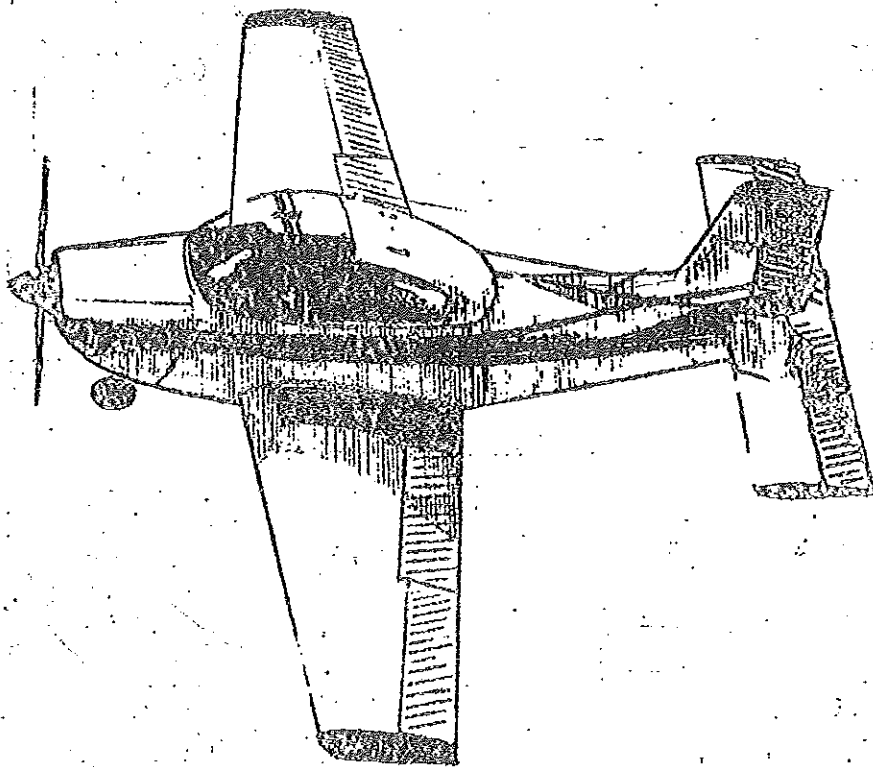


AIRTOURER ASSOCIATION

PATRON - HENRY K. MILLER (AIRTOURER-DESIGNER)



NEWSLETTER

Registered by Australia Post - Publication No. : VBH 2662

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Published Quarterly

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

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Report on Oshkosh Express

STOP PRESS

The A.A. Newsletter is now a registered publication by Australia Post, hence the new number on the envelope. This entitles our Association to circularise members at bulk postage rates, as applicable to Category E publications.

This approval has been given for four (4) regular issues a year. The four issues to be published will be in the months of February, May, August and November. Although less flexible than previously it has the advantage of members and contributors knowing when to expect successive editions.

Contributors please note : Articles for inclusion in the Newsletter should be submitted no later than the first week of the month in which the Newsletter is to be published.

"In general, the art of Government consists in taking as much money as possible from one party of the citizens to give it to the other" - so wrote Voltaire in the eighteenth century, and, after the recent Federal Budget, private aircraft owners have been left in no doubt as to which "... party of citizens..." they belong.

Not only did Air Navigation Charges soar a staggering 20% (twice the rate of inflation) but, additionally, owners of recreational aircraft could be paying an outrageous 17½% sales tax on all spare parts!

Such Treasury initiatives, even if not deliberately directed toward private aircraft owners, could just as effectively erode the precarious financial path trodden by almost every enthusiastic aircraft owner, as implementation of any of the recommendations of the General Aviation Study would have done.

The decision not to proceed with the recommendations of the General Aviation Study Report (see Secretary's Notes) should not be misinterpreted as the abandonment of the 100% cost recovery objective.

Having failed, first by industrial intervention, to introduce Licensing Fees, and now to be thwarted politically to introduce movement charges etc., the Government and its Department of Transport will be exploring every avenue open to them to achieve their stated aims.

OVERSEAS NEWS

From "FLIGHT INTERNATIONAL", 3 January, 1981.

"KEEPING THE AIRTOURERS FLYING

A newly formed co-operative, consisting mainly of Airtourer owners in Australia and New Zealand, had just bought the complete stock of Airtourer parts, jigs, and tooling from New Zealand Aerospace Industries. They are being shipped back to Australia, the Airtourer's country of origin and negotiations are under way between the Airtourer Co-operative and an unnamed aircraft manufacturer for the production and supply of parts to maintain some 130 aircraft still flying around the world.

