

AIRTOURER ASSOCIATION

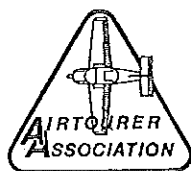
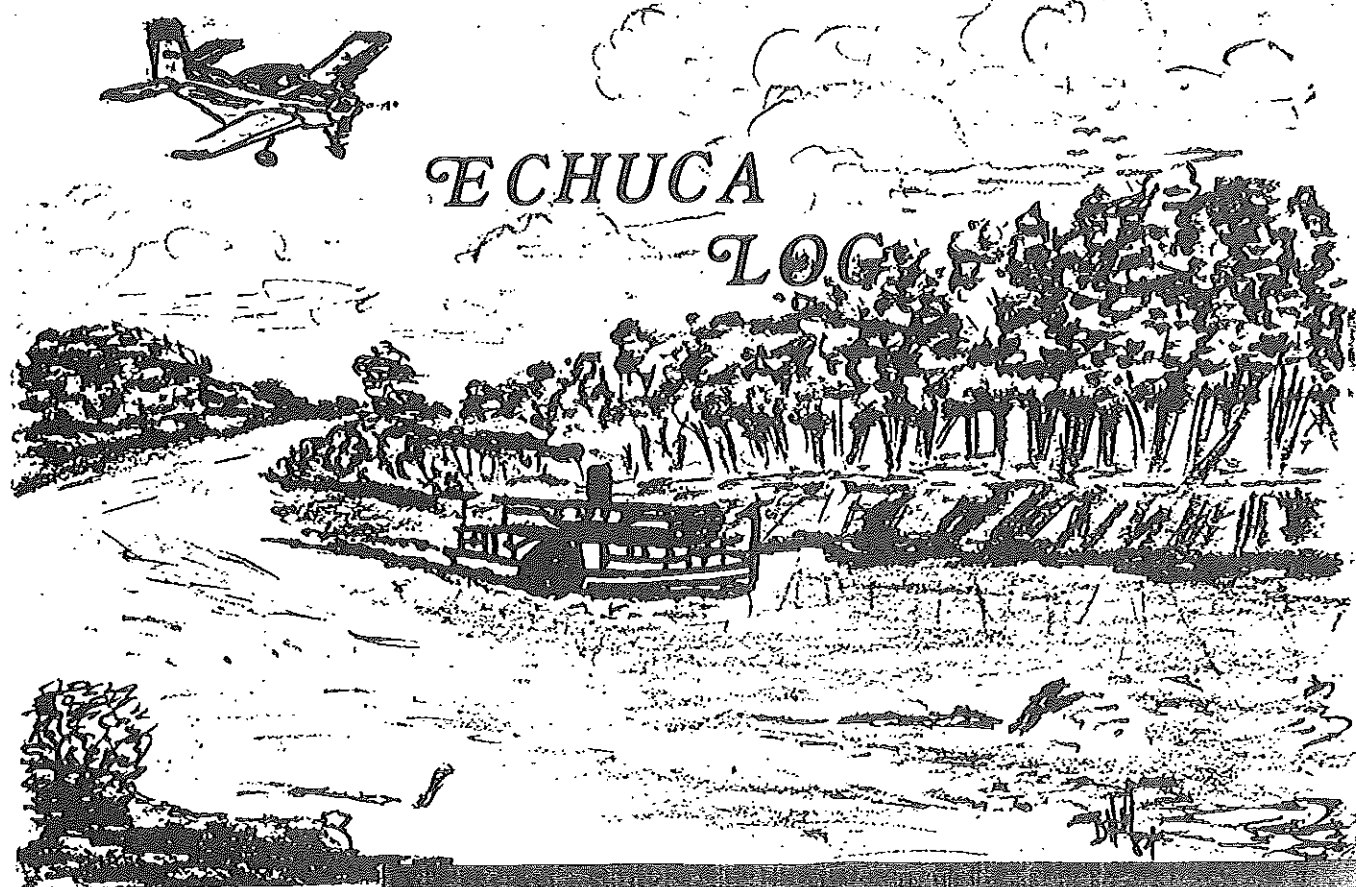
PATRON:- HENRY K. MILLICER (AIRTOURER-DESIGNER)

ECHUCA EDITION

MAY, 1984.

NEWSLETTER No. 28.

Dedicated to the preservation and continued airworthiness of VICTA and A.E.S.L. Airtourer Series Aircraft.



*Left: Test Pilot, Randy Green
Right: Designer, Henry Millicer
at our Annual General Meeting
Echuca, 1984.*



NEWSLETTER

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AIRTOURER ASSOCIATION

PATRON : Mr. Henry K. Millicer (Airtourer Designer)

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EDITOR: John Treble, 16 Meehan Court, Keilor, Victoria, 3036

Articles for inclusion in the Newsletter should be submitted direct to the Editor

* * * * *

STOP PRESS:-

At a meeting in Melbourne on 2/5/1984 Sonny Rankin, Patron Henry Millicer, Consultant Dr. Alf Payne and D.O.T., the extension of fatigue life on the Airtourer Mainspar and Tailplane have been extended from 12,000 hours to 17,200 hours, which will be notified in an AD on 30/6/1984, further details in our next Newsletter.

AIRTOURER ASSOCIATION CALENDER OF EVENTS

- 4/8/84 Airtourer Association Adventure (see this Newsletter)
22/8/84 Yarrandale (details next Newsletter)
23/8/84
1/12/84 The Vic/Tas. Branch are having a fly-in to Lakes Entrance a Summer Holiday
2/12/84 Resort on the South East Coast. (details later).
23/2/85 Airtourer Association Convention 1985 to be held at Wangaratta, Victoria.
24/2/85

ECHUCA LOG

Hi there! Again I have been seconded to write up the A.G.M. "Fly-in" log because your committee considers that I am the only member of such soberity that could be trusted with such an important journalistic task.

Well it was just a "GREAT WEEKEND" in all respects and a credit to the organisers Bernie Kitchell, David Wearne and the Echuca Aero Club members.

Nineteen Airtourers attended plus two C172's a Cherokee Archer and an aeroplane with its tail on back to front.

ATTENDANCE ECHUCA

Bernie Kitchell & David Wearne	WAU
Lindsay & Beryl Marshall	MRF
Paul Carey	PCC
Tony Matthews & Eston White	MTH
Harry Hutchison	IOF
Stuart Krichauff	MVI
Peter & Heather Sutton	FHP
Hugh & Maureen Knox	MWR
John & Doreen Treble	CRK
Bob & Bev Gilmour	MOG
Ian Donovan & Henry Millicer	MKL
Barry Cadzow & Stuart Robinson	MFN
Jim & Judy Crocker	FME
Bob Milburn & Ross Graham	MOI
Greg & Judy Rutherford	VH-Skyline
Andrew Ronald & Jenny	MRJ
Ron Stiebel	BQW
John Hannan & Graham Rutter	MRE
Sonny Rankin & Don Austin	
Allan & Merle Wood	MVR
Doug Stott	CTM
Stan Wright & Brian Hamblin	FMA
Stan & Bonnie Tilley	TRA (Mooney),
George & Mele Penfound	VH-Valiant
Kerry & Stuart Hilsberg	VH-Kingswood



The president arrived in the Echuca Circuit late Friday afternoon having flown from West Wyalong being directed by the Association's most competent navigator in the right-hand seat, with the passionate engineer and his lady at complete ease and comfort as rear passengers.

WAU, CRK & MWR were already on the ground but were soon joined by BQW & MTH. As crews needed food & refreshment most dined at the "SHAMROCK" Echuca's famous Scottish Restaurant which specialises in French & Lebanese cuisine.

Some late hours frivolity was enjoyed in a certain motel room where Ron Stiebel Video recorded some spectacular illusions.

Come Saturday morning, perfect weather (especially turned on by the Echuca friendly town folk) Airtourers and their crews flew in from all directions while many of us toured this beautiful Victorian Town on the Murray River. It was such an enjoyable experience to see the old paddle steamers and feel the depth of history that confronted us. Echuca the third largest port in Australia in the eighteen hundreds, where wool & wheat from Queensland & N.S.W. was ferried and transported from the railhead to Port Melbourne. Today Echuca is a modern and picturesque city having lost none of its great "Aussie Heritage."

Around the Tarmac



The weekends' events started noon Saturday with a very enjoyable luncheon, being served by lovely Echuca ladies (and a few blokes). Henry Millicer arrived, and lost no time pounding Sonny's ear with mathematical, probability and statistical factors - "Sonny agreed with everything Henry said."

