

FUJI FA-200 AERO SUBARU FOR AUSTRALIA (Importations and assembled)

BACKGROUND

The FA-200 Aero Subaru was built by Fuji Heavy Industries Ltd, a huge Japanese industrial company that absorbed the Nakajima Aircraft Company in 1953. The latter company had been established in 1914, and had produced over 30,000 aircraft of various types when aircraft production in Japan ceased at the end of WWII.

In 1953, Fuji negotiated an agreement with Beechcraft for the manufacture, under licence, of the Beechcraft Mentor and deliveries to the Japanese Self Defence Force began in 1954. Local variations of the basic Mentor design known as the LM-1 and LM-2 were since produced. Another aircraft, the Bell 204B helicopter, was built under licence. The first aircraft of entirely original design produced was the TI-F two-seat jet trainer, the prototype of which first flew on 19 January 1958.

Following the successful launch of the jet trainer, design work began on the FA-200-II series light aircraft in 1964 and the prototype, JA3241, first flew in August 1965. The FA-200 qualified for a normal category type certificate from the Japanese Civil Aviation Bureau on 1 March 1966. Certification in the utility category at a reduced all up weight followed in 1967.

The early models were produced in two versions: the FA-200, which is powered by a 160hp Lycoming O-320-D2A engine driving a fixed pitch propeller, and the FA-200-180 powered by a Lycoming IO-360-B1B engine driving a constant speed propeller. The airframes of both models are virtually identical.

In 1967 Holdfast Aviation (a subsidiary of Holdfast Motors Pty Ltd), of Parafield, was appointed the Australian Agent for the Fuji FA-200 series aircraft and they arranged with the Royal Aero Club of South Australia (RACSA) to assemble the aircraft.¹

The Managing Director of Holdfast Aviation was J S Ford and the Operations Manager was Roy Garthwaite (an ex-RAF pilot who later commenced a flying school at Strathalbyn which moved to Parafield and was a forerunner of Flight Training Adelaide).

In July 1967 further discussions between RACSA and Holdfast Motors identified that the first FA-200 was to be imported into Australia in October.² In January 1968 Holdfast Motors advised the RACSA that first of the Fuji aircraft, a 160 & a 180 would be in Adelaide by the end of March.³ The Japanese sent down their Chief Engineer to assist with the aircraft assembly. Holdfast Aviation expect to be importing two aircraft per month.⁴

¹ RACSA Minutes 20 June 1967

² RACSA Manager's Report July 1967

³ RACSA Manager's Report January 1968

⁴ RACSA Manager's Report January 1968

The first two Fuji FA-200s arrived at Parafield on 3 May 1968: JA3376 (FA-200-180) (pilot S Fujita) and JA3378 (FA-200-160) (Pilot – S Tsuruyoshi). The aircraft had ferried from Tokyo via Kagoshima, Taipei, Manila, Davao, Ambon, Darwin and into Parafield. The aircraft had long range tanks installed and the flight time was 59 hours.

The certification was approved by DCA in 1.5 days and the 180 version was entered onto the Australian Civil Register as VH-FJB on 10 May 1968. At this time two FA-200s were ordered by Brain and Brown Air Freighters Pty Ltd (Victorian Agents) and two FA-200s by the Royal Aero Club of WA (WA Agents). In conjunction with Aviation Services Pty Ltd.⁵



*Figure 1- JA3376 FA200-180 Parafield 04-05-68
[PC Daw]*



*Figure 2- JA3378 FA200-160 Parafield 04-05-68
[PC Daw]*

During May 1968 the Chief Flying Instructor of the RACSA, Charles Roper, flew both the new FA-200s and was very complimentary of the aircraft in his detailed report. The final paragraph of his report summarized the aircraft as follows; "On the whole, a conventional aeroplane, with a light, positive control and I would think quite a good potential, both as a tourer and as an aerobatic trainer."⁶

In the same month Holdfast Aviation announced the prices on their two models of Fuji Aircraft. The -160 would be \$14,700 excluding radio and the 180 would be \$18,600. If a customer wished to deliver his own aircraft from Japan, they would cost \$13,200 and \$14,900 respectively. The RACSA Minutes state that the RAAF had become interested in the Fuji as a replacement for the Winjeel. Holdfast Aviation demonstrated the Fuji to the RAAF at Edinburgh during June 1968.⁷

The assembly of additional Fuji airframes proceeded slowly as sales had been slow. Two crated airframes arrived via shipping at Port Adelaide in December 1968 with one delivered to the Department of Aircraft Production at Parafield (c/n 13) and the other (c/n 14) to the RACSA. Japanese engineers were present to assist with the assembly of both airframes.⁸

In February 1969 an arrangement with Holdfast Aviation was made to operate a Fuji on the RACSA line. The Aero Club would collect \$2 for each hour it flew or \$5 for every hour dual.⁹

⁵ RACSA Manger's Report April 1968

⁶ RACSA Aircraft Report Fuji FA-200-180 May 1968

⁷ RACSA Minutes 19 June 1968

⁸ RACSA Manager's Report December 1968

⁹ RACSA Manger's Report February 1969

In March 1969 Fuji aircraft assembly at Parafield was going very smoothly. In that month RACSA was offered a Fuji for \$14,000 plus assembly costs against the normal price of \$14,980 plus assembly costs. The club was also looking at an assembly contract with Holdfast Motors. The purchase of a Fuji FA-200 was investigated in detail but the Club decided to proceed on a hire basis.

In August 1969 two more Fuji FA-200s arrived for assembly at RACSA, which meant that there were six aircraft held in crates awaiting assembly.



**NOW AVAILABLE
FUJI/FA-200 Series**

The most advanced light plane in its class!

COMFORTABLE ACCOMMODATION FOR FOUR ADULTS

Tested to 9G's for Maximum Safety.
Aero Subaru also demonstrates its versatility by being able to perform such aerobatic manoeuvres as aileron rolls, barrel rolls, spinning, snap rolls, Immelman turns and loops, etc.

Performance of FA-200-180 at 1900 lbs.
All up weight 2535 lbs. (incl. 4 passengers), empty weight 1467 lbs. Maximum speed 148 m.p.h. Take-off run 460 ft. Landing run 364 ft. Stalling speed 51 m.p.h. Rate of climb 1000 ft. per minute. Service ceiling 21,000 ft. Economic cruising speed at 5000 ft., 123 m.p.h. at 55% power setting. Cruising range 805 miles.
Australian C. of A. Categories—Normal, Utility and Aerobatic. (Including flick manoeuvres).

Leasing Facilities and term finance available.

Enquiries to:



HOLDFAST AVIATION Pty. Ltd.

138 Brighton Road, Glenelg, South Australia 5045. Phone 958301

Victoria and Tasmania: BRAIN & BROWN AIR FREIGHTERS PTY. LTD.
Moorabbin Airport, Cheltenham, Vic. 3192. Ph. 90-3242.
Exclusive Fuji Flying School. Also at Fogarty's Field, Melton, Vic. Ph. 713-0255.
Western Australia: AVIATION SERVICES PTY. LTD.
In affiliation with the Royal Aero Club of W.A., Mandakot Airport, W.A.

