

# CESSNA C34 AIRMASTER VH-UYG S/N-339

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The First Cessna to Fly in Australia - one of two C34 Airmasters left in the World



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| 1936 | 31 Dec | Completion of production (came off production line) constructor's serial number 339.   |
| 1937 | 1 Jan  | Date of first flight in USA then shipped to Australia.   |
| 1937 | 20 Mar | Registration application to Department of Civil Aviation (DCA): Airflite Ltd, Mascot Aerodrome, Sydney NSW.  |
| 1937 | 20 Jul | Added to Australian register as VH-UYG. The first Cessna to fly in Australia.  |
| 1937 | 18 Sep | Crashed during landing at Broken Hill, NSW in a dust storm after flight from Wilcannia NSW and badly damaged. Pilot JJ Connolly.   |
| 1938 | 18 Apr | Forced-landing at Old Bar NSW - minor damage, pilot Warren Penny. The battery had become dislodged earlier in the flight and torn the fuselage fabric. The pilot had sewn up the fabric on landing at Grafton NSW but, 10 minutes after departure, the fabric tore again causing the forced landing.   |
| 1938 | 8 Dec  | Damaged on landing at Mascot, after flight from Gunnedah NSW.  |
| 1941 | 2 Jul  | Impressed from Airflite Pty Ltd by the Royal Australian Air Force (RAAF) under Impressionment Requisition # 9014, and £1,135 paid.   |
| 1941 | 8 Jul  | Aircraft received at RAAF. Conversion flight - RAAF ex Airflite, Mascot. RAAF aircraft serial A40-1 allocated. Service to the RAAF as a communications aircraft.   |
| 1941 | 2 Aug  | Issued to RAAF 2AD Richmond ex RAAF 2CF.   |
| 1942 | 15 Sep | Received RAAF 2CF ex RAAF 2AD.   |
| 1943 | 2 Mar  | Forced-landing due to partial engine failure. Stored at RAAF 2CF Wagga NSW.  |
| 1944 | 16 Mar | RAAF advised DCA that it had no further use for the aircraft due to difficulty in maintaining its Warner Scarab engine. The airframe was held under store at RAAF Wagga NSW-No 2 Comm-Unit.  |
| 1944 | April  | DCA wrote to various civil operators advising them that the C34 Airmaster was available for civilian use. Several replies, including MMA, Perth. RAAF listed the C34 history as follows:<br><i>"After impressments A40-1 was flown to 2 Aircraft Depot, Richmond where reconditioning work completed by 1-9-42 after the aircraft was in workshop for over a year. Flown a total of 145 hours while with RAAF. Overhaul begun at Wagga on 17-5-43 and has remained there since, unserviceable, due to engine spares unavailable. Aircraft inspected 29-2-44 and assessed in very good condition"</i> . |

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- 1944 27 Jul RAAF wrote to DCA offering A40-1 for civil buyers, along with 3 Fairchild Argus, a Waco and a Beach Staggerwing.
- 1944 6 Aug A40-1 transferred from RAAF 2CU to RAAF NO.2 CRD.
- 1944 30 Aug RAAF wrote to DCA advising that A40-1's motor was now converted for instructional purposes, so the airframe only was now available.
- 1944 Sept DCA received enquiries about the C34 from CM Moir of Adelaide SA and Dr Harold Dicks, Perth WA.
- 1945 9 Mar Commonwealth Disposals Commission accepts tender of £50 for A40-1 from Dr Dicks.
- 1945 13 Mar Dr Dicks cabled DCA for permission to fit Genet Major motor to UYG.
- 1945 21 May Aircraft collected from RAAF Wagga NSW.
- 1945 25 May A40-1 removed from RAAF aircraft register.
- 1945 29 May Dr Dicks advises DCA that UYG now with Marshall Airways, Mascot for C of A and fitting of Genet engine.
- 1945 3 July Dr Dicks advises new engine about to be installed, all modifications approved by DCA.
- 1945 3 Aug Dr Dicks advises DCA that as Warner Super Scarab engine's were becoming available from disposals, the intention would be to fit a Scarab to VH-UYG.
- 1945 20 Oct Dr Dicks discusses engine installation with DCA in Perth WA, after ferrying a DH84 Dragon Sydney-Perth for Royal Flying Doctor Service.
- 1946 10 Apr VH-UYG test flown at Mascot after C of A.
- 1946 11 Apr Departed Mascot on delivery to Perth, flown by Dr Dicks.
- 1946 22 May Re-registration application submitted to DCA: Dr Harold Dicks Perth. Dr Dicks had been based at Marble Bar, WA from 1941 flying an RFDS Tiger Moth, but relocated his practice to Perth. Dr Dicks held the position of President - RFDS (WA Section) and used VH-UYG to fly from Maylands Aerodrome, Perth for country medical work.
- 1947 10 Sep Ownership transferred to LR Farquahson, Brisbane, QLD.
- 1948 20 Feb Overtaken on landing at Rockhampton, QLD. Minor damage.
- 1949 1 Apr Ownership transferred to WE James, Wollongong, NSW.
- 1949 20 Oct Ownership amended to Wollongong and South Coast Aerial Services Pty Ltd.
- 1949 30 Nov Change of company name to South Coast Airways Pty Ltd, Wollongong NSW.
- 1950 13 Jul Nosed over on landing at Mascot, pilot WE James.
- 1953 Continued operation with South Coast Airways.
- 1961 Aircraft rebuilt by Wally Knight.
- 1963 Reregistered VH-KWM, ownership changed to KW Magee (KWM), Moorabbin VIC.
- 1970 Ownership changed to Will Hietbrink and Mr Batton.
- 1972 31 Oct Ownership change to Chris Batty – Sea Cliff Park SA.
- 1972 2 Dec C34 flown to Adelaide by new owner Chris Batty.
- 1973 Aircraft sold to Chris Lindrhane, Adelaide SA. Taken off register.
- 1977 Aircraft purchased by Mr Jim Williams, transferred to Albury NSW, dismantled and stored.

