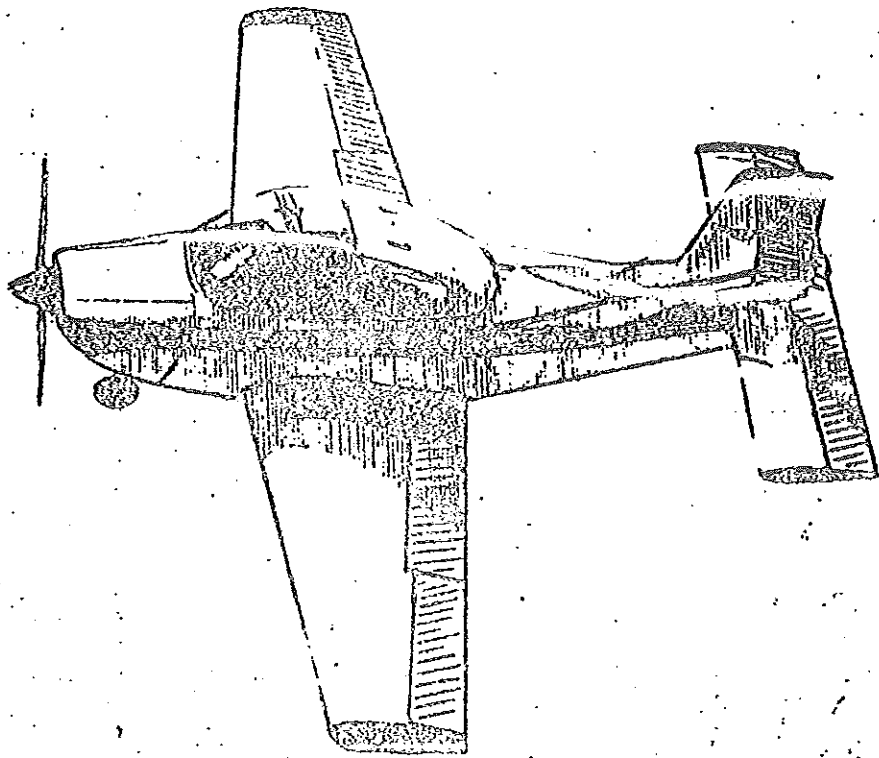


AIRTOURER ASSOCIATION

PATRON: HENRY K. MILLICER (AIRTOURER-DESIGNER)



NEWSLETTER

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

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| SEPTEMBER | 11, 12 | KINGAROOY - Sun 'n Fun Fly-in, Queensland Division S.A.A.A. |
| | 18, 19 | "YARRANDALE" - A.A. Association |
| OCTOBER | 17 | PARAFIELD - Air Spectacular |
| | 24 | "WEDDERBURN" - Fly-in, N.S.W. Division, S.A.A.A. |
| | 24 | KEMPSEY Flying Club Air Show |
| NOVEMBER | 6, 7 | HILLDURA - Sunraysia Safari - Sunraysia S.A.A.A. |

NEED A NEW WINDSCREEN?

The Co-op. is to approach the G.A.F., Fishermans Bend, Melbourne, for quotes to make Airtourer windscreens. The more they make in a batch the cheaper the price will be to you. We will require your definite order with the money immediately after negotiations with G.A.F. are completed. This is because the Co-op. has not the funds on hand.

Shareholders price will be the cost price plus handling, etc. Non-shareholders - retail price.

These windscreens are to be guaranteed optically perfect by G.A.F.

Please send your order to Guy Hain, 12 Turner Road, Harollan, N.S.W., 2567. (Phone. (046) 461281)

This is a contemporary evaluation of the "AIRTOURER 100" by the British Aviation Magazine "FLIGHT INTERNATIONAL", April, 1965 edition:

"IN THE AIR" by Neil Harrison

VICTA AIRTOURER 100

Not for six years - since import restrictions on foreign-built light aircraft were lifted - has the British light-aviation movement shown enthusiasm for a new aircraft to compare with that with which it has greeted the Australian-built Victa Airtourer. Within days of the successful launching of the sales campaign last month the planned import quota was sold out; and, despite a longish waiting-list, the number of eagerly interested customers continues to grow. In 2½ years of production over 100 Airtourers have been built, and the delivery rate is being increased as fast as possible. But perhaps the most telling testimony to the worth of this quite ordinary looking little aeroplane is that two leading American rival builders have each sought to buy one for its own research department to evaluate.

