

AIRTOURER

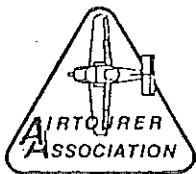
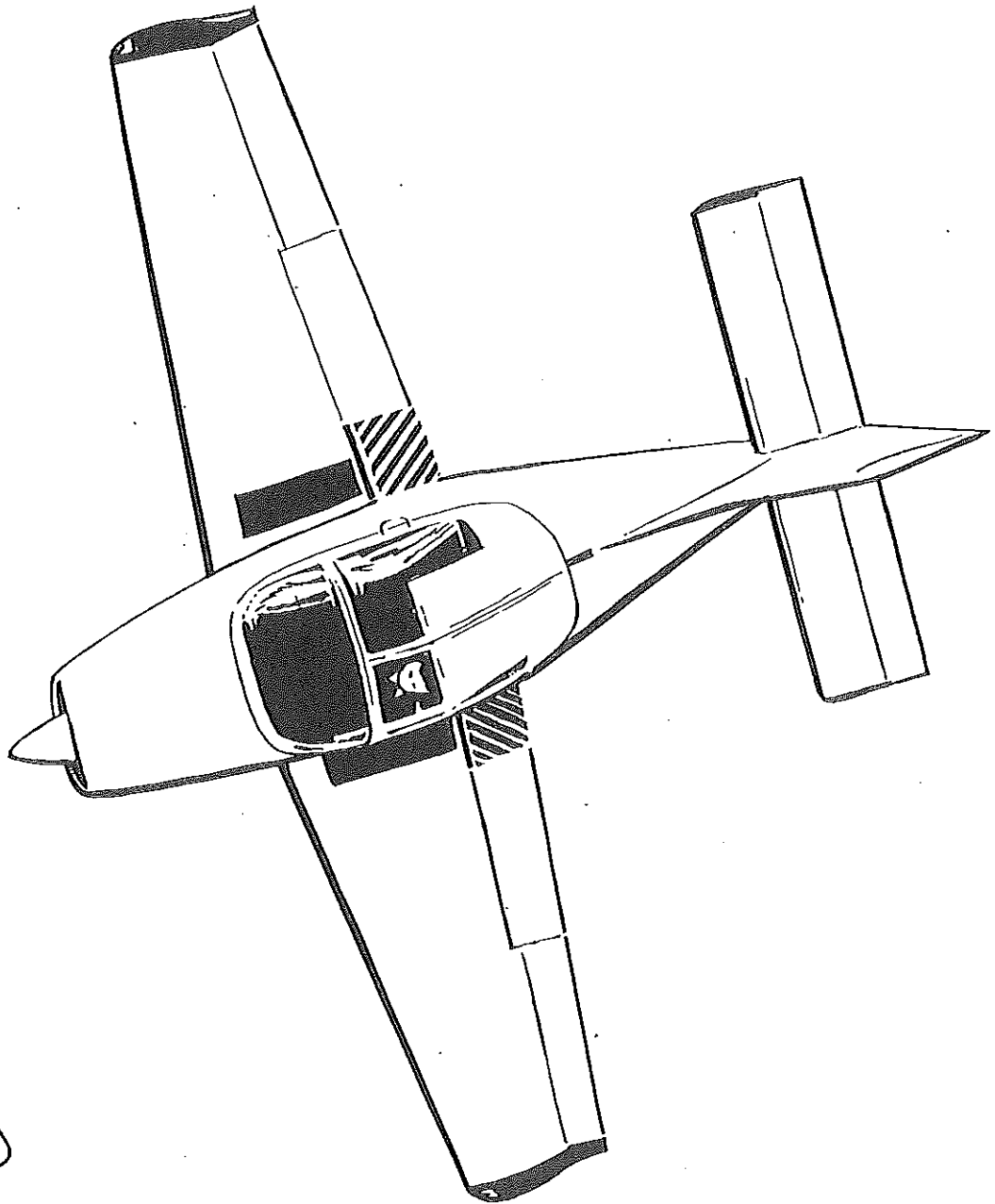
MAY 1993

ASSOCIATION

NEWSLETTER NO. 66

PATRON: *Dr. HENRY K. MILLICER, A.M. (AIRTOURER-DESIGNER)*

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



NEWSLETTER

AIRTOURER ASSOCIATION

PATRON: Dr. Henry K. Millicer AM (Airtourer Designer)

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(074) 934915

Articles for inclusion in the Newsletter should be submitted direct to the Editor.
Please enclose payment for any advertisement.

The next Newsletter will be published August 1993 Contributions and/or
Advertisements preferably close typed are to be with the Editor by 31.7.93

Advertising Rates

Small advertisement (3 to 4 lines) = \$10.00

Large advertisement = \$20.00

Cheque to be made payable to the Airtourer Association.
post with copy direct to the Editor.

EDITORIAL

Special thanks to Gerry Lawson for both our new cover and another excellent cartoon. Famous artists seem to have a continuing theme in their works. Norman Lyndsay has voluptuous females, Sidney Nolan features Ned Kelly and Gerry Lawson can't get away from Beryl. Perhaps the pilot on the new cover should be wearing glasses and aeroplane earrings! Darn you Gerry! I used to be able to get a Newsletter in an envelope by folding it along the outside of the left aileron - now what?

Another thank you to Stan Tilley for his various articles and flight plans which all of you will be able to copy. (U.K. excepted)

The A.G.M. brought back special memories for me. In 1950, the year of the big flood; I ferried (literally) an Austin A40 car from Sydney to Tullibigeal and quickly learnt how to jump a small car from a flooded creek.

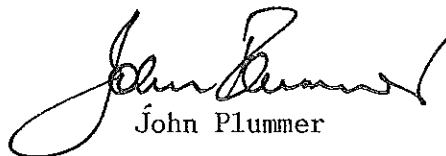
As I write this my ever patient wife, Leonie, is tapping away on her typewriter. If I had to type sections of the Newsletter, I'd have to start three months early. Three cheers for Leonie and while I'm at it, three cheers for our U.K. contributors.