Ninety-four of these are in Australia and 23 in the U.K. New Zealand Aerospace retains its interest in the Airtourer's military counterpart, the CT-4 Airtrainer.

The first newly produced parts should be available early in 1981, and any Airtourer owners with an impending spares problem should contact the Honorary Secretary, Airtourer Association, P.O. Box 1814, Darwin, 5794, Australia.

There are no plans at present to put the aircraft back into production."

LETTERS TO THE EDITOR :

"The Editor,
A.A. Newsletter.

I read with concern the report of Schoffields Air Show by Harry.

I may tell you that H.O.J. was 'Booted and Spurred' and on the line ready to go to the air show, a good friend of mine in the command seat because I had to work, when the 'grape vine' said Entry \$5 per person, Fuel 58 cents per litre.

The pilot and his lady friend on receiving this information decided on principle that this is a 'rip-off' and changed their plans.

I fully agreed with them and I would not have gone to Schoffields either.

However, with timely notice I will go next year providing that Schoffields give me a time slot of 10-15 minutes to show Australia what an Airtourer can do, and I'll refuel at Hoxton Park or B.K.

I remain,
Yours,
(Signed) George Penfound, H.O.J."

NOTICE TO ALL SHAREHOLDERS OF THE AIRTOURER CO-OPERATIVE LTD.

In accordance with the N.S.W. Co-operatives Act, notice is hereby given of the Annual General Meeting of the Airtourer Co-operative to be held at the property of Mr. D.O. RANKIN, "YARRINDALE" on SATURDAY, 19th SEPTEMBER, 1981, at 3 p.m.

The meeting will receive the Minutes of the previous Meeting, the Directors' Report and the Financial Statement, conduct the election of Directors, and General Business.

Guy Hain, Secretary,
AIRTOURER CO-OPERATIVE LTD.

FROM THE SECRETARY'S DESK :

Copy of the correspondence to the Department of Transport regarding the General Aviation Study and their reply --

"The Hon. R.J.D. Hunt,
Minister for Transport,
House of Representatives,
CANBERRA. A.C.T. 2600.

29th June 1981

Dear Minister,

General Aviation Study

We refer to the above Study, conducted by members of the Department of Transport and published earlier this year.

This Association represents the owners and pilots of the Australian designed Airtourer series aircraft, of which there are about ninety examples in Australia.

In the interests of the future of General Aviation, the Airtourer Association made a submission to the study. Our interests lie in the future of the Airtourer as a private/recreational aircraft and in keeping aviation available to enthusiastic aviation-minded people.

We have studied the Study and would like to make the following comments:-

- (a) Nowhere do we find any reference to suggestions made by this Association in its submission to the study -- including methods of saving the Department money.
- (b) The recommendations made by the un-named officers in the study reflect their lack of expertise and understanding of the G.A. industry. Most of the recommendations are quite impractical and some we think may even be impossible!!!
- (c) We do not believe that the study was conducted by officers of your Department in a constructive and aviation-minded manner.
- (d) Aviation is an area to which special attention must be given and cannot be treated like any other industry. The Department of Transport must therefore have personnel that are aviation-minded in all senior positions as was the case with the D.C.A.
- (e) The present Secretary has demonstrated, both with this report and other matters, that he is not aviation-minded and does not appear to understand the industry to any great extent. This attitude is reflected in the present Department thinking and even to the briefings, with respect, given to you.
- (g) We agree that charges should be made on the industry by the Department in order to cover certain costs, however, the user should have the choice of what he wants in the way of services and should not have to pay for the services he does not want or use. The Department cannot exercise this right for the 'user'.
- (h) No mention is made regarding charges made to Military forces, both Australian and overseas, for the Departmental services they use.
- (i) No mention is made of the Departments 'Operational Control Service'. Is this "service" really part of ATC?

For the above reasons we REJECT THE STUDY IN TOTAL, and call upon you to;

- (i) Implement an independent inquiry into the cost-effectiveness of the Department of Transport (Air Group) with a view to increasing efficiency and lowering costs.
- (ii) Remove the present Secretary from the position and replace him with someone with a background in Aviation who can talk the language and exercise a high degree of leadership.
- (iii) Ensure that all senior officers of the Department associated with aviation matters, have a background in the industry and

not in other forms of transport.

