

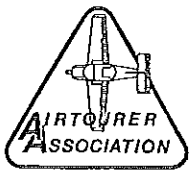
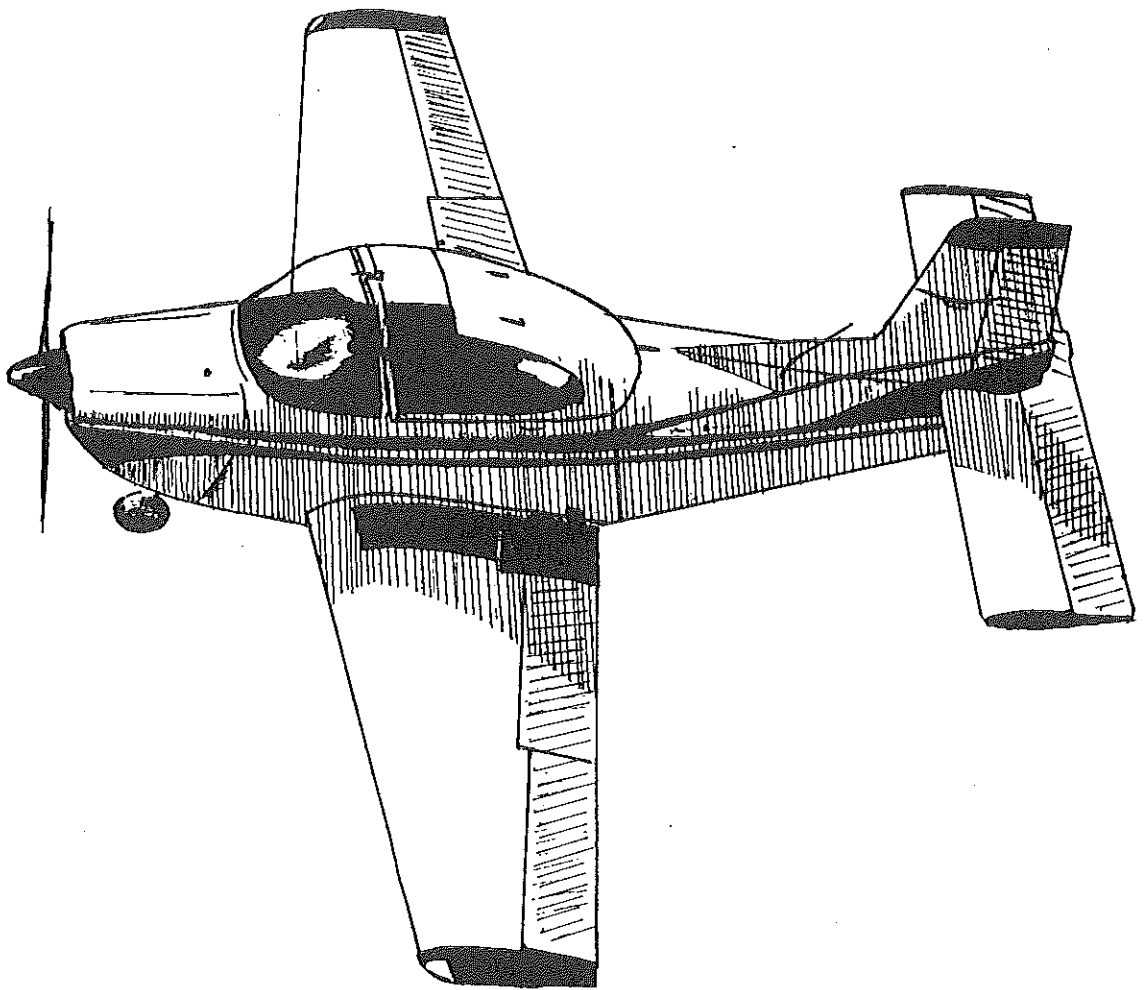
AIRTOURER ASSOCIATION

NOVEMBER 1986

NEWSLETTER No. 38

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

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



NEWSLETTER

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AIRTOURER ASSOCIATION

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

AIRTOURER ASSOCIATION CALENDAR OF EVENTS

22-11-1986	Vic./Tas Branch
23-11-1986	Crayfish Gourmet Fly-In (details this Newsletter)
6 - 3-1987	1987 Airtourer Association Annual Convention to be
7 - 3-1987	held at Condobolin, N.S.W.
8 - 3-1987	(Full details next Newsletter)
6 - 6-1987	South Australian Branch,
7 - 6-1987	Flying Safari of the Flinders Ranges.
8 - 6-1987	(More later).