You remember the articles on Queensland Air Museum's Airtourer VH-CPE? Well they swapped it for the Navy's oldest Gannet XA331 and now we believe CPE is being restored by someone around Grafton area. Further news please.

Ken Bell is just out of hospital and we all wish him well. If he can fly with a broken ankle he's bound to take this one in his stride.

Read your August Newsletter to learn how Targa Tilley tenaciously toured Tasmania's testing territory. (Two pages max. please Stan).

Till next we meet, safe flying,


John Plummer

ANNUAL REPORT

TO MEETING AT LAKE CARGELLIGO ON 13th March, 1993

It is pleasing to see such a good attendance of members to this Annual General Meeting. For the past few years, the number attending has consistently been between 28 and 35 aircraft.

On behalf of all members, I would like to thank our Newsletter Editor, John Plummer, for consistently producing such an informative and entertaining letter. The varied contributions made by our members to this Newsletter have undoubtedly contributed to its success. Due to the fact that our members are scattered all over the world, the Newsletter is the only contact many of our members have with the Association and fellow Airtourer owners.

During the past year, the following Fly-Ins were organised and were all well attended and enjoyed by those who were able to attend - Mildura/Mungo Lake in June, Grampians in November (organised by the Victorian, South Australian group), Carnarvon Gorge (organised by the Queensland group), and the President's Fly-In at Parkes.

Eight of our members with spouses attended the Oshkosh Annual Fly-In and all were most impressed with the size, and excitement, of the show. They will, no doubt, be happy to bore you with their experiences if you have the time to listen.

Our Patron, Henry Millicer, received a further honour during the year when he was invested as a Member of the Order of Australia, and we extend to him our congratulations. Since then, Henry has undergone heart surgery, but I'm pleased to say he has made a good recovery, although he has had to hand in his flying gloves and goggles.

As always, our Airworthiness Sub-committee has been active in keeping us up to date with changes or proposed changes, in the attitude of the Department. Thanks go to Stuart Hilsberg and Mike Fisher for their continuing dedication.

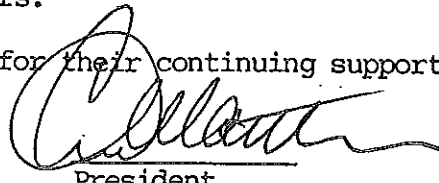
In February this year, one of our keen members from Wales, Brian Strawford, and his wife Jill, made their first trip to Australia, and a Fly-In at Port Macquarie was arranged so that we could meet them. Unfortunately, the weather in Sydney prevented a number from attending, but for those of us who made it, it was a most enjoyable occasion. I hope that Brian will contribute an article to the Newsletter of his impressions of flying in Australia compared with the Old Dart.

Once again, I would like to thank the members of your Committee for their dedication and devotion to the interests of the Association. You will see from the Treasurer's report that our finances are in a sound position.

Your Committee was distressed to hear of the untimely death of Peg Jolly shortly after she had hosted our last Annual Meeting at Loxton. On behalf of all members, we tender our sincere condolences to Adrian on his very sad loss.

The Committee has been continuously making enquiries as to the proposed sale by the R.A.A.F. of a number of CT4 aircraft. At this stage it is not clear where or when the aeroplanes will be offered for sale, nor whether it is likely individuals will be able to acquire them. When anything definite is known, we will pass the information along to members.

Finally, I would like to thank all members for their continuing support to the Association and your Committee.



President

AIRTOURER ASSOCIATION (INC. IN N.S.W.)
ANNUAL GENERAL MEETING MARCH 13th 1993
LAKE CARGELLIGO BOWLING CLUB, N.S.W.

OPENING. Tony opened proceedings at 4:07.

APOLOGIES: H. Millicer, C. Taylor, J. & C. Murray, G. & J. Roberts, J. Ferguson, J. Kalis, I. Callender, C. Davis, G. Wood, R. Evans, K. Hilsberg, M. O'Brien, N. Moxley, R. Graham.

MINUTES '92 AGM LOXTON, S.A.: R. Stiebel/D. Stott That minutes as published in May '92 Newsletter be confirmed. Approved.

PRESIDENT'S REPORT: Tony spoke to our operations for the year, (report in full to appear in May '93 Newsletter) K. Bell/R. Steibel. Approved.

TREASURER'S REPORT: John spoke to his report, that we are in a sound, financial position, even though Membership was down to 158. R. Steibel/G. Robinson. Received and adopted.

AUDITOR: Stan Tilley recommended and seconded the Treasurers's report.

ELECTION OF OFFICE-BEARERS, '93/'94: K. Bell took the chair and called for nominations for the forthcoming year Committee. R. Steibel/G. Penfound That all Committee, as existing, be re-elected, as is. Approved by acclamation.

HISTORIAN: D. Stott reported that since taking on the portfolio all Association memorabilia is in good order. Doug highlighted the need for missing Newsletters (list elsewhere in Newsletter), or any photographs or newspaper items members may care to let the Association have. Doug also highlighted the need to keep Airtourer Association history separate from actual Airtourer information,

CALL FOR VENUES FOR '94 AGM: Tony read the list of possible venues held over from last year. BENDIGO, SWAN HILL, BOURKE, TEMORA, NERRANDERA, COOTAMUNDRA, LIGHTNING RIDGE, NARROMINE, MUDGEE. Added to the list from the floor were the following: GEELONG, WHITECLIFFS, CORRYONG, KHANCOBAN, BALLINA, COFFS HARBOUR.

GENERAL BUSINESS: Henry Millicer fly-in May 1st: Hector Blemings reported that, at this stage, only six people had registered,

LONG-RANGE TANK: A. Wood. Successful test-flights so far going according to plan. The tank will supply 34 litres and transfer of fuel through recommended system took four seconds. Alan made available at this meeting, the drawings and approvals. It could be marketed as a kit, but must be sequential installation. Cost could be under \$2,000 including approvals.

NEWSLETTER: G. Lawson suggested it was time for a change of front-cover format. Gerry presented a drawing of an airtourer in a steep turn, for possible inclusion on next cover. J. Plummer to investigate. Gerry also questioned Alan Wood on the relative merits of airtourers with sprung and unsprung ailerons.