- (iv) Reject the Study in full, together with its recommendations and call for an independent study.

We trust that you will follow the advice of the industry and not your Department on this matter. Our future is at stake.

Yours sincerely,

(Signed) D.J.H. STOTT

Honorary Secretary,
Airtourer Association.

Central Office, Department of Transport Australia, Canberra City.

Mr. D.J.H. Stott,
Hon. Secretary,
Airtourer Association,
P.O. Box 1814,
DARWIN. N.T. 5794

July, 1981

Dear Mr. Stott,

I wish to acknowledge receipt of your recent submission concerning the recommendations of the report of the General Aviation Study. We will ensure that your organisation's comments are available to Government when it considers the Study's proposals.

I enclose for your information a copy of the News Release issued by the then Acting Minister, Mr. Nixon, on 26 June, 1981, concerning the General Aviation Study.

Yours sincerely,

(Signed) B.C. Weeden,
First Assistant Secretary,
Air Transport Policy Division. 14/7/81

Department of Transport Australia. NEWS RELEASE: 81/1642 26/6/1981

GENERAL AVIATION STUDY

(Statement by the Acting Minister for Transport, the Hon. P.J. Nixon, M.P.)

The Acting Minister for Transport, Mr. Peter Nixon, said today he was aware of strong concerns held by the general aviation industry at the recommendations of the General Aviation Study, released in March this year.

Mr. Nixon said he wanted to assure the industry that the Commonwealth would take no hurried decisions on the recommendations of the report.

"The Government has not yet considered the report and will not do so for some time", Mr. Nixon said.

"The only aspect that will be considered in the near future is the question of Air Navigation Charges for the aviation industry as a whole. This matter is always looked at in the Budget context."

Mr. Nixon said that so far as the General Aviation Study was concerned, the Commonwealth believed the views of the industry were a pre-requisite to any consideration of its recommendations.

"Additionally, the Minister for Transport, Mr. Ralph Hunt, has asked the Aviation Industry Advisory Council to submit a full report on the Study's cost recovery proposals. This report will also be taken into full account before any Government decisions are taken.

"This clearly demonstrates that the Commonwealth has the interests of the general aviation industry in mind", Mr. Nixon said.

CANBERRA

26 JUNE 1981"

The following article was discovered in a copy of "MODERN AVIATION", an Australian magazine which long ago ceased publication. It appeared in the April, 1963 Edition.

The author's name is not known.

"VICTA AIRTOURER STORY"

One of the most important events in 1962 in Australian aviation was marked by a simple ceremony at Bankstown airfield on July 4.

On the morning of that day the Director-General of Civil Aviation, Mr. D.G. Anderson, handed over a Certificate of Type Approval for the Victa Airtourer to Mr. G.B. Richardson, deputy chairman of Victa Limited and director in charge of the aviation division.

The ceremony made history in that the Airtourer became the first Australian designed and manufactured aircraft to be given Type Approval and thus be able to be put into full production.

In handing over the certificate, Mr. Anderson, who had made a special trip from Melbourne for the purpose, paid tribute to the enterprise of the company in setting up a commercial aviation industry.

He stressed that Type Approval was not granted lightly and, not only had the aircraft passed very stringent tests but also that Victa had established a very sound engineering basis on which to build an aircraft industry which was of the utmost importance to the country.

Mr. Richardson, in accepting the certificate, assured Mr. Anderson that Victa was in the aircraft industry to stay and that the Airtourer 100 was the first of a family of aircraft to be produced by the company.

He forecast that within three years Victa would be making and selling 300 aircraft annually. He also told Mr. Anderson that inquiries already received from overseas indicated a strong export potential for the Airtourer.

July 4 was a big day for Mr. Richardson, his father (Mr. H.V. Richardson) and the company as more than £400,000 had already been invested in the project. The granting of DCA Type Approval meant a successful culmination of an ambitious venture.

To many people it seemed an unusual diversification for Victa Ltd., a company built on the manufacture of rotary motor mowers.

Actually there was nothing unusual about it. Rather it was picking up one of the first loves and ambitions of Herwyn V. Richardson, founder and chairman of the company.

Richardson Snr.'s active interest in aviation goes back to 1914 when he and his brother set about designing an aircraft engine basically for military purposes.

This was completed in 1916. It had diecast aluminium pistons and Mr. Richardson says that, as far as he can gather, this was the first attempt to use diecast aluminium in a plane engine.

