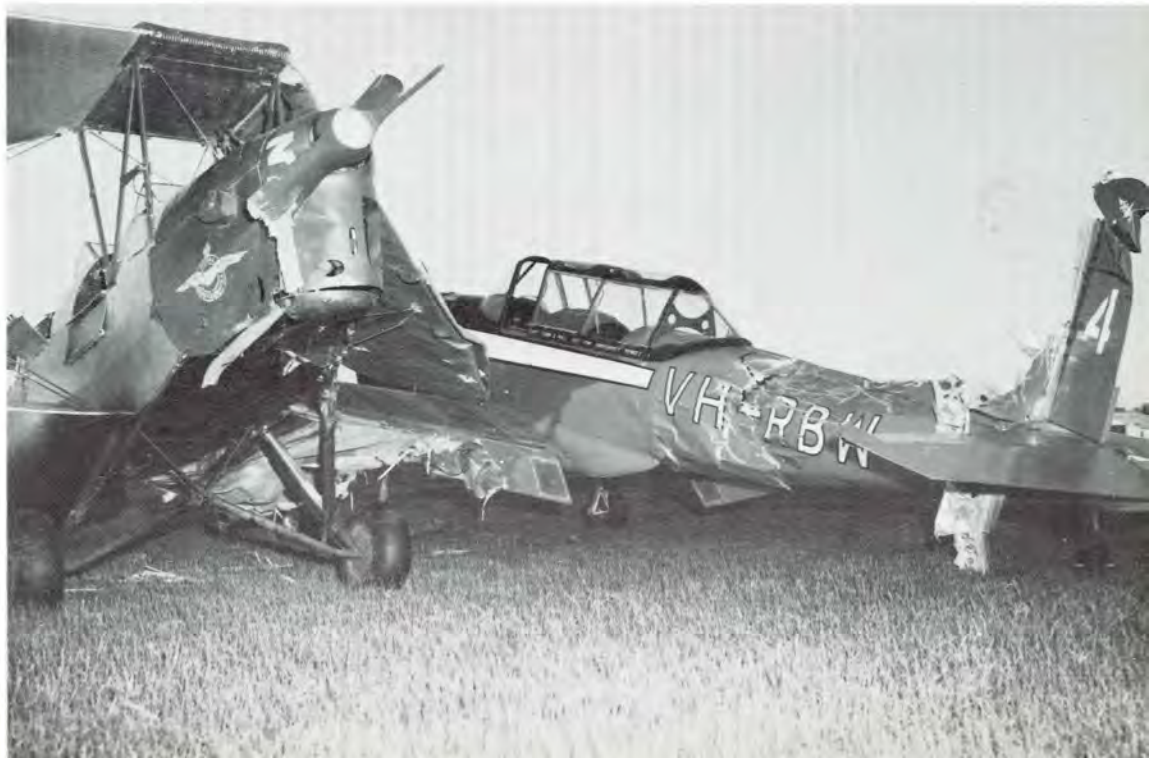
By 1960 a total of 88 Chipmunks appeared on the Australian Civil Register. A number remained in service with the principal aero clubs until the late 1960's, by which time they were being mainly used for aerobatic training. As each club had its own particular registration block, there were many registration changes as the Australian Chipmunks passed through their various owners. Only one new Chipmunk was added to the Register during the 1960's, when the Royal Victorian Aero Club built VH-RVE from spares at Moorabbin Airport, Melbourne during 1965. This rebuild was based on a fuselage painted as VH-BSS which had been obtained among spares from the Tasmanian Aero Club, who had reserved this registration within their block but had never assembled the aircraft after receiving it from England.

Ten years were to pass before the next new Australian Chipmunks made their appearance.

A Melbourne syndicate challenged the DCA policy restricting ex-military aircraft being issued with Australian CofA's when they imported three ex-RAF Chipmunks from an English broker late in 1975. The RAF had just released a large number of the type, which had been used by the University Air Squadrons around Britain. With rough British civil registrations painted over their military markings these latest disposals Chipmunks quickly appeared all over England, and significant numbers were sold overseas, particularly to the USA. The three machines for Australia were shipped to Melbourne and assembled at Melton airfield during January 1976 becoming VH-AFL, SSJ & PUB. After successfully obtaining their Australian CofA's, these three are still most active in Victoria, VH-AFL & SSJ still flying in their RAF colour schemes.

The final Chipmunk imported to date is VH-BBK which was purchased in Singapore

Chipmunk, VH-RBW, badly damaged in a collision with Tiger Moth, VH-AJ1, at Maylands on 10th July, 1955. Neither of these Royal Aero Club of W.A. aircraft were rebuilt after this accident. (via G. Goodall).





SASIN AEROSTRUCTURES SA-29 "SPRAYMASTER"

The concept of an agricultural version of the Chipmunk was first investigated by deHavillands in the UK in 1958 when they produced a prototype Chipmunk Mk. 23, G-APM, with wing tip slots, a raised single seat cockpit, and fitted with an agricultural hopper. A total of four other aircraft were later converted to this design and flown by Farm Aviation Ltd of Rush Green.

At Goulburn, NSW experienced agricultural pilot Mr Mike Sasin operated a single Tiger Moth cropsprayer, VH-RIN, as Sasin Aircraft Service. For some time he had been thinking of a low cost Tiger Moth replacement, and had closely inspected the Chipmunks of the Goulburn Aero Club in the hangar next to his, with a view to an agricultural modification. His interest was spurred by the DCA announcement in 1962 that Australian Tiger Moths would be banned from agricultural operations at the end of 1965 due to their high accident fatality rate.

In June 1963 Sasin purchased a VH-AMB, from Mid Murray Flying Club at Swan Hill, Vic. and flew it to Goulburn for conversion. This bright red aircraft had been purchased by the MMFC from the Royal Aero Club of WA and ferried from Perth to Swan Hill during April 1962 in the first crossing of the Nullabor Plain by a Chipmunk. The aircraft was dismantled in the Goulburn hangar and



TOP: The second SA-29, VH-BCA, working as a glider tug at Beverley, W.A., in November 1970. (G. Goodall).

TOP RIGHT: The prototype SA-29 "Spraymaster", VH-SJD, under construction at Bankstown in late 1965. (S. Gibson, via Hopton Collection).

