

QANTAS

AIRCRAFT

1920 to 1970



QANTAS LTD

Things looked quite different one hundred years ago. The airline's first name was briefly 'Western Queensland Auto Aero Services Limited', so this logo could just as easily have read WQAASL.



In 1930, Qantas' logo gained its wings, taking the airline through its early years in the lead up to becoming an international airline. In 1935, Qantas' first international flights departed for Singapore.



In 1944, Qantas added this emblem to its flights across the Indian Ocean. The design was based on the penny coin and was known as the Kangaroo Service.



When this logo was unveiled in 1947, the penny kangaroo was hopping the globe. It took passengers on the famous 'kangaroo route' and through the dawn of the jet age.



QANTAS

Qantas acquired this bold new look in 1968, when our Boeing 707s were flying our customers around the world in comfort and style, and the era of the jumbo jet was near.



QANTAS

While the logo lost its wings in 1984, the kangaroo was still flying further than ever, taking to the skies in the iconic red tail that reminds all Australians of home.



QANTAS

The flying kangaroo got a new spin in 2016 – a modern, streamlined look to symbolise a new era and a new generation of Qantas aircraft: the Boeing 787 Dreamliner.

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Prepared by Scott COLLINS
Qantas Heritage Collection

A/C	Fleet	First A/C	Rego	Image Source
1	AVRO 504K	G-AUBG	G-AUBG	Historical Collection
2	Bristol BE 2E	G-AUBF	G-AUBF	Historical Collection
3	AVRO 547	G-AUCR	G-AUCR	Historical Collection
4	De Havilland DH4	G-AUBZ	G-AUBZ	Historical Collection
5	Armstrong Whitworth AW FK-8	G-AUCF	G-AUCF	Historical Collection
6	Bristol F2B Tourer	G-AUEB	G-AUEB	Historical Collection
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23	Douglas DC-3	VH-AEU	VH-EAO	Historical Collection
24	AVRO 691 Lancastrian	VH-EAS	VH-EAS	Historical Collection
25	Consolidated PBY-5B Catalina	G-AGFL	G-AGFL	Historical Collection
26	Lockheed Constellation	VH-EAA	VH-EAB	Historical Collection
27	Douglas DC-4	VH-EBK	VH-EBM	Historical Collection
28	Shorts S25 Sandringham	VH-EBX	VH-EBV	Historical Collection
29	DeHavilland Australia DHA-3 Drover	VH-EBQ	VH-EBR	Historical Collection
30	Lockheed Super Constellation	VH-EAH	VH-EAM	Historical Collection
31	DeHavilland Canada DHC-2 Beaver	VH-EAT	VH-EAT	Historical Collection
32	DHC-3 Otter	VH-EAW	VH-EAW	Historical Collection
33	Lockheed L188 Electra	VH-ECA	VH-ECD	Historical Collection
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36	Boeing 707-300C	VH-EBN	VH-EAJ	Heritage Collection
40	Hawker Siddeley HS-125	VH-ECE	VH-ECF	Historical Collection

AVRO 504K

Assembled by: Australian Aircraft & Engineering Co., Mascot, the
Australian agents for A.V. Roe & Co. Ltd.,
Manchester, England

Type: Single engined biplane

Fuselage & Wings: Wooden structures - fabric covered

Wingspan: 36' 0"

Length: 28' 11"

Height: 11' 0"

Weights: Empty: 1320 lbs. Max: 1800 lbs.

Engine: 1 Sunbeam Dyak 100 h.p. water cooled vertical 6 cylinder

Cruising Speed: 65 m.p.h.

Passengers: 2

Crew: 1

Only one 504K in Q.A.N.T.A.S. service

Registration: G-AUBG

Purchased January 1921. Used mainly for air taxi flights, joy rides, and shares sales tours during 1921-22. Was a reserve machine for the mail run and used for occasional taxi flights until it was sold in November 1926.

For further details see "Avro Aircraft Since 1908" by
A.J. Jackson, Pages 86, 87, 116-118



BE2e

Manufactured by: William Denny and Bros., Dumbarton, Scotland

Type: Single engined biplane

Fuselage & Wings: Wooden structures - fabric covered

Wingspan: 40' 9" upper 30' 6" lower

Length: 27' 3"

Height: 12' 0"

Weights: Empty: 1431 lbs. Max: 2105 lbs.

Engine: 1 R.A.F. 1a; 90 h.p. air cooled V-8 cylinder

Cruising Speed: 65 m.p.h.

Passengers: 1

Crew: 1

Only one BE2e in Q.A.N.T.A.S. service

Registration: G-AUBF

Purchased February 1921. Used for joy flights, air taxi work and share sales tours. Dr. F.A. Hope Michod of Longreach, a director and at one time Chairman of Q.A.N.T.A.S. used this aircraft for urgent calls to patients up to 200 miles from Longreach. It was one of the earliest recorded instances of a doctor using an aeroplane in this way. Aircraft withdrawn from service and dismantled about November 1927.

Further details see "British Aeroplanes 1914-18" by J.M. Bruce
Pages 368 - 373



AVRO 547

Manufactured by: A.V. Roe & Co. Ltd. at Hamble, England
Type: Single engined triplane
Fuselage & Wings: Wooden structures - fabric covered
Wingspan: 37' 6"
Length: 29' 8 $\frac{1}{4}$ "
Height: 14' 3"
Weights: Empty: 2077 lbs. Max: 3000 lbs.
Engine: 1 Beardmore 160 h.p. water cooled vertical 6 cylinder
Cruising Speed: 70 m.p.h.
Passengers: 4
Crew: 1

Only one Avro 547 in Q.A.N.T.A.S. service

Registration: G-AUCR

Purchased from Australian Aircraft and Engineering Co., Sydney in March 1921. Damaged when the undercarriage collapsed, the aircraft remained in Sydney and never carried passengers within Queensland. The Certificate of Airworthiness was withdrawn in June 1922 and the aircraft written off the Company's books in August 1923.

Further details see "Avro Aircraft since 1908" by
A.J. Jackson, Pages 158 - 161



DH.4

Manufactured by: Aircraft Engineering Co. Ltd., Hendon, England
Type: Single engined biplane
Fuselage & Wings: Wooden structure - fabric covered
Wingspan: 42' 4⁵/₈"
Length: 30' 8"
Height: 11' 0"
Weights: Empty: 2403 lbs. Max: 3472 lbs.
Engine: 1 Rolls Royce Eagle VIII, 360 h.p. water cooled, V-12
cylinder
Cruising Speed: 85 m.p.h.
Passengers: 2
Crew: 1

Only one DH.4 in Q.A.N.T.A.S. service

Registration: G-AUBZ

Purchased March 1922, as a reserve machine for Charleville - Cloncurry mail service due to begin on 2/11/1922. Damage received during transit prevented it flying until October, 1922. Used extensively on the mail service because its higher powered engine (360 h.p. against the FK.8s 160 h.p.) and quick take off enabled it to cope with the heat of summer and the small landing grounds. Sold January 1928.

Further details see "British Aeroplane 1914-18" by J.M. Bruce, Pages 166 - 182 and "De Havilland Aircraft Since 1915" by A.J. Jackson, Pages 29 - 31



ARMSTRONG WHITWORTH FK-8

Manufactured by: Sir W.G. Armstrong, Whitworth & Co. Ltd.,
Newcastle-on-Tyne

Type: Single engined biplane

Fuselage & Wings: Wooden structures - fabric covered

Wingspan: 43' 6"

Length: 30' 11"

Height: 11' 0"

Weights: Empty: 1916 lbs.

Max: 2811 lbs.

Engine: 1 Beardmore 160 h.p. water cooled vertical 6 cylinder

Cruising Speed: 70 m.p.h.

Passengers: 3

Crew: 1

Three A.W. FK-8s in Q.A.N.T.A.S. service

Registrations: G-AUCF: G-AUCS: G-AUDE:

Two purchased in September 1922 to operate Charleville - Cloncurry mail route, due to begin on 2/11/1922. Q.A.N.T.A.S. had won the air mail contract on February 2, 1922 with a tender based on a fleet of three Vickers Vulcans. Vickers were unable to meet required delivery dates and the FK-8s were interim replacements pending the Vulcans' arrival. In March 1923, one Vulcan, G-EBET, was demonstrated to the Qantas Board at Longreach but its performance was completely unsatisfactory and the order was cancelled. As a result, the FK-8s continued in service until March 1924 when the last one was withdrawn.