Powered by Lycoming Engines.
Two Lycoming engines available. 160 h.p. carburettor and 180 h.p. fuel injection.

160 h.p. \$14,976.
Incl. Lighting, Night Illumination, Dual Control, Nose Wheel Steering, Quadrant Throttle and Mixture Control, Vacuum Pump, Toe Brakes, Outside Air Temperature Gauge, All-over Paint, Anti-corrosive Treatment to all internal surfaces.

180 h.p. \$18,559.
Incl. Constant Speed Propeller, Dual Control, Nose Wheel Steering, Vacuum Pump, Quadrant Power Control and Night Illumination, Rudder Trim, Vacuum Meter, Toe Brakes, All-over Paint, Anti-corrosive Treatment to all internal surfaces.

The RACSA Minutes of 28 July 1971 stated: "Fuji – Sam Ford – It appeared that the RAAF were very close to placing an order for Fuji aircraft. These would be brought into Australia as knockdown kits and assembled in either Adelaide or Melbourne. The RAAF would probably prefer Melbourne, though it was understood Sam Ford had indicated the Club would know Fuji better than anyone in Australia and would be recommending assembling the aircraft by the Club. The Department of Supply hangars at Parafield would be suitable for this purpose and some 3 or 4 aeroplanes per month would have to be assembled".¹⁰

The four seat Fuji FA-200 was in competition with the Piper PA28 (4 seats), the Cessna 172 (4 seats) and the PAC CT-4 (2 seats). The Piper & Cessna dealers flooded the market, which limited Fuji sales.

Australian Fuji deliveries- In total two FA-200s were delivered by air, and seventeen were crated in and assembled from 1968 until 1970. A further airframe was imported in 2006 by an individual.

In total from 1967 until 1986 total FA-200 production by the manufacturer was 275 air frames. This included the prototype plus production c/ns 1-274 JA3263 was the first production aircraft.

As at 24 February 2020, fourteen Fuji FA-200 aircraft were current on the Australian Civil Aircraft Register.

AIRCRAFT, May, 1969

Figure 3 - Holdfast Aviation Pty Ltd advertisement in the May 1969 edition of Aircraft magazine.

¹⁰ Author's comment – Fuji aircraft were never delivered to the RAAF

AUSTRALIAN DISTRIBUTORS- 1969

Australia and South Australia	Holdfast Aviation, Parafield SA
Victoria	Brain and Brown Air Freighters Pty Ltd – Moorabbin, Vic (Operators of exclusive Fuji Flying School at Fogarty's Field, Melton) Roy Goon was the demonstration pilot.
New South Wales	Canberra Aero Club Inc, Canberra, ACT.
Western Australia	Aviation Services Pty Ltd in conjunction with the Royal Aero Club of Western Australia Inc – Jandakot, WA.
Queensland	Unknown.
Tasmania	Unknown.

AIRCRAFT IMPORTED AND ASSEMBLED

C/N 2 FA-200-160

Date of Manufacture – 22 April 1967

Initial Registration: JA3335

Comments: On delivery to Australia it ditched into the sea near Piru Bay, Ambon, Indonesia on 9 November 1968. Was alleged to have become VH-FJC (1) but NTU.

C/N 10 FA200-180

Date of Manufacture – 30 March 1968

Initial Registration: JA3376

First Registered 10 May 1968 VH-FJB (C of R 6567)

Colour scheme – white with black (dominant) and red trim.

Comments: Arrived at Parafield on delivery 3 May 1968 and seen the day later. Later registered VH-FJB. Then went to Moorabbin, where kept, maintained and demonstrated by Brain and Brown. Also used as a trainer by them.

First seen as VH-FJB on 11 May 1968 at Parafield, Moorabbin 28 November 1968 & 1 October 1969, Adelaide 20 December 1969, Warracknabeal 7 March 1970, Melton 1 October 1972 & 10 April 1977.

Struck powerlines and crashed whilst landing at Gunbower Vic 23 November 1970. Substantially damaged. Wreckage taken to Ballarat and stored. Seen there on 28 March 1971 – no work done or repairs.



Figure 4- VH-FJB Ballarat Vic Apr 1969 [G Goodall]

Ownership Details:

Registration	Event	Date	C of R Holder	Address	Remarks
VH-FJB	ATR	10-05-68	Holdfast Motors Pty Ltd	143 Brighton Rd, Glenelg SA 5045	
VH-FJB	CO	15-08-68	Brain & Brown Pty Ltd	PO Box 48, Cheltenham Vic 3192	
VH-FJB	CO	05-02-70	T H Fogarty	Kuloomba, Toolern Vale Vic 3337	
VH-FJB	ACC	23-11-70			Crashed Gunbower Vic
VH-FJB	CO	06-01-71	Australian Guarantee Corporation	56 Portman Rd, Oakleigh Vic 3166	
VH-FJB	SOR	31-03-71			

C/N 11 FA-200-160

Date of Manufacture – 3 April 1968

Initial Registration: JA3378

First Registered: VH-FJA 31-5-68 (C of R 6568)

Colour scheme: white with red trim.

Comments: arrived at Parafield 3 May 1968 with JA3376 and seen the following day. Later went to Moorabbin for Brain and Brown. First seen as VH-FJA on 11 May 1968, 17 August 1968 & 2 December 1968 at Parafield. Melton 14 September 1970, 16 August 1974, & 2 October 1982, Alice Springs 12 March 1990.

Ownership Details:

Registration	Event	Date	C of R Holder	Address	Remarks
VH-FJA	ATR	31-05-68	Holdfast Motors Pty Ltd	143 Brighton Rd, Glenelg SA 5045	
VH-FJA	CO	04-10-68	T H Fogarty	20 Cardigan Rd, Carlton Vic 3053	
VH-FJA	COA	17-05-72	T H Fogarty	Kuloomba, Toolern Vale Vic 3337	
VH-FJA	CO	27-01-81	Sunklete Pty Ltd	Fogarty's Field, Toolern Vale Vic 3337	
VH-FJA	CO	20-08-81	Airwest Aviation Pty Ltd	Fogarty's Field, Melton Vic 3337	
VH-FJA	CO	08-10-82	D J Gorrie	3 Grantham Place, Valley View SA 5093	
VH-FJA	SOR	04-08-84			WFU
VH-FJA	RTR	05-10-84	D J Gorrie	3 Grantham Place, Valley View SA 5093	
VH-FJA	COA	15-09-89	D J Gorrie	7 Kunoth St, Alice Springs NT 0870	
VH-FJA	COA	19-04-05	D J Gorrie	15 Columbia St, Strathmore Vic 3041	
VH-FJA	COA	26-08-05	D J Gorrie	25 Dublin Ave, Strathmore 3041	



Figure 5- VH-FJA Melton Vic 14-09-70 [NK Daw]



Figure 6- VH-FJE Deniliquin NSW 25-01-70 [PC Daw]

C/N 13 FA-200-160

Date of Manufacture – 9 November 1968

First Registered: VH-FJE12-2-69 (C of R 2458)

Colour Scheme: White with red trim.