Doreen & John Treble completed enrolments and sale of badges, pins and our new ATA monogrammed T-Shirts.

Bev Gilmour modelled the latter which caused a "rush" of sales—Bev it fits my wife perfectly, but tell Bob his hands are too small. While all the fellas talked aeroplanes, the ladies gathered in the Aero Club lounge and had their own FEMMES FATALES TETE-A-TETE. (Hows that Liz.)

Director of Operations Bernie Kitchell, blew the bugle and pilots and navigators assembled in the flight room for briefing. The annual competitions were to begin. Navigational Trial, Spot Landing, Best Presented Aircraft etc.

A great deal of thought, planning and preparation had been given to the events and was very much appreciated by all competitors.

Yours truly was nominated as the official recorder, judge and marker beacon assisted by Maureen Knox and Beryl Marshall. Following the briefing, navigators rushed to study charts and other details - then one by one the Airtourers taxied out and took off into the blue, after a short while Bob Gilmour returned for a quick landing and take-off again (I think his navigator forgot to go to the "toot"). Maureen Knox and Beryl Marshall were the Timekeepers, logging each aircraft at take off and landing, while I stood at the edge of the runway, like the "Statue of Liberty", as the marker for the Spot Landing. Some of the landings were "Rockers" the worst being Hugh Knox who caught sight of Maureen in the car near the threshold, lost control and landed some 500 yds. down from the marker.

Finally all our aeroplanes arrived home and happily all seemed to rejoin the circuit from the same direction so we had no lame ducks or lost birds. With all aircraft parked and crews de-briefing, our Patron and President did their rounds of detailed inspection to judge the Annual Best Presented Airtourer Trophy.

All too early the daylight dimmed and aircraft were put to rest and tied down.

What an enjoyable day!!!



FOR SALE:

ONE REPAIRABLE FUEL CELL.

Contact Tony Matthews: (068) 62 1766(W) (068) 62 1270(H)

ANNUAL DINNER



Some sixty odd folk sat down to our annual gastronomic indulgence, which was held in the dining room of the Neribo Motel. Following the satisfaction of the inner man, President Sonny called for the 'Loyal Toast' and introduced our guest speaker Randy Green.

Randy was the test pilot for FOXTROT MIKE MIKE, or more affectionately known as FOXTROT MICKEY MOUSE. What a delight to us all to hear Randy reaccount those early days of the development of our beloved Airtourer. Whilst some years have past, time has not left its' mark on Randy whose wit and knowledge was simply wonderful. Randys statement during his address quote "That if he went any further back, he and his colleagues would be monkeys" unquote made many feel rather younger than reality.

It would seem that Randy not only flew the Airtourer but played a significant role in the cockpit and panel design. Our patron Henry in moving the vote of thanks to our special guest gave Randy due credit and praise for his expert contribution in the development of the Airtourer.

Randy, "Bang On" and our thanks. All members take note: The passionate engineer once must have had red hair. Randy kept calling him BLUEY (we must ask Merle.)

COMPETITION AWARDS

President Sonny having wiped his eyes, delighted all with some surprise results for the Annual Competitions.

Navigational Trial – Tony Matthews VH-MTH

Spot Landing – Lindsay Marshall VH-MRF

Best Presented Airtourer – John Treble VH-CRK

Secret Time of Arrival – Peter Sutton VH-FHP

Longest Flight – Doug Stott VH-CTM (distance 1690km

Flight time 16½ Hours – 8 Stops.)



We were also delighted that Sonny was able to congratulate:

David & Sandy Wearne

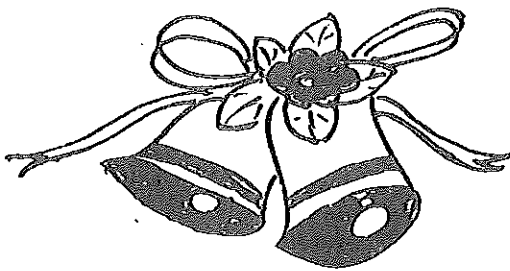
Des & Lorraine Anderson

Lindsay & Beryl Marshall

Earl & Carol Johnson

on their recent marriages and extend ones best wishes for their future.

It was also a pleasure to extend a welcome to MRS KAYE HUTCHINSON the First lady to solo in an Airtourer.



SPECIAL AWARDS

Bev Gilmour – Citation "MODEL OF THE YEAR" creating increased demand for T-Shirts.

Sonny Rankin – Citation "BEST PRESENTED AIRCRUISER" unanimous decision of the judges, who gave maximum points in all categories.

Their judging though confidential, I was able to obtain a "leak" from beaurcratic sources:- which were as follows:

1. Bird nest found in tail cone – Protection of Nature – Max. Points.
 2. Used Kleenex tissues a box found on rear compartment floor – Passenger Comfort – Max. Points.
 3. Screw Driver found under engine cowl – Continuous care and Maintenance – Max. Points.
- Congratulations , all well deserved.

Following the dinner a gathering of eagles met in the Presidents suite, for the usual yarns and extension of the truth, which went on till the early hours of the morning.

A couple of members were caught SKINNY DIPPING in the motel pool at 3a.m.

ANNUAL GENERAL MEETING

Sunday morning, all with aching heads and limbs, we attended the Annual General Meeting, which Sonny sped through with maximum efficiency (reported in detail elsewhere). The best of "British" luck to our new Secretary Stan. As noon time came, aircraft fuelled, flight plans were lodged and one by one Airtourers and friends departed. Thankyou Echuca - we would like to come back!

Happy and safe flying to you all
Bye now,
Don Austin.

Footnote:— During Echuca A.G.M. presentations, I was asked to step forward to receive an award for my effort as Treasurer and Editor of our Newsletter. (Let me say I do the job willingly for my love of the Association, as other Committee-men do).

The presentation was a "Dick Head Award". In fairness, I believe that award was meant to be humorous, but somehow went wrong.

Outwardly I went along with it, inwardly I felt humiliation. It was an award I could have well done without.

My thanks to the people who volunteered to me their thoughts of poor taste.

John Treble.

AIRTOURER ASSOCIATION

ANNUAL GENERAL MEETING

HELD AT ECHUCA 4 - 3 - 1984

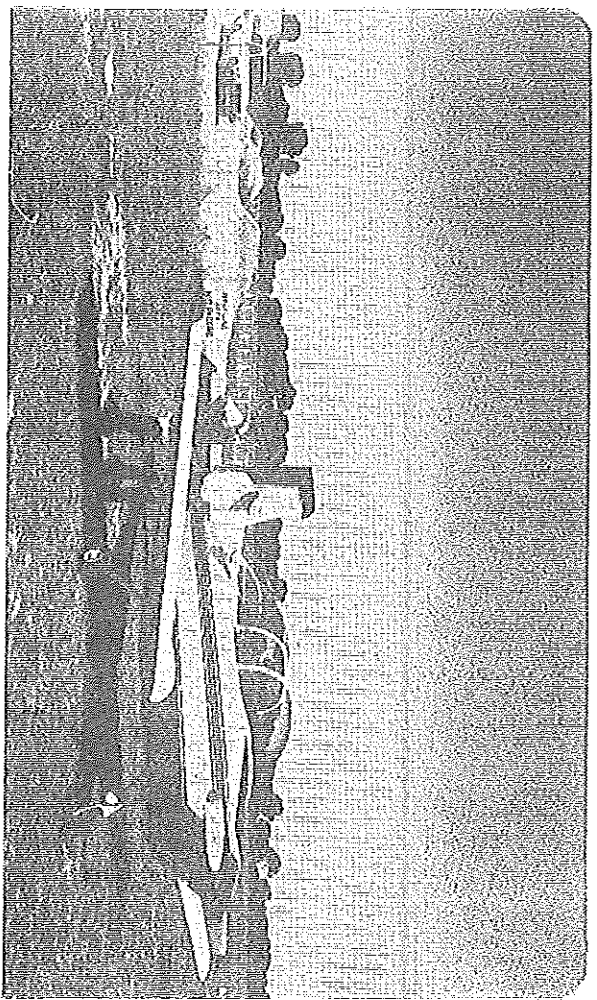
STATEMENT OF RECEIPTS AND EXPENDITURE FROM 1 - 2 - 1983 to 31 - 1 - 1984