BRISTOL F.2B FIGHTER

Manufactured by: Bristol & Colonial Aeroplane Co. Ltd., Filton,
Bristol
Type: Single engined biplane
Fuselage & Wings: Wooden structures - fabric covered
Wingspan: 39' 3"
Length: 24' 10"
Height: 9' 6"
Weights: Empty: 2070 lbs. Max: 3000 lbs.
Engine: 1 Hispano-Suiza 300 h.p. water cooled V-8 cylinder
Cruising Speed: 90 m.p.h.
Passengers: 2
Crew: 1

Only one F.2B in Q.A.N.T.A.S. service

Registration: G-AUEB

Acquired April 1923 to supplement the FK-8s and DH.4 on the mail run. Rear passenger seats covered over in late 1923 making a cabin arrangement. Reconfigured in July 1927 to enable a stretcher case to be carried if required. Sold in November 1927.



DH.9C

Manufactured by: De Havilland Aircraft Co. Ltd., Edgware,
Middlesex and Q.A.N.T.A.S. Ltd. Longreach Q'ld.

Type: Single engined biplane

Fuselage & Wings: Wooden structure - fabric covered

Wingspan: 42' 6"

Length: 30' 6"

Height: 11' 2"

Weights: Empty: 2600 lbs. Max: 3300 lbs.

Engine: 1 Siddeley Puma 240 h.p. water cooled vertical 6 cylinder
in line

Cruising Speed: 80 m.p.h.

Passengers: 3

Crew: 1

Three DH.9Cs in Q.A.N.T.A.S. service

Registrations: G-AUED: G-AUEF: G-AUFM "Ion"

Two DH built aircraft acquired in November 1923 replacing A.W. FK.8s on the mail run. Used for air ambulance duties on occasions. G-AUFM was built by Qantas at Longreach and entered service in February 1927. This aircraft differed from the DH built machines by having the pilots cockpit moved to the rear. The passengers cabin was fully enclosed, similar to the DH.50As then in service. The last DH.9C was withdrawn from Qantas service in August 1928.

Further details see "De Havilland Aircraft since 1915" by
A.J. Jackson, Pages 87 - 101



DH.50A

Manufactured by: De Havilland Aircraft Co. Ltd., Edgeward,
Middlesex and Q.A.N.T.A.S. Ltd. Longreach, Q'ld.

Type: Single engined biplane

Fuselage: Plywood box structure - fabric covered

Wing: Wooden ribs and spars - fabric covered

Wingspan: 42' 9"

Length: 30' 4"

Height: 11' 7"

Weights: Empty: 2413 lbs. Max: 4200 lbs.

Engine: 1 Siddeley Puma 240 h.p. water cooled 6 cylinder vertical

Cruising Speed: 82 m.p.h.

Passengers: 4

Crew: 1

Five DH.50As in Q.A.N.T.A.S. service

Registrations and Names: G-AUER "Hermes" (later VH-UER "Victory");
G-AUFA "Iris" (VH-UFA); G-AUFW "Perseus" (VH-UFW); G-AUGD
"Pegasus" (VH-UGD) and VH-UJS

One DH.50A G-AUER ordered from U.K. early 1924; delivered
Longreach in September. It began operations in late October 1924
carrying Rt. Hon. S.M. Bruce, then Australia's Prime Minister
from Winton to Longreach. In January 1925 an agreement was
reached with De Havilland U.K. for construction of DH.50s at
Longreach. The first Qantas built aircraft G-AUFA flew in
August 1926. In May 1928 G-AUER inaugurated the Flying Doctor
Service being flown and serviced by Qantas for the Australian
Inland Mission. DH.50As continued in service with Qantas well
into the thirties, the last one being sold in July 1937.

Further details see "De Havilland Aircraft Since 1915" by
A.J. Jackson, Pages 160 - 169



DH.60 MOTH (See also DH.60G and DH.60M)

Manufactured by: De Havilland Aircraft Co. Ltd., Edgeware,
Middlesex

Type: Single engined biplane

Fuselage: Plywood box structure - fabric covered

Wings: Wood spars and ribs - fabric covered

Wingspan: 29' 0"

Length: 23' 6"

Height: 8' 7"

Weights: Empty: 855 lbs. Max: 1350 lbs.

Engine/s: 1 A.D.C. Cirrus I 60 h.p. or Cirrus II 85 h.p. or
Cirrus III 90 h.p. all 4 cylinder air cooled vertical

Cruising Speed: 85 m.p.h.

Passengers: 1

Crew: 1

Five DH.60s in Q.A.N.T.A.S. service

Registrations: G-AUFJ: G-AUFL: G-AUFU: G-AUGH: G-AUFR:

The first DH.60 was acquired in December 1926 and formed the nucleus of the Qantas Flying School first at Longreach and later at Eagle Farm, Brisbane. Qantas ran the Brisbane School until May, 1929 when operations were handed over to the Queensland Aero Club. In addition to pilot instruction, the school undertook air taxi work, gave joy flights and sold aircraft to private owners. The last DH.60 in service was sold in June, 1929 although two - UFU and - UGH were re-purchased in 1931. Both were resold in 1932.

Further details see "De Havilland Aircraft since 1915" by
A.J. Jackson, Pages 192 - 205



DH.60G MOTH (See also DH.60 and DH.60M)

Manufactured by: De Havilland Aircraft Co. Ltd., Edgeware,
Middlesex

Type: Single engined biplane

Fuselage: Plywood box structure - fabric covered

Wings: Wooden ribs and spars - fabric covered

Wingspan: 30' 0"

Length: 23' 11"

Height: 8' 9 $\frac{1}{2}$ "

Weights: Empty: 920 lbs. Max: 1650 lbs.

Engine: 1 De Havilland Gipsy I, 100 h.p. air cooled 4 cylinder
vertical

Cruising Speed: 85 m.p.h.

Passengers: 1

Crew: 1

Five DH.60G's registered to Q.A.N.T.A.S.

Registrations: VH-UGW: VH-UIR: VH-UJM: VH-ULQ: VH-ULR

All five DH.60Gs (the G signified an aircraft fitted with a DH Gipsy engine) were purchased for sale by Qantas, in their capacity as DH agents. The first was sold in March 1929 and the last in April 1930. However, VH-UGW was repurchased by Qantas in June 1930. Used mainly for air taxi work and joy flights, VH-UGW also operated the 50 mile Daly Waters - Birdum Creek mail run during the wet season (December to March) in 1931, 1932 and 1933. UGW was sold in April 1937.

Further details see "De Havilland Aircraft Since 1915" by
A.J. Jackson, Pages 206 - 216



DH.60M MOTH (see also DH.60 and DH.60G)

Manufactured by: De Havilland Aircraft Co. Ltd. Edgeware, Middlesex

Type: Single engined biplane

Fuselage: Welded steel tube - fabric covered

Wings: Wooden spars and ribs - fabric covered

Wingspan: 30' 0"

Length: 23' 11"

Height: 8' 9 $\frac{1}{2}$ "

Weights: Empty: 962 lbs. Max: 1750 lbs.

Engine: 1 De Havilland Gipsy I 100 h.p. air cooled 4 cylinder

Cruising Speed: 85 m.p.h. vertical

Passengers: 1

Crew: 1

Six DH.60Ms were registered in Q.A.N.T.A.S.' name

Registrations: VH-UNB: VH-UNP: VH-UOI: VH-UOK: VH-UOT and VH-UQV

VH-UNB was the first DH.60M registered to Qantas in December 1929. The 60M had a steel tube fuselage structure (hence, 60M for Metal) which was less prone to damage and easier to repair than the fabric covered plywood box fuselage of the DH.60 and DH.60G. All six aircraft were sold to private owners, the last 60M to pass through the company's hands being VH-UQV, sold in March 1934.

NOTE: Qantas had sought permission to build DH.60 Moth aircraft but this had been refused.

Further details see "De Havilland Aircraft Since 1915" by
A.J. Jackson, Pages 217 - 224

DH.50J

Manufactured by: Q.A.N.T.A.S. Longreach, Q'ld.
Type: Single engined biplane
Fuselage: Plywood box structure - fabric covered
Wings: Wooden spars and ribs - fabric covered
Wingspan: 42' 9"
Length: 30' 4"
Height: 11' 7"
Weights: Empty: 2336 lbs. Max: 4200 lbs.
Engine: 1 Bristol Jupiter VI 450 h.p. air cooled 9 cylinder radial
Cruising Speed: 105 m.p.h.
Passengers: 4
Crew: 1

Three DH.50Js in Q.A.N.T.A.S. service

Registrations and Names: G-AUHE (later VH-UHE) "Atalanta";
G-AUHI "Hermes"; VH-ULG "Hippomenes";

The first aircraft "Atalanta" was completed in late March 1928. The cost of producing the DH.50J was almost twice that of the Puma engined DH.50A but the increase in rate of climb (from 600 feet per minute to 1000 feet per minute) and cruising speed (85 to 105 m.p.h.) more than compensated for this. DH.50Js operated to all ports on the Company's routes. VH-ULG, the last aircraft built by Qantas, together with DH.61 VH-UJC was used to inaugurate the Australia/U.K. mail service on 10/12/34 flying the Brisbane/Darwin sector. The last DH.50J was sold in July 1935.