A. JOLLY: Adrian suggested another safari. Tony asked the Members for Committee-time to discuss. John Treble suggested, on past experience, that it be of a duration no more than 8-10 days and thereafter Members go separate ways.

G. PENFOUND: George suggested a fly-in to Canberra.

MEETING CLOSURE: Tony closed the meeting at 5:07

Barry Gray
Secretary

AIRTOURER ASSOCIATION ANNUAL GENERAL MEETING

HELD AT Lake Cargelligo 13.7.1993

Statement of Receipts and Expenditure 1.3.1992 - 28.2.1993

<u>RECEIPTS</u>		<u>EXPENDITURE</u>	
Credit Balance	1830.69	Newsletter	1755.11
AGM Loxton	1800.00	AGM Loxton	1800.00
Presidents Fly-In	1745.00	Presidents Fly-In	1260.00
T/Shirts etc	286.95	T/Shirts etc	228.00
Membership Fees	3137.00	Design Drawings	1410.00
Advertisements	160.00	Trophies	115.00
A/D Vat 28	120.00	Postage	91.10
		Flowers	32.00
		Bank Fees	65.29
		Credit Balance	2323.14
	<hr/>		<hr/>
	\$9079.64		\$9079.64
	<hr/>		<hr/>
<u>RECONCILIATION</u>		<u>ASSETS AT COST</u>	
Credit Balance	2323.14	Typewriter	400.00
Investment A/C	10567.34	Label Printer	761.00
T/Shirts etc	2147.00	Filing Cabinet	267.00
3 A/D Vat 28	360.00		
	<hr/>		<hr/>
	\$15397.48		\$1428.00
	<hr/>		<hr/>

John Treble
Treasurer

A.G.M. Attendance

MOH	Ron Stiebel/ Andy Frew	CND	Mike Fisher
CMG	Bill Miller/Bing	CTM CNL	Doug Stott/Sue
TPY	Bruce Martin & Stephen Elwood	DDZ	Andy Morris/Jane
MOJ	Warren Kirkup/Betty	MRE	Bob Peak/Pat
CAR	Barry Kirkup/Gillian	MUL	Alan Wood/Merle
EQA	Tony Matthews/Liz	MRF	Lindsay Marshall/Beryl
OVV	Roy Riddel/Judy	JVV	Gordon Robinson/Marietta
CRK	John Treble/Doreen	MRL	Col Taylor/Marg. McMaster
CKE	Frank Murray/Jean	CIG	Geoff Storey/Margaret
BQW	John Plummer/Leonie	MTI	Gerry Lawson/Stuart Kirchauff
MTL	Stan Tilley/Bonnie	RQL	Stuart Hilsberg
XVV	Lorraine Howson/Bill Pennell	BVV	Adrian Jolly/Col Schultz
FVV	Hector Blemings/Wendy	SHR	George Penfound
MOI	Barry Gray/Judy/Alister	AIRTOURER AIRLINES	Betty Rankin
COI	John O'Halloran/Jan/Katherine	MOG	Bob Gilmour
MVR	Des Heffernan + 3 visitors	PCC	Paul Cary
MKL	Ian Donovan	CAR	Ken Bell/Jean

WELCOME

On behalf of President Tony Matthews and all members of the Association, we would like to welcome new members Gary and Debbie Bastion of Kurrajong Heights, N.S.W.

CARGELIGO CANDIDATES



I DIDN'T GET THAT - COULD YOU DO IT AGAIN -

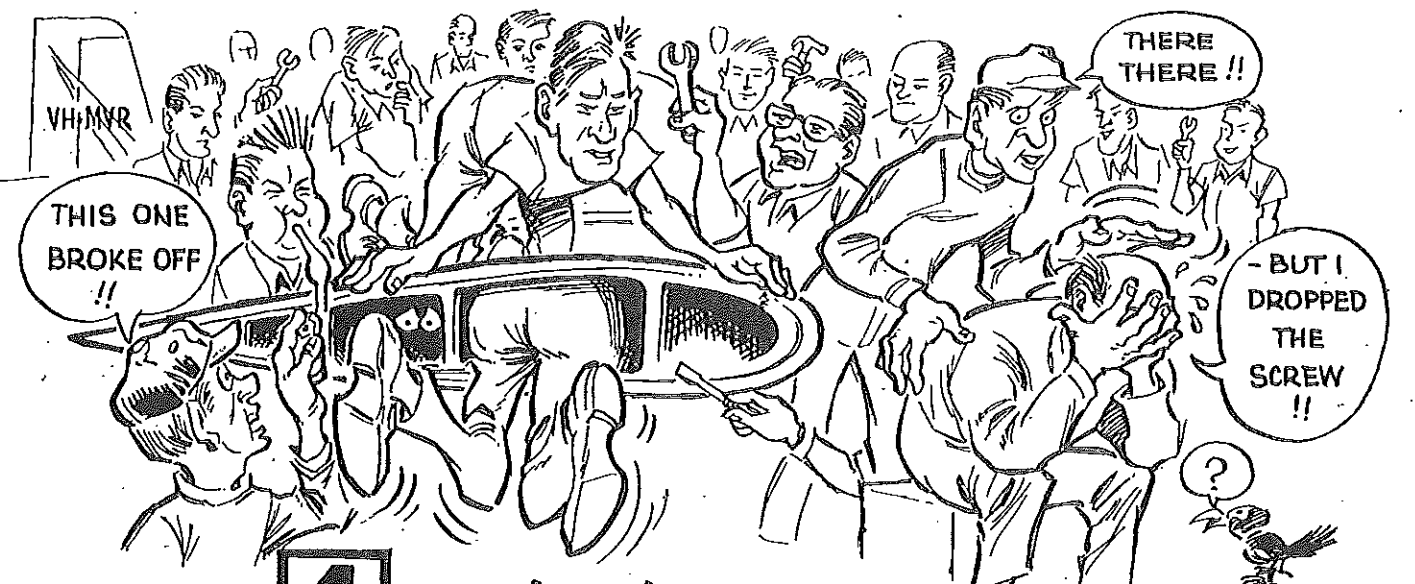
1 BIRTHDAY PARTY



2 HISTORIAN PARTY



3 RON'S PRIZE PARTY
* PRIZE = RUBIC CUBE



4 DES' WE'LL ALL FIX IT PARTY



PUMPAROO

EUABALONG OUTREACH AND ABORIGINAL RESOURCE CENTRE

LACHLAN ST, EUABALONG, NSW, 2877
PHONE: (068) 966603 (068)966652
FAX: (068) 981323

CO-ORDINATOR: KEVEN PIERPOINT
PUMPAROO TEACHER: GLENN EDWARDS

To the Members of the Victa Airtourer Association.