RECEIPTS		EXPENDITURE	
Credit Balance 1 - 2 - 1983	\$2,816.61	Yarrandale Fly-in	\$910.00
Membership Fees	2,821.00	Newsletter	828.65
Yarrandale Fly-in	1,267.31	T-Shirts	650.00
Repayment from Co-Op	1,000.00	Quirindi A.G.M.	531.50
Repayment from D. Stott	696.15	Telephone	358.50
Quirindi A.G.M.	558.00	Printing	355.00
Schofields Fly-in	154.38	Public Risk Insurance	200.15
Badges etc.	95.50	Petty Cash	181.13
		Postage	113.50
		Membership Lists	90.00
		Advertisement AOPA	84.60
		Workers Compensation	50.17
		Overpaid Membership Fees	34.00
		Wreath	25.00
		D.O.T.	24.00
		Trophies	22.35
		Bank Charges	9.18
		Credit Balance	4,941.22
	-----		-----
	\$9,408.95		\$9,408.95
	=====		=====

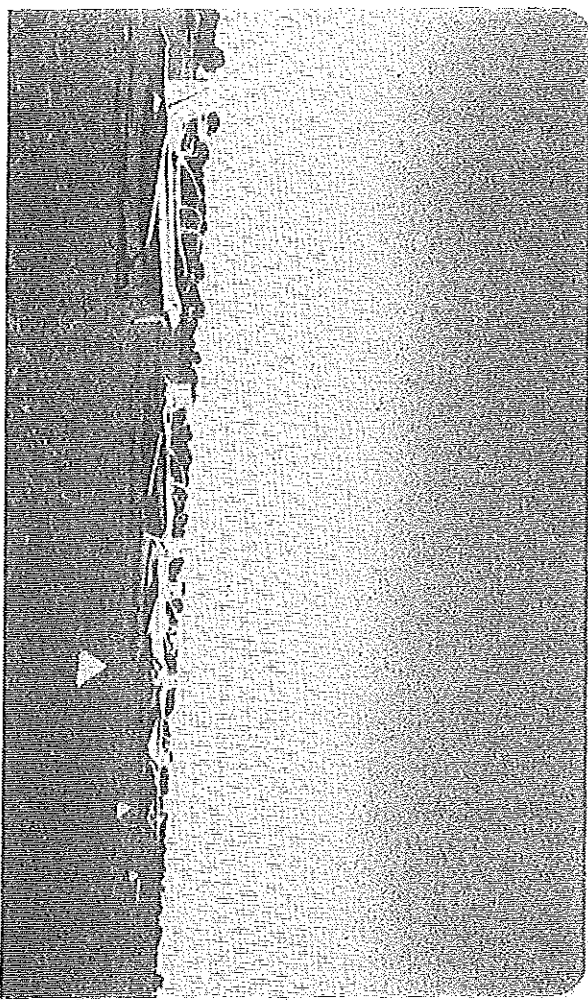
Reconciliation: Credit Balance = \$4,941.22

Doug Stott owes Airtourer Association \$803.85

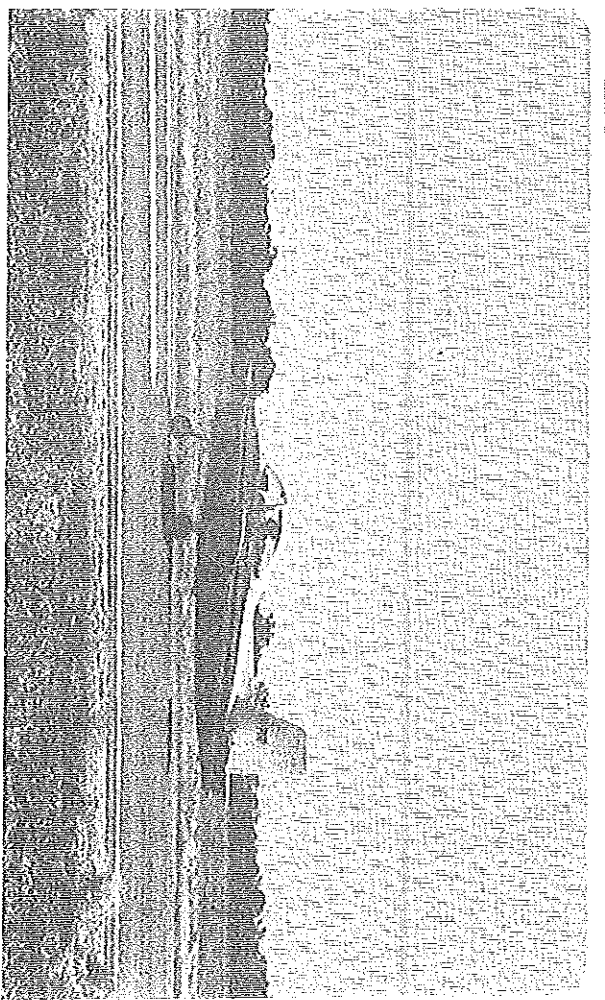
John Treble, Treasurer.



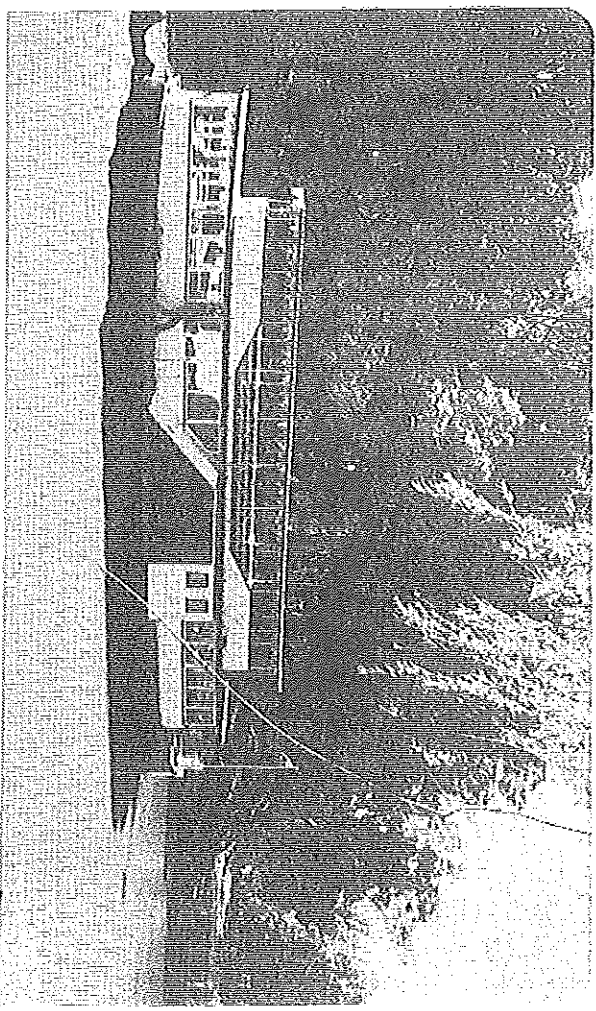
*Sonny Rankin & Henry Millicer with the best presented Airtourer
VH-CRK owned by John Treble.*



Some of the line up.



*Peter & Heather Sutton winner of the Secret time of Arrival
departing for home.*

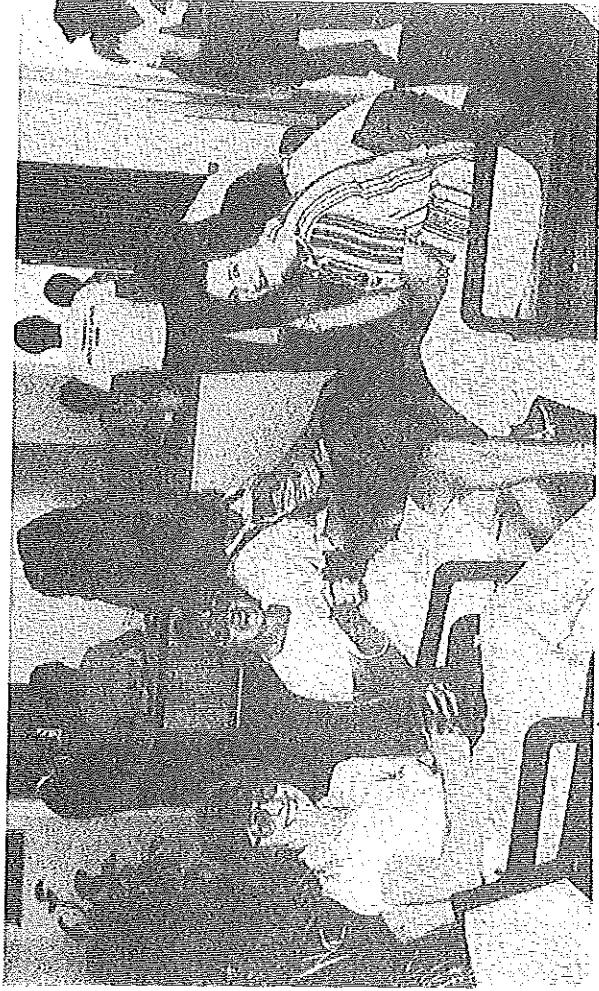


A paddle steamer on the Murray River.