Comments: Crated out to Australia December 1968 . First seen being assembled 6 February 1969 by D.A.P Parafield , first seen as VH-FJE 8 February 1969 Holdfast Motors. Test flown at Parafield 11 February 1969. Force landed at Ballan Vic 12 July 1977. WFS 9 July 1978.

Ownership Details:

Registration	Event	Date	C of R Holder	Address	Remarks
VH-FJE	ATR	12-02-69	Holdfast Motors Pty Ltd	143 Brighton Rd, Glenelg SA 5045	
VH-FJE	CO	-69	T H Fogarty	Toolern Vale Vic 3337	
VH-FJE	ACC	12-07-77			Force landed at Ballan Vic due engine problem
VH-FJE	SOR	09-07-78			Written off



Figure 7- VH-FJC Adelaide 06-09-69 [N K Daw]



Figure 8- VH-FJC Hahndorf 31-10-69 [The Chronicle]



Figure 9- VH-FJC Adelaide 11-07-70 [NK Daw]



Figure 10- VH-FJC Plympton Park 12-09-70 [NK Daw]

C/N 14 FA-200-180

Date of Manufacture: 19 November 1968

First Registered: VH-FJC(2) 19 February 1969 (C of R 2457)

Colour Scheme: White with black (dom.) and red trim.

Comments: Crated out to Australia December 1968 and assembled at Parafield by D.A.P. First seen 6 February 1969 at Parafield and as VH-FJC(2) 8 February 1969. Test flown 14 February 1969.

Seen at West Beach 23 August 1969 with sticker inscribed 'Santa Gertrudis Australia'. Believed leased by a station. Seen at Adelaide-West Beach 30 October 1969 with 'The Chronicle' painted on side fuselage in big, script, red letters. Saw fly overhead 31 October 1969 8-15am depart West Beach. Aircraft used in co-operation with 'The Chronicle'. Crashed and written off 8-45am, into wooded hills that morning four miles from Hahndorf in the Adelaide Hills on way to Penola. Pilot was Peter Krawinkel and three passengers.

Fuselage and wreckage taken to Holdfast Motors body repair workshops at Paringa Ave, Brighton and seen on 15 November 1969. Returned to Parafield and seen there on 20 June 1970. Transported to 19 Hawker Avenue, Plympton Park, The Daw Family Residence (via J Smith station wagon) on 11 July 1970. Broken up 29 November 1970.

Ownership Details:

Registration	Event	Date	C of R Holder	Address	Remarks
VH-FJC	ATR	19-02-69	Holdfast Motors Pty Ltd	143 Brighton Rd, Glenelg SA 5045	
VH-FJC	ACC	31-10-69			Crashed near Hahndorf SA
VH-FJC	SOR	18-12-69			



Left

Figure 11- VH-FJG Parafield 05-12-70 [D Freeman]

C/N 16 FA-200-160

Date of Manufacture – 3 December 1968

First Registered: VH-FJG 11 March 1969 (C of R 2460)

Colour scheme: white with red trim

Comments: Crated to Australia March 1969 and assembled by RACSA at Parafield. Total time on uncrating was three hours. First seen 1 March 1969 and as VH-FJG on 8 March 1969 at Parafield. Adelaide 6 September 1969. with 'Country Air Training Service' titles based at Murray Bridge (Pallamana).

Ownership Details:

Registration	Event	Date	C of R Holder	Address	Remarks
VH-FJG	ATR	11-03-69	Holdfast Motors Pty Ltd	143 Brighton Rd, Glenelg SA 5045	
VH-FJG	CO	02-05-69	Country Air Training Association Inc	119 Strathalbyn Rd, Aldgate SA 5154	
VH-FJG	CO	10-03-70	Country Air Training Pty Ltd	As above	
VH-FJG	SOR	05-08-71			Crashed 5-6-71
VH-FJG	RTR	07-03-73	C R Eichler	Adelaide Rd, Mannum SA 5238	
VH-FJG	CO	17-07-92	Eichler Earthmovers Pty Ltd	112 Adelaide Rd, Mannum SA 5238	
VH-FJG	CO	14-02-06	As above	As above	

C/N 17 FA200-160

Date of Manufacture: 10 December 1968

First Registered: VH-FJK(1) 26 November 1969 (C of R 2469)

Colour Scheme: white with red trim

Comments: Crated out to Australia March 1969 and assembled by RACSA at Parafield. Test flown March 1969. First seen 16 March 1969. Seen at Moorabbin 1 October 1969.

Hours on uncrating: 4.21 hours.

Written off 24 December 1969 after it disappeared without trace into Bass Strait off Cape Otway Vic SOR.



Left

Figure 12- C/N 17 Parafield 16-03-69 [P C DAW]

Ownership Details:

Registration	Event	Date	C of R Holder	Address	Remarks
VH-FJK	ATR	26-11-69	Brain & Brown Airfreighters Pty Ltd	PO Box 67, Cheltenham Vic 3192	
VH-FJK	ACC	24-12-69			Ditched due nil oil pressure suspected. Lost without trace
VH-FJK	SOR	02-03-70			

C/N 18 FA-200-160 (later-180)

Date of Manufacture: 17 December 1968

First Registered: VH-FJH 17-4-69 (C of R 2462)

Colour scheme: white with trim

Comments: Crated out to Australia March 1969 and first seen (crated) on 16 March 1969, assembled by RACSA April 1969 at Parafield. Test flown at Parafield on 18 April 1969. First seen as VH-FJH 19 April 1969. Flown to Perth with c/n 22 in April 1969 on demonstration flights. Seen Jandakot 25 April 1969, 28 May 1969 and 11 October 1975, restored 17 November 1978 after conversion to -180. Seen Canberra 31 August 1988.

Up for sale February 2020 for \$75,000. TT 4,500 hours.



Figure 13- VHFJH Jandakot 28-05-69 [NK Daw]

Ownership Details:

Registration	Event	Date	C of R Holder	Address	Remarks
VH-FJH	ATR	17-04-69	Holdfast Motors Pty Ltd	143 Brighton Rd, Glenelg SA 5045	
VH-FJH	CO	05-09-69	Aviation Services Pty Ltd	PO Box 64, Applecross WA 6153	Operated by RACWA
VH-FJH	CO	08-01-70	Royal Aero Club of WA Inc	Jandakot Airport, Jandakot WA 6164	
VH-FJH	ACC	22-11-70			Landed in paddock to establish position.Damaged.
VH-FJH	ACC	17-09-72			Badly damaged on landing at Jandakot. Groundloop, u/c torn away.
VH-FJH	SOR	18-09-72			Cancelled due accident.
VH-FJH	RTR	21-05-73	Royal Aero Club of WA Inc	Jandakot Airport, Jandakot WA 6164	
VH-FJH	CO	18-02-74	J H Verity-Field	1/38 Filburn St, Scarborough WA 6019	
VH-FJH	CTF	17-11-78			FA-200/180A1
VH-FJH	COA	19-03-79	J H Verity-Field	45 Reynolds Rd, Mount Pleasant WA 6153	
VH-FJH	CO	14-12-81	P A Hubbard	26 Avondale St, Hampton Vic 3188	
VH-FJH	CO	01-08-82	Arbuz Investments Pty Ltd	2 Wackett St, Pallarenda, Townsville Qld 4810	
VH-FJH	CO	16-11-84	R E M Hamer	11/21 Angelo St, South Perth WA 6151	
VH-FJH	CO	02-07-87	L G Axell	7 Stillwell Place, Mawson ACT 2607	
VH-FJH	CO	28-11-89	H J B Pike	12 Derribong Ave, Batemans Bay NSW 2536	
VH-FJH	CO	21-11-01	APF-Air Pty Ltd	PO Box 8, Garran ACT 2605	
VH-FJH	CO	06-04-05	Alan Ferguson (Investments) Pty Ltd	PO Box 8, Garran ACT 2605	
VH-FJH	COA	25-07-14	As above	PO Box 5008, Garran ACT 2605	
VH-FJH	CO	26-01-19	A P Ferguson	21 Bronte Cres, Sunshine NSW 2536	

C/N 19 FA-200-160

Date of Manufacture: 23 December 1968

First Registered: VH-FJJ 19 September 11969 (C of R 2465)

Colour Scheme: white with red trim

Comments: First seen crated 16 March 1969 and as VH-FJJ 30 August 1969 at Parafield in 'Canberra Aero Club – Fuji Distributors' livery pre-delivery. Seen at Canberra 26 September 1969, Bankstown 3 September 1972, Point Cook 8 December 1974, Berwick 31 December 1977 and Parafield 7 October 2009. Hours on uncrating: 5.21 hours.

Ownership Details:

Registration	Event	Date	C of R Holder	Address	Remarks
VH-FJJ	ATR	19-09-69	Canberra Aero Club Inc	PO Box 352, Kingston ACT 2604	
VH-FJJ	CO	18-09-70	Brett Parker (Formal Hire) Pty Ltd	Shop 4 Railway Concourse, Caringbah NSW 2229	
VH-FJJ	CO	10-07-74	Caravan Court Pty Ltd	641-645 Springvale Rd, Springvale Vic 3171	
VH-FJJ	CO	17-09-75	C Parkinson	Lot 37 Bailey Rd, Narre Warren Vic 3805	
VH-FJJ	CO	11-08-88	Sixty-Second Candidate Pty Ltd	22 Clyde Rd, Berwick Vic 3806	
VH-FJJ	CO	16-06-92	K W McCullogh	1 Moondah Dr, Mt Eliza 3930	
VH-FJJ	CO	20-07-93	E Sundstrup	PO Box 153, Beaconsfield Tas 7270	
VH-FJJ	CO	04-12-93	J L Ellis	RSD 231, Rowella TAS 7270	
VH-FJJ	CO	18-09-98	G R Johanson t/as Johanson Earthmovers	Lot 3 Fifty Rd, Baldivis WA 6171	
VH-FJJ	CO	17-04-02	R C Hadfield	PO Box 477, Coonabarabran NSW 2357	
VH-FJJ	CO	01-07-07	M Phillips	PO Box 398, Coonabarabran NSW 2357	



Figure 14- VH-FJJ Broken Hill NSW 03-10-09 [P Vabre]



Figure 15- VH-FJL Parafield 28-02-70 [NK Daw]

C/N 22 FA-200-180

Date of Manufacture: 18 January 1969

First Registered: VH-FJL 2 February 1970 (C of R 2472)

Colour scheme: white with black (dominant) and red trim

Comments: Crated out to Australia May 1969 and assembled by RACSA May 1969 at Parafield. First seen 4 May 1969. In its unregistered state it was believed to have used call-sign of 'VH-FGA'.

(Went to Perth with VH-FJH on demonstration.) Logged at Jandakot as c/n 22 on 28 May 1969. Logged at Wilamulka 16 December 1969, On 13 January 1970 departed Jandakot on ferry back to Parafield as 'VH-FGA'. Seen Parafield 22 February 1970 & 28 February 1970, Moorabbin 15 September 1970 & 29 March 1971, Parafield 27 October 1972, Essendon 5 December 1975, Proserpine January 1977.

Ownership Details:

Registration	Event	Date	C of R Holder	Address	Remarks
VH-FJL	ATR	02-02-70	Holdfast Motors Pty Ltd	143 Brighton Rd, Glenelg SA 5045	
VH-FJL	COA	09-10-70	Holdfast Motors Pty Ltd	260 Pulteney St, Adelaide SA 5000	
VH-FJL	CO	11-01-73	B S Stilwell-CFS Pty Ltd	142 Cotham Rd, Kew Vic 3101	
VH-FJL	CO	02-07-73	H J Lister	PO Box 51, Berwick Vic 3806	
VH-FJL	CO	30-10-75	S H Venstra	6 Edward St, Berwick Vic 3806	
VH-FJL	CO	30-09-76	H D Walsh	Rewicks Rd, Proserpine Qld 4800	
VH-FJL	CO	14-08-78	B P Hore	PO Box 108, Kadina SA 5554	
VH-FJL	CO	14-09-80	Hazeldene's Chicken Farm Pty Ltd	345 High St, Kangaroo Flat Vic 3555	
VH-FJL	ACC	19-09-80			Scraped fence at Alice Springs NT
VH-FJL	CO	14-05-04	Eighty-Ninth SMC Pty Ltd	9 McCutcheon Close, Mt Eliza Vic 3930	
VH-FJL	CO	02-06-06	Eighty-Ninth SMC Pty Ltd	9 McCutcheon Close, Mt Eliza Vic 3930	Became the operator

C/N 23 FA-200-160

Date of Manufacture: 3 February 1969

First Registered: VH-FGI 19 January 1970 (C of R 2573)

Colour Scheme: white with red trim

Comments: Crated out to Australia May 1969. First seen (crated) 4 May 1969. Assembled by RACSA at Parafield in September 1969. First seen assembled 4 October 1969 at Parafield. Hours on uncrating: 5.59 hours Logged as c/n 23 on 13 December 1969. Ferried to Jandakot on 18 January 1970 using the trade-plate 'VH-FGA'. VH-FGI first seen at Jandakot 11 February 1973 and again 10 October 1975. Advertised for sale in 2019 with total time 2,150 hours.

Ownership Details:

Registration	Event	Date	C of R Holder	Address	Remarks
VH-FGI	ATR	19-01-70	S Hewett	McCallum Rd, Mundaring WA 6073	
VH-FGI	CO	17-05-71	J S Payne	26B Third Ave, Midland WA 6056	
VH-FGI	COA	28-11-79	J S Payne	Dandaraga WA 6507	
VH-FGI	CO	28-02-00	IHB Pty Ltd	12 Waterside Drive, South Lakes WA6164	
VH-FGI	COA	09-12-04	IHB Pty Ltd	Suite 2, The Esplanade, Mt Pleasant WA 6153	
VH-FGI	COA	25-02-05	IHB Pty Ltd	4 Turnbury St, Jandakot WA 6164	
VH-FGI	CO	05-01-08	C Trueman	21 Fulmar Way, Seville Grove WA 6112	



Left
Figure 16- VH-FGI Jandakot WA 10-10-75
[NK Daw]

C/N 24 FA-200-160

Date of Manufacture: 7 February 1969

First Registered: VH-FGL 22 January 1970 (C of R 2574)

Colour Scheme: white with red trim.