Recently, members of the Victa Airtourer Association visited Lake Cargelligo and our Pumparoo Centre at Euabalong. The Pumparoo Centre is a community based organisation set up to assist Aboriginal children at risk. Fourteen boys, from all over New South Wales, live at Pumparoo. These boys put on a performance, which included traditional Aboriginal dances and didgeridoo playing, for the members of the association.

The visitors from the Airtourer Association only spent an hour at Pumparoo but were extremely friendly and generous towards the boys. After the boys had performed the visitors 'put the hat around' and raised \$490.00 for the boys and Pumparoo. This was unexpected and very generous. The money raised will be used to purchase an electric piano which the boys have been after for a very long time.

The generosity of our visitors did not stop there. On the following day the boys were invited out to Lake Cargelligo Airport to 'check out the planes'. To the boys surprise they were all take for a flight. This was a wonderful experience for the boys as it was the first time many of them had been up in a plane. It was a very special day which the boys will remember for ever. A special thank you to Ron for taking Mervyn for a flight and doing the aerobatics, truly a new experience for Mervyn. The only drawback from the day is that the boys now want us to buy a plane so that they can all learn to fly. Hopefully one day they may get the opportunity.

To our kind and generous visitors from the Airtourer Association a big thank from

the boys and myself. Your generosity and friendship will always be remembered. As a token of our appreciation the name of the Airtourer Association will be put on our supporters board at the entrance to our Centre. I would also like to take this opportunity to invite any members of the Association to visit us if they happen to be flying over Euabalong.

So, once again, thank you very much for giving our boys a wonderful experience and great memories.

Yours faithfully



Glenn Edwards
Pumparoo

THE PRESIDENT'S FLY-IN 24th-26th SEPTEMBER, 1993 at PARKES

REGISTRATION FEE: A registration fee of \$30.00 per person will be charged (payable on arrival) to cover expenses which will include meals (Saturday lunch, evening dinner and Sunday lunch, plus transport to and from motel and tour of the district.

ACCOMMODATION: "Clarinda Motel" and "Court Street Motel" have been pre-booked for the Fly-In. For those attending, contact the motel direct to arrange your own accommodation. The 'phone numbers are - Clarinda Motel (068)62.1655 and Court Street Motel (068) 62.3844.

There is some dormitory accommodation at the Aero Club - B.Y.O. sleeping bag and contact Tony Matthews (068) 62.1766 (b.h.) to reserve a bed.

Friday, 24th September

1900 Dinner and get-together at "Gracelands" Restaurant.

Saturday, 25th September

0900 onwards Arrival of members, guests and visitors. Please register on arrival. \$30.00 per head fee payable.
1230 Lunch at Aero Club.
1400 Formation and aeros, local flying activities and general discussion with other visitors. Some flying displays may be organised.
1900 Social evening and dinner at Parkes Aero Club.
2300 Transport to motel.

Sunday, 26th September

0900 Collected from motel for tour of district and morning tea.
1230 Lunch at Aero Club. Departures to suit.

FORTHCOMING EVENTS

May 1-2 Henry Millicer Fly-In Torquay, Vic.

Sept 25-26 President's Fly-In details herein.



APPENDIX 1

ATS FLIGHT NOTIFICATION

FPL	IDENT				RULES		OPERATION					TYPE	WAKE TURB			PRIORITY				PC	
	STD	VHF	HF	UHF	ILS	ADF	S*	N	G	M	X		H	M	L	SAR	FFR	MED	VIP		SSR
S	VR	VN	HR	HN	UR	L	F	O	X	D	W	T	I	II	M	MM			N		
DEP PT	ETO	ROUTE SEGMENT(S)				FL or ALT	TIME INTERVAL(S)			ROUTE QUALIFIER	LANDING PT	TIME INTERVAL									
OTHER INFO																			CLIAS	Mach	
SARTIME	DATE TIME				TO ATS UNIT					FOR ARRIVAL AT											
ELT					SURVIVAL					OTHER (specify)					POB						
121.5	243	400				First Aid	Jackals	Rafte	Rations	Water						/	/	/	/		
PILOT					PHONE					COMPANY											

DA 3275 (Int 8/02)

Stock No.



APPENDIX 4

Civil Aviation Authority
AUSTRALIA

FLIGHT NOTE

Note: All times are local time at that location.

Latest Cancellation Time:		(local)			
Call sign:	Type:	POB: / / /	ELT: 121.5, 243, 406		
Pilot's Name:					
DEP PT.	TEL NO.	ETD	ROUTE	DEST	TEL NO.
Remarks:					

The holder of this Flight Note should contact the Civil Aviation Authority on the nearest of the following numbers if the aircraft has not arrived by the Flight Note Cancellation Time. Reverse charges available.

- Adelaide: Ph (08) 238 7950 Fax (08) 234 4174
- Darwin: Ph (089) 81 4684 Fax (089) 81 5152
- Perth: Ph (09) 476 8640 Fax (09) 277 7341
- Brisbane: Ph (07) 866 3560 Fax (07) 866 3492
- Melbourne: Ph (03) 339 2476 Fax (03) 339 2622
- Sydney: Ph (02) 556 6709 Fax (02) 669 5597

DA 3277 (Int 8/92)

Stock No.