PHOTO'S AT ECHUCA



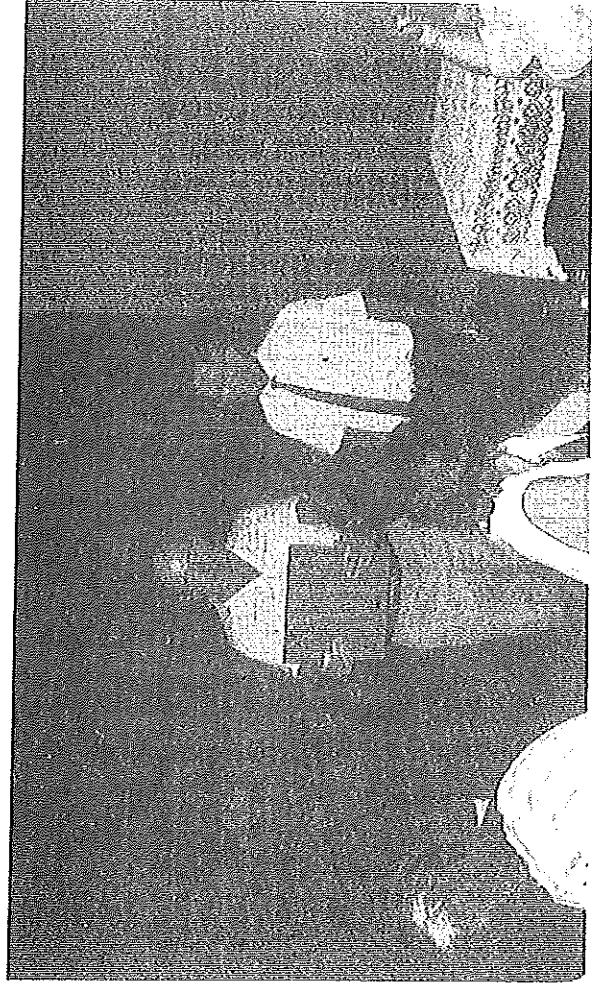
Tony Matthews, Sonny Rankin & Henry Millicer relaxing.



Beryl Marshall, Maureen Knox & Bev Gilmour enjoying themselves.



*Left to Right: Kerry & Stuart Hilsberg, John Treble, Mele & George Penfound
Doreen Treble at the Annual Dinner.*



Tony Matthews receiving the Navigator Trophy from President Sonny Rankin.

PRESIDENT'S REPORT

ECHUCA 1984.

Our Association A.G.M. and fly-in to Echuca Victoria was blessed with good weather and all that is so vital to our requirement for this important event:— Good planning and pleasant surroundings with that touch of new and revealing part of our Australian history, which proved so interesting to all who attended this fly-in. To Bernie Kitchell and David Wearne who were so well organised for our descent upon Echuca; I must on behalf of all our members express our deepest thanks for job well done.

Our A.G.M. for the Co-Op. and the Association were well organised and did not take up too much time as has been our usual trend; One change in office bearers was that of Secretary of our association; Doug Stott took office as secretary at our first meeting at Griffith 1978 and has done much work for us; However with his move to Darwin and the work involved in his everyday calling Doug felt that he should hand over to someone else:—Therefore I cannot let the occasion pass without saying many thanks Doug for your time and effort for the association, we do wish you all the very best for the future.

We would also like to let our members know that Doug is now the President of the Darwin Aero Club, our congratulations Doug.

Stan Wright has been elected as secretary; no doubt he is well known to us all in the association. You all have heard that our Dr. Payne consultant regarding the fatigue life of the Airtourer main spar; supplied his findings and was tabled at our meeting at Echuca. However this will be discussed at D.O.A. level on the 2nd May, 1984 when Dr. Payne, H. Millicer and myself meet Mr. R. B. Douglas in Melbourne:— Hopefully I will then have a report to make to all concerned.

For members who were unable to attend Echuca;— you will note that our association is now on a solid financial basis:—Much credit must go to our Treasurer and sub-committee who spend time and effort to make this possible; and feel sure a copy of our year's activities will be published in the newsletter.

Again we have made history for at our annual dinner and prize presentation evening on the 3rd March our guest speaker was Randy Green the test pilot of V.H. - F.M.M. the first Airtourer, those present were delighted to have the story of the early beginning of our ancestor Airtourer so ably related by Randy;— our grateful thanks to Randy for a wonderful interlude in the saga of the Airtourer History:— The Designer and Test Pilot present; plus "Blue Wood" the "FIXER" Engineer we had the works, so little doubt we certainly completed another page of Airtourer History!!!!

Full reports of other parts of our Echuca weekend will no doubt be covered by our journalist member Don Austin plus Secretary and Treasurer and other contributors; I will just conclude by thanking every member for their attendance and support to me as your President:— Happy Airtouring for 1984.

Sonny.

AIRTOURER CO-OPERATIVE LTD.

MY REPORT ECHUCA. . . 1984

Your board of director's met three times during 1983.

4.3.83 . . . meeting, your board saw fit to terminate our business association with Transavia; reason was that their method of payment was a complete failure for us the CO-OP., as at this time Transavia owed the Co-op. close to \$2,000 which we could not carry, hence the above action. Our secretary treasurer Guy Main and Allan Wood our engineer and technical adviser plus Frank Rogers have the day to day running of the Co-Op. Which is working and my thanks to Allan Wood, Guy Main and also Frank Rogers for his work with our drawings.

1.5.83 . . . meeting at which your directors felt that the parent company of Transavia should be alerted to there company's indebtness to the Co-Op. namely Transfield.
The result that we received a cheque for a proportion of the account.
Now a year has gone by and at last our secretary has received an apology from Transavia through John Corby to the effect that a final settlement will be made forthwith (we hope).
Approval was formulated to erect a store shed at our secretaries home to house our spares also to meet the requirements of D.O.A. for the approval of release notes for spares sold by the Co-Op.

25.9.83 . . . At this board meeting your directors arranged the tenure of the store shed at Guy Main's. The store shed remains the property of the Co-Op., and is rent free, the Co-Op. has the right to remove the shed from Guy Main's place, for up to 3 months after Guy's term as secretary ends.

The board has taken out workers compensation for all directors and workers of the Co-Op. Also at this meeting it was agreed that our secretary was to be paid every 6 months.

Still on money matters your board has also paid off in full the loan from the Air Tourer Association, by this you will note the progress your Co-Op. has made hence I must say that our decision at our meeting on the 4.3.83 was the correct one:- that was to terminate our dealings with Transavia. The result now is that we have full control of the finance and this certainly helps the board to effectively run the Co-Op.

I have briefly covered the main points of our year's activities at board level. You will also hear more from our secretary treasurer's report. I will conclude by expressing my thanks to all board members for their assistance and attendance. We feel that 1983 has been most successful in every respect and we can look forward into 1984 with confidence.

My thanks to you the share holders for allowing me to work with the board of directors of our Co-Op. We will be later reappointing three of our directors, which I am sure you will, as our board is of a well balanced team and very effective.

Sonny.

MINUTES OF THE ANNUAL GENERAL MEETING OF THE AIRTOURER ASSOCIATION HELD AT THE NIREBO MOTOR INN, ECHUCA, MARCH 3, 1984, COMMENCING 22.20 GMT.

Present: Carey, Hamblin, Matthews, Hutchinson, White, Krickoff, Sutton, Knox, Tilley, Austin, Penfound, Hilsberg, Hilsberg, Treble, Treble, Gilmore, Donovan, Cadzow, Kitchell, Robinson, Crocker, Crocker, Milburn, Rutherford, Ronald, Graham, Stibel, Hannan, Rutter, Rankin, Wood, Stott, Wright.