The brothers couldn't interest anyone in their engine despite successful bench tests so they decided to build an aircraft in which to demonstrate it.

They evolved a contra prop design, with two propellers working off a single engine. The theory of this was that the contra-revolving propeller would take up the reactionary engine torque and make for better manoeuvrability.

The aircraft, a monoplane, came through its taxiing tests in satisfactory fashion and was due to be test-flown by the R.A.A.F.

Before this could happen, Mr. Richardson's brother, in taxiing the plane himself, lost control and the aircraft became a total write-off.

The brothers, their limited capital now expended, forgot the dream and went back to more prosaic employment.

According to Mr. Richardson the contra-prop idea was revolutionary at the time and was next heard of when the Italians used it in winning the international Schneider Cup about 1933-34.

Mr. Richardson never lost his interest in aviation. He has flown a great deal and for a long time has owned an amphibious aircraft in which he often flies from his Pittwater home to Bankstown.

It was inevitable that his son, Garry, should be interested in aviation.

G.B. Richardson has been flying

for nearly six years and has twice held the Australian inter-club aerobatic championship.

He holds the NSW amateur aerobatic championship and has 500 hours to his credit.

Recently he flew a Victa Airtourer 100 to Perth on a business trip and while there gave an aerobatic display at a function attended by the Duke of Edinburgh.

Up to December 1, nine Airtourer 100's had been completed and several were being held back for fitting with the Lycoming 115 engine when this model is given Type Approval.

At this date five aircraft had been delivered; two to the Latrobe Valley Aero Club, and one each to Hastings District Flying Club, Darling Downs Aero Club and Rockhampton Aero Club. One was awaiting delivery to Tamworth Aero Club.

The other aircraft were being used as demonstrators.

Current production rate of approximately one aircraft every nine working days, and this will be stepped up to one aircraft a week by the middle of 1963.

Production of the four-seater Airtourer will commence early in 1964.

DETAILS OF THE AIRTOURER

The Victa Airtourer 100 is believed to be the only fully aerobatic, all-metal light aircraft being produced in the world.

It is designed as a training aircraft as well as for executive and cross-country use.

Powered by a 100 horsepower Rolls Royce Continental engine, it has a top speed of 133 m.p.h. and a maximum cruising speed of 126 m.p.h.

It can climb at 800 f.p.m. to 14,000 feet. The range is 800 miles and the petrol consumption is 4.5 gallons an hour.

The Airtourer, which sells at £3,998, has many safety features built into it. The fuel cell is housed in a double metal skin and the cockpit coaming is soft plastic. The instrument panel moves forward under a 10g. deceleration.

Other safety features are the fail-safe tricycle undercarriage and all-round panoramic vision.

A feature of the cockpit layout is

the arrest control, which not only cuts down fatigue in cross-country flying but gives much greater control during approach for landing.

The aircraft is flown with the pilot's right hand and he operates the flap, throttle trim and brake controls with his left.

Separate throttles are provided for each pilot and carburettor heat, mixture and starter controls are mounted centrally.

The position of the starter requires the central control to be held back before the starter can be easily engaged.

Rudder pedals can be adjusted individually.

The elevator trim is situated below the central armrest and is reached by a small movement of the left hand.

The Airtourer 115 is powered by a Lycoming engine and this model was undergoing D.C.A. tests for Type Approval in December.

The original design for the Airtourer won a competition sponsored by the Aero Club of Great Britain in a field of 104 entries.

It was submitted by Mr. Henry Millicer, now chief designer of the Victa Aviation Division.

Mr. Millicer, who is Polish born, has been flying since 1935. When Germany invaded in 1939 he flew with the Polish Air Force against the Luftwaffe.

After the fall of Poland he escaped to England and flew with the Polish Air Force contingent attached to the R.A.F.

After being invalided out of the service in 1943, he took his M.Sc. in aeronautics and began design work for British aviation interests.

Mr. Millicer came to Australia in 1950 and was appointed to the Government Aircraft Factory, Melbourne, as Chief Aerodynamicist.

There he became responsible for the aerodynamics of the pilotless Jindiviks and for the design of the Falkara anti-tank missile.

In his spare time he worked on his entry for the British Aero Club's design competition.

After his win he organised a group of enthusiasts who built a wooden prototype of the aircraft.

This first flew in April, 1959, and later obtained its Certificate of Airworthiness.

Mr. Millicer joined Victa as Chief Designer in 1960 and the company

decided to re-design the Airtourer for all-metal construction.