CENTRE RIGHT: VH-SJD on 28th August, 1965 during its flight testing at Bankstown, N.S.W. It was issued with its C of A shortly after. (N.M. Parnall, via Hopton Collection).

RIGHT: Bob Couper's SA-29, the second aircraft, VH-BCA, at Cunderdin, W.A., in December 1969. (G. Goodall).





work proceeded slowly on the fuselage modifications. Meanwhile Sasin discussed his plan with Aerostructures Pty Ltd at Bankstown, and an agreement was made for Aerostructures to take over the conversion as the Sasin-Aero structures SA-29 'Spraymaster'. If the aircraft was successful, Aerostructures would start production of the type.

VH-AMB was trucked to Bankstown but the fuselage modification was rejected by DCA and an entirely new fuselage was required for a different conversion design. The fuselage of Chipmunk F-OAOL of the Tamataue Aero Club, which had been dismantled at Noumea in 1960 and stored, was bought and shipped from New Caledonia. The modification continued slowly using the new fuselage but the wings, tailplane and undercarriage from VH-AMB. Work continued into 1965 as DCA submitted all phases to extensive airworthiness criteria. Costs were rising sharply and work halted completely at one stage while the project was refinanced by Sasin who was still personally supervising the conversion on frequent visits from Goulburn. Finally the SA-29 was completed and rolled out of the Bankstown hangar in June 1965, resplendent in a bright red and white colour scheme as VH-SJD. A flight testing programme at Bankstown resulted in the issue of the Australian CofA on 1 September 1965, and Sasin flew the aircraft home to Goulburn that afternoon. The very next day a local pilot was flying the new Spraymaster on circuits at Goulburn aerodrome when fuel expiry caused engine failure and the aircraft dived into the ground. The pilot was seriously hurt and VH-SJD was a total writeoff without having flown a single agricultural sortie. Meanwhile the Chipmunk spares collection of Royal Newcastle Aero Club which had been advertised for sale in August 1964 had been obtained by Aerostructures to be used at the basis for future conversions. The collection included a number of whole fuselages and mainplanes including several RAF aircraft never put into civil service by the Club.

On the other side of Australia at Cunderdin in the West Australian wheatbelt Mr R. S.

Couper of Bob Couper Pty Ltd had also developed an interest in the Chipmunk as a Tiger Moth replacement for his extensive spraying operations. He had purchased a Chipmunk, VH-AMV, from Royal Aero Club of SA in July 1963 to be used for training by his newly formed Central Flying School at Cunderdin, and also for a proposed agricultural modification. However work on the SA-29 Spraymaster was by now under way at Bankstown, so Couper placed and order for the second SA-29 with options on three more for the 1967 season. Couper's first Spraymaster, VH-BCA, was completed by Aerostructures three months after the prototype. It was fabricated from an unconverted RAF Chipmunk, WB601, with parts from another aircraft, VH-RNJ. WB601 had been uncrafter in full RAF markings by deHavillands at Bankstown in March 1957 for the Royal Newcastle Aero Club, but it was not CofA'd and was instead held as spares stock by the Club. The new Spraymaster was testflown at Bankstown during September 1965 and departed on its ferry flight to Western Australia later that month, flown by Couper's chief pilot, Mr Allen Fox. Work was under way on the next Spraymaster conversion, but progress was slow and Bob Couper Pty Ltd cancelled its options for further aircraft, buying instead two second-hand Piper Pawnee 150's.

The third and last SA-29 was completed in July 1966 as VH-GEB. It was based on an old Tasmanian Aero Club Chipmunk, VH-BSQ, which had been retired at Launceston the previous year and transported dismantled to Bankstown. The Spraymaster was first flown at Bankstown on 9 September, 1966 and left on delivery to Tonair Pty Ltd, Tintinara, SA the following day. All three Spraymasters were delivered with full crop-spraying gear fitted, spray-bars under the wings and spray-generator under the belly. VH-GEB's initial agricultural career was shortlived, it being badly damaged in a forced landing in a paddock near its Tintinara base 19 December, 1966. It returned to service the following year after a rebuild at Parafield by the Royal Aero Club of SA. In May

The third and last SA-29 completed was VH-GEB. It was based on an ex-Tasmanian Aero Club Chipmunk, VH-BSQ, and first flew on 9th September, 1966 leaving on its delivery flight to Tonair Pty Ltd., Tintinara, S.A., the following day. The photo above shows it there in December 1967. (G. Goodall).

1969 it was sold by Tonair to the Adelaide Soaring Club and was converted for glider tug duties, being based at Gawler airfield. It was damaged in an accident at Templers, SA on 29 March 1970 and the wreckage was stored at Parafield for some time, then trucked to Bankstown where it arrived in April 1971. It was originally intended to be rebuilt for aerobatics with a 260hp engine, larger fin and reduced wing-span, but the conversion was not finished and the aircraft was stored in Sydney until shipped to the USA along with the Sundowner, VH-CXZ, and Chipmunk, VH-GCE, in 1973.

In Western Australia, Bob Couper's VH-BCA was withdrawn from cropspraying work at the end of the 1969 season. It was then leased to the Gliding Club of WA and used as a tug aircraft just like its sister in South Australia. VH-BCA remained based at Cunderdin as the gliding club also operated from there, and towed gliders for the next three years until sold to Mr J.A. Turner of Perth in July 1972, when it returned to cropspraying configuration being based at Kellerberrin, WA.

This final remaining Spraymaster was sold to Mr R.J. Moro of Cairns, Qld in October 1976, and with its agricultural fittings removed was ferried 4,000 miles from Perth to the Atherton Tablelands in northern Queensland. It was to have been used as a glider tug at Mareeba, but it saw little further use and was left in the open where the aircraft's condition quickly deteriorated in the tropical weather. By early 1978 VH-BCA was laying derelict at Mareeba.

AEROSTRUCTURES "SUNDOWNER"

During 1967 Aerostructures announced plans for a range of Chipmunk conversions to be powered by modern Lycoming engines. The first model was to be a two-seater utility aircraft named "Sundowner", powered by a 180hp Lycoming O-360 replacing the original 145hp Gipsy Major 10. Mr John Roulston, owner for Nor West Air Taxies at Carnarvon, WA and pioneer aerial cattle musterer, placed an order for the new 'Sundowner'. The design seemed to be the perfect aircraft for his highly successful mustering operations in the outback of Western Australia and Northern Territory, for which he had already used a Chipmunk, VH-UEZ as well as various Cessnas.