Apologies: G.Main, F.Rodgers, E.Johnson, B.Kelly, G.Wardman, J. Koerbin, G.McEwan, D.Setter, G.Kinscher.
Moved S.Tilley seconded D.Austin that these apologies be accepted. CARRIED

Minutes: The Minutes of the previous A.G.M. were read. Moved A.Matthews seconded A.Wood that these are a true and correct record. CARRIED

Business Arising from the Minutes: Nil

Correspondence: Mention was made of correspondence relating to memberships, sport aircraft, and thanks from Point Cook.
Moved B.Kitchell seconded H.Millicer that the correspondence as reported be accepted. CARRIED

President's Report: Moved H. Millicer seconded S.Hilsberg that the President's report be accepted as read. CARRIED

Secretary's Report: Moved D.O.Rankin, with thanks to D.Stott for 6 years service, that his report be accepted. CARRIED
Seconded D.Austin.

Treasurer's Report: Moved G.Penfound seconded H.Millicer that this report be accepted. CARRIED

Election of
Officers.

The President declared all Executive positions vacant.

President: D.O.Rankin nominated by H.Millicer.
There being no further nominations he was
declared elected.

Vice Presidents: E.Johnson and S.Tilley nominated by D.Austin
There being no further nominations they were
declared elected.

Secretary: S.Wright nominated by D.Austin.
He was declared elected due to no further
nominations.

Assist.Secretary: Moved H.Millicer seconded B.Kitchell that the
Executive Committee select a suitable perso
if required. CARRIED

Treasurer: J.Treble nominated by D.O.Rankin.
He was declared elected.

Committee: A.Matthews and A.Wood nominated by S.Tilley
They were declared elected.

Amendment to
Constitution:

Moved J.Treble that constitution remain unchanged.
Seconded G.Penfound. CARRIED

General Business: Dr.Payne's report. Moved J.Crocker seconded S.Tilley
that Dr.Payne be paid when his report has been presented
to D.O.A. and a satisfactory meeting has been arranged
with the appropriate Department. CARRIED

H.Millicer spoke on the excellence of the report, also
suggesting that a report be sent to the New Zealand Civil
Aviation.

Venue for 1985
A.G.M.

Sub Committee to investigate Point Cook and report
to "Yarrandale" gathering. Mt. Gambier and
Wangaratta were mentioned.

1984 Adventure: A report was received from J.Treble re the proposed crossing
of the Simpson Desert by Airtourer. Moved S.Tilley seconded
B.Gilmour that this become an official Airtourer Adventure
and that a deposit of \$50 per head be paid when called for.
CARRIED

Mangalore S.A.A.A. It was announced to those who did not know that
Henry Millicer is the official guest. Alex Hood
volunteered to co-ordinate the Airtourer Association
participation in the airshow.

Southern Cross
Air Race:

The President spoke on participation in the Southern Cross Air
Race by members of the Association.

Meeting closed 23.24 GMT

Sonny Rankin. President.

My Report for 1984 Echuca

This year has been quite active for our Association and while perhaps not all members could make all the fly-ins, but for those who did, thank you for your support.

Since our AGM Quirindi our Association have attended Schofields Air Show, Mangalore S.A.A.A, Penfield fly-in, Pt Cook Air Show, and the Yarrandale fly -in.

Possibly the event of the year for our Association is the new Editors of our Newsletter, and our greatful thanks to John and Doreen Treble. Your Ex-Committee met during the year, and our Treasurer suggested that we appoint an Auditor - as this seems an office which was never filled, and while we have had firstly Bill Kelly and Treasurer and followed by John Treble, your Ex- Committee has appointed Tony Matthews as our Auditor. Thanks Tony for your help. While on the subject of finance, you will hear by the treasurer's report, that your Co-Op has repaid its debt to the Association. Once again your support to our Co-Op has been wonderful and has made it possible for that Organisation to establish itself on a sound workable basis - hence producing the spares so vitally needed for Airtourers here and abroad.

However once again, back to finance , while the Association and the Co-Op are now in a sound financial state - I cannot stress the need enough to continue to build up our resources:- The reason is that we still do not have a permanent home for either the Association or the Co-Op as you all know we rely on the good nature of Guy Main, Alan Wood and Frank Rodgers for storage - together with Secretary - Treasurer for the care of all our bits and pieces. Therefore for the future it should be our aim eventually to acquire a place of our own! Not another pipe dream but a must. I leave this thought with you all.

To Echuca - I must express our thanks to Bernie Kitchell and his team for all the planning and organisation for this particular week end, which I am sure will prove to be one of our wonderful A.G.M's. Many thanks Bernie.

A matter of vital concern to us all, the fatigue life Airtourer wing and tail plane Association brackets - we have engaged Dr. Payne late of the D.O.A. to take this matter up with the D.O.A. to have the life of these pieces extended. We have had an interim report about September last year, and hopefully I should have the final report to give you at this meeting. This matter is of vital concern to our New Zealand members and Airtourers.

To all our members where ever they may be, a very happy year for Airtouring.

Thank you all for allowing me the privilege of being your president and to work with the Airtourer Executive and Committee members elected by you at Quirindi 1983. To conclude I would say 1983 was a successful year for our Association.

Happy Airtouring for 1984.



.....
D.O. Rankin
President

From 29th December, 1983 four Airtourers journeyed to Tasmania for 7 days.

The team comprised:

Hugh and Maureen Knox MWR AT-150
Peter and Marjorie Roche EQG AT-150
John and Doreen Treble CRK AT-150
Stan, Bonnie and Elspeth Tilley BQK AT-115 (sometimes Mooney)

Below is Marjorie Roche's story of our travels completely unedited!!!!!!

The characters in her play are:-

Myrna Loy played by Marjorie Roche
Errol Flynn played by Peter Roche
Rita Hayworth played by Maureen Knox
Richard Burton played by Hugh Knox
Carol Lombard played by Doreen Treble
Clark Gable played by John Treble
Kate Hepburn played by Bonnie Tilley
Spencer Tracey played by Stan Tilley
Hayley Mills played by Elspeth Tilley

now read on

TASMANIAN TOURERS

The Roches and the Knoxs set off for Albury to refuel en route to Flinders Island. Even though we couldn't leave until quite late in the day, we still made it before last light. So it's almost a day trip! I met the Tilleys and the Trebles for the first time. They had saved us a lot of time and trouble by organising things for us and so the trip was assured of success. Cars for touring Flinders, lobsters to take back, and permission to overfly the city at viewing height. Accommodation at all centres of attraction has been arranged and confirmed and some places not on the usual tourist track, - Such as camping on Maria Island convict settlement and landing at Cox Bight beach. It was very special.

We viewed the Wilderness peaks and the desolate harbour of the south at close range and some even went swimming. Later we were to join the revellers on Constitution Dock to celebrate New Year.... and to eat our Flinders Island crays.

On the West we encountered some bad weather which was good practice for us both and to see the magnificence of the untouched rainforests even though some were within mining districts. Our accommodation was good - sometimes especially so when we were in Hobart! Thank you Bonnie, Stan and Elspeth for your warm hospitality and all the organisation which made the trip so much easier.

We made our farewells at Wynyard on the North. We missed Devonport and Launceston this trip but will surely return sometime. We haven't forgotten those Crays.

Hugh and Maur, Marjorie and Peter continued on to Warnambool, Doreen and John to Essenden. We did the quick tour of Warnambool and stayed at a gem from the past at Port Fairy, a quaint old village very popular with the Victorians. We made Bendigo our next visit and our accommodation there was decidedly up market. "The Shamrock" is evidence of the mining boom of the 80's and has been fully restored to the period. With plenty of shoe shops for Hugh to investigate and the ladies to explore the Olde Shoppes we were pleased when the weather map looked a bit off and we stayed on. Home was just a quick run, so it seemed, with the day clear and sparkly, Summer..... here at last!

Thank you all for your great company. We couldn't have done it without your support and expertise. It certainly is nice to meet people who are prepared to share their time and give their help along the way.

EQG for RSJ.

THE ROCHEs.

NOT QUEENSLAND

When Myrna Loy stepped into their borrowed Victa she was embarking on the first step of a new life. Little did she know. Erroll Flynn her newly licensed pilot was joining a group of daredevil and exciting men. For this tour, his first venture into the world of thrill seeking in a dodgem car with wings, she had forsaken an overseas trip.

The ordeal of delays due to bad weather had taken its toll on their relationship, and a separation was imminent, but they had made a commitment to their friends Richard Burton and Rita Hayworth and a mans word is his bond.

And so .. departing Burbank at 14.30 and heading south for a rendezvous over the Channel their adventure begun. Twilight was still with them and although some landmarks eluded them they had no trouble recognising the radio beacon on the coast and, the water. Right course! The incredible crossing with their anxious moments dispelled as some islands were sighted and even identified! Circling above Flinders Is. in the failing light the voice of their Group Captain Spencer Tracey broke the static as he guided them down.