Less than twelve months after this decision was made the first Airtourer 100 was flying.

SPECIFICATIONS AND PERFORMANCE DATA

AIRFRAME

Australian manufactured, all metal, tricycle undercarriage, two place aircraft with side by side seating. One piece, single spar, tapered chord wing. Full span ailerons and flaps, including split flap beneath fuselage.

CONTROLS

Arm rest control column, dual adjustable rudder pedals.

Complete control system dependability is achieved by the use of rod and mechanical linkages on ailerons, flaps and elevator, with rod and cable linkages on rudder.

STRENGTH AND SAFETY

Stressed to 9 g design ultimate load factor permitting high turbulence penetration speeds and permitting full aerobatics under limit flight loads of 6 g at 1,550 lb., 703 kg.

Maximum design structural diving speed 220 knots, 253 m.p.h., 408 km/h. (Note: Engine overspeed limitation with fixed pitch airscrew 175 knots, 201 m.p.h., 323 km/h.)

Safety under severe deceleration conditions with lapstrap type harness or loose safety shoulder harness is provided by complete absence of obstructions in front of occupants, because of side arm rest control column and moving forward of instrument panel under 6 g deceleration. Further safety is provided by soft plastic instrument panel coating collapsing under severe deceleration contact.

Minimum structural damage is ensured by "fail-safe" under carriage shearing prior to any excess impact loading being transmitted to wing. Bag type fuel cell protected by foam sandwich under-pan stressed to 30 g.

ENGINE AND PROPELLER

AIRTOURER 100 - Continental O-200A, delivering 100 h.p. at 2,750 r.p.m., fitted with McCauley metal propeller 69 inch, 175 cm. dia., 50 inch, 127 cm. pitch. (Note: Venturi

installation is necessary for air driven instruments, one for turn and bank indicator, two if artificial horizon and directional gyro are also fitted.)

AIRTOURER 115 - Lycoming O-235 engine, delivering 115 h.p. at 2,800 r.p.m., fitted with McCauley metal propeller 70.5 inch, 179 cm. dia., 53 inch, 135 cm. pitch. Engine may be equipped with vacuum pump for air-driven instruments.

UNDERCARRIAGE AND BRAKES

Wide track (9 ft., 2.75 m.) tricycle undercarriage with nose-wheel steerable from rudder pedals provides small minimum turning radius for inner wheel of 9 ft. 6 in, 3 m. Dual hand operated hydraulic disc brakes with park lock.

CANOPY

Aerodynamic lift, sliding type, three rail suspension, maximum vision screen and canopy with obscured canopy top for cabin comfort.

BAGGAGE

Baggage compartment aft of seats capacity of 100 lb., 45 kg., with luggage tiedown provision.

PERFORMANCE

AIRTOURER 100 at all up weight of 1,600 lb., 726 kg.

Maximum speed at sea level - 133 m.p.h., 116 kts., 215 km/h.

Cruise speed at 6,000 ft., 1,830 m. - 126 m.p.h., 110 kts., 202 km/h.

Best rate of climb at sea level - 800 ft./min., 4.38 m/sec.

Best climbing speed - 81 m.p.h., 70 kts., 129 km/h.

Service ceiling - 14,000 ft., 4,500 m.

Take-off run, sealed runway - 500 ft., 150 m.

Landing run, sealed runway - 500 ft., 150 m.

Take-off distance to clear 50 ft. obstacle - 900 ft., 272 m.

Landing distance clearing 50 ft. obstacle - 900 ft., 272 m.

Stalling speed, full flap -
51 m.p.h., 44.5 kts., 83 km/h.

Range at cruise speed at 6,000 ft. -
800 stat. miles, 700 naut. miles,
1,300 km.

Fuel consumption, economy setting -
4.5 imp. gal./hr., 5.4 US gal/hr.,
20 ltr/hr.

Total fuel contents (usable) -
29 imp. gals., 34½ US gals.,
132 litres.

Rate of roll at cruise speed -
100 deg. per sec.

DIMENSIONS AND AREAS

Wing span - 26 ft., 7.93 m.
Wing area - 120 sq. ft., 11.2 sq. m.
Length - 20 ft. 9 in., 6.34 m.
Height - 6 ft. 10 in., 2.08 m.
Cabin width - 42 in., 1.07 m.
Cabin length - 68 in., 1.73 m.

