

VH-AAX

Dehavilland DHC2/A1 Beaver
S/N 1411

This Turbine Beaver Was Built in Canada in 1959 and came to Australia in 1960. This is currently the only DHC2/A1 in the world which means it is holding a GARRETT TPE331-2 Turbine engine which is the same engine used in the Skyvan. It is also used for skydiving purposes & based at Wilton NSW Australia.

Since coming to Australia this beaver has belonged to many companies including: Beaver & Bedford, Aerial agriculture, S.W.P Aircraft engineering & Sydney Skydivers.

Also over the 47 years this aircraft has been flying in australia it has flown under two registrations: VH-AAX & VH-WFU



See Also <http://www.dhc-2.com/id440.htm>

A68-104 – VH-BOB

Commonwealth Aircraft CA-18 Mustang Mk21 (P51D)

S/N A68-104

A68-104 was built by Commonwealth Aircraft Corporation in September 1947 and was accepted by the RAAF in November of that year. It regularly flew with the RAAF between 1950 and 1955, logging 551 hours flying time.

In 1960 it was sold to a Sydney scrap metal dealer, then it went to Bankstown and Mascot Airport where it sat until April 1964.

In 1964 Dr Tony Fisher purchased it and made it airworthy. It was flown over the next few years with RAAF markings and the call-sign NA-68.

The Mustang was purchased by its current owner, Bob Eastgate in 1970. The aircraft sat in Jerildere for 3 years while the crew of engineers worked weekends to bring it up to ferry standard.

In March 1973 the aircraft successfully flew down to Essendon Airport where it had a major rebuild and overhaul which included installing a second seat in place of the fuselage fuel tank.

On the 26th of February 1976 A68-104 registered on the civil Aircraft register as VH-BOB.

On the 5th of April 2008 VH-BOB suffered a wheels up landing and is out of action, it is estimated that it should be up and flying again in late 2011 or early 2012.



VH-EAG

Lockheed L-1049 (C-121C) Super Constellation
S/N 4176

Connie as she is now known started her life as USAF 54-0157 when she was delivered to the USAF on the 6th of October 1955. She Subsequently served with the 1608 Air Transport Wing of the Military Air Transport Service in Charleston, South Carolina.

On the 25 of July 1962 Connie was transferred to the Mississippi Air National Guard where she served until the 1st of January 1966 when she was transferred to 183 MAS.

Connie was then transferred on the 14th of February 1967 to the West Virginia Air National Guard, 167 MAS, Martinsburg where she remained until mid 1972 when she was transferred to the Pennsylvania Air National Guard 193 Tactical Electronic Warfare Squadron in Middletown-Olmstead.

On the 28th of March 1977 54-0157 arrived at the Military Aircraft Storage & Disposition Center at Davis Monthan and was assigned MASDC Production Control Number AACK0201.

On the 5th of November 1977 Connie recieved her last periodic maintainence with a total of 18,452 hours.

In December 1991 Connie was inspected by HARS, on the 22nd of April 1992 Connie was towed to the Pima Air & Space Museum where HARS started the restoration.

On the 23rd of September 1994 Connie went on her first flight since 1977 and was fitted with wing tip tanks. She was also registered as VH-EAG.

on the 3rd of February 1996 she arrived in Sydney, and on the 21st of February 1997 the ownership of Connie was passed to HARS.

Connie is now on display at the HARS Museum at Albion Park Airport, and can be seen at most major airshows.



VH-IBS

Shorts SC7 Skyvan

S/N SH1893

This aircraft was built in the United Kingdom in 1971, and arrived in Australia in 1999. Since being in Australia it has flown with Horizon Airlines & Sydney Skydivers.

This is one of 3 flying skyvans in Australia, two of these skyvans are owned by Sydney Skydivers & used for carrying skydivers up to 14,000 ft.

This skyvan has lived in 4 countries and had 4 different registrations, these are: G-AYSB, PK-PSC, N8189J & VH-IBS

While flying in Indonesia this skyvan flew for Pelita Air Service along with 9 other skyvans.



VH-POO

Cessna 185B

S/N 1850549

This Aircraft Was built in the US in 1963 and has been in Australia since it was delivered, while in the US it had the rego N2549Z and once it arrived in Australia was given VH-KPA.

On the 29th of July 1985 VH-KPA was damaged in Jandakot, WA. And later in October 1998 KPA had a mishap where the fuel cap was incorrectly fitted and it ran out of fuel, landing safely in a paddock.

It was later re-registered VH-KPW

Then in 2008 VH-KPW was re-registered as VH-POO



VH-SRW

Cessna 180E
S/N 18051176

This Cessna 180E was built in the US in 1962 and has flown most of its 45 years in Australia. While in the US this aircraft had the registration number N2676Y. And was given VH-SRW when it arrived in Australia.

This aircraft has only recently (in the last few years) been restored to the beautiful aircraft it is. It also has an inflight door which can be used for skydiving purposes.



VH-WCC

Cessna 182A

S/N 51438

This Cessna 182a was built in the USA in 1958 as a Cessna 182 with Tricycle Undercarriage. Since being in Australia it has had major modifications.

A few of these are:

- Skydiving In-Flight Door
- Tailwheel Conversion
- Major engine upgrade
- Re -Paint

This Aircraft is now a Skydiving jump plane based at Moruya.



Before Painting & Mods

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After Painting & Mods



VH-XLC

Pacific Aerospace PAC750XL

S/N 120

This 750XL Was built in 2005 in New Zealand, It holds a PRATT & WHITNEY CANADA PT6A-34 engine which has 750 hp. It is currently used for dropping skydivers. This aircraft can get to 14,000 feet in about 15 minutes.

And is based at Sydney Skydivers main dropzone in Wilton NSW Australia.



N707JT – VH-EBM

Boeing 707-138B

S/N 18740-388

Came off the Boeing production line as a Boeing 707-138B on the 29th of July 1964

First flew as VH-EBM on the 1st of September 1964, and was Registered to Qantas Empire Airways Ltd and the aircraft was named 'City of Launceston'

Suffered undercarriage failure on take off from Perth Airport on the 6th of March 1965 when the right rear axle on right hand undercarriage truck broke leaving wheel assembly hanging by torque rod, but the aircraft landed safely and undercarriage was repaired

It operated its final revenue service for Qantas on the 1st of April 1968, and was then withdrawn from use and stored without engines at Sydney Airport.

After over a year was sold to Braniff International in June 1969, and was entered onto the U.S. Aircraft Register as N108BN

Was then withdrawn from use with Braniff and stored on the 20th of October 1973 and Sold to Boeing Airplane Company nearly 2 years later in June 1975.

It was then sold to Tracy Investments Corp in September 1975, and then Sold to TAG Aviation in Saudi Arabia in September 1977

In August 1981 it was again withdrawn from use but just over a year later returned to service.

Was in July 1990 reregistered as N707XX, then in October 1995 registered to Aviation Methods

Then in May 1998 it was sold & registered to Jet Clipper Johnny LLC (John Travolta) whom is the current owner, then in December of that same year it was reregistered as N707JT

In June 2002 it was repainted in full Qantas 'V-Jet' livery after John Travolta became an Ambassador for Qantas