Work had begun on the first Sundowner at Bankstown late in 1966, based on the battered dismantled Chipmunk, VH-RNJ. The newly completed conversion had its Lycoming engine ground-run during June 1967 and was rolled out of the hangar completed the next month in an attractive white colour scheme with red and yellow trim. DCA issued a permit to allow test flying in the Bankstown area for two months commencing on 25 August, after which the aircraft was returned to the hangar for further conversion work including the fitting of large wingtip fuel tanks. This first Sundowner carried the registration VH-CXZ but this was an allocation only, never formally taken up or added to the Register. DCA considered the aircraft to be a new type, with its more powerful engine installation and metal wing covering, thus requiring full new airworthiness type approval. The aircraft was completed in March 1968, but before the airworthiness paperwork was finalised the Aerostructures engineer in charge of the project was drowned in a boating accident in Sydney. Some aspects of the design data were rejected by DCA and airworthiness approval for the full conversion was refused. Because of the delays Roulston cancelled his order for the aircraft, and VH-CXZ was parked in the open at Bankstown while negotiations continued with the Department. However the Sundowner was not to fly again in Australia and was eventually shipped to the USA in 1973 where it became N8DW.

Aerostructures had found that construction of Spraymasters and Sundowners from components was not economical, and decided that further conversions would only be undertaken on airworthy Chipmunks submitted by their owners. Early in 1968 they commenced work on the second Sundowner conversion, Chipmunk, VH-RJK, purchased by Dr Lal McDonnell of Sydney the previous year. The airworthiness certification problems encountered by the prototype VH-CXZ caused Aerostructures to carefully limit their rebuild of VH-RJK, whose cockpit area was left unmodified and wingtip tanks were not fitted. Work was well under way by March, 1968 and several months later VH-RJK emerged painted in a colourful white and bronze scheme with the name *Sundowner* marked on the fuselage sides. On 20 December 1968 DCA changed the type of VH-RJK from DHC-1 T Mk. 10 to DHC-1 A1, indicating conversion Australian No. 1. The type name 'Sundowner' does not appear in the Department's official documents.

For the next two years VH-RJK was seen at numerous airshows in southern Australia as part of a Chipmunk display team alongside VH-RSQ and VH-RVY operated by Aerial Promotions Pty Ltd, Sydney. During 1971 the 'Sundowner' was sold by Dr McDonnell to Dr Judith Best of Warwick, Qld and the aircraft now had a belly fuel tank fitted for extra range,



TOP: The prototype Aerostructures "Sundowner", VH-CXZ, has its Lycoming O-360 started for the first ground trails at Bankstown, June 1967. (K.R. Murphy).

CENTRE: VH-CXZ during its flight trials at Bankstown during August 1967. Note that the wing tip fuel tanks have not yet been fitted. (M.T. Croker).

BOTTOM: CXZ at Bankstown in June 1972, just prior to its being sold to the U.S.A. It still carries John Roulston Aviation's name although it was never in fact delivered to West Australia. (G. Goodall).



VH-BSR of the Tasmanian Aero Club, Launceston, Tas., September, 1963. (G. Goodall).

VH-BSR at Mangalore, Vic., January 1968. Note wheel spats. (G. Goodall).

VH-DDO of the Darling Downs Aero Club, at Tocwoomba, Qld., 28th June, 1962. It was damaged in a hangar fire two months later. (via Hopton Collection).

VH-FEK at Narrogin, West Australia, January 1975. (G. Goodall).

VH-FTA of the Royal Aero Club of N.S.W. at Eankstown, N.S.W., in January 1967. (G. Goodall).

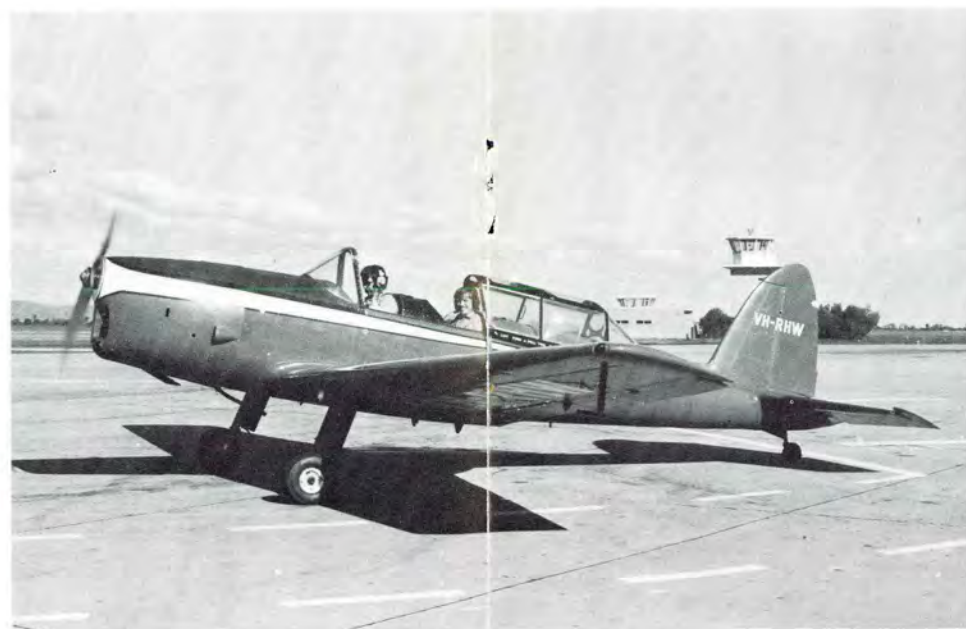
VH-RHW at Perth Airport, West Australia, August 1973. (G. Goodall).

VH-RVK at Parafield, S.A., March 1964. This aircraft gained second place in the Ansett Air Race. (G. Goodall).

VH-UPD at Parafield, S.A., May 1967. This is an ex-Broken Hill Aero Club machine. (G. Goodall).

VH-WCR at Beverley, West Australia, November 1970. (G. Goodall).

VH-WFH at Parafield, South Australia, August 1974. (G. Goodall).





and instrumentation installed to allow Night –VMC Category for travel flights at night – the only Chipmunk to be so rated in Australia. Dr. Best made a number of long trips in VH-RJK to Sydney and Waikerie, SA until it was replaced by a Twin Comanche. In December, 1974 the Sundowner was sold to the Gliding Club of WA and departed Warwick on its ferry flight to Cunderdin, where it is still in service as a glider tug.