WEIGHTS AND LOADINGS

Aerobatic - 1,550 lb., 703 kg.
Gross weight - 1,650 lb., 748 kg.
Empty weight - 1,050 lb., 475 kg.
Wing loading - 13.3 lb./sq. ft. @
1,600 lb.,
65 kg./sq.m. @ 726 kg.
Power loading - 16 lb. per h.p. @
1,600 lb.,
7.26 kg. per h.p. @ 726 kg.

Airtourer 115 - Power loading -
13.9 lb. per h.p., 6.3 kg. per h.p.

STANDARD EQUIPMENT

AIRFRAME :

Tubeless tyres (interchangeable all
three)

Control gust lock

Cabin heating and ventilation

Lapstrap harness

Outside access steps and hand grips

Map compartment

Jacking points

Cabin sound proofing

Ash tray

External tie down points

"Dayglow" fibreglass fairings and
propeller spinner

Cabin light

Instrument panel lighting

Navigation lights

INSTRUMENTS :

Air speed indicator

Sensitive altimeter

Compass, magnetic

Tachometer with engine hour log

Oil pressure gauge, oil temp. gauge
(combined unit)

Electric fuel contents gauge

Turn and balance (air driven from
Venturi)

Generator warning light

ENGINE EQUIPMENT :

Radio shielding

Electric auxiliary fuel pump

Dual Magnetos

Key operated ignition

Electric starter - Mechanical
engagement (Air Tourer 100)
Solenoid (Air Tourer 115)

Generator 20 amp.

12 volt 24 amp. hr. aerobatic battery

Oil cooler

Mixture control

Dual throttle controls

Carburettor heat control

OPTIONAL EQUIPMENT

AIRFRAME :

Tube tyres

Safety shoulder harness

Rotating beacon

Overall paint

Landing lights

INSTRUMENTS :

Artificial horizon

Directional gyro (plus additional
Venturi Airtourer 100 or vacuum
pump Airtourer 115)

Cylinder head temp. gauge

Clock

Accelerometer

Outside air temp. gauge

Fuel pressure gauge

Vertical speed indicator

Ammeter

Vacuum gauge

ENGINE EQUIPMENT :

Generator 35 amp. 12 volt.

RADIO

ANA Skyphone V.H.F. Transceiver

ANA Skyranger H.F. Transceiver

Cabin speaker

Several photographs accompanied this article - one depicting a scene at Bankstown of five Airtourers lined up; only one can be identified - H.V.C. Another shows the then Director-General of Civil Aviation, Mr. (later Sir) D.G. Anderson and Mr. L.B. Richardson, Deputy Chairman of Victa Industries Ltd., inspecting an Airtourer.

The other photo. is of a much younger-looking designer and now A.A. Patron, Mr. Henry Millicer.

"YARRANDALE" FLY-IN 1981FLIGHT PLANNING

IF YOU INTEND SUBMITTING DETAILS IT IS REQUESTED THAT YOU SUBMIT YOUR SUNDAY (GOING HOME) FLIGHT PLAN TO D.O.T. AT THE SAME TIME AS YOU SUBMIT YOUR PLAN EN ROUTE TO "YARRANDALE". THIS IS ACCEPTABLE TO D.O.T. PROVIDED YOU CHECK FOR WEATHER PRIOR TO DEPARTURE AND YOU LEAVE YOUR SARTIME (IF NOT FULL SAR) AS T.B.A. (TO BE ADVISED).

ENSURE REMARKS SECTION OF PLAN INDICATES PLAN IS FOR "SUNDAY, 20 SEPTEMBER"

This is due to the limited telephone facilities at "Yarrandale". All necessary forecasts will be obtained and made available by 0900 hours.

EPD's and SARTIMES etc. will be collected and passed to D.O.T. using minimum 'phone calls.

YRD is the approved abbreviation for "Yarrandale".

V.H.F. COMMUNICATIONS

"Yarrandale" is located in SYDNEY F.S. Area (frequency 125.0) very close to the boundary with WAGGA (frequency 122.1). At an altitude of 2500 ft. (QNH) it is possible to communicate with either station.

"YARRANDALE" Base Station will be operating on 119.1 during the Fly-In.

SARTIMES should be nominated to WAGGA FLIGHT SERVICE

F U E L

Fuel will be available at "Yarrandale" on a cash only basis

Re-fuelling facilities are also available at WEST WYALONG.