Further details see "De Havilland Aircraft Since 1915" by
A.J. Jackson, Pages 164 - 169



DH.61 GIANT MOTH

Manufactured by: De Havilland Aircraft Co. Ltd., Edgeware, Middlesex

Type: Single engined biplane

Fuselage: Plywood and spruce - fabric covered

Wings: Wooden spars and ribs - fabric covered*

Wingspan: 52' 0"

Length: 39' 0"

Height: 13' 1"

Weights: Empty: 3650 lbs. Max: 7000 lbs.

Engine: 1 Bristol Jupiter XI.F 500 h.p. air cooled 9 cylinder radial

Cruising Speed: 105 m.p.h.

Passengers: 7

Crew: 1

* Top wing fitted with Handley Page safety slots

Two DH.61s in Q.A.N.T.A.S. service

Registrations: VH-UJB "Apollo"; VH-UJC "Diana"

Both purchased in March 1929 to operate the Charleville/Brisbane extension of the mail service which began on 17.4.1929. They were the first Qantas aircraft fitted with a toilet and a large separate space for luggage was provided under the pilots cockpit. The Jupiter XI engines however, were troubled with mechanical failures in the early stages of their operation. To inaugurate the Australia/U.K. air mail in December 1934, following the grounding of the DH.86s, UJB and UJC maintained the Brisbane/Darwin service until late January 1935. UJB was sold in February 1935 and UJC in July 1935.

Further details see "De Havilland Aircraft Since 1915" - A.J. Jackson, Pages 233 - 237



DH.80A PUSS MOTH

Manufactured by: De Havilland Aircraft Co. Ltd. Edgeware, Middlesex
Type: Single engined strut braced high wing monoplane
Fuselage: Steel tube structure - fabric covered
Wings: Wooden spars and ribs - fabric covered
Wingspan: 36' 9"
Length: 25' 0"
Height: 7' 0"
Weights: Empty: 1265 lbs. Max: 2050 lbs.
Engine: 1 De Havilland Gipsy III 120 h.p. air cooled 4 cylinder vertical
Cruising Speed: 100 m.p.h.
Passengers: 2
Crew: 1

Two DH.80As in Q.A.N.T.A.S. service

Registrations: VH-UPA: VH-UPQ

Purchased in September and December 1930 for air taxi services. Also used for joy flights, aerial photography etc. The Certificates of Registration for both aircraft were suspended on 23.9.1932 following a series of crashes by DH.80s overseas and unrestricted operations could not be resumed until mid 1933. UPQ was sold in December 1933 but UPA remained in service until June 1937.

Further details see "De Havilland Aircraft Since 1915" by A.J. Jackson, Pages 268 - 276



DH.83 FOX MOTH

Manufactured by: De Havilland Aircraft Co. Ltd. Edgeware, Middlesex
Type: Single engined biplane
Fuselage: Wooden construction - fabric covered
Wings: Wooden spars and ribs - fabric covered
Wingspan: 30' 10 $\frac{1}{2}$ "
Length: 25' 9"
Height: 8' 4 $\frac{3}{4}$ "
Weights: Empty: 1111 lbs. Max: 2100 lbs.
Engine: 1 De Havilland Gipsy Major 130 h.p. air cooled 4 cylinder
inverted vertical
Cruising Speed: 90 m.p.h.
Passengers: 4
Crew: 1

Five DH.83s in Q.E.A. service

Registrations: VH-URI: VH-USL: VH-UUS: VH-UZC: VH-UZD

VH-URI was purchased in February 1934 to replace the DH.50 used on the Flying Doctor Service. DH.83s were also used by Q.E.A. as air taxis, for charter, and as relief aircraft. Two were impressed by the R.A.A.F. in July 1943 for use as light communications aircraft. By June 1948 only two were left in service, UZD at Cloncurry and URI in Brisbane. Transferred to New Guinea operations in the late 1940s, the DH.83 was finally withdrawn when VH-URI was sold in April 1952 after 18 years continuous service.



DH.86 COMMONWEALTH CLASS

Manufactured by: De Havilland Aircraft Co. Ltd., Hatfield
Aerodrome, Herts

Type: Four engined cabin biplane

Fuselage: Internally unobstructed plywood box, spruce stiffening
fabric outer covering

Wings: Two spar wooden construction, engines mounted on lower wing

Wingspan: 64' 6"

Length: 46' 1"

Height: 13' 0"

Weights: Empty: 6,000 lbs. Max: 10,000 lbs.

Engines: 4 De Havilland Gipsy 6, Srs. I. 200 h.p. air cooled
6 cylinder inverted vertical

Cruising Speed: 145 m.p.h.

Passengers: 10 Crew: 2

Five DH.86s in Q.E.A. service

Registrations & Names: VH-USC "Canberra"; VH-USD "Brisbane";
VH-USE "Sydney"; VH-USF "Melbourne"; VH-UUA R.M.A. Adelaide;

Built to joint I.A.L./Q.E.A. specifications for Brisbane/Singapore service DH.86 was first 4 engined dual control aircraft in Qantas fleet. First Q.E.A. DH.86 VH-USC flown from U.K. by Captain L.J. Brain arrived Brisbane 13/10/34. All Australian registered DH.86s were grounded by Australian Civil Aviation Department in November 1934; opening service on 10/12/34 performed by DH.61 and DH.50 aircraft. Released in February 1935, began operations as planned. Maintained Brisbane/Singapore service until replaced by C. Class flying boats in July 1938. Three sold in late 1938 remaining two operated Australian internal services until one was impressed by R.A.A.F. 28/9/40 and one crashed 20/2/42. Three DH.86s loaned to Q.E.A. by R.A.A.F. in March 1942. Last aircraft returned to R.A.A.F. October 1944.



DH.90 AND DH.90A DRAGONFLY

Manufactured by: De Havilland Aircraft Co. Ltd., Hatfield
Aerodrome, Herts

Type: Twin engined biplane (cabin)

Fuselage: Preformed plywood shell

Wings: Wood spars and ribs, doped fabric overall

Wingspan: Upper: 43' 0" Lower: 38' 6"

Length: 31' 8"

Height: 9' 2"

Weights: Empty: 2513 lbs. DH.90; 2546 lbs. DH.90A; Max: 4000lbs.

Engines: 2 Gipsy Major series IA, 130 h.p. air cooled 4 cylinder
inverted vertical

Cruising Speed: 125 m.p.h.

Passengers: 4

Crew: 1

One DH.90 Dragonfly and one DH.90A in Qantas service

Registrations: VH-UXB (DH.90); VH-UTJ (DH.90A);

VH-UXB purchased new October 1936 for air taxi work, replacing the DH.80, VH-UTJ was acquired in October 1940 (following R.A.A.F. impressment of Q.E.A.'s first DH.84, VH-UZF in August 1940) and operated the Flying Doctor Service based at Cloncurry. During 1943 and early 1944, VH-UTJ operated on charter for the Army Works Council, while VH-UXB took over Flying Doctor work. Both DH.90s were finally sold to Connellan Airways, UTJ in October 1946 and UXB in February 1947.

Further details see "De Havilland Aircraft Since 1915" by
A.J. Jackson, Pages 344 - 347