OTHER CHIPMUNK CONVERSIONS

A few other major Chipmunk modifications were carried out in Australia. First was the re-engining of VH-BVP to a 225hp Continental 0-470 6 cylinder horizontally-opposed engine by its owner Mr H. Treloar at Bankstown in early 1960. The Chipmunk was first flown with its new engine 28 May, 1960 and then flew regularly over the next seven years from Bankstown.

During 1967 Mr. Treloar purchased Chipmunk VH-RSQ from the Royal Aero Club of NSW and transferred the Continental engine, plus cowlings and propeller, from VH-BVP into the new Chipmunk. The conversion was completed in August 1967, and VH-RSQ's original Gipsy engine was fitted back into VH-BVP which Treloar still owned. DCA changed VH-RSQ's type designation to DHC-1C as from April 1969 following further modifications for sky-writing. A belly tank was fitted to carry oil which was burnt to produce smoke from a lengthened exhaust pipe, and oxygen equipment installed in the cockpit for the pilot when operating at high altitude. The bright orange Chipmunk entered service during 1969 with a newly formed company, Skyads Pty Ltd of Sydney, conducting advertising sky-writing over the city for the next year, as well as flying as a member of the gaily coloured Chipmunk formation team of Aerial Promotions. VH-RSQ's ownership reverted to the Royal Aero Club of NSW in 1973, and it is currently still flying in Sydney owned by Mr N.H. Johnson.

Hockey Treloar's VH-BVP languished at Canberra for a number of years, parked alongside the ill-fated Dart turboprop Mustang conversion, A68-187, and a later acquisition Spitfire, TE384. The Chipmunk was struck off the Civil Register in September, 1974 after a period engineless. An extended overhaul then began at Canberra and the aircraft was re-engined with a 220hp Lycoming 10-440K. Problems with DoT certification of this new engine installation have delayed VH-BVP's return to the Register. However, it was ferried from Canberra to Bankstown in April 1978 and has been sold to a new owner in Queensland.

A recent Chipmunk re-engining is R.J. Priddle's VH-RVY which was seen at Canberra in December, 1977 with all paintwork stripped and a Continental engine fitted. DoT paperwork has not yet recorded the model of engine at the time of writing.

TOP: The second "Sundowner" working as a glider tug at Cunderdin, W.A., in January 1976. (G. Goodall).

CENTRE: The second Continental 0-470 engined Chipmunk, VH-RSQ, in use by Skyads Pty. Ltd. for skywriting work. Note the belly tank for the smoke producing oil. (R.L. MacDonald).

BOTTOM: RSQ at Bankstown on 4th April, 1971. This aircraft is still in use, currently owned by Mr. N.H. Johnson. (Hopton Collection).



CHIPMUNKS EXPORTED TO USA

Chipmunks are popular aerobatic mounts with American owners, with over a hundred currently registered. A number of these are Canadian built DHC-1Bs from RCAF disposals, but the majority are from the large RAF disposals of 1973.

The first Australian Chipmunks to be exported to the USA were the last two on the flight line of Royal Victorian Aero Club, VH-RVJ & RVL. These two were crated up at Moorabbin in March 1969 and shipped to Rob Satterfield of Midland, Texas as N713W and N713H. Satterfield already owned a Jungmeister replica, N713S, for aerobatic flying, and he commenced a major rebuild on Chipmunk N713A which had been purchased as an airframe only, without Gipsy engine. The aircraft was rebuilt with a 200hp inverted 6 cylinder in-line Ranger engine with Aeromatic variable-pitch propeller. Inverted fuel and oil systems were fitted for aerobatic flying, and to improve handling 5 feet was clipped from the wing span and ailerons enlarged. The tailplane was redesigned and a larger squared-off fin and rudder fitted. Wheel spats and Canadian blown canopy and windscreen completed the rebuild. The polished silver N713H is still based at Midland, Texas alongside a standard Chipmunk N735DH which Satterfield purchased from England in 1976 after earlier selling his other Royal Victorian Aero Club machine.

The next Chipmunk to go to America was VH-UWG. This aircraft began its Australian career with the Canberra Aero Club, later serving with the North Queensland Aero Club at Cairns before proceeding through the hands of several Queensland private owners. It was flown to Kalgoorlie, WA in February 1966 and based there by Mr J Hellen until purchased by a South Australian syndicate in March 1969 for export to the USA. The partnership was headed by Mr Harvey Pearce of Victor Harbour, SA and its aim was to sell Tiger Moths and other deHavilland types to America. Over Easter 1969 the Chipmunk VH-UWG was picked up at Kalgoorlie by two pilots from the syndicate, then flown to Kellerberrin and Geraldton where Tiger Moths VH-AMT & AMD were purchased. The Chipmunk and VH-AMD were then ferried back across the Nullabor Plain in loose formation to Goolwa, SA. The other Tiger followed shortly after, and together with Tiger Moth, VH-WON, purchased in Queensland at the same time, all aircraft were dismantled and shipped from Adelaide in June 1969 for America. Harvey Pearce travelled to the USA to arrange their assembly and sale, but died soon after he arrived in America. All four aircraft were eventually sold and brought on to the US Register, the Chipmunk becoming N9261.

The final three Chipmunks exported from Australia to the USA were shipped from Sydney in early 1973 by Mr Dean Whitaker. He had purchased standard Chipmunk, VH-GCE, two years earlier and then obtained two modified aircraft, Spraymaster, VH-GEB, and Sundowner, VH-CXZ. With their potential for major conversion for specialist aerobatic mounts frustrated by the strict DCA airworthiness attitudes, he arranged for their sale to America. The three aircraft went to Texas where they became N7DW, N8DW and N13DW with Doug Warren of Odessa Soaring Club at Odessa, only thirty miles from Rob Satterfield at Midland, Texas.



TOP: The first Continental O-470 engine conversion Chipmunk, VH-BVP, at Bankstown in 1963. (R.F. Neate).

CENTRE: The same aircraft at Port MacQuarie, N.S.W., in August 1963. Note that the registration has been touched up to read VH-IVL. However, no record of this appears in DCA documents, and it returned to VH-BVP soon after. (D. Connell).