Comments: Crated out to Australia April 1969. First seen crated 4 May 1969 at Parafield. Assembled by RACSA. Hours on uncrating: 4.34 hours. First seen assembled December 1969. 18 January 1970 arrived at Jandakot on ferry from Parafield using the trade plate 'VH-FIY' Registered January 1970. Logged at Jandakot 8 February 1970. Advertised for sale by Piper West, Jandakot with TT 1,800 hours.



Figure 17- VH-FGL Jandakot WA 08-02-70 [NK Daw Collection]

Ownership Details:

Registration	Event	Date	C of R Holder	Address	Remarks
VH-FGL	ATR	28-01-70	Aviation Services Pty Ltd	PO Box 64 Applecross WA 6153	Operated by RACWA
VH-FGL	ACC	29-07-70			Force landed at Yelbini WA
VH-FGL	CO	27-06-73	RACWA	Airport, Jandakot WA 6164	
VH-FGL	CO	05-08-73			During a windstorm at Jandakot was blown into VH-FJH & VH-KUY
VH-FGL	ACC	24-09-78			Damaged after landing at Whittlesea Vic
VH-FGL	CO	17-05-82	Goldfisher Pty Ltd	47-51 King Rd, Airport West Vic 3042	
VH-FGL	CO	27-03-85	J N Jansen	67 Railway Tce, Williamstown Vic 3016	
VH-FGL	CO	31-03-87	L C Hall	65 Railway Tce, Williamstown Vic 3016	

VH-FGL	CO	08-02-99	A Villella	39 Preston St, Fawkner Vic 3060	
VH-FGL	CO	08-07-04	Westside Aerial Services Pty Ltd t/as Westside Rural,	PO Box 49, Hyden WA 6359	
VH-FGL	CO	22-08-14	Westside Rural Pty Ltd	PO Box 49, Hyden WA 6359	
VH-FGL	CO	27-02-19	D G Wohling	PO Box 146, Esperance WA 6450	

C/N 26 FA-200-160

Date of Manufacture: 18 February 1969

First Registered: 29 September 1970 VH-FJV (C of R 2480)

Colour Scheme: white with red trim

Comments: crated to Australia June 1969. First seen (crated) 14 June 1969 at Parafield. Assembled by RACSA. Uncrated on 27 July 1970 with 4.27 hours on the airframe.

Logged as c/n 26 at Parafield 1 August 1970. VH-FJV logged Parafield 29 September 1970, Canberra 30 December 1970. 'Canberra Aero Club', Moorabbin 19 March 1988 and Raglan Qld 25 May 2013.



Figure 18- VH-FJV Canberra ACT 30-12-70 [GD Bell]

Ownership Details:

Registration	Event	Date	C of R Holder	Address	Remarks
VH-FJV	ATR	29-09-70	Canberra Aero Club	PO Box 352, Kingston ACT 2604	
VH-FJV	CO	15-07-71	F C Keston	33 Merley St, Strathfield NSW 2135	
VH-FJV	CO	22-10-79	Icarus Aviation Services Pty Ltd	Hangar 457 Bankstown Airport NSW 2200	
VH-FJV	CO	19-03-80	Seaplane Sales & Safaris Pty Ltd	C/O JT & P F O'Hare, Albert St, Brisbane QLD 4000	
VH-FJV	CO	04-12-81	H K Pickering	Wilburra Downs, Richmond QLD 4822	
VH-FJV	CO	18-10-82	Fred Blake Pty Ltd	PO Box 333, Mentone Vic 3194	
VH-FJV	CO	20-04-83	Chelfco 129 Pty Ltd	PO Box 919, Dandenong Vic 3175	
VH-FJV	CO	02-10-83	Arbuz Investments Pty Ltd	252 Ross Rd, Aitkenvale QLD 4814	
VH-FJV	CO	21-09-87	Fred Blake Pty Ltd	Cnr of First St & First Ave, Moorabbin Airport, Mentone Vic 3194	
VH-FJV	CO	07-05-88	M R Morton	68 Bellerine St, Geelong Vic 3220	
VH-FJV	ACC	21-03-88			Damaged whilst taxiing at Geelong Vic
VH-FJV	COA	12-03-99	M R Morton	48 Keam St, Ivanhoe Vic 3079	
VH-FJV	CO	06-01-00	Aviation Mackay P/L t/as Aviation Training & Transport	PO Box 786, Mackay Qld 4740	

VH-FJV	CO	06-02-06	Aviation Mackay P/L	As above	
VH-FJV	CO	23-12-08	S Turner	As above	
VH-FJV	CO	19-03-09	Dabubo Pty Ltd	PO Box 1011, Airlie Beach QLD 4800	
VH-FJV	COA	07-06-13	Dabubo Pty Ltd	PO Box 1011, Airlie Beach QLD 4800	
VH-FJV	CO	29-04-14	M Luyten	U3, 7 Neptune St, Sandringham Vic 3191	
VH-FJV	CO	07-08-15	M J Luyten	As above	

C/N 28 FA-200-180

Date of Manufacture: 5 March 1969

First Registered: 25 June 1970 VH-FJM (C of R 2474)

Colour Scheme: white with black (dominant) and red trim.

Comments: Crated out to Australia June 1969, assembled by RACSA June 1969 at Parafield. First seen crated 14 June 1969. Appeared at Royal Adelaide Show from 4 – 13 September 1969. Hours on uncrating 8.86 hours. Logged as c/n 28 at Parafield 13 December 1969. VH-FJM logged at Moorabbin 15 September 1970 , 6 December 1970 , 14 August 1974 , 30 October 1977 & 18 February 1985, Redcliffe Qld 31 May 2004.