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- 1991 Aircraft purchased by Kim Ryan, transported to Cairns QLD in dismantled state for restoration. The words of Kim Ryan from his notes on the restoration:  
*“The C34 Airmaster was collected by myself and a couple of friends from Albury on a specially built trailer to accommodate the one piece wing (trailer was 39ft long) in early 1991 in a dismantled state.*  
*The overhaul of the aircraft was completed in less than 2 years. I was lucky to enlist the help of a retired aircraft engineer, John Lucas who at the time was 74 years old. Without his woodworking skills, in particular reconditioning the all wood wing structure, this aircraft may have never flown again. Sadly John passed away aged 92 in 2009.*  
*The aircraft although dismantled was relatively complete, except everything forward of the firewall was missing. The Warner Super Scarab motor, engine cowl, oil tank, prop and fittings had been used on the restoration of a Fairchild years earlier.*  
*The aircraft first flew again in early 1993, fitted with a W670 Continental radial engine of 220hp. This engine was used because at the time of restoration, Warner Super Scarab engines were unobtainable anywhere in the world. The extra weight of the W670 engine and 20kg of lead in the tail, made the aircraft short on endurance. The aircraft in this configuration had great speed and climb performance. A Warner Super Scarab became available from John Gallagher in Sydney, which I purchased and had fitted.*
- 1993 Aircraft received C of A, reregistered VH-UYG.
- 2000 Aircraft purchased by Greg Cox (Airline Captain), Redcliffe, QLD and continued to fly privately.
- 2009 17 Dec Aircraft purchased by Steve Padgett, Aeromil Pacific (Authorised Cessna Representative), to preserve Australia’s and Cessna’s aviation history. New home for the Airmaster at Aeromil Pacific Head Office on Sunshine Coast Airport, Queensland.
- 2009 20 Dec Personal note from Greg Cox (former owner) to Steve Padgett, following the change of ownership:  
*“Dear Steve, I would like to say how pleased I am that you were the purchaser of my beloved Airmaster. It has a special place in Australian Aviation history and I feel that as Aeromil Pacific is the Cessna dealer, it is where it should be to continue the Cessna story from day one, through to present and beyond in Australia.”*
- The Future The Cessna C34 Airmaster S/N 339 will continue to fly to special aviation events as an important and active piece of Australian and Cessna aviation history.  
A glass showroom is being constructed at Aeromil Pacific, Sunshine Coast Airport, to display the C34 Airmaster and ensure the long term protection of this beautiful airplane.

DCA: Department of Civil Aviation (Australia)  
C of A: Certificate of Airworthiness (Australia)  
RAAF: Royal Australian Air Force  
RFDS: Royal Flying Doctor Service  
NSW: New South Wales  
WA: Western Australia  
SA: South Australia  
QLD: Queensland  
VIC: Victoria