BOTTOM: One of the last two Royal Victorian Aero Club Chipmunks, VH-RVL, at Moorabbin, Vic., in September 1965. This aircraft was sold to Rob Satterfield of Texas as N713H in 1969. (G. Goodall).

AUSTRALIAN OPERATED CHIPMUNKS

REG'N	C/N	B.O.R.	PREVIOUS IDENTITY	FATE
BFT	22-	12.47	—	To VH-RNG, BBF, MCC. Current.
AFR	18-	10.50	G-AKCS	Cr Narrandera, NSW 28.12.54.
AKW	C1-0153	12.51	—	Wfu Archerfield, Q 7.71. Currently under rebuild.
AMB	C1-0383	1.52	—	Wfu Goulburn, NSW .64. Rebuilt as SA-29 VH-SJD.
ROG	C1-0435	1.52	—	Cr Bakers Hill, WA 20.3.59.
AJD	C1-0446	1.54	WG357*	To VH-RSP, ESP. Wfu Melbourne 5.75, currently under rebuild.
BNU	C1-0500	6.54	WG426*	To VH-RSR Cr Lake MacQuarie, NSW 10.4.61
MLO	C1-0414	8.54	G-AMLC	To VH-CJM, DBS. Current.
RVZ	C1-0498	9.54	WG424*	To VH-RTW. Wfu "Inkerman" Stn. Q.71 Currently under rebuild.
RVY	C1-0472	9.54	WG398*	Current
RVX	C1-0485	11.54	WG411*	Cr Ferntree Gully, Vic. 6.9.61.
WRW	C1-0373	11.54	WG314*	Cr Carnarvon, WA 8.11.64.
CBM	C1-0466	11.54	WG393*	To VH-RSV, WAU, AFG. Current.
RBW	C1-0418	12.54	WG328*	Ground collision with DH82 VH-AJI at Maylands, WA 10.7.55.
RCW	C1-0478	5.55	WG404*	Cr Bulls Creek, WA 13.11.56.
RNF1	C1-0467	8.55	VP-KLP, WG394*	Cr Minmi, NSW 26.3.58.
FTA	C1-0499	11.55	WG425*	Cr Cobbity, NSW 27.1.68
BWA	C1-0003	9.56	WB551	To VH-UET Cr Whyalla, SA 7.10.62.
BWB	C1-0055	9.56	WB614	Cr Adelaide, SA 2.2.64.
BSJ	C1-0098	9.56	WB658	To VH-RVK Cr Bangholm, Vic 8.9.64.
MOA	C1-0138	9.56	WB690	To VH-RVL, Sold to USA 2.69 as N713h.
MOB	C1-0059	9.56	WB618	To VH-RVQ Cr Scoresby, Vic 1.2.59.
RVW	C1-0064	10.56	WB623	Sold to NZ 12.73 as ZK-DUC.
BPZ	C1-	10.56	—	Cr Canberra. ACT 20.11.57.
RND	C1-0092	10.56	WB655	Cr Williamtown RAAF Base, NSW 20.9.64.
BAC	C1-0041	10.56	WB600	Wfu Boort, Vic. 12.71.
BAD	C1-0111	11.56	WB659	To VH-UPD Current.
GBY	C1-0490	11.56	WG416	To VH-BWK, CKD, TUG. Dam Cunderdin, WA 8.12.68.
BSK	C1-0047	11.56	WB606	Cr Ralph's Bay, Tas 19.3.60.
RDW	C1-0684	11.56	WP792	To VH-RWI, FLC Wfu Kununurra, WA 5.74.
REW	C1-0020	11.56	WB568	Cr Norseman, WA 22.9.57.
RNE1	C1-	11.56	—	Cr Casino, NSW 24.3.57.
RNH	C1-0511	11.56	WG461	To VH-CYN Wfu Kenthurst, NSW 4.71. Under rebuild.
RNI1	C1-0148	12.56	WB700	Cr Walgett, NSW 13.9.57.
RNJ	C1-0486	12.56	G-ACUC, WG412	Wfu Broadmeadows, NSW 7.61. Rebuilt as Sundowner VH-CXZ.
BVP	C1-0474	12.56	WG400	Converted to Lycoming, Wfu Canberra 9.74.
BVQ	C1-0083	12.56	WB642	To VH-GAF, GAH, AST Wfu Lovelybanks Vic. 7.71.
DDN	C1-0029	12.56	WB5777	Cr Cambooya, Q 27.6.59
BSL	C1-0090	12.56	WB649	Cr Frederick Henry Bay, Tas 16.7.57.
BSQ	C1-0501	1.57	WG427	Wfu Launceston, Tas 8.65. Rebuilt as SA-29 VH-GEB.
BSR	C1-0189	1.57	WB743	Current
BVR	C1-0081	1.57	WB638	Cr Goulburn, NSW 19.1.57.
RSQ	C1-0075	1.57	WB640	Converted to Lycoming, current.
RVU	C1-0146	1.57	WB698	To F-OCEF, VH-KJM. Dam Darwin 25.12.74 Cyclone Tracy.
RFW	C1-0030	1.57	WB578	Cr Bulls Creek, WA 19.9.59.
DDO	C1-0303	2.57	WD362	Dam Toowoomba, Q 29.8.62 in hangar fire.
CPC	C1-0070	3.57	WB629	Cr Moree, NSW 16.6.61.
BSM	C1-0051	4.57	WB610	Current.
GMD	C1-	4.57	—	To VH-BAX, RSJ Cr Bringelly, NSW 17.6.63.
MOE	C1-0057	4.57	G-AOSC, WB616	To VH-GAH, BMW, UEU Wfu Armidale, NSW 5.76.
RGW	C1-0112	5.57	WB662	Cr Katanning, WA 14.10.62.
RVV	C1-0484	6.57	WG410	Cr near Moorabbin, Vic. 6.2.55
BSN	C1-	6.57	—	Cr Kimberley, Tas 24.12.58.
BSP	C1-0063	6.57	WB622	Cr Tumby Bay, S.A. 2.2.63.
BWC	C1-0353	7.57	WG289	To VH-UEZ Cr "Bulloo Downs" Stn., WA 18.9.66.
RVT	C1-0066	9.57	WB625	To VH-RJK. Rebuilt as Sundowner.
GAN	C1-0116	9.57	WB668	To VH-WFH Wfu Parafield, SA 11.75. Currently under rebuild.
GAM	C1-0091	11.57	WB651	To VH-GIL, BAW Cr Coonamble, NSW 27.1.64.
RNV	C1-0129	11.57	WB681	To VH-BAY, WCR Current.
RHW	C1-0125	11.57	WB677	Current
BSU	C1-	12.57	—	Current
DDP	C1-0120	12.57	N9867F, WB672	To VH-DBI Cr Armidale, NSW 15.4.62.
WFC1	C1-	12.57	—	To VH-TWD Cr near Orange, NSW 4.6.59.
WFD	C1-0142	12.57	G-AOTB, WB695	Cr Deniliquin, NSW 5.4.59.
BON	C1-0024	9.57	G-AOTN, WB572	To VH-RSK Current.
BTL	c1-	1.58	To VH-BWF, A	To VH-BWF, AMV Current
MOR	C1-0260	1.58	WD323	Cr Traralgon, Vic 3.9.61.
RVS	C1-0503	3.58	WG429	Wfu Moorabbin, Vic. 72 Currently under rebuild.
RNE2	C1-0162	3.58	G-AOUB, WB714	To VH-RVG Cr Scoresby, Vic 10.12.61.
RIW	C1-0195	4.58	WB748	Wfu Albany, WA 2.72
FBB	C1-0176	4.58	G-APCV, WB724	To VH-BGW, FEK Wfu Cunderdin, WA 7.76.
BWD1	C1-0149	6.58	WB701	Cr Mount Pleasant, SA 3.7.58.
RSM	C1-0245	6.58	EL-AJB, WB710	To VH-WMT, WMG. Current.
RSN	C1-0287	7.58	G-AOSB, WD349	Cr near Young, NSW 31.12.59.
RVR	C1-0201	7.58	WB753	Cr Ferntree Gully, Vic. 30.1.60