Figure 19- VH-FJM Moorabbin VIC 06-12-70 [N K Daw]

Ownership Details:

Registration	Event	Date	C of R Holder	Address	Remarks
VH-FJM	ATR	25-06-70	M A Rowsell	97 Beaconsfield Rd, Albert Park Vic 3206	
VH-FJM	CO	25-06-71	Australian Guarantee Corporation Ltd	AGC House, Cnr Phillip & Hunter St, Sydney NSW 2000	
VH-FJM	CO	26-06-72	B V Joiner	19 Drina St, Strathmore Vic 3041	
VH-FJM	CO	18-08-72	Moorabbin Flying Group Pty Ltd	PO Box 15, North Balwyn Vic 3104	
VH-FJM	COA	26-03-73	Moorabbin Flying Group Pty Ltd	68 York St, South Melton Vic 3337	
VH-FJM	COA	11-02-77	Moorabbin Flying Group Pty Ltd	C/- S Middleton, PO Box 187, Collingwood Vic 3066	
VH-FJM	COA	11-12-86	Moorabbin Flying Group Pty Ltd	9 Charlotte Place, St Kilda Vic 3182	
VH-FJM	CO	10-08-88	Duncan Computer Research Pty Ltd	6 Siles Court, Mount Ommaney Qld 4074	
VH-FJM	CO	30-12-93	Helijet Air Services Pty Ltd	PO Box 5719 Mackay Qld 4741	
VH-FJM	CO	17-10-97	Clowmead Pty Ltd	GPO Box 1301, Brisbane Qld 4001	
VH-FJM	CO	22-12-99	Beckett Services Pty Ltd	PO Box 513, Spring Hill Qld 4004	
VH-FJM	CO	25-06-02	Palmley Pty Ltd T/as Heli Agricultural Services	PO Box 1032 Devonport Tas 7310	
VH-FJM	CO	21-10-02	Mulley Investments Pty Ltd	21-23 King St, Devonport Tas 7310	
VH-FJM	CO	30-04-04	M B Kornfeld	138 Admiralty Towers One, 35 Howard St, Brisbane Qld 4000	
VH-FJM	CO	15-02-06	M Kornfeld	Apt 135 Admiralty Towers, 35 Howard St, Brisbane Qld 4000	Also Operator
VH-FJM	COA	28-04-06	M Kornfeld	PO Box 535, Manly Qld 4000	
VH-FJM	COA	07-07-06	M Kornfeld	PO Box 535, Manly Qld 4000	
VH-FJM	CO	19-04-10	D Srbic	Gore Highway, Millmerran Qld 4357	Also Operator
VH-FJM	CO	20-06-11	D C Hersey	PO Box 581, St George Qld 4487	Also Operator
VH-FJM	CO	07-08-15	D C Hersey	As above	
VH-FJM	COA	04-05-18	D C Hersey	4 Kilroy St, St George Qld 4487	

C/N 29 FA-200-180

Date of Manufacture: 13 March 1969

First Registered: 29 August 1969 VH-FJI(1) (C of R 2464)

Colour Scheme: white with black (dominant) and red trim.

Comments: Crated out to Australia June 1969 and assembled by RACSA the same month at Parafield. First seen at Parafield crated 14 June 1969. Hours on uncrating: 5.07 hours.

VH-FJI (1) First logged at Adelaide-West Beach on 2 Sep 1969 with 'Canberra Aero Club – Fuji Distributors' titles, at Canberra 28 Sep 1969, at Bankstown 20 Sep 1970 and Broken Hill 2 Oct 1971. Bankstown 9 August 1974.

Ownership Details:

Registration	Event	Date	C of R Holder	Address	Remarks
VH-FJI (1)	ATR	29-08-69	Canberra Aero Club	PO Box 352, Kingston ACT 2604	
VH-FJI (1)	ACC	21-03-71			Leading edge of tailplane buckled during aerobatics due to overstressing
VH-FJI (1)	CO	11-01-73	J H Plummer	8 Beach St, Balgowlah NSW 2093	
VH-FJI (1)	CO	01-10-82	R M Goodall	5 Parish Cres, Murray Bridge SA 5253	
VH-FJI (1)	ACC	10-06-84			Crashed at Strathalbyn whilst doing aerobatics.
VH-FJI (1)	SOR	11-06-84			



Figure 20- VH-FJI (1) Broken Hill NSW 02-10-71 [NK Daw]



Figure 21- VH-FJI (2) Parafield SA 13-06-84 [NK Daw]

C/N 34 FA-200-180

Date of Manufacture: 9 May 1969

First Registered: 1 October 1971 VH-FJY (C of R 2479)

Colour Scheme: white with black (dominant) and red trim.

Comments: Crated out to Australia July 1969, first seen carted at Parafield 26 July 1969 and assembled by RACSA December 1969. Hours on uncrating: 4.15 hours. Assembled and logged as c/n 34 at Parafield 13 December 1969 and 1 August 1970. VH-FJY logged Broken Hill 2 October 1971 when leased by RACSA. Also noted at, Benalla Vic 4 October 1990.

Ownership Details:

Registration	Event	Date	C of R Holder	Address	Remarks
VH-FJY	ATR	01-10-71	Holdfast Motors Pty Ltd	53 Wattle St, Brighton SA 5048	
VH-FJY	ACC	05-01-73			A/c damaged whilst taxiing

VH-FJY	CO	11-01-73	B S Stillwell-CFS Pty Ltd	PO Box 210, Cheltenham Vic 3192	
VH-FJY	CO	12-11-73	J A Farquharson	Pine Ave, East Ballina Nsw 2478	
VH-FJY	CO	12-01-77	F W Blake	PO Box 180, Mentone Vic 3194	
VH-FJY	CO	31-10-77	B F Winn	61 Lavender St, Milsons Point NSW 2061	
VH-FJY	CO	13-03-84	Chelfco 129 PtyLtd	85 Queen St, Warragul Vic 3820	
VH-FJY	SOR	09-04-98			WFU
VH-FJY	RTR	18-09-98	Romills Aviation Pty Ltd	6 Nancy Sy, Cheltenham Vic 3192	
VH-FJY	CO	30-04-02	A Villella	39 Preston St, Fawkner Vic 3060	
VH-FJY	CO	18-02-05	A Villella	As above	Operator



Figure 22- VH-FJY Parafield SA 05-10-71 [J Smith]

C/N 35 FA-200-180

Date of Manufacture: 16 May 1969

First Registered: VH-BWZ 12 November 1971 (Cof R 2470)

Colour Scheme: white with black (dominant) and red trim.

Comments: Crated out to Australia August 1969, first seen crated 6 September 1969 at Parafield and assembled by RACSA starting on 18 October 1971.

First seen as VH-BWZ at Parafield on 6 November 1971, and on 13 November 1971. Bankstown 6 January 1977. Logged as VH-FJZ at Tyabb 20 March 1995.



Left
Figure 23-VH-BWZ Parafield
13-11-70 [NK Daw]



Figure 24-VH-FJZ Riddells Creek Vic 25-03-07 [NK Daw]

Ownership Details:

Registration	Event	Date	C of R Holder	Address	Remarks
VH-BWZ	ATR	12-11-71	Royal Aero Club of South Australia	Airport, Parafield SA 5118	
VH-BWZ	CO	17-01-74	Parair Pty Ltd	47 King George Ave, Hove SA 5048	
VH-BWZ	CO	21-05-76	J E Forster	83 Abercorn St, Bexley NSW 2207	
VH-BWZ	CO	09-07-81	L Henriksen	7 Howard St, Coffs Harbour NSW 2450	
VH-BWZ	CO	07-05-86	C A Ching T/as Toowoomba Aircraft Maintenance	PO Box 850, Toowoomba Qld 4350	