Three planes had already landed, a situation that was to appear many times in the future... Spencer Tracey and Kate and our friends Richard Burton with Rita Hayworth and the handsome Clarke Gable with his blonde companion Carole Lombard, were already there with a car. I had not met them before and so the delights of their friendship and humour were still to come.

Bluff House is a simple place but with all the mystique and atmosphere its name implies. We dined well in a private room and accorded the hospitality one comes to expect from these deserted island hideaways.

Spencer took his usual command and arranged cars next day. The highlight of an icy dip in Trouser Bay was only surpassed by the sight of Erroll in the bathers Richard had been given for Chrissy but was not inclined to reveal. We visited the wharf where a trawler, had recently berthed after five tortuous days at sea, arriving as it was just discharging its load of crays, and bought four (and one for grandma) and settled in for a takeaway lunch at the counter of a nearby pub, overlooking Cape Barron Bay. Which reminds me that our friendly guide and duke of all Island, Needham, gave us a goose to sample. Rita was intrigued, and as she extolled the pleasures of the place and pressed us to return, he promised her a gander if she should visit there again.

On the flight path to Hobart the cloud streaked sky and grey light prevented us from seeing the yachts below on the last leg of that Great Race, but Spencer, who actually owned the airport, had given us the Key to the City. Over we flew at 500 ft, the sun appeared and even a yacht was seen crossing the finish line. such joy was given a further boost by the ABC helicopter who thought we were the Airforce.

As Carole commented, even she knew that the RAF fly CT4s.. The thoughtful Traceys had provided cars for us and soon we were at the Dock to view the scene at close range. An amazing sight of masts packed crazily together like a swarm of grasshoppers, their mast antennae weaving and humming in a seething mass.

Grandmas' house. was nearby, a cute little cottage with a garden of herb delights and Grandma tending her charges hushed them. "Be quiet, plants down there, I'll be down in a minute" and we were ushered into her tiny kitchen to discuss the fate of the goose. The final sight of the bird in a "Shroud of New Zealand flax" seemed appropriate as he waited in cold storage for cremation another day. Grandmas cray was taken home to join the fate of the others.

Clouds at sea are funny things and can take on strange shapes. One such, in the shape of a wave was to prove confusing and cause upset. Our troupe, leaving in usual formation took off out to sea and cut back under the wave of cloud at 100 feet. Erroll was last to take off and did not realise until too late that the others had passed under the cloud earlier. Its density increased as we flew along its edge rather than decreased. And there we were on either side of a cloud curtain and for some reason without radio contact. The ladies were very distressed to lose us and so our friends turned back fearing disaster. Erroll and I, in ignorance but feeling it best to follow course, kept flying on the outside of the wave until we could climb over it and alter course to the right. It was our aim to fly over Tasman Light and up the Derwent, and so we did. The sun suddenly appeared making a lovely pattern over the rocky lighthouse and one lonely yachtsman homeward bound.

We did not make radio contact until over the river, we should have recognised the relief in the voice of the Hobart Tower ... were the others so far ahead as to be already landed ... My God they do fly fast ... no wonder we can never keep up ... Clarke and Carole knew we were OK but made the resolve never to let us take off last again!!!

Sorry Gang we will have all your clothes drycleaned in no time at all!

Leaping to our machines a moment later we were on course to the West and the wilderness again., to overly the rugged range and the controversial lakes to land in frontier country, Queenstown. (I hope the place has a taxi ... it does .. one ... but over in Roseberry..) Never mind.. there is always the knitting.)

The Empire Strikes Back is not one of your typical hostelrys. But it tries. The bed was divine after the bunk on Maria .Is. Four Seasons Motel gave us a good dinner and we planned for our next journey. The town of Strahan was next and since Erroll had been lagging behind he was encouraged to lead. It did prove exciting since he made the first landing in a huge cross wind, struggling with the rudders to land safely. A friend of Spencers came out to give us the grand tour in his bus.. Thanks Spence, you are a wizz at organising things. Our guide was involved in the dam protest and with a great love of nature. He took us on a walk to Hogarth Falls with a rain-forest of myrtle, leatherwood and sassafrass. He told us that the site of the dame was 1000 times more beautiful than this and that 600 tourists take the scenic launch tour each DAY! Thank you for revealing your beautiful places to us.

Rain settled in and we huddled on the apron to await a clearing in the squalls. When we did depart we did not get far. The strip at Zeehan was too short and some passengers were not keen to proceed.

It was decided to return to Queenstown.. a good decision.. and we could spend another night at The Empire Strikes Back! When we did arrive and Spence true to form reorganised our schedules, he discovered that at Devonport, our original destination his daughter's car had been overturned by a wind gust! No injury to her thank heavens... and weren't we lucky. Spence made the decision to press on to Zeehan anyway, and so we did, but in hire cars. The journey through a rain forest in the rain was quite outstanding with Christmas Bush of white and blue and fantastic stands of fine birch and maple. There were ferns with so many fronds they could barely hold the new shoots unfurling themselves in the rain, and so lush that there was not a peep at the rich soil below. And this was just a moment or two from the Ridsen Bell Mine at Roseberry.

Kate, our guide and scouter all in one took us to the Henty Glacial remnant on the way back and she gave us a bit of geology for good measure as she leapt about its girth. Our accommodation at the Four Seasons Motel was of high standard and the food excellent so it was of some consolation to our airmen. The next day with the sun struggling through we took off for Wynyard to make our farewells at our last stop together. Clarke and Carole were to fly to

Essenden and home and Kate and Spencer to Devonport to check on the damaged car. Hope it wasn't too bad Spence! Wynyard has the prettiest countryside! Wonderful downlands in patchwork of fertile crops with a dusting of cattle in speckled patterns and all crisped up from a morning shower. We wished we had more of this. By the time we circled and circled and circled for the umpteenth time we had had more of that. Clarke had upset the Tower by arriving 2 mins early.. about the same time as 2 Fokkas from Launceston. Well, we think he had priority although it was a toss up, and the rest of us were sent away to admire the Stanley Nut and the scenery. King Island was en route to the mainland and I'm not sure if Clarke and Carole resisted the urge to land for a Cray or two. We did. Our timetable was fairly set and we aimed for Warnambool and Port Fairy. Flagstaff Hill was quickly seen and we continued on to get the best from another gem from the past that Richard and Rita had found advertised in an old tourist catalogue. Seacombe House by the Sea was now owned and managed by a retired jazz saxophonist and plastic surgeon from Canada who had formerly, (formerly, formerly that is) owned a night club in Paris called "The Top Banana". We couldn't decide what he might have been best at really. Basically Basil. During dinner we had to wait while a boy was despatched on a bicycle to ride around the towns milk bars for ice-cream. Room Service Sir?

Bendigo was to provide all that!

At 33* we welcomed the 10" thick walls of this monument to the gold mines of the 80's and fell into bed, too tired to admire its magnificence. The Shamrock, and 1847 pub is fully restored and quite stunning. Wallpaper, light-fittings and furniture are all perfect for the period. The exterior boasts an abundance of iron lace and a dome of Victoria Splendour indicative of the prosperous times of the past. The service was a bit thatway too. The dinner was very good indeed when it arrived. We had experienced the same long wait at Seacombe House and so we knew that the feud between the two states was still boiling so that we were never fed. A conspiracy of starvation.

Next day at breakfast we wondered if those in the dining room had really been there all night. We had ours and set off for the "Talking Tram Tour". It was conducted at such a high pace that Richard even had a damp spot on his trousers. He decided that it must have been the Excitement. I think it was because we let him sit in the drivers seat.

Bendigo abounds in shoe shops and antique shoppers and so with a little purchase or two all round it seemed a good place. The Cabernet Sauvignon from the Le Amon Winery was good and the dinner we ate with it at Truffles especially so... And so to bed..

Well folks, that just about wraps it up. The petrol tank did leak, so that accounts for some of the disparity. Our fuel pressure dropped into yellow most of the time. My navigation is improving at least in fine weather and when I'm not knitting, or undoing, or writing, or reading or meditating. Thanks everyone for a super, super time especially the ORGANISERS. We really can't thank you enough you dear people and your lovely family and Elspeth for her company.

For us, the writers, it was wonderful to have someone smoothing the way on our first trip and certainly demonstrates the warm friendliness and helpful consideration the air tourers have for their friends.