LAKE CARGELLIGO ANNUAL CONVENTION 1993

Having taken a crowbar and prised Frank from the numerous projects he has in the pipeline we had planned leaving Cessnock on Friday afternoon but low cloud made departure a bit dicey, so on Saturday morning after a quick dash to the Polling Booth we took off at 0905. The 135 minute trip via Mudgee and Condobolin was pleasant and we arrived amidst numerous in-coming calls from other Airtourers about to land. A lot of the aircraft had already arrived, some the previous day. There was a lot of hand shaking and warm welcomes as each plane landed. In all there were 28 Airtourers, 2 Cessnas and 1 Cherokee - an impressive sight. We were able to hitch a ride into town with Ken and Jean Bell who had arrived on Friday having travelled 1400 klms by car.

The afternoon was taken up with meetings at the Bowling Club or some spent a quite afternoon relaxing by the Lake. Lake Cargelligo has a small population of around 1300 people and the Lake itself is fed by a Weir from the Lachlan River. Dinner on Saturday night was at the Bowling Club where we all had an enjoyable meal. The Awards were presented at this time. The Secret Time of Arrival went to Des Heffernan and the Trophy for Best Presented Airtourer to Ron Stiebel and actually it was just the tonic he needed as he wasn't feeling very well after Friday night. The Longest Distance went to John O'Halloran and wife who travelled from Hong Kong. A special Taxiing Award was given to Mike Fisher who managed to straddle a rabbit hole on his arrival. We also sang Happy Birthday to Jerry Lawson (he was so exhausted after blowing out the candles that he had to have mouth-to-mouth resuscitation from Beryl).

Sunday morning we were collected from our Motel for a tour of the district. Betty Rankin spotted a very old water pump on the edge of the Lake and wanted to take it home. First stop was at the Weir on the River where a few tried their hand at fishing without success. Cold drinks, savouries etc were provided which was appreciated by all. We then travelled to Eubalong to the Outreach & Aboriginal Resource Centre, renamed "Pumparoo". This home accomodates and shelters 15 boys between the age of 8-14 years. It is managed on a voluntary basis by Glen Edwards and Kevin Pierpoint. The children have experienced a variety of social problems such as violence, alcohol and sexual abuse, petrol sniffing and some are sent by the Juvenile Justice System. These boys have formed an Aboriginal Dance Group, accompanied on the Didgeridoo by Leslie the eldest boy. Several dances were performed for us by the boys. The boys invited Judy and Barry Gray, Geoff Story and Bill Miller to join them doing the Kangaroo Dance but they didn't show much potential. Stan Tilley also had a try at the Didgeridoo but once again no talent was evident (stick to flying Stan).

After a BBQ lunch at the Eubalong Hotel we travelled to Booberie Station - beautiful garden and homestead, then on to inspect the Pump House which supplies irrigation for the property. We were then driven around the Murrin Bridge Aboriginal Mission which was a real eye opener. Sunday night's dinner was at the Lake Cargelligo Sports Centre. John O'Halloran was thrilled with the idea of coming all the way from Hong Kong for a Chinese meal. There are no taxis at Lake Cargelligo but Ron Stiebel and his bunkhouse crew were able to persuade a very respectable local lady to transport them in her horse-drawn vehicle.

Monday morning found us back at the Aerodrome where the aboriginal children from "Pumparoo" were looking over the planes. Some of the pilots who could spare fuel and time took the boys for a short fly (a very nice gesture); it's something they will remember all their lives. We had a pleasant flight back to Cessnock and John Plummer don't you ever ask me to do this again.

JEAN MURRAY

21st Feb 93

Chris Schofield
10 Swan Street
Ashwell
Baldock
SG7 5NX

Dear John,

Sorry but I can't resist the heavy hints for some comment from the Pommie brigade any longer! I've really no excuses as it's like extracting blood from a stone to get 'my' lot to write anything down for our U.K. newsletter so you do have my sympathy.

Anyway to back-pedal a bit we have sixteen members with seventeen aeroplanes of which fourteen are currently airworthy with three on long-term rebuild.

The breakdown is:-

4	Australian-built	Airtourer	100's
1	"	"	115
5	N-Z/UK	G10s-Airtourer	115's
1	N-Z/UK	"	T3
6	N-Z/UK	"	150/160's

High-time airframe in the G10s-Air's is G-AWMI with 5405 hours logged and the low-time is G-AZBE with only 1064 hours as of mid '92. Like all owners we 'enjoy' the dramas around undercarriage legs and bolts and leaky bag tanks. Richard Zukowski recently had both these problems plus eroded ribs (on his plane - not personally) on his recent 6-month C of A!!

With only seventeen remaining of the thirty-six imported it is not easy to get them all together but we do have an annual fly-in each year and usually four aircraft turn up. Not many, but it is 30% of the airworthy total.

Despite the small numbers it is encouraging the number of people who come up and say:-

"I learnt to fly on those". "Do you still have problems with the central stick - No! is the answer". "Would have been a great aeroplane with more power (about the 115)".

Certainly the feeling amongst U.K. owners is that we have an interesting aircraft which deserves to be kept up to scratch and it is to you guys "Down Under" that we look to (and get) support via the Association.

We've been lucky to host Hugh and Maureen Knox, Alan and Merle Wood and Doug Stott and Sue over the last couple of years and you can be assured of a beer if any of your members are on "safari" or business in the U.K. Mind you Doug was with us in mid-September and we were rained off from flying the Airtourer but we did see some flying at the Shuttleworth Collection which partly made up for it. Unfortunately it then rained right through October and early November followed by 90° 30-Kt crosswinds in December and high pressure Cat. IIIb visibility all January so yesterday was the first time I'd flown for three months! Anyway she went well so lets hope 1993 will be a better flying year in the U.K.

Well John I hope that gets us out of "writing debt" for a while. I'd be pleased to hear from you some time.

Best Regards and Safe-Airtouring,

Chris (Schofield)

G.M. & J.A. Rutherford,
Roadside Mail,
BRUCE ROCK 6418 WA

Editor,
Airtourer Assoc. Newsletter,
20 Mallard Place,
BOKARINA 4575 QLD

Dear John,

Is it ever too late to say "Thank you" ? I hope not.