REG'N	C/N	B.O.R.	PREVIOUS IDENTITY	FATE
RJW	C1-0136	8.58	WE688	Sold to Indonesia 8.61 as PK-AAX
RNF2	C1-0082	9.58	WB639	Cr West Maitland, NSW 9.12.61.
RWO	C1-0074	12.58	WB634	Sold to Indonesia 8.61 as PK-AAN, later PK-AAY.
RN12	C1-0123	12.58	WB675	To VH-RVH, AKB Current.
BWD2	C1-0072	1.59	EI-AJD, WB630	To VH-BWE Cr. Parafield, SA 9.1.60.
UWG	C1-0396	1.59	EI-AHW, WG324	Sold to USA 5.69 as N9261.
UEK	C1-0039	2.59	WB587	Cr Tumby Bay, SA 28.1.63.
DIN	C1-0439	8.59	ZS-DIN, WG352	To VH-RVJ Sold to USA 2.69 as N713W.
KFA	C1-0534	8.59	WG484	To VH-DCE, GCE Sold to USA 4.73 as N13DW.
WFC2	C1-0275	12.59	ZS-DJV, WD334	Cr Wagga, NSW 7.4.62
BSV	C1-0062	7.60	G-AOSR. WB621	Current.
RVE	C1-0211	12.65	(VH-BSS) WB761	Wfu Essendon, Vic. 3.74.
AFL	C1-0795	2.76	G-BDJO, WP919	Current.
SSJ	C1-0543	2.76	G-BDEM, WK507	Current.
PUB	C1-0302	2.76	G-BBPX, WD361	Current.
BBK	C1-0226	3.77	9V-BAE, 9M-ANI, FM1022, WD287	Current.

SASIN AEROSTRUCTURES SA-29 "SPRAYMASTER"

VH-SJD	C1-0438	6.65	F-OAOL, WG351	Crashed Goulburn, NSW 2.9.65
BCA	C1-0042	9.65	WB-601	Derelict Mareeba, Qld.
GEB	C1-0501	7.66	VH-BSQ, WG427	Sold to USA .73 as N7DW

AEROSTRUCTURES "SUNDOWNER"

VH-CXZ	C1-0486	NTU	VH-RNJ, G-AOUC, Sold to USA .73 as N8DW WG412
RJK	C1-0066	12.68	VH-RJK, VH-RVT, Current, based Cunderdin, WA. WB625

Notes

- Cr: Crashed
Dam: Damaged
Wfu: Withdrawn from use
Current: Currently registered
- * Rhodesian Air Training Group
- Registrations shown as 1 or 2 indicate the first or second allocation of that marking to Chipmunks only, not total allocation.
- Construction numbers shown are aircraft c/n. Fuselage numbers are usually quoted in DCA records, (e.g. VH-BAD is DHF/F/102). These indicate the place of construction with DHH/F series being Hatfield built, DHB/F/ series being Broughton (Chester) built examples.
- The seven Chipmunks for which c/ns and previous RAF serials are not known are believed to be the following, but the individual tie-ups are not known:

C1-0058	WB617
C1-0049	WB608
C1-0117	WB669
C1-0122	G-AOTL, WB674
C1-0126	WB678
C1-0127	G-AOTA, wb679
C1-0174	G-AOSP, WB722

This Chipmunk, VH-RND, was written off in a crash at RAAF Williamtown, N.S.W., on 20th September, 1964. (R.E. Hourigan via Hopton Collection).

VH-KJM (ex RVU, F-OCEF) also came to grief. This time when cyclone Tracy struck Darwin in December 1974. (D.J. Molesworth via Hopton Collection).



CHIPMUNKS EXPORTED TO USA

N713H	C1-0138	ex VH-RVL	3.69
N713W	C1-0439	VH-RVJ	3.69
N9261	C1-0396	VH-UWG	6.69
N7DW	C1-0501	VH-GEB	.73
N8DW	C1-0486	VH-CXZ	.73
N13DW	C1-0534	VH-GCE	.73

Rob R. Satterfield, Midland, Texas
 Rob R. Satterfield, Midland, Texas
 Mary Jo Ann Bates, Odessa, Texas
 Donald Sharp, Pauls Valley, Oklahoma
 Howard D. McIntyre, Belmont, Massachusetts
 Geo D. Warren, Odessa, Texas
 Geo D. Warren, Odessa, Texas
 Joe W. Moore, Pecos, Texas
 Charles Balo, Chattanooga, Tennessee
 Geo D. Warren, Odessa, Texas
 Robby Jones, Minter City, Mississippi
 John Thigpen, Franklinton, Louisiana

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9. Information supplied by A. Bovett, M.D. Fisher, M.T. Crocker, M.B. Austin, M. Vincent and numerous Chipmunk owners who inspected their aircraft and logbooks for identities for the author.