To what can be attributed the Airtourer's instant success? One simple answer is that it was conceived with a clear understanding of the needs, taste and pocket of the British Commonwealth market. The design springs from Mr. Henry Hillier's winning entry in the British Royal Aero Club's 1952 competition for a low-cost two-seat trainer/tourer. Picking the right specification was obviously a significant factor; yet, remarkably, there is no other aircraft at the price which combines fully aerobatic capability with the light, powerful and precise flying controls beloved of European pilots plus all the up-to-date convenience and reliability exemplified in American aircraft.

A great deal of the current malaise in British private flying can probably be traced to the characteristics of the aircraft commonly used. Most American machines are nothing more than efficient A-to-B vehicles, and once the very simple task of learning to fly them from A to B has been accomplished there is virtually no more scope for more advanced pure flying. This obviously does not worry pilots who merely learn to fly in order to travel; but the proportion of people who regularly fly in this way must be very small compared with those who start flying, would like to do more, find they can't afford it, and ultimately give up altogether through lack of challenge and purpose.

British flying clubs and groups clearly need a safe and cheap general-purpose aircraft, suitable for aerobatics yet comfortable and efficient for touring, and with parachuting and glider-towing capabilities. This is just what the Victa Airtourer 100 offers.

General-purpose devices of any kind are usually criticized for not performing any single function particularly well. The all-metal Airtourer is the heaviest 100 h.p. aircraft on the market, because it is stressed for the fully aerobatic manoeuvring load of +6g (factored by 1.5 for design) and a design diving speed of 220kt. Nevertheless, by the application of clever aerodynamics, the airfield and cruising performance penalties have been kept to a minimum in comparison with those of other aircraft. The gross-weight wing loading and power loading are higher than average, yet a low-drag shape has saved the day. The single-slotted flaps and drooping ailerons confer a remarkably high maximum lift co-efficient - hence the small wing area. Powered by a 100 h.p. Rolls-Royce Continental O-200-A flat-four piston engine driving a 69in. diam fixed-pitch McCauley metal propeller, the Airtourer 100 is offered at £3,950 delivered and tax-paid in Britain. The more powerful Airtourer 115, fitted with a 115 h.p. Lycoming O-235, costs some £500 more than the Airtourer 100. Included in the basic specification of both aircraft, which have identical airframes, are an overall paint scheme and complete internal corrosion proofing, a cabin heater, and night lighting. Optional equipment includes a full blind-flying panel (£124 extra installed), radio, anti-collision beacons, and landing lights.

Australians are notoriously tough customers in the matter of field support, and from home experience Victa are determined to provide faultless backing for their product on world markets. The United Kingdom division of the company - Victa (UK) Ltd., 154 St. Albans Road, Watford, Herts - is handling sales

and distribution, while Glos Air at Staverton Aerodrome have contracted to handle assembly, maintenance, overhaul and spares supply. Within the next month or so a complete spares price list will be available. One of the Victa's aims is that not a single one of their aircraft should be grounded for more than a week through any failure to supply parts; if necessary, spares will be airfreighted from the factory in Sydney. So far as the engine is concerned, Rolls-Royce can be relied upon for service.

Photographs tend to make the Victa look bigger than it really is; in fact, it is quite small. The British demonstration aircraft is attractively painted in two shades of green with glowing red tips to the flying surfaces. Many of the external items to be attended to on the pre-flight external check are clearly marked. The external finish is nicely smooth and there are very few excrescences to disturb the airflow.

Entry to the cockpit has been well planned by the provision of steps and hand-holds, and a small flap unfolds from beneath the squab to protect it from muddy boots. The seats are comfortable and softly upholstered. The full shoulder harness, with a twist-to-release central clasp, may be worn just as a lap-strap. Behind the seats a useful well for suitcases is stressed for a load of up to 100 lb. Some people may consider the elbow width marginal but the central position of the control column leaves one's lap clear for maps and so forth.

The alert seating angle, excellent visibility and conveniently situated armrests and spade-handle control stick combine to inspire confidence. Because of the stick location the throttles are duplicated, and the only awkward feature of the otherwise simple and effective layout is that one must twist slightly to reach the Tiger-Moth-type elevator trim lever mounted centrally aft of the stick. Parking brake pressure is released by depressing a knob on the central pedestal, while a duplicate handle beneath each throttle operates the brakes when the aircraft is moving. Directional control is achieved through a steerable nosewheel directly connected to the pedals - an arrangement which occasionally transmits sharp feedbacks and is a little heavy to operate.