At this time last year I was two days out of hospital, after surgery which had just confirmed secondary cancer in the lymph nodes in my neck.

It was a scary time for our family, with both our children still at the primary school stage.

But right in the middle of the chaos and the fear, a truly beautiful flower arrangement arrived, with a card which read, "From all your friends in the Airtourer Association."

I don't know how many people in the Association would even have known about it, as the person who has assumed the responsibility of keeping in touch and keeping an eye on my health for the past three and a half years has been Stuart Hilsberg.

A quick phone call from Tamworth last night, just to see how I am doing, made me feel guilty that the most thoughtful and very appreciated gesture of a year ago, had until now gone unacknowledged.

The flowers were beautiful in themselves, and their prompt and timely arrival, just when they were needed at this end, was a true act of the friendship and caring which we have always felt was fundamental to the Airtourer Association "family".

Just for the record, my health at the moment is OK, without any promises or assurances. I am still working part-time and have managed to retain my restricted PPL, even though my medicals make lights flash and bells ring when it hits the desk in Canberra each time !!

WA members of the Airtourer Association continue to keep in touch over here, as distance and commitments allow. We look forward to welcoming another Airtourer over West in the next week or so. It will live at Northam.

As I started out by saying, Thank you. I'm embarrassed that it's taken so long. Please don't think that lack of communication equalled lack of appreciation. It didn't and doesn't.

Wishing everyone blue skies and tail winds,

Judy Rutherford
16.4.93

AIRTOURER ASSOCIATION Inc.

REPORT TO THE COMMITTEE & MEMBERS AGM 13 MARCH 1993

DOUG STOTT Association Historian

Since appointment as Association Historian at the Loxton AGM in March 1992 I have attempted to gather together what history the Association has to date managed to put aside etc.

After some delays, the box containing the Scrap Book and other filed items arrived. Unfortunately, I believe that what has so far being collected is somewhat incomplete and it is possible some items have been lost.

At this stage I had some difficulty deciding if I was to collect everything to do with the Airtourer and its history or if as Association Historian my efforts should be directed at the Association since its formation in 1977. I seek the guidance of the Membership on this matter.

In the meantime, I thought that the best way to start was to concentrate on what we have collected since the formation of the Airtourer Association. There are many newspaper cuttings etc and photos taken at various functions. These, I would suggest should in time be included in the scrap book.

For a start I have got together all the Newsletters, with the aim of having a complete and up to date volume of the Newsletters since day one. The collection I received was only half the number and many were missing, hence the note in the last edition requesting various editions from members. I have already received one bundle from Ken Sage and trust that the remainder will be made up quickly over this weekend or shortly thereafter. The Newsletter Editor is now including the Historian on the mailing list so that whoever that person is in the future, a copy of the Newsletter will be sent for filing.

The scrap book is or will be quite a big job and it will need the support of the membership to supply any items or photo for inclusion. What I would like to do is set it up as a 'page to an event', so if you have any photos from previous conventions or Presidents fly-in's then I would appreciate a copy etc. Please ensure photoes are marked with the date, location and names of those persons in the photo. Now let's not forget to include people when taking photos of our Airtourers!

With regard to other Airtourer History - ie; that to do with the aeroplane and not the Association then I will still be keeping it for filing etc., but at this stage I don't intend to display it in the short term. Once again the membership should say what it wants.

I would also suggest that the Committee should consider closing off some of their Association files and placing them in storage. I believe that all documents and letters etc. up until say 1988 should be so filed for possible future use or reference. The longer a file remains 'active' the more chance it has of being filled up and then misplaced. I would like also to collect the minutes of the AGM's together with copies of the annual balance sheets. Perhaps the Committee would make copes of these documents available to me.

I also seek the approval of the membership to purchase various items to be used in filing documents like the Newsletter etc. an example of which is displayed here today.

Remember, if what you have is Airtourer related and you don't need it or it's just occupying space in your study, then send it along for safe keeping and display by the Association.

Thank You.

DOUG STOTT

True story - No Comment!

The occasion - The Federal Airports Corporation open day at the main Hobart aerodrome as part of Tasmania Day Celebrations.

FAC request- Through the local Aero Club was for an aerobatic display by the local aerobatic enthusiast.

Pilot offer - "Yes, at no charge - but please, as the display will be at Hobart aerodrome and not at Cambridge for which the Gait charges have been paid, do not charge the extra \$25 per landing"

FAC reply- "Sorry, the computer system will apply the \$25 per landing, but do not worry we will credit this back! (???) but what about **The insurance?** Our excess is \$5,000,000 for public liability"

Pilot suggestion - the FAC either carry or pay to remove the excess.

FAC reply - "Additional premium required by our Sydney insurers *with whom we are bound by contract* is \$1000, will the pilot pay this?"

Pilot reply- "Not 'Bloody' likely!"

Pilot suggestion- Contact the Aviation Pool who will cover the aerobatics, the helicopters, the little old lady who trips on the curb and in fact all public liability for the whole day up to \$5,000,000 for \$270 including State Taxes.

FAC solution- The pilot to take out the Pool insurance and the FAC to pay \$270 for the display but wait!

The problem - Does the payment become taxable in the hands of the pilot?

FAC ultimate solution- pay a bit more to cover a possible tax claim. Well what about

The Display?- Weather pretty good - but the whole day was not advertised so as the one observer remarked

"Lovely aerobatic display. Pity there was no one here to see it!"

AIRWORTHINESS NOTES.

You will have noticed in the Airworthiness Advice Circulars over the last months a large number of Lycoming & Continental Engine AD's being cancelled. These cancellations have been a "cleanup" exercise by the CAA. Frequently, CAA issued AD's have duplicated the Engine Manufacturers own Service Letters and/or Bulletins for no apparent benefit to the Industry. So as to avoid duplication and save costs, the CAA have embarked on this cleanup exercise. In future your Engineer will normally receive the various Manufacturers SB's etc. They will then be able to advise you should any of these changes relate to your engine.

