



8. Vintage Aircraft Operation

The difficulties of operating vintage aircraft today are not necessarily those expected. They include technical and paperwork challenges, and often finding (or making!) rare parts and regaining lost knowledge. So why do it? Entertainment, commemoration, education – as well as enjoying it! This session will feature practitioners and participants in heritage aircraft operation to explore how and why people work hard to put historic aircraft back in the air and keep them there.

Session Convenor: James Kightly

1. But have you tried it? Owning, maintaining and operating old and forgotten Australian ultralights

Fiona Shanahan- Heritage of the Air and University of Canberra

The 1970s and 1980s are arguably the biggest decades for ultralight design and production in Australia. An array of Sportsmans, Drifters and Thrusters were created in the Australian backyards of aviation visionaries. Yet today, few fly these older ultralights and even fewer know the history of Australian ultralights. A group of individuals in Australia's Northern Territory have made it their mission to have at least one of every old Australian ultralight in flying condition as part of their private collection. There are certainly challenges that arise from owning, maintaining and operating these aircraft and this paper will explore the challenges as well as the positives. These positives include insights into ways in which to remember Australia's ultralight past, the recovery and preservation of past skills and knowledge, as well as the sheer joy of seeing the aircraft back in the skies where they belong.

2. A new generation to operate historic machines for tomorrow

Lloyd Galloway- Private historic aircraft owner & operator

Historic aircraft ownership is rewarding, satisfying and special, so why are vintage organisations struggling to attract younger members? It became evident when Lloyd joined the Antique Aeroplane Association of Australia that there was a distinct lack of younger members interested in historic aircraft. Aviation history is a very important part of the aerospace industry and it is struggling to attract the next generation, those who are needed to keep these aircraft flying into the future. The current attraction for young members to historic aviation groups and events is the longstanding family connections. How can we change this to attract new members from outside the organisation and encourage them to consider owning and operating historic aircraft? Modern flight training methods don't particularly help and this aspect of 'general aviation' is often overlooked. Passing on these machines to the next generation will allow significant memories and stories to be enjoyed by those in the future. Lloyd Galloway shares his personal journey to becoming an historic aircraft owner and discusses how we can secure these aircraft flying in the future, and why it matters.

3. Panel Session- Vintage Aircraft Operation – How it Really Works

In this panel session we present a rare opportunity to ask the actual vintage aircraft operators about the real challenges of maintaining and flying historic machines. **James Kightly**, 'Vintage Aero Writer', a reporter on the area will briefly explain the background, introduce the panel's experts, and open the panel to audience questions.

Panel Members:

Lloyd Galloway – a young private pilot, owner and operator of three vintage Auster aircraft, two with World War Two service. Lloyd is also a newly qualified air display pilot and is keen to show that the barriers to entry of historic aircraft operation are not necessarily those expected.

Matt Henderson – private pilot and current president of the Antique Aeroplane Association of Australia. Owner and operator of a Cessna O1 Birdog and a CAC Winjeel, organiser of the recent first Tocumwal Airshow, and a regular participant of many air displays and commemorations.

Stephen Death – professional pilot operating the multi-generation family business Hazair Pty Ltd, including agricultural and firefighting flying, aircraft ferrying, maintenance and repair. Stephen is a highly experienced air display pilot, including formation aerobatics, display training, and warbird flying including Spitfires, Mustangs and Kittyhawk single seat World War Two fighters.