Myrna Loy and Erroll Flynn
RSJ

P.B. Hugmetight patterns from the Mohair Farm will be available on remittance of SAE and will be despatched under plain wrapper. K.K.A.A.

Knervous Knitters Airtourer Association.

P.P.S. If you think this was taken from the story line of an old movie well it really wasn't, only the people were. Honest!

Here are the details of the 1983 Racing Season as supplied from member Jeffrey Worth. Thanks Jeff it's great to receive a contribution from overseas.

Editor.

AIR RACING 1983 - SUPER 150 G.AYWM

Air Racing and Rallies are very much alive in the U.K. with the latter spreading around the various British Isles including the Channel Isles and local European Countries. The actual racing tends to be local to England and run on a handicap basis. Any person/aircraft can enter, only necessities being competition licence and certain minimum insurance cover. The sport promotes good competition and especially good comradeship, the crews becoming known to each other and enjoying the social scene attached to each racing weekend. It is usual to practice on a Saturday with the racing proper taking place on the Sunday. Scrutineering is very strong with each aeroplane having a listed average race speed and many verbal battles occur with the scrutineers/timekeepers 'over what is a standard fitting and what may be classed as added streamlining.

The Airtourers were strong competitors during the early seventies when Glos-Air, the U.K. importers, were eagerly promoting the aircraft as club, training and military crew training aircraft. One of our original syndicate, Bert Miles, won the British Championship in 1971 using the late G-AXAJ. Also a works 'special' won the 1972 Kings Cup by a huge margin which has caused some problems during the last season with scrutineers not believing our statement of 'Oh, we're not nearly as fast as that bloody special'. Naturally they still have those speeds as Airtourers 'standard averages'.

Bert Miles approached me after we had enjoyed a very boozy and interesting Jersey/Dinan, France combined Rally with a view to myself being Co-Pilot for him in the forthcoming air race calendar. I jumped at the chance and soon found out that Co-Pilot was actually chief polisher, dirty-jobber and holder of all maps, lists, regulations and to be around for any rump kicking. Nevertheless the season proved very enjoyable with tremendous excitement included.

Race number one was at Shobdon near the Welsh border during May 1983. We practised on the pre race day of Saturday; the course was four long laps and a short one with a total length of 88 miles. The short last lap causes its own problems owing to the faster later starting aircraft catching the slower ones and providing for a very congested area. The idea behind this arrangement is to give spectators on the airfield a view of the whole of the last lap whereas aircraft were out of sight to them for most of the preceding four laps. Unfortunately a fatal accident occurred during practise due to a collision between a Cessna 172 and a Mooney, with the Cessna pilot being lost. This particular pilot was an old and popular race pilot whose widow insisted the race go on stating it would be his wish and this was the way he always said he wanted to go. We started some way down the list having lost an initial battle with the timekeepers in attempting to get an early start. Twenty-six aircraft were included with us taking off at number twenty-two. The aircraft race at maximum speed the throttle being 'fire walled' and pitch fully fine on the C.S.U. No slowing down takes place on turn points which are usually 90° so one is vertically banked pulling 3-3½G during the corners. The turn points are day-glo triangular markers with observers checking for corner cutting and excessive

low flying - penalty is exclusion. They are situated in corners of typically English fields (usually about 4 acres) which have trees on the approach and are not always readily visible until one reaches quite close. On the second lap of the Shobdon race we saw one competitor merrily flying away towards the sea having missed the second turn point. The third turn was actually on a facing hill but whilst being visible quite early the slope made ground clearance critical when flying the outside of the marker. The fourth was close to your actual sleepy English village complete with cricket match and gentle 'horsey' event - the horses accelerated remarkably quickly with the passage of each aircraft and being 'horsemen' Bert and I felt a brief milli-second of guilt. The last turn was directly over the airfield so it became the first of subsequent laps; eagle eyed timekeepers watched for infringements of any kind. By the fifth and final lap we were all very close and a very mixed bunch we were. Ken Wilson was flying the Colt Car Companies Harvard and I vividly remember looking backwards - mandatory for future good health - at the last but one turn and staring straight into the gaping front cowling of the T.6 as he swept over our heads. Sort of Jaws in camouflage. We hammered earthwards on the final run-in managing 21st from 26 - Well not last anyway. The R.A.F. and Naval Air Arm always support with Bulldog and Chipmunk respectively; they also finished in this order - at the front.

The second event entered was the Round London Race which consisted of one lap around Greater London, a distance of 146 miles. This event was sponsored by Heineken Lager and 50 entries were willing to race. Two days before the event, in June 1983, Whiskey Mike went U/S with glazed bores and no chance of being made ready. Bert has a quarter share in a Cessna 337 which after hasty telephone calls to the Royal Aero Club competition Secretary was accepted as a substitute entry. If timekeepers/scrutineers were hot on Airtourers this was luke warm in comparison to their demands on the 337. We had some heated 'forceful conversations' which terminated in them actually sitting-in on a speed test flight. This was eventful as we were bombing around at 500 feet alongside the huge USAF base at Upper Heyland near Oxford and unannounced at that; they had radio problems. We were given 1 mph less on handicapp after all this which would help in a small way. Unfortunately this palaver caused us to miss practise, but confidence was high - we thought. The event took place at Booker an 'all-in' airfield in Buckinghamshire having commercial power training and gliding all mixed together. Heineken paid for our accomodation at a 4 Star motel with a huge Barbecue laid on for Saturday nights entertainment. We had to place Heineken decals on the aircraft and wear logo'd tee shirts but no one minded this, especially as First prize was £1,000 dropping to £250 for fourth with all finishers getting £30 to aid fuel costs. (£2.25 per gallon in the U.K.) Additionally the two bars served free Heineken for the whole weekend.

As usual we were near the end of the queue and had to wait whilst the early birds took off; starting with a Tiger moth. After the usual Cherokees, Chipmunk, Bull-dogs, Twin Comanches etc., were airborne we were allowed to go. First heading was due South to Blackbush airfield some 20 miles. Turn point was on the tower making sure that you missed the television helicopter and off on a long leg to a field turnpoint at Sevenoak Forest about 10 miles due south of the famous Biggin Hill Airfield. The marker was on an away facing slope which was extremely hard to spot. We had overtaken three aircraft by then and started the third leg heading due north for 25 miles to Stapleford Tawney Airfield. This leg took us over the East of London right over the dock area with the famous Cutty Sark clipper in permanent dry dock below us. The weather was very clear and the view of the old city was magnificent - not that we had

much time to enjoy it. After the third turn we had a north western leg to a second field marker which was right on the southern fringe of Chequers Estate the Prime Ministers weekend retreat. Luckily 'she' - Margaret not Edna - was away so no unwelcome low flying aircraft interrupted our Leader's weekend party. Next was the final leg of approximately 15 miles on the deck and a mass of aircraft ahead, the sky looking black with them. We bored down to tree level and flashed across the finishing line in another outstanding position - '21st', getting a habit. The winner was a Topsy Nipper, single place, Volkswagen engine; the second aircraft to take-off. However we were given a large bag of Heineken cans plus some fancy head gear after which we proceeded to sink as much from the free bars as possible. There is not a great deal of room in aviators bars with pilots arms outstretched demonstrating how they flew around certain turn points; the evening finished with quite a few horizontal pilots still demonstrating, still cursing the timekeepers.

The Royal Aero Club are hoping to re-stage the race in 1984 but presently are dealing with several big complaints from, I guess, kill-joy types moaning about the thunderous noise of 50 aircraft zapping by their bedroom windows!!

Our third race was a qualifier for the Kings Cup Air Race which was situated in 1983 at R.A.F. Finningly in North Yorkshire. This race began in the twenties as a means of promoting light aviation in the U.K. and many famous names have participated. It has its own atmosphere and always a 'Royal' as a starter and prize giver. This year we had Prince Andrew - President of the Royal Aero Club - free from his strenuous duties for a weekend. The qualifier was run over the same course taking place the previous day. We finished 18th in this race in a refurbished and highly polished Whiskey Mike. Getting better!