Only a small report for this Newsletter however in closing we would like to remind you that if you have any problems or suggestions for the Airworthiness Sub-Committee then please contact us at PO Box 904. Tamworth 2340.

SG Hilsberg
for The Airworthiness Sub-Committee.

Llynfi Holiday Park

Llangorse Lake

Brecon

Powys LD3 7TR

Telephone: 0874 84 283

Dear John

Taith o 'Hen' de Cymru i de Gymru 'Newydd'

or in Australian:

A journey from 'Old' South Wales to 'New' South Wales

It was kind of you to invite me to write a few words about our visit to Australia. A few biographical details might help set the scene for the readers who we have not yet met.

I first became aware of the Victa Airtourer in 1965, I had joined Glamorgan Flying Club based at Rhoose, now Cardiff (Wales) Airport, and started my P.P.L. training on Victa 100 G-ASZA. Regrettably, a recalcitrant Bank Manager soon advised that the overdraft he had been persuaded to grant me, should, in his firm opinion, be used for the purpose intended. I had to agree. So for the next 22 years Jill and I concentrated most of our energy and all of our financial resources in developing the Holiday Park we had started in 1963, and also bringing up our three daughters in reasonable comfort.

It was not until 1987 that I once again set out to obtain my P.P.L.. This time I joined the Herefordshire Aero Club, got the licence, and then fortuitously saw G-AZRP advertised for sale at Elstree, Hertfordshire. I enquired, went to view and have a fly in it, and, within a few weeks bought and flew it back to Shobdon, Herefordshire where it is based, my annual average is around 60 hours.

My first contact with Hugh was of course via the Co-operative, the relationship was enhanced when Hugh accompanied by Maureen made a visit to the U.K. in '91 and stayed with us in Wales for a few days, later that year Alan and Merle passed our way and also had a few days with us.

The opportunity to visit Australia came when our eldest, Nicola, took a job in Sarawak. We wanted to visit her and it was obvious that we should continue on past Singapore to Sydney and take up the kind invitation of our Aussie friends.

We arrived at Kingsford Smith Airport at 7.30 a.m. to be met by Hugh. The next few days we spent at Pittwater with Maureen and Hugh, enjoying some boating, swimming and an hour or so of the Airtourer in the Sydney area plus a few Aero's and a visit to Alan at Hoxton. Alan was away at the time of our visit, successfully getting medical O.K. for the licence.

Later in the week we had an enjoyable afternoon with Merle and Alan at Bilgola, I was in awe of the Australian chart in Merle's kitchen which showed the long trips they had undertaken and others that are planned. This is a source of inspiration and encourages me to pursue longer trips within the U.K. and Europe in the future.

Following five days in Sydney it was time to head for Port McQuarie and the small 'Fly In', that Maureen had organised. The plan that the ladies should travel on Eastern and Hugh and I in the Airtourer was thwarted by a lousy weather forecast for the Sydney area. Consequently we piled onto the Dash 8 and were soon at the Sails Resort at Port McQuarie.

We were soon united with Tony and Liz Matthews, Roy and Judy Riddell, Stuart Hillsberg, Paul and Olive Carey and Ray Abernathy with his colleague Alistair Leslie. We had a terrific and informative Airtourer chat, it was interesting for me to hear of Roy's WWII Spitfire time at Hawarden, Cheshire and Perranporth, Cornwall, the latter airfield is, incidentally, the venue for my Aero Club's 'Fly In' during May. I was also intrigued by Paul's travels on behalf of Rotary International, he is, like myself a member of the International Federation of Flying Rotarians (I.F.F.R.). Are any other Airtourer owners members?

The fish and chips, alfresco, on the lawn at Sails were memorable as was the vino and the 'tinnies' which we couldn't get rid of until well past midnight. Great time, marvellous company.

Sunday afternoon saw the departure of all but ourselves and Ray, who kindly took me for a local flight plus a few Aero's before we returned to the hotel for another enjoyable evening. For nearly four years I have been reading the magazine and became aware of the fellowship that prevails amongst members of the Association. Jill and I were recipients of that fellowship at Port McQuarie, for that, Mr President and Members, we thank you.

Soon it was time to leave for Sarawak, we continued to have a splendid holiday with Nicola, but that's another story.

Since getting home I have managed a few hours in AZRP, in generally inclement weather, I look forward to the spring and summer when we expect to see Hugh and Maureen again. We hope that any other members passing through our area will look us up.

Just had an idea! What about the next President's 'Fly In' being at Shobdon. N5214.33 W000254.17. Should be no problem to Australia's finest! Hugh has the track, distance and way points in his G.P.S. I know, cos we flew it a few times in the lounge at Roseville.

See you all sometime.
Bore da (G'day)

Brian and Jill Strawford

BEST WISHES

Congratulations and best wishes for the future to Barry (KIRKUP) and Gillian who are to be married on 22nd May. - From all your Airtourer Association friends who hope to see Mr. & Mrs. Kirkup at our next gathering.

FOUND - A.G.M. L. CARGELLIGO

KONICA AUTO FLASH CAMERA.

Contact Phillip Howard, L. Cargelligo (our very obliging bus operator)

068 981 322
068 981 462 A/H

" Hmmm! "

We were on our way to the AGM at Lake Cargellico and had just completed yet another totally uneventful 3 and 1/4 hour trip from Hobart, including across some 160 miles of Bass Strait at 8500 ft, and had landed at Bacchus Marsh.