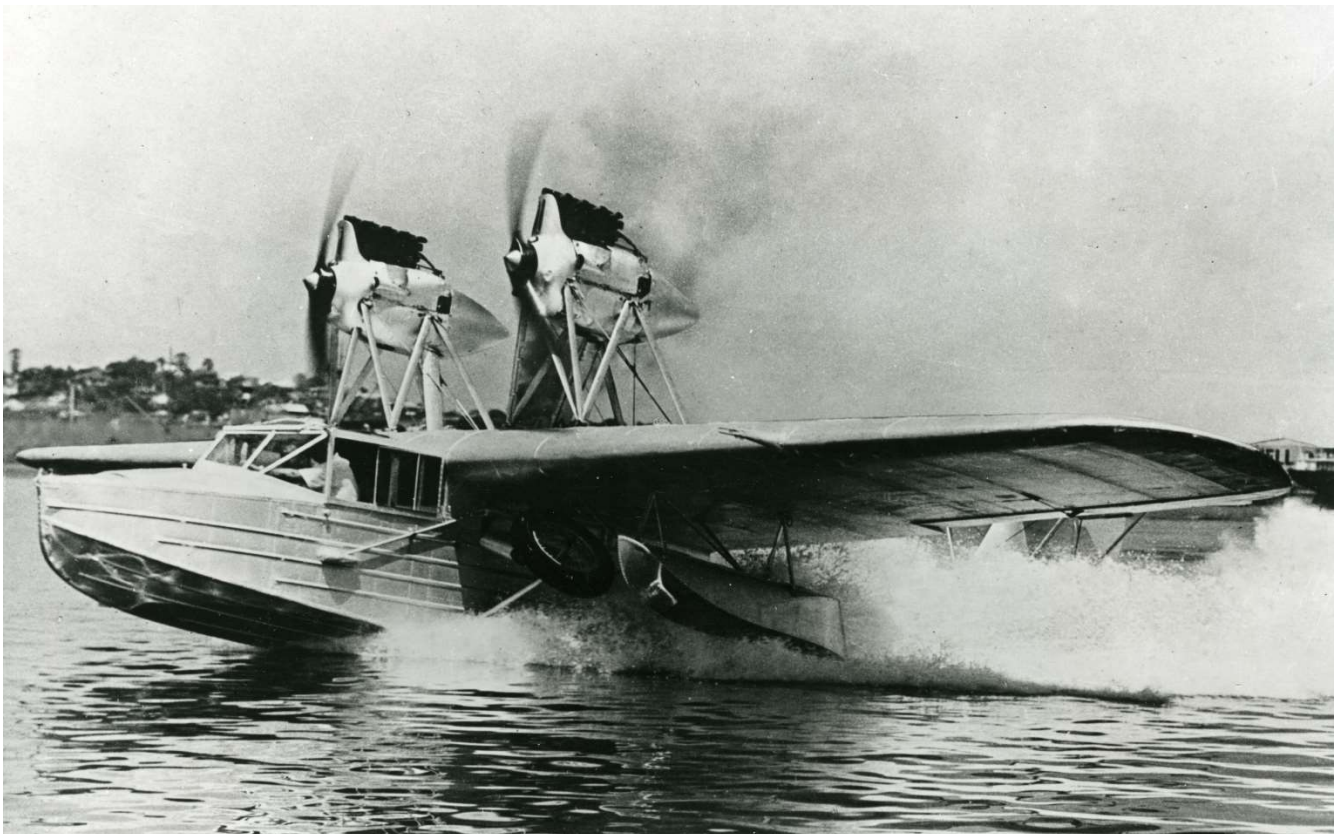
SARO A.17 CUTTY SARK

Manufactured by: Saunders Roe Ltd., East Cowes, Isle of Wight
Type: Twin engined high wing amphibian monoplane
Fuselage: Single step vee bottom, straight metal frames with
"Alclad" plate covering
Wings: 2 wooden box spars, plywood ribs and ply covering; engines
in Nacelles above wing
Wingspan: 45' 0"
Length: 34' 4"
Height: 11' 2"
Weights: Empty: 2670 lbs. Max: 3850 lbs.
Engines: 2 De Havilland Gipsy II 120 h.p. air cooled 4 cylinder
vertical
Cruising Speed: 85 m.p.h.
Passengers: Training aircraft
Crew: 2

One Saro A.17 in Q.E.A. service

Registration: VH-UNV

Purchased in October 1937, the Saro A.17 was used only to train Q.E.A. pilots in handling techniques for water based aircraft. This training was necessary for first officers and other pilots who were not sent to England for training prior to the introduction of Empire Flying Boats. The aircraft began training operations in February 1938 - flying from Archerfield aerodrome it practised water landings on the Brisbane River and Moreton Bay. Damaged beyond repair when it capsized on landing on the river at Pinkenba on 5.4.38.



SHORT S.23 & S.33 EMPIRE FLYING BOAT

Manufactured by: Short Bros. (Rochester & Bedford) Ltd., Rochester
Kent

Type: Four engined high winged flying boat

Fuselage: Metal rings and longitudinal stringers, metal skin

Wings: Metal spars and ribs, all sheet metal covered

Wingspan: 114' 0"

Length: 88' 0"

Height: 31' 9 $\frac{3}{4}$ "

Weights: Empty: S.23 - 23,500 lbs. S.33 - 27,180 lbs.
Max: S.23 & S.33 - 40,500 lbs. (S.33 later increased to
53,000 lbs.)

Engines: (S.23 & S.33): 4 Bristol Pegasus XC
920 h.p. air cooled 9 cylinder radial

Cruising Speed: 165 m.p.h.

Passengers: 15 (1938) 29 (1940)

Crew: 5

Eight S.23s and One S.33 in Q.E.A. service carrying Australian registrations.

Registrations and Names: S.23s - VH-ABA "Carpentaria"; VH-ABB "Coolangatta"; VH-ABC "Coogee"; VH-ABD "Corio"; VH-ABE "Coorong"; VH-ABF "Coonee"; VH-ABG "Coriolanus"; VH-ADU "Camilla";
S.33 - VH-ACD "Clifton";

Developed by Shorts to I.A.L. specifications December 1934 in effort to standardise trunk route type: "Canopus" first S.23 entered service October 1936. Q.E.A. received VH-ABB in Brisbane 2.4.38 - began Sydney/Singapore service July 1938, extended to Karachi 1941 (October). Route severed February 1942 with ten aircraft isolated in Australian area - these used for military transports and reconnaissance by Q.E.A. and R.A.A.F. Due to accidents only VH-ABG remained in service at the end of war and was retired December 1947.



DH.84 DRAGON

Manufactured by: De Havilland Aircraft Co. Ltd., Hatfield, Herts
& Staglane Middlesex and De Havilland Aircraft
Pty. Ltd., Bankstown, N.S.W.

Type: Twin engined cabin biplane

Fuselage: Wooden box construction, spruce members, plywood
covering - fabric overall

Wings: Wooden spars and ribs - fabric covered

Wingspan: 47' 4"

Length: 34' 6"

Height: 10' 1"

Weights: Empty: U.K. a/c 2400 lbs. approx. Max: 4,500 lbs.
Aust. a/c 2550 lbs. approx.

Engines: 2 DH Gipsy Major I, 130 h.p. each air cooled 4 cylinder
inverted vertical

Cruising Speed: 90 m.p.h.

Passengers: 5 to 6 Crew: 1

Eighteen DH.84 Dragons in Q.E.A. service

Registrations: VH-URD*: VH-URV*: VH-URY*: "John Flynn";
VH-UZF*: VH-AEF: VH-AIA: VH-AMN: VH-AOK: VH-AON: VH-AOR:
VH-AOT: VH-AQW: VH-ASU: VH-AXL: VH-AYM "Norman Bourke"; VH-BAF:
VH-BAH: VH-BDS:

* U.K. build aircraft, all others built by DH Australia

Q.E.A.'s first DH.84, VH-UZF, purchased April 1940 for Brisbane/
Mt. Isa was impressed by R.A.A.F. 16.8.40. VH-URY acquired
14.6.43 operated F.D.S. based at Charleville. Another 16 Dragons
purchased between July 1946 and June 1950, several for New Guinea,
others for Q.E.A.'s Queensland services and the F.D.S. The
latter two services were taken over by T.A.A. in April 1949. T.A.A.
also bought four Q.E.A. DH.84s. All remaining Dragons were
concentrated in New Guinea and were progressively replaced by
DH Drovers during 1952-53. The last Q.E.A. DH.84 was sold in
May 1953.



LOCKHEED 10A ELECTRA

Manufactured by: Lockheed Aircraft Corporation, Burbank,
California, U.S.A.

Type: Twin engined - low wing monoplane

Fuselage: Monocoque light alloy metal structure

Wings: Cantilever light alloy all metal construction

Wingspan: 55'

Length: 38' 7"

Height: 10' 1"

Weights: Empty: 6350 lbs. Max: 10,100 lbs.

Engines: 2 Pratt & Whitney "Wasp Junior" S.B. 400 h.p. 9 cylinder
air cooled radial

Cruising Speed: At sea level 176 m.p.h.

Passengers: 10

Crew: 2

Only one Lockheed 10A in Q.E.A. service

Registration: VH-AEC "Inlander"

The first American built aircraft purchased by Q.E.A., VH-AEC entered service on the Brisbane/Darwin route in early July 1941 where it reduced the flying time to an average 12.5 hours compared to the DH.86's 14 hours. Used briefly for military transport service with R.A.A.F. special transport flight in New Guinea 12-16 December, 1942. VH-AEC was subsequently employed on the company's routes in Queensland and the Northern Territory until end of World War II. Damaged beyond repair in emergency landing at Condamine, approximately 230 miles WNW of Brisbane, 12.2.48



LOCKHEED 14-H2

Manufactured by: Lockheed Aircraft Corporation, Burbank, California

Type: Twin engined mid wing monoplane

Fuselage: All metal monocoque construction

Wings: Cantilever of all metal construction

Wingspan: 65' 6"

Length: 44' 2½"

Height: 11' 5½"

Weights: Empty: 10,700 lbs. Max: 17,500 lbs.

Engines: 2 Pratt & Whitney S1E2G - model 14-H2 750 h.p. 9
cylinder radial air cooled

Cruising Speed: 201 m.p.h.