The pre-take-off checks consist of

adjusting the friction nut to the plunger throttle; setting the trim around mid-travel; switching on the fuel boost pump (the tank is under the seats and the Australian DCA has decided the fuel tap should be wire-locked "on" for safety); lowering half flap, if necessary, to shorten the run; and chocking harness and the single canopy-lock secure. Still-air take-off distance to 50 ft from a smooth surface is around 600 yd gross weight, and although this is longer than average the performance is adequate for the usual private airfield. Handling during the take-off run is straightforward, with directional control becoming sensitive towards unstick - which occurs almost without control movement at around 60 kt. Speed builds up quite quickly on retraction of the flaps, and the clean climb is made at an indicated 70 kt with the aircraft in a fairly nose-high attitude and with a rate of climb of over 650 ft/min. A persistently oiling plug on the engine of the demonstrator was the cause of an initially unfavourable impression of noise level and vibration in and around the cockpit, but a dive to 125 kt soon cleared the offending plug and everything then became much smoother.

On seeing the central control column for the first time I rather expected an impression of feeling "off centre", especially when doing aerobatics. But nothing of the kind happened: in fact, the control could well be the most simple, well planned and convenient ever devised for an aeroplane of this kind. The spade handle may be gripped at the same time by both pilots and there is a choice of holds to suit the particular manoeuvre; angular movement is quite small, and the stick is always well clear of the occupants.

The most immediately impressive feature of the Airtourer is the effect of its superb full-span "flaperons". The whole of the wing trailing-edge is in effect a slotted flap built in two sections per side; the deeper-chord inner sections move in sympathy with the conventional outboard ailerons, but never go above the level position where they would destroy lift. There is also a split flap under the fuselage across the centre section, and all sections move

down to act as high-lift flaps.

While I was still feeling-out the aeroplane before trying low-speed handling, Mr. Peter Phillips - Victa's salesman and well-known as a display and competition aerobatic pilot - suggested trying "one of the things I like to demonstrate". Without having any idea what was coming I obeyed the instruction to depress the nose and let the speed build up to 130 kt and then to pull the nose up to about 40° above the horizon before smartly moving the stick over to full aileron deflect. The result? A perfect barrel roll. Student pilots with only an hour's previous dual have done the same.

The rate of roll is excellent for such an aeroplane and the lateral control is extremely responsive and precise - a six-point hesitation slow roll is well within the Victa's capabilities.

Resisting the temptation to have fun with the aeroplane, we returned reluctantly to the humdrum task of checking level speeds. While aerobatics are obviously the Victa's secret weapon, a great many people will be interested only in the straight-and-level performance. Compared with those of other 100 h.p. aircraft, the cruising speed, range and payload of the Airtourer 100 are perhaps slightly above average. Though a few other two-seaters fly faster, go further and carry more, many very popular types are not so good in these respects. On part-throttle with the engine turning at the red-line continuous-rated 2,750 r.p.m., speed stabilized around 118 kt at 2,000 ft, while 2,500 r.p.m. produced 106 kt. These observed figures tend to confirm the claimed maximum speed of 158 m.p.h. at sea-level; maximum cruising at 4,000 ft of 128 m.p.h. and best range speed of 109 m.p.h. also at 4,000 ft.

The single fuel tank contains 28.7 Imp. gal. of which all but a drop is useable. Best endurance and dry-tanks range therefore would be around 7 hr and 760 miles. Empty weight of the demonstrator G-ASYZ is 1,075 lb, and with full fuel this gives a payload of 370 lb within the 1,650 lb gross weight limit - equivalent to a couple of 13-stone occupants. Permitted gross weight for aerobatics is 1,550 lb. Included in the empty weight of the demonstrator was a Harco Mk 12 Com/Nav VHF radio.

In the course of a fairly brief evaluation flight during which we

were rarely straight and level long enough to appreciate the touring aspects of the aircraft to the full, the Airtourer nevertheless felt promising in this respect. As previously remarked, the seating was very comfortable. Noise level is always difficult to assess in little aeroplanes, which are rarely outstanding in this respect; the Victa seemed about average, but did have one or two irritating rattles. Visibility is excellent in all directions, owing to the bubble canopy and tiny wing. Sitting high in the also high-sided cockpit, one has the opposite wing almost out of view. An opaque patch on the back of the canopy usefully shades the back of one's neck from the Sun, yet does not hinder the view rearwards. The Airtourer was also quite stable and held a heading well.