WEST WYALONG ACCOMMODATION

Charles Sturt Motor Inn	...	...	'Phone STD 0697212, ask for WWL 949 (Manual Exchange)
Hayfair Hotel	...	...	" " " " " WWL 811
Golden Way Hotel	...	...	" " " " " WWL 534
Country Inn Motel	...	...	" " " " " WWL 897
Tattersalls Hotel	...	...	" " " " " WWL 30

EXCEPT FOR THOSE STAYING AT "YARRANDALE" (SLEEPING BAGS, ETC.), HOTEL OR MOTEL ACCOMMODATION (BOOKINGS AND CHARGES) IS MEMBERS OWN RESPONSIBILITY.

BOOKINGS MAY BE MADE THROUGH THE ASSOCIATION PROVIDING A DEPOSIT OF TEN DOLLARS (\$10) PER HEAD IS ENCLOSED. (CONTACT STAN WRIGHT; 'Phone. WWL 210)

REGISTRATION FEE

A nominal Registration Fee will be charged to cover expenses, and will include meals (Saturday - Lunch and Dinner, and Sunday - lunch), and transport to and from West Wyalong.

AGENDA

See "Yarrandale" supplement, this issue

AIRFIELD

See attached map, "Yarrandale" supplement.

"YARRANDALE FLY-IN SUPPLEMENT""YARRANDALE" FLY-IN AND CO-OPERATIVE MEETING - 1981A G E N D AFRIDAY, 18th SEPTEMBER

Members welcome to arrive on this day

Preparations in progress

SATURDAY, 19th SEPTEMBER

0800-1400 hours Arrival of Members, Guests and Visitors
Please register on arrival. Fee payable (all inclusive)

1200-1400 B.B.Q. Lunch

1500-1630 Airtourer Co-operative Annual General Meeting and

Airtourer Association Executive Meeting

Members not involved in these meetings are invited to carry out local flying activities or engage in general discussion with other visitors. Some flying displays may be organized.

1630 Drinks

1700 Transport to WVL for those staying at HOTELS (Be ready to depart your Motel by 1900)

1900-1915 Transport pick-up WVL to "Yarrandale" for Social Evening

1930 Social Evening and Dinner
Guest Speaker - Mr. Ken O'Brien,
Aisworthcross Branch,
D.o.M. Melbourne.
Topic of his choice
(To be confirmed)

2300 or when required - Transport to West Wyalong

SUNDAY, 20th SEPTEMBER

0800 Breakfast ("Yarrandale" guests)

0845-0900 HOTEL Guests depart WVL for "Yarrandale"