VH-BWZ	CO	13-05-86	L Henriksen	6 Carten Close, Coffs Harbour NSW 2450	
VH-BWZ	RC	29-06-86			Reregistered
VH-FJZ	ATR	29-06-86	Chelfco 129 Pty Ltd	85 Queen St, Warragul Vic 3820	
VH-FJZ	CO	10-02-87	J R Pater	Old Sale Rd, Warragul Vic 3820	
VH-FJZ	CO	20-11-96	W J Leary	PO Box 66, Emerald Vic 3782	
VH-FJZ	CO	15-02-06	W Leary	45 Mansfield St, Berwick Vic 3913	
VH-FJZ	COA	08-02-08	W Leary	23A Stuart Rd, Tyabb Vic 3913	
VH-FJZ	COA	10-06-11	W Leary	26 Stuart Rd, Tyabb Vic 3913	
VH-FJZ	COA	16-09-11	W Leary	51 Mansfield St, Berwick Vic 3913	
VH-FJZ	COA	04-11-11	W Leary	26 Stuart Rd, Tyabb Vic 3913	
VH-FJZ	CO	07-08-15	W J Leary	As above	
VH-FJZ	CO	27-02-18	M J Leary	7 Armiston Grove, Altona Meadows Vic 3028	
VH-FJZ	CO	09-03-18	M J Leary	20 Stuart Rd, Tyabb Vic 3913	

C/N 36 FA-200-160

Date of Manufacture: 22 May 1969

First Registered: 10 September 1970 VH-FJU (C of R 2478)

Colour Scheme: White with red trim.

Comments: Crated out to Australia in September 1969. First seen crated on 4 October 1969 at Parafield. Uncrated by RACSA on 12 August 1970 with 5.67 hours on the clock. Logged assembled as c/n 36 at Parafield 15 August 1970. VH-FJU logged Parafield 5 September 1970 and 12 September 1970 (in RACSA titles). At Canberra 12 August 1974, 30 September 1977 and 12 September 1981, Tooradin Vic 19 August 1990.



Figure 25-VH-FJU Hart SA 19-09-71 [RM Zweck]

Ownership Details:

Registration	Event	Date	C of R Holder	Address	Remarks
VH-FJU	ATR	10-09-70	Holdfast Motors Pty Ltd	53 Wattle St, Brighton SA 5048	
VH-FJU	COA	09-10-70	Holdfast Motors Pty Ltd	260 Pulteney St, Adelaide SA 5000	
VH-FJU	ACC	14-02-71	Heavy landing at Parafield – nosewheel forced back – only damage		
VH-FJU	CO	18-05-71	Canberra Aero Club	PO Box 352, Kingston ACT 2604	
VH-FJU	CO	09-10-75	S Lisio	95 Madigan St, Hackett ACT 2602	
VH-FJU	CO	16-02-88	W J Leary	Shaldon, Paternoster Rd, Emerald Vic 3782	
VH-FJU	CO	28-09-89	G D Beggs	10 Legana St, Patterson Lakes Vic 3188	
VH-FJU	COA	28-01-05	G D Beggs	26 Holyrood St, Hampton Vic 3188	
VH-FJU	CO	07-02-06	B Howe	PO Box 1230, Bunbury WA 6231	
VH-FJU	CO	01-02-06	Southern Aviation Pty Ltd	As above	
VH-FJU	CO	18-10-17	Toy Box WA Pty Ltd	As above	

C/N 37 FA-200-160

Date of Manufacture: 27 May 1969

First Registered: 9 July 1971 VH-FJX (C of R 2483)

Colour Scheme: White with red trim.

Comments: Crated out to Australia September 1969. First seen (crated) 4 October 1969 at Parafield. Uncrated by RACSA 21 June 1971 and assembled with 5.30 hours on the clock. Delivered to Canberra Aero Club 11 July 1971. VH-FJX logged Parafield 10 July 1971, Broken Hill 2 October 1971 and Tooradin Vic 18 September 1990.



Figure 26- VH-FJX Broken Hill NSW 02-10-71 [NK Daw]

Ownership Details:

Registration	Event	Date	C of R Holder	Address	Remarks
VH-FJX	ATR	09-07-71	Canberra Aero Club	Fairbairn Airport, Canberra ACT 2600	
VH-FJX	CO	13-12-73	Camden Aviation Sales & Service Pty Ltd	PO Box 8, Camden NSW 2570	
VH-FJX	CO	28-02-74	B M Dwyer	39 George St, East Gosford NSW 2250	
VH-FJX	CO	29-10-80	Galdud Holdings Pty Ltd	17A Althorp St, Gosford NSW 2250	
VH-FJX	CO	19-05-83	Chelfco 129 Pty Ltd	85 Queen St, Warragul Vic 3820	
VH-FJX	SOR	09-04-88			WFU
VH-FJX	RTR	10-03-99	Romills Aviation Pty Ltd	6 Nancy St, Cheltenham Vic 3192	
VH-FJX	CO	30-04-02	A Villella	39 Preston St, Fawkner Vic 3060	
VH-FJX	CO	18-03-05	A Villella	39 Preston St, Fawkner Vic 3060	C of R Holder became the operator

C/N 38 FA-200-160

First Registered:?? VH-FGJ(1) NTU

Comments: Became JA3661**C/N 44 FA-200-160**

Date of Manufacture: 28 August 1969

First Registered in Australia: 12August 1970 VH-FJN (C of R 2477)

Colour Scheme: White with red trim.

Comments: Crated out to Australia April 1970. Assembled by Port Augusta Air Services at Port Augusta in July 1970. At Parafield 1 August 1970 with 5.65 hours on the clock. Logged as c/n 44 at Parafield 1 August 1970. VH-FJN logged at Moorabbin 15 September 1970, Lillimur 5 March 1972, Essendon 7 December 1973, Bacchus Marsh 15 April 1974, Essendon 14 August 1974, Moorabbin 3 October 1977. 07 November 1977.

Ownership Details:

Registration	Event	Date	C of R Holder	Address	Remarks
VH-FJN	ATR	12-08-70	T H Fogarty	Kuloomba, Toolern Vale Vic 3337	
VH-FJN	CO	11-05-71	J G Tillig	245 High St, Melton Vic 3337	
VH-FJN	COA	23-03-72	J G Tillig	Essendon Flying School, Hgr 5, North Essendon Vic 3042	
VH-FJN	COA	02-10-74	J G Tillig	12 Arran St, Footscray Vic 3011	
VH-FJN	CO	01-08-75	J C Ryan	Proserpine Qld 4800	
VH-FJN	SOR	07-11-77			
VH-FJN	RTR	04-04-79	H D Walsh	PO Box 106, Proserpine Qld 4800	
VH-FJN	ACC	31-05-79			Accident at Proserpine Qld

VH-FJN	CO	22-10-79	I B Lehmann	Beulah Vic 3395	
VH-FJN	CO	01-0783	G M Lehmann	PMB 15, Beulah Vic 3395	
VH-FJN	ACC	14-08-89			Crashed 10 km south of Beulah Vic on an illegal spray run.
VH-FJN	SOR	08-09-93			

C/N 49 FA-200-160
First Registered: VH-FGK(1) ntu
Comments: Became JA3662

C/N 203 FA-200/180
Date of Manufacture: 1972
First Registered in Australia: 7 November 2006 VH-FJI(2)
Colour Scheme: White with blue trim and grey squares.