Passengers: 11

Crew: 3

One Lockheed 14-H2 in Qantas service

Registration: VH-ADT

VH-ADT became Qantas' property when the company acquired the aviation interests of W.R. Carpenter & Co. Ltd. in October 1944. The aircraft had been operating under charter from Carpenters to Australian National Airways and this continued unchanged until late 1946. On its return to Qantas towards the end of 1946, VH-ADT was used for crew training. It was damaged beyond repair on 22.1.47 at Schofields, N.S.W. while on a training exercise.



CONSOLIDATED VULTEE LIBERATOR LB-30

Manufactured by: The Consolidated Vultee Aircraft Corporation
San Diego, California, U.S.A.

Type: Four engined high wing monoplane

Fuselage: Monocoque aluminium alloy structure

Wings: Cantilever high aspect ratio type of aluminium alloy
construction

Wingspan: 110'

Length: 67' 1"

Height: 17' 11"

Weights: Empty: 37,000 lbs. Max: 60,000 lbs.

Engines: 4 Pratt & Whitney R.1830-92 "Twin Wasp" 1200 h.p.
14 cylinder twin row air cooled radial

Cruising Speed: over 200 m.p.h.

Passengers: 16

Crew: 5

Four Liberators in Q.E.A. service

Registrations: G-AGKT: G-AGKU: G-AGTI (later VH-EAI): G-AGTJ
(later VH-EAJ):

Introduced on Indian Ocean service in June 1944 to supplement Catalinas. Operated Perth/Ceylon via Learmonth until Sydney became terminal for the I.O.S., November 1945. Liberators had made 259 Indian Ocean crossings up until April 1946 when services to U.K. were re-routed via Darwin and Singapore. Passenger services with LB-30s on this route ceased in August 1946. G-AGKT and KU were retired from operations in mid 1946; G-AGTI and G-AGTJ re-registered VH-EAI and EAJ in 1947, were used for training and engine-carrying; both were broken up at Mascot in late 1950.



DOUGLAS DC-3 (see also Douglas C-47 and C-53)

Manufactured by: Douglas Aircraft Co. Inc. Santa Monica,
California, U.S.A.

Type: Twin engined low wing monoplane

Fuselage: Semi monocoque light aluminium alloy structure

Wings: Cantilever aluminium alloy, all metal construction

Wingspan: 95' 0"

Length: 64' 6"

Height: 17' 0"

Weight - Empty: 16,865 lbs. Max: 25,200 lbs.

Engines: 2 Pratt & Whitney R1830-92 "Twin Wasp" 1200 H.P. 14 cyl.
twin row air cooled radial

Cruising Speed: 170 m.p.h.

Passengers: 21

Crew: 3

Eighteen DC.3s in Q.E.A. service. Aircraft currently in service are underlined.

Registrations - The original registration is shown first in the list below. Subsequent changes are in brackets.

VH-AEY, VH-AEZ, VH-AFA, VH-AIH (later 'EBH (1), VH-AII ('EBI), VH-AIJ ('EBJ), VH-EAK, VH-EAL ('EBH (2) and 'EBW), VH-EAM, VH-EAN ('EBF (2) and 'EBU), VH-EAO ('EBX/ VH-EDD), VH-EAP ('EBY), VH-EAQ, VH-EAR, VH-EBE ('EBT), VH-EBF (1), VH-EBG ('EBV), VH-EDC.

First 3 DC.3s operated by Q.E.A., AEY, AEZ and AFA were on loan from Australian Government. Received early 1945, they operated services Australia/New Guinea and within Queensland/Northern Territory until handed back early 1947.

Q.E.A. began building up its own DC.3 fleet in December 1945 converting military C-47s to DC.3 standards at Archerfield. By early 1950, 14 DC.3s were operating to and within New Guinea.

The fleet was reduced to 8 by January 1954, following introduction in June 1953 of additional DC.4 services, Sydney/Port Moresby; all Q.E.A. DC.3s were sold in September 1960 when T.A.A. took over the operation of the New Guinea Internal network. VH-EDC & VH-EDD were purchased in May 1961 & January 1964 respectively. They are used for training purposes and the carriage of company cargo.



AIRCRAFT OPERATED BUT NOT OWNED BY Q.E.A.

DOUGLAS C-47A (also see Douglas C-53)

Manufactured by: The Douglas Aircraft Co. Inc., Santa Monica,
California, U.S.A.

Type: Twin engined low wing monoplane

Fuselage: All metal construction

Wings: Cantilever of all metal construction

Wingspan: 95'

Length: 63' 10"

Height: 16' 11 $\frac{1}{2}$ "

Weights - Empty: 17,000 lbs. Max: 29,000 lbs.

Engines: 2 Pratt & Whitney R1830 "Twin Wasp" 14 cyl. twin row
radial air cooled of 1200 H.P. each

Cruising Speed: 170 m.p.h.

Passengers: 28

Crew: 2

Two C-47As operated but not owned by Q.E.A.

Radio call signs - VH-CDL and VH-CDM

Both the C-47 and the C-53 were military adaptations of the Douglas DC-3 civil airliner. However the C-47 was essentially a cargo carrier having a reinforced metal floor, a large loading door and reinforced landing gear. It was known as the "Skytrain" by the U.S.A.A.F.

VH-CDL and VH-CDM were allocated to Qantas by A.D.A.T. in May 1944 along with C-53, VH-CWA. The two C-47As operated solely within Australia during their service with Qantas, flying between Brisbane and Darwin.

Both C-47s were handed back to U.S.A.A.F. in July 1944, being replaced by two C-53s, VH-CCB and VH-CCC

AIRCRAFT OPERATED BUT NOT OWNED BY Q.E.A.

DOUGLAS C-47A (also see Douglas C-53)

Manufactured by: The Douglas Aircraft Co. Inc., Santa Monica,
California, U.S.A.

Type: Twin engined low wing monoplane

Fuselage: All metal construction

Wings: Cantilever of all metal construction

Wingspan: 95'

Length: 63' 10"

Height: 16' 11½"

Weights - Empty: 17,000 lbs. Max: 29,000 lbs.

Engines: 2 Pratt & Whitney R1830 "Twin Wasp" 14 cyl. twin row
radial air cooled of 1200 H.P. each

Cruising Speed: 170 m.p.h.

Passengers: 28

Crew: 2

Two C-47As operated but not owned by Q.E.A.

Radio call signs - VH-CDL and VH-CDM

Both the C-47 and the C-53 were military adaptations of the Douglas DC-3 civil airliner. However the C-47 was essentially a cargo carrier having a reinforced metal floor, a large loading door and reinforced landing gear. It was known as the "Skytrain" by the U.S.A.A.F.

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Both C-47s were handed back to U.S.A.A.F. in July 1944, being replaced by two C-53s, VH-CCB and VH-CCC

AVRO 691 LANCASTRIAN

Manufactured by: A.V. Roe & Co., Greengate, Middleton, Manchester and Woodford Aerodrome, Cheshire

Type: Four engined mid wing monoplane

Fuselage: Aluminium alloy structure

Wings: Cantilever - of aluminium alloy construction

Wingspan: 102' 0"

Length: 76' 10"

Height: 19' 6"

Weights: Empty: 30,426 lbs. Max: 65,000 lbs.

Engines: 4 Rolls Royce Merlin M.500 T24/2 1620 h.p. liquid cooled V-12 cylinder

Cruising Speed: 230 m.p.h.

Passengers: 9 - 11

Crew: 5

Four Lancastrians in Q.E.A. service

Registrations: VH-EAS: VH-EAT: VH-EAU: VH-EAV:

Lancastrians began a $3\frac{1}{2}$ day express service between U.K. and Australia in late May 1945. These aircraft were owned by B.O.A.C. with Q.E.A. supplying crews on the Karachi/Sydney sector. The service carried passengers until mid December 1947 when Q.E.A. introduced the 749 Constellations. Only mails and cargo were carried until 1/5/48 when B.O.A.C./Q.E.A. Lancastrian operations ceased. Qantas purchased the four aircraft shown above between July 1947 and January 1948. Notable flights by Q.E.A. Lancastrians included (1) first Q.E.A. service to Japan, December 1947 (2) first service to Norfolk Island, October 1947 and (3) the survey flight to South Africa in November 1948. The last Q.E.A. Lancastrian was scrapped at Mascot in August 1952.