0930 Informal discussion on technical, maintenance and performance topics

Flying by arrangement

Tea or Coffee as required

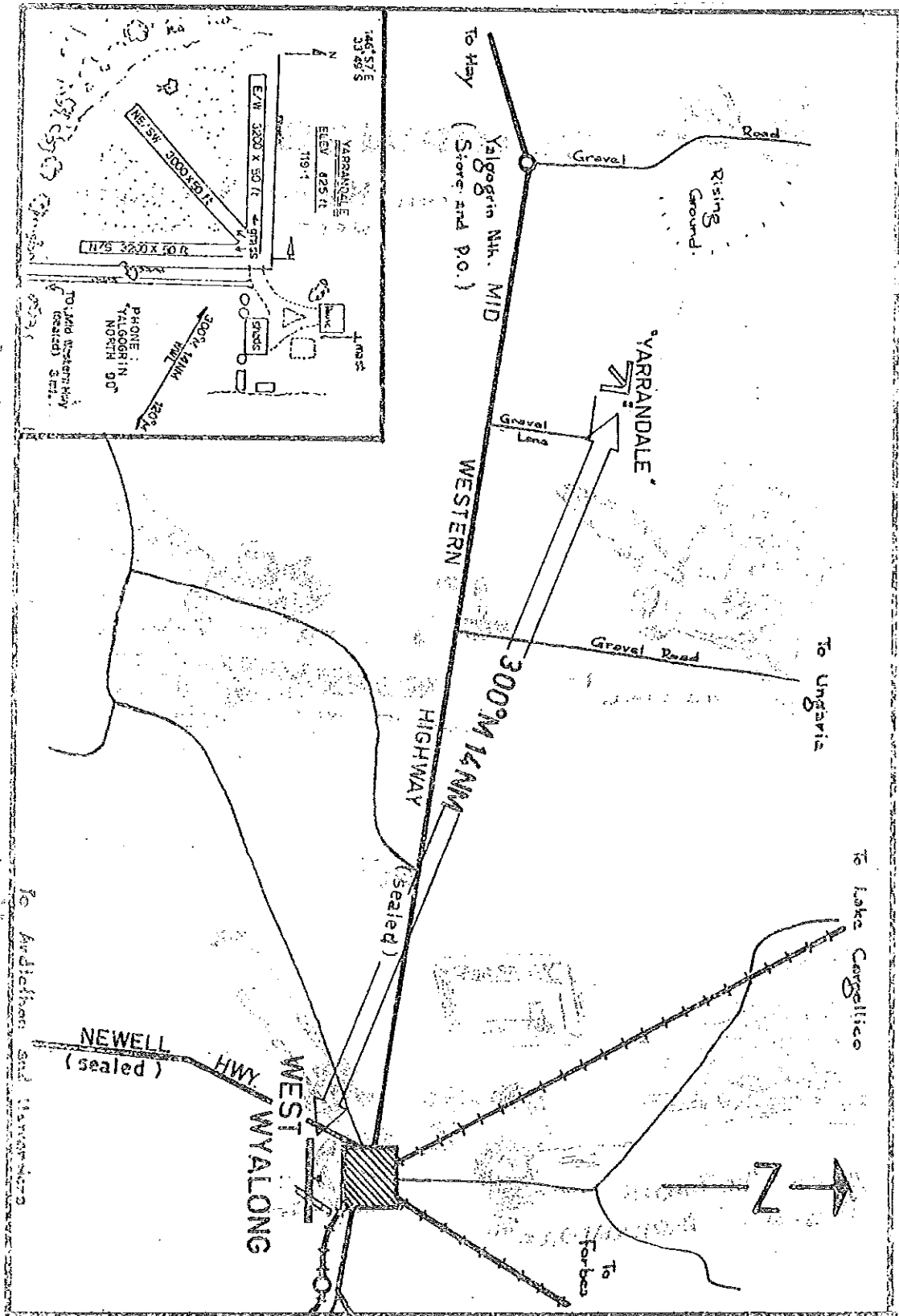
1130-1330 Lunch

1330 Departures
(An early or takeaway lunch by arrangement)

MEMBERS ARE WELCOME TO STAY LONGER IF THEY WISH.

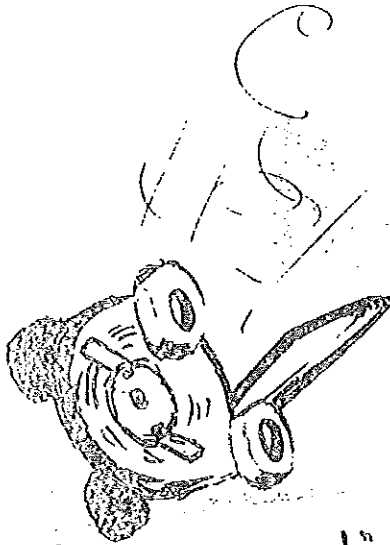
A QUIET SOCIAL EVENING IS PLANNED FOR THOSE REMAINING.

"YARRANDALE" SUPPLEMENT



Vieta "CLIPPINGS"

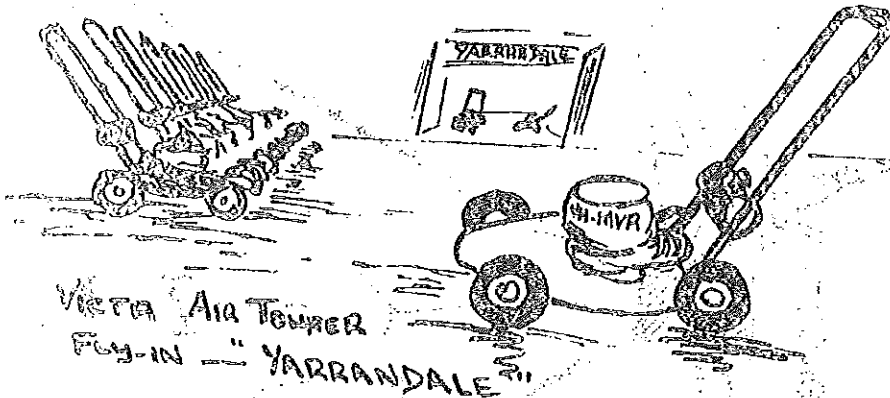
(from Harold Rossiter -
WEST WYALONG)



"A VIETA STALLING!"



A "VIETA" ON FINAL?



VIETA AIR TOURER
FLY-IN - "YARRANDALE"