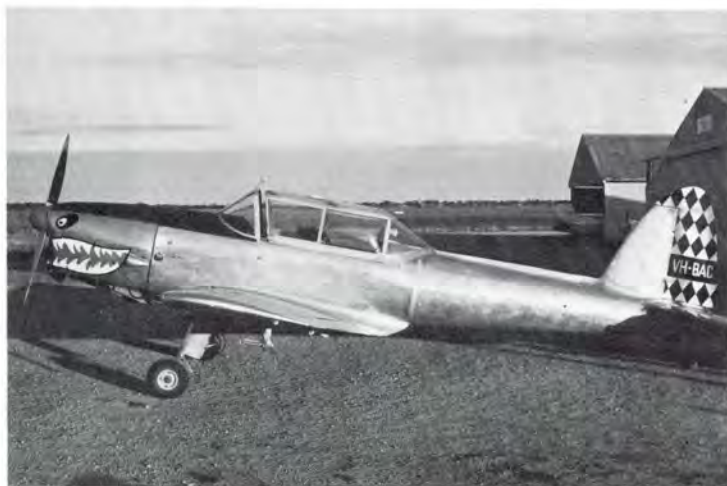
Special thanks to M.R. Davis whose research into Chipmunk identities made the detailed listing possible.

LEFT TOP: VH-BAC at Swan Hill, Vic., July 1967. An ex-Broken Hill Aero Club aircraft. (G. Goodall).

LEFT BOTTOM: VH-RVG of the Royal Victorian Aero Club at Moorabbin on 9th December, 1961. The next day engine fell out near Scoresby, Vic. (Hopton Collection).

RIGHT TOP: VH-WMT at Albury, N.S.W., in September 1965. This aircraft is still currently flying as VH-WMG. (G. Goodall).

RIGHT BOTTOM: VH-FBB at Cootamundra, 30th April, 1962. This was the only Chipmunk Mk.22A on the Australian register. (R.E. Hourigan via Hopton Collection).



SPOTLIGHT

by G. Goodall

GENAIRCO VH-UOD

The General Aircraft Co. Ltd. was formed in Sydney by Mr George Boehm to attempt local manufacture of light aeroplanes, and in 1927 the company began building DH.60 Moths under licence from the de Havilland Aircraft Co. Ltd in England. Design work was begun on a new type of biplane built for Australian conditions (particularly joyriding) dubbed at the time "Pregnant Moth". These three-seat biplane were of wooden construction with fabric covering, were designed for either open or enclosed seating and could be powered by a variety of engines. The first of these new aircraft, VH-UNC, known officially as the Genairco, was an open cockpit version and flew in late 1929. It was followed by nine others over the next year from the company's workshop adjacent to Mascot Aerodrome, Sydney. The company ceased operations in 1931 due to the Depression.

The fourth Genairco was under construction in May 1930 when the company applied to the Civil Aviation Branch to add it to the Civil Register, and the registration VH-UOD was allocated. With Constructor's Number 14, the new aircraft was almost completed by early July 1930. It was an open-seater version, fitted out for two passengers in the open front cockpit, with the pilot in the rear cockpit. VH-UOD was flown for the first time at Mascot on 8 July 1930 by General Aircraft Co's pilot Leslie Shaw and a full Certificate of Airworthiness was issued the next day. After the proposed sale to Sydney dentist S.J. Moir was not finalised, the aircraft was purchased by the Aero Club of NSW in February 1931. They immediately applied to CAB for approval to carry three passengers in the front cockpit for joyriding. This was eventually approved subject to each passenger having his own seatbelt, but even brief joyrides must have been a highly cramped affair! The following seven years with the Club brought the Genairco its fair share of mishaps but major damage was sustained only on two occasions. On 26 January 1935 a forced landing was made near Quirindi, NSW, while en route from Newcastle to Gunnedah and the aircraft struck a drain collapsing the undercarriage but with no injury to the pilot, Mr. J. McLaughlin. Repaired three months later, VH-UOD basked in glory in September that year when displayed by the Aero Club in the Palais Royal in Sydney before returning to its hard life joyriding at Mascot and country centres. A passenger died after walking into the rotating propeller at Mascot on 2 December 1935 while pilot J.J. Larkin was conducting joyrides, and 17 May the following year engine failure soon after take-off from Mascot caused a forced landing on the North Brighton Golf Links with mor injuries to pilot H.C. Durant and his two passengers, and substantial damage to the aircraft.

The Genairco was purchased from the Aero Club on 3 September 1938 by Edward MacArthur-Onslow, one of the family of aviators who established MacQuarie Grove Flying & Gliding School Pty Ltd on their own aerodrome at Camden near Sydney. VH-UOD continued its joyriding work with its new owner until 12 February 1939 when it struck power lines on



takeoff from Yass, NSW and crashed, without serious injury to the two passengers and its pilot A.W. MacArthur-Onslow. The damaged aircraft was trucked back to Camden and stored there awaiting rebuilding. With the war situation in Europe the MacArthur-Onslow brothers joined the RAAF and closed down their flying school, handing their aerodrome over to the RAAF which moved the Central Flying School there from Point Cook in June 1940. During the clearing out of the school's hangars the damaged Genairco was sold, still dismantled, to the College of Civil Aviation at Mascot and trucked to Mascot Aerodrome in June 1940 for use as an instructional airframe.

It was not to end its days as a static airframe however, as the proprietor of the College commenced a slow rebuild. Its original 105hp Cirrus Hermes engine was replaced with a 120hp Gipsy III engine from the Puss Moth, VH-UPA, which the College had obtained from Airlines of Australia Ltd in June 1939 and which was also undergoing a slow rebuild. The Genairco was completed in August 1941 and testflown at Mascot. However its CofA was not renewed by the Department of Civil Aviation due to lack of

technical drawings to cover the conversion to the new engine. These problems were later solved, and on 15 July 1942 VH-UOD was purchased by Daniel Cleary of Sydney to be used along with his Moth VH-UNI to fly his employees between aerodromes for defence contract work for the RAAF. To comply with wartime regulations the Genairco was camouflaged with the civil registration in white on the fuselage sides.