CONSOLIDATED PBY-5B CATALINA

Manufactured by: Consolidated Aircraft Corp., San Diego, Calif.
Type: Twin engined high wing monoplane
Fuselage: Two step all metal structure, retractable wing tip floats
Wings: Mounted above fuselage, all metal structure
Wingspan: 104' 0"
Length: 65'
Height: 17' 11"
Weights: Empty: 17,560 lbs. approx. Max: 35,000 lbs.
Engines: 2 Pratt & Whitney R.1830 "Twin Wasp" 1200 h.p. 14
cylinder twin row air cooled
radial
Cruising Speed: 130 m.p.h. approx.
Passengers: 2 - 4 + mail
Crew: 6

Five PBY-5B Catalinas in Q.E.A. service

Registrations and Names: G-AGFL "Vega Star"; G-AGFM "Altair Star"; G-AGID "Rigel Star"; G-AGIE "Antares Star"; G-AGKS "Spica Star";

Following severance of the Empire route in February 1942, Qantas' prime objective was to re-establish it. Agreement was reached between B.O.A.C., British Air Ministry and Q.E.A. in mid 1943 for a service using Catalina flying boats. These were former R.A.F. aircraft transferred to B.O.A.C. Flown exclusively by Qantas pilots and serviced by Q.E.A. engineers the Catalinas operated from the Company's base at Nedlands on the Swan River near Perth. The PBY-5Bs normal all up weight was 27,000 lbs. but this was increased to 35,000 on take off carrying 1980 Imp. Galls. of fuel.

Notes on Indian Ocean Service

- (1) Commenced 10/7/43 (Ceylon-Australia); extended to Karachi 28/10/43; terminated 18/7/45. (2) 271 crossings made
- (3) Distance Perth-Koggala Lake, Ceylon; 3510 statute miles
- (4) Average flying time 27 to 28 hours. All five aircraft were scrapped after the war under terms of Lend Lease.



CONVAIR CATALINA PB2B-2 (see also PBY-5B Catalina)

Manufactured by: Boeing Aircraft of Canada, Sea Island Airport,
Vancouver B.C.

Type: Twin engined, high wing, long range Flying Boat

Fuselage: Semi-monocoque - aluminium alloy structure

Wings: Semi-cantilever - all metal construction from L/edge to
rear spar fabric covered from rear spar to T/edge

Wingspan: 104' 0"

Length: 65' 0"

Height: 20' 0"

Weights - Empty: 21,100 lbs. Max: 28,000 lbs.

Engines: 2 Pratt & Whitney Twin Wasp R1830-92, 1200 H.P. 14 cyl.
two row, air cooled, radial

Cruising Speed: 105 m.p.h.

Passengers: 14

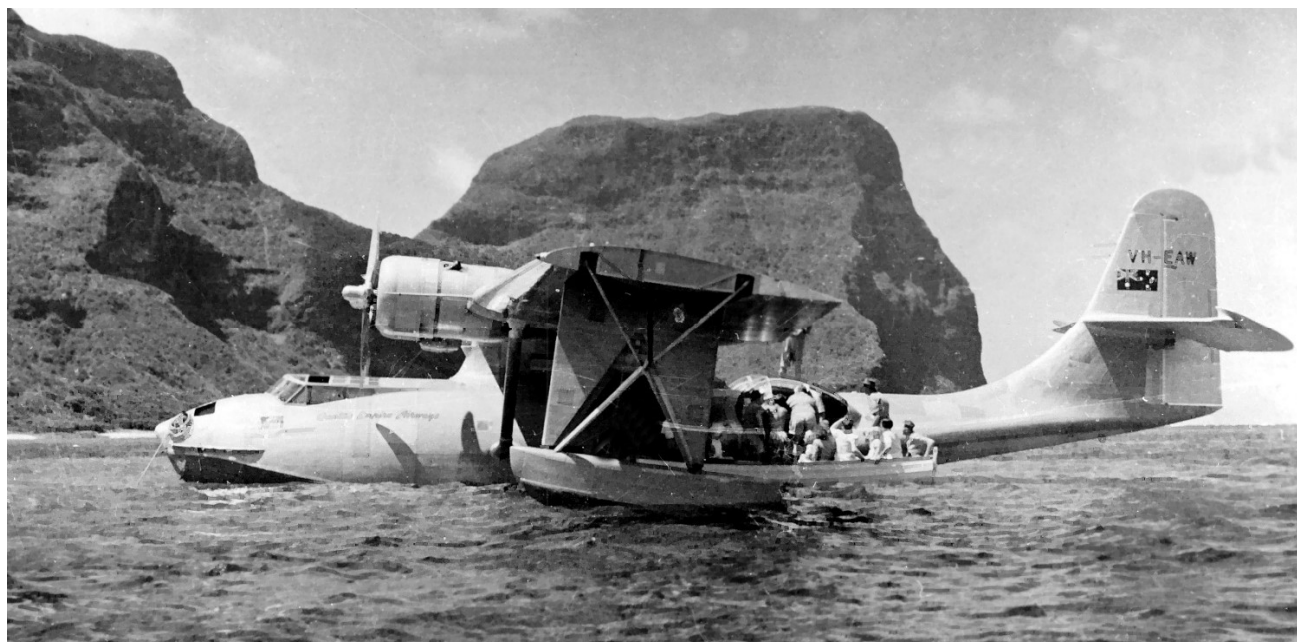
Crew: 4

Seven PB2B-2 Catalinas in Q.E.A. service.

Registrations and Names - VH-EAW; VH-EAX; VH-EBA; VH-EBB;
VH-EBC "Island Chieftain"; VH-EBD "Island Patrol"; VH-EBU
"Island Warrior".

Qantas acquired fourteen former R.A.A.F. Catalinas between 1946
and 1950. Seven were converted for commercial use and the
remainder were dismantled for spares.

The first to enter service was VH-EAW, in November 1947, and
Catalina services from Sydney to (i) Lord Howe Island (ii) Fiji
and (iii) New Hebrides commenced in (i) December 1947 (ii)
January 1948 and (iii) October 1948. Short Sandringhams replaced
Catalinas on these three routes in March 1950, the remaining
Sydney based Catalinas being withdrawn to New Guinea where they
had begun services in May 1949. The last Catalinas were retired
in November 1958 being replaced by the amphibian Otter, VH-EAW.



LOCKHEED 749 CONSTELLATION

Manufactured by: Lockheed Aircraft Corporation, Burbank, California
U.S.A.

Type: 4 engined low wing monoplane

Fuselage: Semi-monocoque aluminium alloy structure

Wings: Cantilever - of aluminium alloy structure

Wingspan: 123' 0"

Length: 95' 1 $\frac{3}{4}$ "

Height: 23' 7 $\frac{7}{8}$ "

Weights - Empty: 69,000 lbs. Max: 102,000 lbs (749)
107,000 lb. (749A)*

Engines: 4 Wright "Cyclone" R3350-C18-BD1, 18 cyl. twin row radial
of 2500 H.P.

Cruising Speed: 300 m.p.h.

Passengers: 38 all first class Crew: 10
60 all tourist

*All 6 749s in the Q.E.A. fleet were converted to 749A standard
during 1951-52.

Seven 749 Constellations in Q.E.A. service -

Registrations and Names - VH-EAA "Ross Smith"; VH-EAB "Lawrence Hargrave"; VH-EAC "Harry Hawker"; VH-EAD "Charles Kingsford Smith"; VH-EAE "Bert Hinkler"; VH-EAF "Horace Brinsmead"; G-ALAN "Beaufort" (chartered from B.O.A.C. from July 1948 to April 1950).

Four new L749 Constellations, VH-EAA, EAB, EAC and EAD were delivered to Q.E.A. in October 1947. VH-EAE was purchased in January 1950 and EAF in April 1951.

The Constellations were the first Qantas aircraft, flown by Qantas crews, to operate right through to London. This followed a revision of the partnership agreement with B.O.A.C., the inaugural service was flown by VH-EAD which departed from Sydney on December 1, 1947.

VH-EAD also flew the first scheduled Sydney-Johannesburg service departing Sydney on September 6, 1952 and EAF carried Queen Elizabeth II and H.R.H. Prince Phillip during the Royal Tour of Australia in 1954. All six Constellations were modified to L749A specifications during the early 1950s and several were later converted to carry 60 passengers when Qantas introduced tourist fares in April 1954. All 749s were sold by November 1955.



DOUGLAS DC.4

Manufactured by: Douglas Aircraft Company, Santa Monica, Calif.
U.S.A.

Type: 4 engined low wing monoplane

Fuselage: Semi monocoque aluminium alloy structure

Wings: Cantilever of aluminium alloy construction

Wingspan: 117' 6"

Length: 93' 10"

Height: 27' 9"

Weights: Empty: 38,200 lbs.

Max: 73,000 lbs.

Engines: 4 Pratt & Whitney R.2000-7M2 1450 h.p., twin row
14 cylinder air cooled

Cruising Speed: 210 m.p.h.

Passengers: 44 - 50

Crew: 7

Six DC.4 Skymasters in Q.E.A. service

Registrations and Names: Aircraft currently in service are underlined. VH-EBK "Malayan Trader" (now VH-EDA "Pacific Trader"); VH-EBL "Hong Kong Trader", VH-EBM "Philippine Trader", VH-EBN "New Guinea Trader" (VH-EDB "Norfolk Trader"), VH-EBO "Pacific Trader", VH-EBP "Australian Trader".