Comments:
Not part of the 1968 – 1970 imports but imported from Germany in 2006



Figure 27- VH-FJN Lillimur Vic 05-03-72 [NK Daw]



Figure 28-VH-FJI(2) Jandakot WA 2013 [W Nelowkin]

Ownership Details:

Registration	Event	Date	C of R Holder	Address	Remarks
VH-FJI (2)	ATR	07-11-06	Forbes Aviation Pty Ltd	Keldin, Calarie Rd, Forbes NSW 2871	Ex D-EIDK
VH-FJI (2)	CO	24-06-10	R Schatzmann	PO Box 381, Mt Lawley WA 6929	
VH-FJI (2)	CO	27-12-13	Westside Aerial Services Pty Ltd	PO Box 49, Hyden WA 6359	
VH-FJI (2)	CO	22-08-14	Westside Rural Pty Ltd	As above	

MISCELLANEOUS:

Warwick Henry I flew Fuji FA200-160, VH-FJE, on 25 Oct 1969 with Roy Goon. Yes Roy Goon, ex-RAAF fighter pilot. He was demonstrating the aircraft attempting to get sales. I was instructing at Murray Border Flying Club, Deniliquin and he had brought the Fuji up for us to see. I was impressed that you could have a 4-seat touring aircraft that was also aerobatic. It could even do flick rolls from straight and level! Good fun! In those days I didn't think to photograph anything unusual or (relatively) famous people.

Robert Zweck Here are the details of the flights I made in Fuji aircraft.

1 June 1969 - VH-FJG FA-200-160 'Country Air Training'. Local flying at Blyth S.A. with Malcolm Brooks. Also, on July 20th with Rollo Hein.

20 July 1969 - VH-FJC FA-200-180 Local flying at Blyth with Malcolm Brooks. Demonstrator aircraft of Holdfast Motors, the distributor.

17 September 1971 - VH-FJU FA-200-160 Endorsement Training at Royal Aero Club of S.A., then ferry to Zweck family farm at Hart, some 100 kms north of Adelaide. Local flying then return to Parafield on September 20th.

23 December 1971 - VH-BWZ FA-200-180 Similar trip from RAC of SA to farm as per above details, return to Parafield on December 28th.

29 January 1973 and 4 February 1973 - VH-FJV FA-200-160 Hired from Chieftain Flying School, Bankstown for several joyrides to Camden.

18 February 1973 - VH-FJJ FA-200-160 Hired from Chieftain for similar flights to Camden

22 November 1975 - VH-FJN FA-200-160 Essendon Flying School. Ferry from Latrobe Valley to Essendon.

16 December 1979 - VH-FJL FA-200-180 Local flying at Willamulka, S.A. with owner Brian Hore.

Pilot Notes: The Fuji was an excellent performer, the 160 hp version had a fixed pitch prop and the 180 hp had a constant speed unit. Excellent aerobatic performance, the canopy could be fully opened during flight. A delight to fly. The 160 hp machine was a little slow in the cruise, it could only manage about 95 kts TAS, today's 160 hp aircraft such as the Cessna 172 and a Cherokee 160 should get a good 110 kts. Such is the advancement with time and technology. I flew 8 of the type for about 20 hours and have fond memories of a delightful aircraft.

Mel Davis: Build dates as shown on constructors' plates except for c/n 2 which was supplied. C of R issues were made by the following DCA Offices: 24xx series by SA/NT Region; 2573/2574 WA Region; 6567 & 6568 from Head Office as new type; Hours read off the aircraft during assembly after being uncrated.

SPECIFICATIONS

FA-200-160	FA-200-180
Engine – Lycoming O-320-D2A	Engine – Lycoming IO-360-B1B
Fixed Pitch Propeller	Constant Speed Propeller
160 HP – 2700 RPM	180 hp – 2700 rpm
Width – 30 feet 10.87 inches	Width – 30 feet 10.87 inches
Wing Area – 150.69 ft ²	Wing Area – 150.69 ft ²
Height – 8 feet 5.97 inches	Height – 8 feet 5.97 inches
Vertical Tail Area – 16.11 ft ²	Vertical Tail Area – 16.11 ft ²
Empty Weight – 1,367 lbs	Empty Weight – 1,411 lbs
Maximum Weight – 2,335 lbs	Maximum Weight – 2,535 lbs
Fuel Capacity – 54 US Gallons	Fuel Capacity – 54 US Gallons
Cruise Speed – 126 knots	Cruise Speed – 130 knots
Service Ceiling – 15,500 feet	Service Ceiling – 19,000 feet

Fuji FA-200 Import Permits:

Permit No.	Application Date	Issue Date	Aircraft Type	Applicant	Import Date
2468	14-12-67	15-12-67	1 Fuji FA-200	Holdfast Motors Pty Ltd	03-05-68
2496	19-02-68	21-02-68	As above	As above	03-05-68
2602	02-10-68	04-11-68	1 Fuji FA-200-160	As above	
2609	28-10-68	11-11-68	6 Fuji FA-180	As Above	24-01-69 (1), 23-04-69 (1), 04-06-69 (2), 06-07-69 (1), 23-08-69 (1)
2610	28-10-68	18-11-68	10 Fuji FA-200-160	As above	26-02-69 (1), 07-03-69 (1), 23-04-69 (1), 27-05-69 (2), 29-06-69 (1)
2741	15-10-69	28-10-69	12 Fuji FA200-160	As above	07-01-70 (1)
2742	15-10-69	28-10-69	12 Fuji FA200-180	As above	

DETAILS:

ACC – accident; ATR – Date of Registration; C/N Manufacturer’s construction number.

CO – Change of Owner; COA – Change of Owner Address; DCA – Department of Civil Aviation,

DAP – Department of Aircraft Production, NTU – Not Taken Up, RTR – Returned to Register;

SOR – Struck off Register, WFU – Withdrawn from Use;

CREDITS: T Arbon, M Davis, the late P Daw Notebooks, N Follett, the late D Freeman, G Goodall, W Henry, the late J Hopton, R Jahne, R Legg, S McCarthy, M Milln, W Nelowkin, the late John Smith, J Streeter, G Thom, K Tilley, P Vabre, B Van Drunick, R Zweck, Aircraft Magazine – 1967 to 1970, Australian Flying – various issues, Fuji Heavy Industries, Japan 1968 Service Manual, Royal Aero Club of SA Minutes,

POSTSCRIPT: This article was started from detailed notes compiled by my brother, the late Paul Daw, during the time the Fuji FA-200 was being assembled by the RACSA at Parafield between 1968 and 1971. When I found the file in amongst Paul's memorabilia I was moved to look further into the subject and this article is the result. It is a tribute to my brother. I had a flight in the FA200 VH-BWZ from Parafield to the training area and return on 18 December 1973. The pilot was John Delaney and the flight included some aerobatics. Most enjoyable.

Nigel Daw
History Group Member
November 2020