We next tried stalling before eagerly getting back to "tweaking" those ailerons. Weight for the flight was about 1,450 lb (200 lb under gross and 100 lb under the aerobatic limit). Without flap and with power-off the minimum speed was 55 kt indicated; with the stick hard back, and a cacophony from the oilcanning panels at the back, the Airtourer sank, wings level, with only a slight nose-down pitch. Recovery was normal. The performance was much the same with flap, when minimum speed was cut to 40 kt IAS; and a stall-warning horn is set to operate when speed falls off with the flaps lowered. Even when stalling off steep turns there is not the slightest hint of a wing drop, while the noise from the back serves as an effective and realistic warning of the ultimate danger of letting speed fall off.

In spite of their power the flaps have very little effect on trim and they can be easily held without adjusting the trimmer. A full-flap simulated overshoot with full aft trim could be held without the slightest difficulty. A minimum full-flap approach-speed of 65 kt is recommended, with 70 kt suggested for gusty conditions. These speeds are well within the control capabilities and lower speeds could be used, bearing in mind the increased rate of sink and lack of margin for error should power fail at the critical point.

The Victa will spin, but one must be very determined and use ailerons

to enter the condition and avoid getting into a spiral dive. The attitude is steeply nose-down and rotation is quite fast, while recovery is quick and conventional.

That the Victa is capable of being put through a very respectable acrobatic routine is being superbly demonstrated by Peter Phillips. The upward rolls, split-S turns and inverted performance is not much less spectacular than his similar display in the Tiger Club's Cosmic Wind racer. It is remarkable that the two-seat Victa has only 15 more horsepower than the Cosmic Wind. At our weight the Airtourer had sufficient power for doing all the standard acrobatic manoeuvres though some practice and a nice touch is needed for smoothness and best effect.

There is ample airframe strength for acrobatics; the placarded speed of 175 kt maximum diving corresponds to the engine r.p.m. limit with the fixed pitch propeller. The airframe is stressed to 220 kt, while the manoeuvring limit is 122 kt.

Flying the circuit, the speed is brought back to 100 kt for flap lowering and carburettor hot air selected. The power-off approach at 70 kt is quite steep and there is an excellent view of the runway over the sharply drooping nose. There is surprisingly little tendency to float, in view of the full-span flaps which might have been thought to trap a cushion of air, and the aircraft sits down firmly on its wide-track tricycle undercarriage."

One of the photographs which appeared with this article shows an Airtourer, G-ASYZ flying inverted at extremely low altitude over an airfield.

Another photograph is captioned:

"The Airtourer may be flown at up to 70 kt with the canopy open and can be used for parachuting; glider towing is possible, though a tow hook is not a listed extra at the moment" (!!!)

** Memberships are now overdue. If you have not yet renewed membership please complete the form below and send, together with your cheque (\$14, or \$28 if you do not receive "AIRSPORT") to J.A. TREBLE, 73 Aviation Road, Laverton, Vic., 3028.

MEMBERSHIP RENEWAL

(Please Print)

NAME (First name/s) (Surname)

ADDRESS (Street or Box Number)

..... (Town) (State) (Postcode)

TELEPHONE (.....) (.....) (STD) (HOME) (STD) (WORK)

AIRTOURER OWNER : YES/NO REG.

Have there been any changes in the above information during the last year?

Are you a member of the Sports Aircraft Association of Australia?

YES/ NO If yes, Number:

Please renew my membership of the AIRTOURER ASSOCIATION for the year ending 30 JUNE, 1983.

Signed : Date

REMARKS :

LETTERS TO THE EDITOR

From Bill Kelly, Townsville:

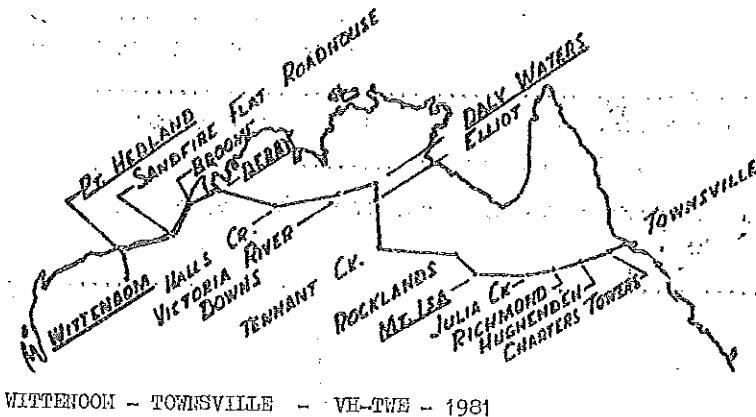
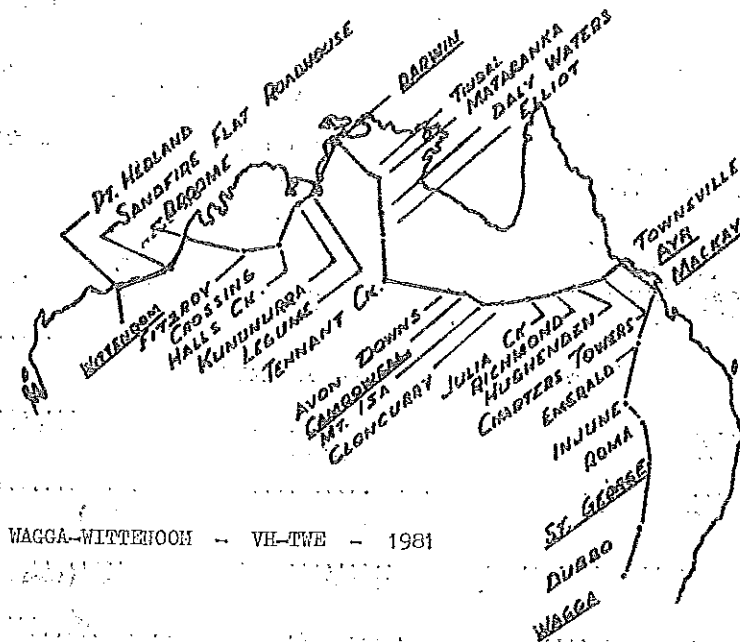
Arrived home last night after an interesting fifty-odd hour Air Touring. Had to abort our proposed trip to Weipa for two reasons. From Daly Waters it was impossible to get fuel from McArthur River, Bessie Springs or Boorooloola, after contacting all of above. Tracked to Tennant Creek and Mt. Isa after fuelling at Rocklands, with intention of tracking to Weipa via Normanton. However, despite valiant efforts by the D.C.A. (sic) team at the Isa it was impossible to establish whether accommodation would be available, also info. re call out fees and fuel availability, so decided to come home and possibly go out there some time later when more information is available.

Just for your interest I have included a map showing our movements since leaving Wagga and Mackay (seven weeks delay here whilst waggler mod being done).

I now have to try and find some work here for a few months.

Regards, Bill Kelly.

7/9/1981



"YARRANDALE" FLY-IN 1982FLIGHT PLANNING

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

PRELIMINARY REMARKS SECTION OF PLAN INDICATES PLAN IS FOR
"SUNDAY, 19 SEPTEMBER"

This is due to the limited telephone facilities at "Yarrandale". All necessary forecasts will be obtained and made available by 0900 hours. ETD's and SARTIME etc. will be collected and passed to D.O.A. 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 | |
| Mayfair Hotel | | " " " " " WWL 811 | Exchange) |
| Golden Way Hotel | | " " " " " WWL 534 | " |
| Country Inn Hotel | | " " " " " WWL 897 | " |
| Fatersalls Hotel | | " " " " " WWL 30 | " |

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

REGISTRATION FEE

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

AGENDA

See "Yarrandale" supplement, this issue

AIRFIELD

See a ttached map, "Yarrandale" supplement

"YARRANDALE FLY-IN SUPPLEMENT""YARRANDALE" FLY-IN 1982A G E N D AFRIDAY, 17 SEPTEMBER

Members welcome to arrive on this day
Preparations in progress

SATURDAY, 18 SEPTEMBER

| | |
|-----------------|---|
| 0800-1400 hours | Arrival of Members, Guests and Visitors Please register on arrival. Fee payable (all inclusive) |
| 1200-1400 | Bar-be-que Lunch |
| 1500-1630 | Airtourer Association General Meeting Members are invited to carry out local flying activities or engage in general discussion with other visitors. Some flying displays may be organised. |
| 1630 | Drinks |
| 1700 | Transport to WVL for those staying at HOTELS (Be ready to depart your Hotel by 1900) |
| 1900-1915 | Transport pick-up WVL to "Yarrandale" for Social Evening |
| 1930 | Social Evening and Dinner Guest Speaker - Air Commodore Bill Honaghan Commanding Officer, R.A.A.F. Williamstown Topic of his choice |
| 2300 | or when required - Transport to West Wyalong |

SUNDAY, 19 SEPTEMBER

| | |
|-----------|---|
| 0800 | Breakfast ("Yarrandale" guests) |
| 0845-0900 | HOTEL guests depart WVL for "Yarrandale" |
| 0930 | Meeting of the Board of Directors of the Airtourer Co-operative Limited 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