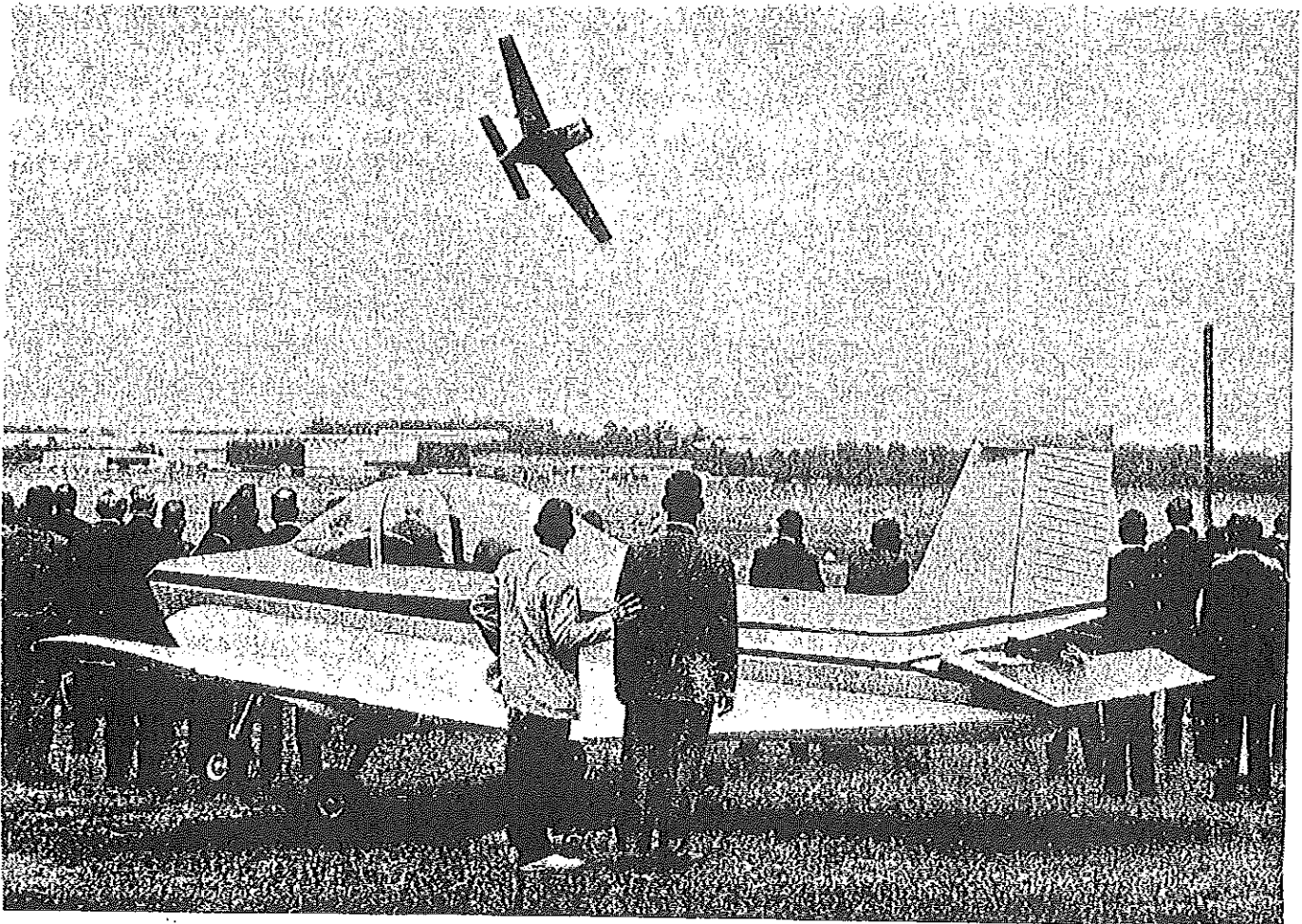
As the aeroplane was being moved up to the bowser for refuelling there was a sudden 'splat' as around half a cup of oil dropped out of the cowling and on to the front wheelspat. There was a lot more oil inside the cowl.

Further investigation revealed that an exhaust pipe supporting bracket on the rear of the motor had broken, dropped down a few centimetres and then neatly sawn a hole through the engine sump!

But with friends like ours in the Airtourer association a possible disaster was avoided. Due to the unbounding hospitality and encouragement, we did get to the weekend and enjoyed every moment.

We also got tremendous help in getting mobile again to return safely to Hobart a couple of days later. "Thanks chaps"

Stan and Bonnie.



Test pilot, Randy Green, banks the Vicfa Airtourer 100 steeply before a gathering of press, radio and TV representatives at Bankstown. In the foreground is the first production Airtourer 100.

Airmanship

A few personal lapses lately have reminded me that in this game of flying it does not pay to ever relax the concentration which is necessary, not only to fly safely and competently but to get the true enjoyment out of a rather 'special' (to us) activity.

"Good Heavens! What have you done?" you may well ask. Three things that have occurred are;

1. I turned right too soon after a take off at an aerodrome where all circuits are left hand and there was traffic operating on another runway. Confusing for the other traffic because in my taxi call I had omitted to state where I was bound so it was reasonable to expect me to turn left rather than to continue on runway heading and then turn right!
2. I commenced to taxi before calling tower so had already moved towards the path of an aircraft landing out of the sun on a crosswind runway before receiving 'traffic'.
3. Whilst conducting, with permission, a circuit contrary to the normal, and aware of other traffic, failed to detect a 'classic' high wing/low wing situation developing as two aircraft entered final simultaneously from opposite base legs.

Why do these things happen?. Whilst perhaps not so serious in themselves it has made me think as there is potential for disaster.

I do purchase and use all the up to date publications and I do try to follow the rules - So how the "Hell" do pilots get on that do not have the up to date books, so do not know that Control Areas have changed, Frequencies have changed, Cruising altitudes are different, Special procedures are different.

I therefore selfishly ask that all pilots **please** go to that little extra but very necessary expense and **buy and use up to date books and charts.**

Selfish - yes - because when I make that little 'BooBoo' I should at least be on the correct frequency and I want you to hear me and tell me "To get out of the Bloody Way"

Stan Tilley.

FOOTNOTE

COMPARE:

New Tyre	-	<u>ESSENTIAL</u>	about	\$100
Tank of Fuel	-	<u>ESSENTIAL</u>	"	\$100
Up to Date documents	-	<u>ESSENTIAL</u>	"	\$100
G.P.S.	-	<u>NON ESSENTIAL</u>	around	\$1500 plus

SPARE PARTS

In Newsletter No. 61 Aussi Wide Aero Services listed two pages of Airtourer parts for tender. It is understood that these spares have now been purchased by the Airtourer Co-operative.