Five DC.4s purchased 1949. Services to Hong Kong were opened with these aircraft in June 1949. They replaced Lancastrians Sydney/Norfolk Island on 9/6/49 and were also used Sydney/Tokyo; this service was opened to civilian traffic in March 1950. DC.4s began operations Sydney/Port Moresby/Lae on 13/3/50 supplementing DC.3s on this route. Freighter services Sydney/Singapore/Sydney connecting with B.O.A.C. service from/to U.K. began August 1950 replacing Lancastrians. A sixth DC.4 with large freight doors acquired March 1955. One sold May 1956, two October 1959 and one January 1961. Remaining two DC.4s, EDA and EDB now operate Sydney/Norfolk Island/Auckland, freight charters and crew training.



SHORT S25 SANDRINGHAM

Manufactured by: Short Bros. (Rochester & Bedford) Ltd, Rochester
Kent, U.K.

Type: 4 engined high wing monoplane Flying Boat

Fuselage/Hull: All metal construction

Wings: Cantilever of all metal construction

Wingspan: 112' 10"

Length: 86' 5"

Height: 33' 0"

Weights - Empty: 34,150 lbs. Max: 60,000 lbs.

Engines: 4 Pratt & Whitney R1830 twin row 14 cyl. radial air
cooled of 1200 H.P. each

Cruising Speed: 145 m.p.h.

Passengers: 30

Crew: 7

Five Sandringhams in Q.E.A. service -

Registrations and Names - VH-EBV, "Pacific Warrior"; VH-EBW,
VH-EBX "Pacific Chieftain"; VH-EBY "Pacific Voyager"; VH-EBZ
"Pacific Explorer".

Two Mk4 Sandringhams purchased by Q.E.A. from T.E.A.L. in April
1950 for Pacific Is. services. Three former B.O.A.C. Mk5
Sandringhams * acquired July and December 1951. Opened Sydney-
Port Moresby service July 1952 and extension to Rabaul June 1953.
Qantas flying boat services from Sydney were terminated in early
June 1955 and all remaining Sandringhams were either sold or
scrapped in July 1955.

* These aircraft had been known as the Plymouth Class by B.O.A.C.
and they are often referred to as Plymouths in Qantas records.



AIRCRAFT OPERATED BUT NOT OWNED BY Q.E.A.

SHORT S.25 HYTHE

Manufactured by: Short Bros. (Rochester & Bedford) Ltd. Rochester
Kent, U.K.

Type: 4 engined high wing monoplane Flying Boat

Fuselage/Hull: All metal construction

Wings: Cantilever of all metal construction

Wingspan: 112' 9"

Length: 85' 6"

Height: 32' 10½"

Weights - Empty: 35,862 lbs. Max: 56,000 lbs.

Engines: 4 Bristol Pegasus 38, 1030 H.P. air cooled, 9 cyl.

Cruising Speed: 170 m.p.h. radial

Passengers: 16-22

Crew: 6-7

Eighteen Hythe Flying Boats owned by B.O.A.C. and operated jointly by Q.E.A. and B.O.A.C. on the U.K. to Australia route.

Registrations - G-AGER, 'EU, 'EW; G-AGHW, 'HX, 'HZ; G-AGIA; G-AGJJ, 'JK, 'JL, 'JM, 'JN, 'JO; G-AGKV, 'KW, 'KY, 'KZ; G-AGLA.

In late 1945, B.O.A.C. began modifying their wartime fleet of Sunderland flying boats to full airliner standards. The first to be completed, G-AGJM, was named "Hythe" and this became the class name for the fleet. Each aircraft carried a name beginning with the letter "H".*

The Hythes began regular services on the Kangaroo route in May 1946, being flown by Qantas crews over the Singapore-Sydney-Singapore sector. Scheduled flight time Sydney-London was 5½ days.

Hythe services ceased in February 1949 following B.O.A.C.'s introduction of L.749 Constellations on the Kangaroo route in December 1948.

* See page 18 of "The Qantas Fleet 1921-1967" for these names.

DHA.3 DROVER MKI

Manufactured by: De Havilland Aircraft Pty. Ltd., Milperra Road,
Bankstown

Type: 3 engined low wing monoplane

Fuselage: Semi monocoque aluminium alloy construction

Wings: Cantilever - of aluminium alloy construction

Wingspan: 57'

Length: 37'

Height: 9' 9"

Weights: Empty: 4100 lbs. Max: 6500 lbs.

Engines: 3 Gipsy Major 10 145 h.p. - 4 cylinder in line inverted
air cooled

Cruising Speed: 130 - 140 m.p.h.

Passengers: 6-8

Crew: 1

Five Drovers in Q.E.A. service

Registrations: VH-EAS (formerly VH-EAZ), VH-EBQ, VH-EBR, VH-EBS,
VH-EBT

Purchased as a replacement for the DH.84 Dragon in Papua/New Guinea
Q.E.A.'s first Drover, VH-EBQ was delivered September, 1950.
However, following a series of accidents involving Drovers in
1951/52, the Australian Department of Civil Aviation was obliged to
place restrictions on their operation. These restrictions made the
Qantas Drovers uneconomic to operate in New Guinea and a decision
was made to replace them with Canadian built DH Beavers. The last
Drover VH-EAS was sold September 1960.



LOCKHEED L.1049 SUPER CONSTELLATION

Manufactured by: Lockheed Aircraft Corporation, Burbank,
California, U.S.A.

Type: 4 engined low wing monoplane

Fuselage: Semi monocoque aluminium alloy structure

Wings: Cantilever of aluminium alloy construction

Wingspan: 123' 5" (with tip tanks) 123' 0" (without tip tanks)

Length: 116' 2" (with radar) 113' 7" (without radar)

Height: 24' 9"

Weights - Empty: 80,487 lbs. Max: 137,500 lbs.

Engines: 4 Wright Cyclone turbo compound TC18 DA3 series 18 cyl.
twin row radial of 3250 H.P. each

Cruising Speed: 335 m.p.h.

Passengers: De Luxe 27 and Tourist 30

Crew: 10-12

Sixteen Super Constellations in Q.E.A. service -

Registrations and Names - NOTE all 1049 aircraft names began with "Southern", shown here as "S". VH-EAA - S. Sea; VH-EAB S. Horizon; VH-EAC - S. Wave; VH-EAD - S. Dawn; VH-EAE - S. Moon; VH-EAF - S. Wind; VH-EAG - S. Constellation; VH-EAH - S. Sky; VH-EAI - S. Sun (later S. Boomerang); VH-EAJ - S. Star; VH-EAK - S. Mist; VH-EAL - S. Breeze; VH-EAM - S. Spray; VH-EAN - S. Tide; VH-EAO - S. Aurora (later S. Prodigal); VH-EAP - S. Zephyr.

Super Constellations were Q.E.A.'s mainline aircraft from mid 1954 to mid 1959.

First 1049, VH-EAG, delivered April 1954; opened first Qantas Trans Pacific service 15.5.54.

L.1049s began operations on U.K. route - August 1954 to Tokyo - May 1955 and South Africa - November 1955. VH-EAO and VH-EAP opened the first scheduled round-the-world air service on 14.1.1958.

The last Super Constellation was sold in May 1963.



DHC2 BEAVER

Manufactured by: De Havilland Aircraft of Canada Ltd., Toronto,
Ontario, Canada

Type: Single engined high wing monoplane

Fuselage: Rectangular section all metal structure

Wings: All metal - aluminium alloy - construction

Wingspan: 48'

Length: 30' 3" landplane 32' 9" floatplane

Height: 10' 7" landplane 12' 11" floatplane

Weights: Seaplane - Empty: 3248 lbs. Max: 5100 lbs.
Landplane - 2960 lbs. 5100 lbs.

Engine: 1 Pratt & Whitney R.985 Wasp Junior 450 h.p. 9 cylinder
radial air cooled

Cruising Speed: Landplane - 135 - 140 m.p.h. Seaplane - approx.

Passengers: 7 Crew: 1 130 m.p.h.

Four Beavers' in Q.E.A. service

Registrations: VH-EAS: VH-EAT*: VH-EAU: VH-EAV *(floatplane)

Three Beavers were delivered to Qantas in December 1954 and a fourth in February 1955 for use in New Guinea; based at Lae, three flew as landplanes serving small strips in the N.G. Highlands and one, fitted with floats, operated in the delta area of Papua from its base at Port Moresby. They were replaced by the larger Otters in 1958. The last Beaver was sold April 1959.