The race itself preceded a vast military flying display, The September Battle of Britain Airshow, we were surrounded by very expensive and sophisticated hardware from at least 5 airforces. Once again the actual race was a four long and one short lap event with the fifth virtually an extended circuit in length immediately in front of the crowd. We were flagged by Prince Andrew, and as usual, about three-quarters down the line. The race proved very close and aggressive with some brave ones down amongst the trees on the interwind legs. One Cessna 172, I swear, overtook us by diving under high tension cables - crazy. A great deal of juggling controls etc., takes place with the majority choosing to lean as much as possible which gives an extra inch of manifold pressure at 500'. An indication of the value of low interwind leg flying stems from comparative lap times given by one pilot - A lap at a constant 500' was 17 seconds longer than one with the two interwind legs flown 'on the deck'. The markers were well laid out and no overshoots occurred. The first leg was to the east for 18 miles followed by a northern interwind leg straight up the famous River Trent, the low boys almost putting tyre marks along the cargo containers carried on the river barges.. A 80° turn after 23 miles to a western interwind leg over lots of trees and small hills - very bumpy - for 18 miles and then due south for 8 miles to turn left again over the airfield. We had caught up with several others during lap four and entered lap five with masses of black shapes up front, looking promising. Last turn, last lap and suddenly we were overtaken by the fast men screaming by in Falco's Sia Marchettis, Cessna 310's etc. We all crossed the line within 45 seconds and then can you imagine 30 aircraft in circuit? different speeds, patterns, drills - all speaking at once. However, we landed and quite accidently found ourselves leading the taxiing competition machines along the crowd lines as though in first place.

Judging by the number of photographs taken of us in our beloved little Airtourer most of the crowd thought we had won! No, 24th again.

All crews were asked to stand by their aircraft after the race to be presented. The Royal jeep arrived with Prince Andrew who walked straight to ourselves and shook our hands with enthusiasm plus a great deal of infectious laughter. He asked us our race position and looked puzzled when Bert said, "The wrong end". Asking for an explanation Bert volunteered that we hadn't paid the handicappers enough! This caused the Royal Aero Club entourage to blow purple with embarrassment but Prince Andrew laughed a great deal having spotted the knowing wink. He showed a qualified interest in the aircraft and I gave him a short history of Airtourers, emphasising their Australian roots. Prince Andrew jumped onto the wing and said, "Gosh, you drive it from the middle". I can honestly say he was a great guy and I was very pleased to promote an Australian 'original'.

So, the season ended, not with great success but once again the Airtourer was performing in front of ordinary as well as aviation people. We have probably laid down new Airtourer race speed averages which should do well for us during 1984.

This article pays tribute to a great little aircraft.

cc J. Worth

see over for photo's.....

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Above:- Prince Andrew viewing Jeffrey Worth's Airtourer with Jeff on the right.

Below:- Prince Andrew in the centre. Is he contemplating buying an Airtourer?



1984 AIRTOURER ASSOCIATION ADVENTURE.

All arrangements regarding accommodation meals fuel etc. are well in hand. Due to many more people participating than originally expected, accommodation at Innaminka may be a slight problem, as they only have 12 Beds, 4 to a room, but ample room for people bringing li-lo's & sleeping bags. On your application make known your sleeping preference if there is a problem some will stay overnight at Tibooburra.

Accommodation everywhere else has been prebooked, B.P. Carnets are useable at Broken Hill and Alice Springs other places will be cash.

Although the Adventure officially finishes at Alice Springs some are making their way home via Cairns and the Barrier Reef, some are making their way home via Ayers Rock, Coober Pedy etc. if more information is required about who's going where and you wish to join up I can advise. Below is our planned Itinerary with costs:

Saturday 4/8/1984 Arrivals Broken Hill with permission to use Aero Club Facilities. Accommodation will be at the Day Dream Hotel Motel. 77 Argent Street, Broken Hill, NSW. 2880. Phone: (080) 88 3033. 7.00 p.m. Return to the Aero Club for a Barbecue.

Sunday 5/8/84 10 a.m. Arrive at the Aero Club for Briefing, flight plan then Depart for Innaminka 280 nautical miles, Dinner at Innminka Hotel.

Monday 6/8/84 9.30 a.m. Depart for the Dig Tree then on to Moomba Gas and Oil fields for a conducted tour. Lunch will be available at Moomba. After Moomba on to Birdsville Dinner at the Birdsville Hotel.

Tuesday 7/8/84 Depart first light or thereabout for the Simpson Desert crossing, arriving approx. lunch time with permission to use Aero Club facilities. Bus will take us to our accommodation at Toddy's 41 Gap Road, Alice Springs, N.T. 5750. Phone (089) 52 1322 5.30 p.m. Depart Toddy's for Barbecue at the Alice Springs Aero Club.

Wednesday 8/8/84 9.00 a.m. A bus tour of Alice Springs lasting approx. 3 hours followed by a free afternoon and evening to do your own thing.

I have booked for the 7th and 8th at Toddy's anyone wishing to stay longer please advise. Below are the costs involved all quoted as ONE person.

	<u>Cost</u>	<u>Deposit Required.</u>
Day Dream Hotel Motel		
Broken Hill Bed and Breakfast	\$24.50	\$20.00
Broken Hill Aero Club Barbecue	?	—
Innaminka Hotel	?	—
Moomba Oilfields Lunch (approx.)	\$5.00	—
Birdsville Hotel Dinner, Bed and Breakfast	\$30.00	\$20.00
Toddy's Cabins Alice Springs for 2 nights bed only.	\$32.00	\$20.00
Alice Springs Aero Club Barbeque (approx.)	\$8.00	—
Bus at Alice Springs	?	?

A deposit of \$75.00 per person is the figure I'm looking for, if its not all used the balance will be refunded. Make a cheque payable to the Airtourer Association. If you wish you can include the amount with your Membership renewal.

Here is the list of names and registrations who have indicated participating.

Jim and Judy Crocker	FME	AT/115
Ian Donovan	MKL	AT/115
Bob and Bev Gilmour	MOG	AT/100
John Hannon	MRE	AT/115
Hugh and Maureen Knox	MWR	AT/150
Stuart and Tricia Kichauff	MVI	AT/100
Lindsay and Beryl Marshall	MRF	AT/100
George Penfound	MOJ	AT/150
Sonny and Betty Rankin	MVR	AC/210
Peter and Marjorie Roche	RSJ	AT/150

Greg and Judy Rutherford	MOC	AT/100
Glen Struges	BWA	AT/100
Peter and Heather Sutton	FHP	AT/150
Stan and Bonnie Tilley	BQK	AT/115
John and Doreen Treble	CRK	AT/150
Stan and Joan Wright	FMA	AT/115
Plus an odd Cessna or Two.		

* All deposits have to be with me by 15th June as the bookings won't be held after that date. If your deposit hasn't arrived by the 15/6/84 you will have to make your own arrangements.

SEE OPPOSITE PAGE FOR ADVENTURE REGISTRATION FORM!!!

ATTENDANCE MANGALORE

MRF	COI	PCC	WAU	CTM
MVR	MKL	MUJ	MOG	MFN
MDJ	RQG	RQH	MOI	CT4's x 6

Stan Tilley, travelling by Mooney, gave an excellent aero demo in MOI.

Air show opened by flypast of Airtourers followed by Stan's Aero's.

WAGGA AIRSHOW 8/4/84.

It was a beautiful day and there was a big crowd at the Airshow and the Airtourers got into the Act with a fly-pass and commentary over the P/A system by Liz Matthews.

Stan Tilley attended fresh from Griffith where he won the Australian Federation of Aero Clubs Aerobatic Championship. Good going Stan.

Those in attendance were:

MVR -- Sonny Rankin
 MTH -- Tony & Liz Matthews
 KHP -- Greg Wardman & Howard Toose
 CRK -- John Treble
 FMA -- Stan Wright & Brian Hamblin
 BQK -- Stan Tilley

John Treble.

Once again good work to Don Austin, Marjorie Roche, (or should it be Myrna Loy). Jeffrey Worth and of course Sonny Rankin for their contributions.

Keep them coming -- editor.

Copy of the Secretary's Report tabled at Echuca by Doug Stott, and our new feature started in our last Newsletter called Co-Op. Corner from Guy Main, didn't arrive with the Editor by the due date for inclusion in this Newsletter.

The next Newsletter will be published during August, 1984. Contributions to be with the editor by 31st July, 1984.

1984 AIRTOURER ASSOCIATION ADVENTURE REGISTRATION

Membership Renewal and Adventure Registrations can be paid by one cheque.
Don't forget the Adventure Cheque must be with me by 15/6/1984.

Name

Address.....

.....Phone:

I will be accompanied by.....

I will be able/unable to bring my own sleeping bag etc., for use at Innaminka.

I intend to travel on to

.....

after leaving Alice Springs for about.....days.

I enclose \$75.00 deposit per person for all accommodation.

Make cheque payable to the Airtourer Association and post to John Treble:

16 MEEHAN COURT, KEILOR, VICTORIA, 3036.

