

Some additional information on Fred Ellem's piece on Moth VH-UOT (Vol 6 No.3)

This aircraft received British Cert. Of A No.2471 on 11-4-30(Constructors Number 1530)and was shipped to Qantas at Brisbane where it was test flown by the retoubtable C.W.A.Scott on 21-8-30.It was issued with Cert. of Regn No. 397 on 26-8-30 and C of A No.348 on 1-9-30before being sold to Thomas Arthur Alexander of Willoughby Station,Barcaldine,QLD on 24-9-30.It was again sold on 1-10-31 to Edmund Francis Findlay C/o Archerfield Aerodrome,Brisbane and shortly after this to Francis Oliver Virtue of Bangalow,N.S.W. on 27-11-31. The collision referred to occurred at South Grafton aerodrome at an Air Pageant held on Saturday 10-6-33.Hugh Frank Armstrong in UOT and Reginald George Robinson in Moth VH-UNU collided on the ground.Both aircraft were repaired and uot was sold to Alex.Garrow a tailor of Dalby in Qld on 23-3-35.

The following is ^{THE} from Aircraft Accidents Invetigation Commitee Report No142

Mr A.Garrow took off from Dalby at 12-15 on 24-5-35 with two passengers in the front cockpit.After flying approx. a quarter of a mile the aircraft crashed on the south bank of Myall Creek,somersaulted and burst into flames. The pilot was ^{ONLY} slightly injured but the passengers were ~~xxx~~ severely burned as well as other injuries.Martin Cosgrove age 32 a mechanic of Dalby died at 1-30 A.M. on the 25th in Dalby Hospital and Lionel Charles Ward age 31 a wool classer of Roma,Qld died on the 20th June 1935.The aircraft except for the metal parts was completely consumed by fire.Garrow was not authorised to carry passengers and the committee found the cause of the accident was due to stalling at low altitude due to inexperience of pilot.

Cateland

JACKSONS FEW \$4.50

DAVID WILSON

9 DILBOON ST.

CHISHOLM ACT

2905