After a year of this work, VH-UOD was purchased by V.J. Madsen of Sydney on 5 July 1943. Jim Madsen was flying as a supernumery crew member on ANA airline flights and used the Genairco to complete his training for a Commercial Pilot Licence, as well as flying it up and down Sydney beaches in conjunction with the Sydney Anti-Aircraft Group for gunnery training. He completed his flying training in early September, and by 7 September 1943 Madsen had moved the Genairco into storage in a garage at a

Resplendent in its new white and blue colour scheme UOD is shown at Condobolin, N.S.W., in 1964, shortly after its aquisition by its new owner, R.J. Larkins. (via F.G. Harris).





house in the Sydney suburb of Ashfield. Madsen then became First Officer on Lockheed 14 VH-ADT, of W.R. Carpenter & Co and in March 1944 he applied for a petrol ration to allow him to fly the Genairco once a month from Sydney to Yass to visit his aging father, since his time off duty with Carpenters did not allow him enough time to drive down to Yass. Consequently the Genairco was taken back to Mascot and its CofA renewed there on 26 October 1944.

The aircraft was now used for general flying by Jim Madsen for the next year, while he flew the Lockheed 14, VH-ADT, now for Qantas Empire Airways. When VH-UOD's CofA expired at Mascot in October 1945 it was not renewed and the aircraft was stored until the following February when sold to Australasian Aeronautical Co, Mascot and its CofA renewed on 4 February 1946. The new owners used the now ageing Genairco for the traditional joyriding duties for which it had first been built. The Company had been formed by a group of wartime pilots eager to remain in aviation after the war, and in May that year their operation was renamed the Australian Aeronautical Institute, joyriding and charter work being conducted with a mixed fleet comprising the Genairco, two CAC Wackett-Trainers, and two Tiger Moths all based at Bankstown aerodrome, Sydney. After various changes in the management, the firm was renamed again in July 1947 as Skyway Services Pty Ltd and continued to fly the Genairco until its CofA expired on 5 February 1948 when it was left in their Bankstown hangar until April the next year when Skyway Services Pty Ltd went into liquidation and sold their remaining aircraft to Kingsford Smith Aviation Service. KSAS obtained the Genairco in unservicable condition on 21 April 1949 and held it in storage at Bankstown for the next three years until a buyer could be found. It was testflown at Bankstown after overhaul on 26 September 1952 for its new owner Mr. Terence P. Lang of Sydney.

Three years later the Genairco passed into the hands of perhaps its most enthusiastic owners when a partnership of four Sydney fliers purchased it in May 1955. The partnership comprised John Morris, John Tracey, Joseph Bromwich and Keith Robey of Illawarra Flying School, Bankstown. After some early trips around NSW they found the old Genairco's range of 300 miles at 90mph well suited for cross-country flying, and a major expedition was planned. On 15 September 1955 Dr John Morris and Joe Bromwich set off from

Bankstown on an epic 5,000 mile flight around Australia, accompanied by two friends in a Fairchild Argus. Their route took them north along the coastline to Townsville, Queensland, where they turned inland through Hughenden to Mount Isa and after many adventures reached Darwin on 21 September. Next morning the Genairco made its first ocean crossing when it flew the fifty miles across the Timor Sea to Melville Island to spend the day at the Snake Bay Aboriginal Mission. The Genairco and Fairchild then departed Darwin heading south through Katherine and Daly Waters bound for Alice Springs. On 24 September they left Tennant Creek planning to land at "Woodgreen" Station to refuel on the long leg to Alice Springs, however the Genairco's crew was unable to locate the property in the vast featureless desert, and eventually they landed at Alcoota Station on the verge of fuel expiry. Late that afternoon they flew on to Alice and next day the two aircraft continued south through Oodnadatta to Adelaide. They then flew on to Melbourne and followed the coastline back to Sydney, landing at Bankstown exactly 14 days after they left. While they were in Darwin on this trip, the beckoning sight of the Timor Sea had a profound effect on John Morris, and he became determined to fly across that sea to Timor and on to England. This led him to selling the Genairco and obtaining the veteran Monospar ST12, VH-UTH, and making a memorable flight to England in this aircraft in 1961.

The Genairco VH-UOD was sold on 30 May 1956 to Coastal Airways Pty Ltd of Sydney and later passed to C.L. Smeaton on 4 January 1961 being based at Camden aerodrome. The following January it made a holiday flight through Victoria, passing through Bacchus Marsh

UOD being inspected by a couple of enthusiasts at an airshow at Cootamundra in March 1962. The aircraft was at this time on a holiday trip throughout Victoria and N.S.W. It suffered major damage later in the year and was struck off the register in September. (via F.G. Harris).

on 31 January 1962 and later that year suffered major damage landing at Camden on 26 August. The aircraft bounced in strong gusty winds and the undercarriage collapsed, UOD skidding to a stop on its under surfaces, but the pilot was unhurt.

VH-UOD was struck off the Civil Register on 1 September 1962 as a result of this accident, but after a major rebuild was restored to the Register on 16 March 1964, now owned by R.J. Larkins of Tottenham in central NSW. It made its debut, after the rebuild, at the West Wyalong Air Show on 10 May that year, its attractive new blue and white colour scheme being much admired.

Its ownership was transferred on 2 March the following year to Tottenham garage proprietor Oscar G. Roche, who bought the aircraft to replace his sister Genairco VH-UOG which he had owned for some time and which was now grounded. The two old Genaircos sat in roughly constructed hangars on the Tottenham airstrip, UOD flying only occasionally. On 1 March 1967 VH-UOD was finally struck off the Civil Register when it was withdrawn from service by Roche. Two years later he obtained the Cessna 180, VH-DBV, and the Genaircos were moved into the town of Tottenham for storage. VH-UOD was placed in a shed at Roche's house, while VH-UOG was hung from the rafters of his motor garage until sold to Drage's Historic Aircraft Museum at Wodonga, Vic during 1972.

VH-UOD still remains, with its wings neatly folded, in its shed at Tottenham. It carries an all-over silver colour scheme with red trim and registration letters, and apart from flat tyres and a heavy layer of dust is in sound condition.

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ACKNOWLEDGEMENTS

Jim Bell, Charles Eather, David Prossor, Mike Vincent for information supplied.

Currently in storage at Tottenham, N.S.W., UOD is still in sound condition. It is shown here on one of its rare trips outside its shed. (G. Goodall).