DHC.3 OTTER

Manufactured by: The De Havilland Aircraft of Canada Ltd., Toronto
Ontario, Canada

Type: Single engined high wing monoplane

Fuselage: Conventional all metal structure

Wings: All metal - aluminium alloy construction

Wingspan: 58'

Length: 41' 10"

Height: 12' 7" (landplane): 15' 0" (amphibian)

Weights: Empty: 5287 lbs. (amphibian) Max: 8,000 lbs. (both
4168 lbs. (landplane) types)

Engine: 1 Pratt & Whitney R.1340, 600 h.p. 9 cylinder radial
air cooled

Cruising Speed: 138 m.p.h. (landplane); 125 m.p.h. (amphibian)

Passengers: 14

Crew: 1

Four Otters in Q.E.A. service

Registrations and Names: VH-EAW "Kikori"*; VH-EAX "Kokopo";
VH-EAY "Kieta"; VH-EAZ "Kerowagi";

* Amphibian

Two Otters delivered to Q.E.A. in May 1958; other two in July and
August 1958. VH-EAW, based at Port Moresby, operated as far
westward as Daru and Balimo and to Samarai on the SE tip of Papua.
The three landplane Otters flew from Lae into the Highlands.

All four Otters were sold to Trans Australia Airlines on 1/9/60.



LOCKHEED ELECTRA L.188C

Manufactured by: Lockheed Aircraft Corporation, Burbank, Calif.
U.S.A.

Type: 4 engined low wing monoplane

Fuselage: Aluminium alloy - semi monocoque structure

Wings: Cantilever aluminium alloy structure

Wingspan: 99'

Length: 104' 6"

Height: 32' 9"

Weights: Empty: 60,800 lbs. Max: 116,000 lbs.

Engines: 4 Allison 501-D13 turbo-props 3,750 h.p. each

Cruising Speed: over 400 m.p.h.

Passengers: 16 first class and 47 economy

Crew: 4 flight; 5 cabin

Four Electras in Q.E.A. service

Registration and Names: VH-ECA "Pacific Electra"; VH-ECB "Pacific Explorer"; VH-ECC "Pacific Endeavour"; VH-ECD "Pacific Enterprise"

Four L.188Cs ordered May 1958, delivered November/December 1959. Replaced L.1049 Super Constellations on Far East services December 1959 and Sydney/Noumea, May 1960. Opened first regular Qantas services Australia/New Zealand, October 1961; replaced L.1049s Sydney/Johannesburg April 1963. Boeing 707-138B "V-Jets" replaced Electras on Far East and Noumea services in November/December 1961. From January 1962 to April 1965, Electra operations were to Australia/New Zealand/Fiji and Australia/South Africa. VH-ECC sold April 1965. Following introduction of 707-338C on South African service, April 1967, VH-ECA and VH-ECB were sold. VH-ECD now operates Tasman services only.



BOEING 707-138 -- 1959-1961

Manufactured by: The Boeing Airplane Company, Seattle, Washington, U.S.A.
Type: 4 engined low wing jet airliner
Fuselage: All metal structure
Wings: Cantilever - swept to 35° - all metal construction
Wingspan: 130' 10"
Length: 134' 6"
Height: 38' 7"
Weights - Empty: 110,600 lbs. Max: 247,000 lbs.
Engines: 4 Pratt & Whitney JT3C-6 Turbo Jets of 13,500 lbs. thrust each
Cruising Speed: 550 m.p.h.
Passengers: 40 first class - 50 economy class or 120 all economy
Crew: 4-5 flight; 5-6 cabin

Seven Boeing 707-138s in Q.E.A. service -

Registration and Names - VH-EBA "City of Melbourne"; VH-EBB "City of Sydney"; VH-EBC "City of Canberra"; VH-EBD "City of Brisbane"; VH-EBE "City of Perth"; VH-EBF "City of Adelaide"; VH-EBG "City of Hobart".

VH-EBB, the first 707 delivered, reached Sydney 2.7.59 and Boeing services across the Pacific began on 29.7.59. 707s were introduced on the Kangaroo route on 29.10.59.

All seven -138s returned to Boeing factory, Seattle for conversion to 707-138B standard between July and November 1961. Conversion involved installation of Pratt and Whitney JT3D-1 turbo fan engines (17,500 lbs. thrust) in place of JT3C-6s and modifications to wings and tail.

The last commercial flight by a Qantas 707-138 (JT3C-6 engines) departed Sydney for San Francisco 13.11.61. This was VH-EBG en route to Seattle for conversion.



BOEING 707-138B -- V-JET

Manufactured by: The Boeing Airplane Company, Renton, Washington, U.S.A.

Type: 4 engined low wing jet airliner

Fuselage: All metal construction

Wings: Cantilever of all metal construction - swept to 35°

Wingspan: 130' 10"

Length: 135' 1"

Height: 41' 8"

Weights - Empty: 114,900 lbs. Max: 257,000 lbs.

Engines: 4 Pratt & Whitney JT3D-1 Turbo Fans each 17,500 lbs. thrust

Cruising Speed: 600 m.p.h.

Passengers: 20 first class - 84 economy class

Crew: 5 flight; 6 cabin

Thirteen 707-138Bs in Qantas service -

Registrations and Names - All seven original 707-138 aircraft VH-EBA to EBG inclusive (see previous card) plus VH-EBH "City of Darwin"; VH-EBI "Winton"; VH-EBJ "Longreach"; VH-EBK "City of Newcastle"; VH-EBL "City of Geelong"; VH-EBM "City of Launceston".

First 707-138B, VH-EBH delivered August 1961; "V-Jet" title given to turbo fan engined 707s, September 1961. 707-138Bs replaced Lockheed Electras Sydney-Hong Kong-Tokyo in November and Sydney-Noumea in December 1961, inaugurated Fiesta route (Sydney-Mexico City-London) November 1964 and introduced 707 services between Australia and New Zealand (Sydney-Christchurch) in April 1965. From February 1967 onwards, the 138Bs were progressively replaced by new 707-338Cs, the last -138B, being withdrawn from service in September 1968.



BOEING 707-338C

Manufactured by: The Boeing Airplane Co., Seattle, Washington,
U.S.A.

Type: 4 engined low wing jet airliner

Fuselage: All metal structure

Wings: Cantilever - swept to 35° - all metal construction

Wingspan: 145' 9"

Length: 152' 11"

Height: 42' 5½"

Weights: Empty: 136,700 lbs.

Max: ³³⁶~~333~~,000 lbs.

Engines: 4 Pratt & Whitney JT3D-3B Turbo Fans of 18,000 lbs.
thrust each

Cruising Speed: 570 m.p.h.

Passengers: 20 first class; 120 economy; or 165 all economy

Crew: 4 - 5 flight; 6 - 7 cabin

21 Boeing 707-338Cs in Qantas Airways service

Registrations and Names: VH-EAA "City of Toowoomba"; VH-EAB
"City of Canberra"; VH-EAC "City of Sydney"; VH-EAD "City of
Melbourne"; VH-EAE "City of Brisbane"; VH-EAF "City of Adelaide";
VH-EAG "City of Hobart"; VH-EAH "City of Perth"; VH-EAI "City of
Darwin"; VH-EAJ "City of Geelong"; VH-EBN "City of Parramatta";
VH-EBO "City of Townsville"; VH-EBP "Alice Springs"; VH-EBQ
"City of Ballarat"; VH-EBR "City of Wollongong"; VH-EBS "Kalgoorlie"
VH-EBT "City of Bendigo"; VH-EBU "City of Broken Hill"; VH-EBV
"City of Tamworth"; VH-EBW "City of Armidale"; VH-EBX "Port Moresby"

First 707-338C delivered - VH-EBN arrived Sydney 15/2/65. All
338Cs fitted with an 11' x 7'6" cargo door and can be used as all-
cargo aircraft. VH-EBN to VH-EBS were initially fitted with a
630 cu. ft. upper deck cargo compartment on the port side.
Following increased air cargo loadings these six aircraft were
modified during 1967 to permit all freight operations, maximum
passenger loads or combinations of freight and passengers e.g. four
loaded pallets each 108" x 88" and 96 economy class passengers.



HAWKER SIDDELEY HS.125

Manufactured by: Hawker Siddeley Aviation

Type: Twin engine low wing jet monoplane

Fuselage: All metal construction

Wings: Cantilever of all metal construction

Wingspan: 47'

Length: 47' 5"

Height: 16' 6"

Weights - Empty: 10,990 lbs. Max: 21,200 lbs.

Engines: 2 Bristol Siddeley series 1B/522 "Viper" turbo jets
3,360 lbs. static thrust

Cruising Speed: ~~485~~ 420 m.p.h.

Passengers: 6

Crew: 2

Two HS.125s in Qantas service -

Registrations - VH-ECE, VH-ECF

VH-ECE delivered June and VH-ECF in July 1966.

The two aircraft were purchased to meet a requirement for a small jet in which Boeing 707 flying techniques could be closely approximated.

They are primarily used for building up jet command hours for pilots ready for promotion to captain on Boeing 707s.