VIC/TAS BRANCH CRAYFISH GOURMET FLY-IN 22nd 23rd 11-86

This week-end is looming as a Super Fly-In, as members from Queensland, New South Wales, Victoria, Tasmania and South Australia have either rang or written to me indicating their intention to attend.

There will be a charge of approx. \$20.00 per head (it depends on how many heads) for the barbecue and the use of the Coach for the week-end.

PROGRAM

Saturday 22nd November.

1100 onwards	Arrival of members, guests and visitors.
1230	Coach leaves Currie Airport for barbecue lunch.
1430	A local Coach Tour of King Island.
1730	Return to Currie and Boomerang Motel.
1900	Crayfish dinner in the Motel Dining Room.

Sunday 23rd November.

0900	Coach departs Motel for a further tour of King Island.
1200	Coach returns to Currie Airport where a sandwich lunch will be provided.
1300 onwards	Goodbyes and departures to suit.

Due to limited accommodation and for Catering purposes, it is essential to get the the numbers attending accurate. So for Members who paid \$10.00 deposit and find they cannot attend, please advise me by 14-11-1986.

If the weather is unfavourable on the day, please cancel your accommodation direct to Boomerang Motel, Phone.(004) 62 1288.

Cheers,
John Treble.

The N.S.W. Branch were to hold a Fly-In during November, but due to several factors it has been postponed until April 1987.

YARRANDALE - 1986

Yes it did happen 1986 proved to be too much for the Yarrandale strip. Rain for two days before the event caused my decision. I did not wish a prop. to be bent due to a soggy strip or more correctly "Movement Area", still one out of nine is not too bad.

Friday saw the arrival of VH-CRK, MWR, MUL, MOH, BWA, CHP, MOG, and Guy per Ford Waggon.

Dinner at Services Club, was a very enjoyable affair with plenty of chatter and laughter. Some of the members played the Pokies, drank or just chattered on while the Board Members held their meeting in another room, which due to a late start was completed next day.

Due to our Secretary's absence over the week-end some confusion did prevail on Saturday morning, however this was overcome with the willing help of our members, A. Wood, G. Main, Bob Gilmour, Paul Reedy and John Treble; by 11.30 Saturday morning according to true "Yarrandale Style" even though at West Wyalong Aerodrome

Briefly I would like to say many thanks to the West Wyalong Aero Club and its members, plus the members of the RXF Group for use of their hangar over the week-end. The roll call ended with 26 Airtourers being present, plus the odd "U.S.A. TIN CAN" (as per our dear Patron) who's apologies we had due to his health.

Two points I would like to bring up, number one was an excellent practise run of formation Aero's by Tony Matthews and Stan Tilley, keep it up, I'm sure that you will be joined by John O'Halloran in this venture for the Bi-Centenary Event at Richmond, while Dick Sims is at the moment getting a formation team of Airtourers for the same event in 1988.

Point number two My grateful thanks to our new members of the Association Sue and Paul Reedy who so wonderfully took over our barbecue for the week-end, helped by friend Terry Cronin. We can assure these willing people that their efforts were appreciated by all who were present.

Our Association always seems to come up with a first in every walk of life :- I refer to our Bride and Groom's arrival, mid day Sunday 21st September in Airtourer VH-COI closely followed by Best-man and Bridesmaid in VH-IOF would you believe the famous groom John O'Halloran supplied a bottle of "Bubbly" plus silver goblets for the toast on the Tarmac at West Wyalong. To the newly weds - Wonderful event no doubt recorded by many cameras - just another proof of the close knit which surrounds Airtourers and their owners.

By 3 o'clock Sunday once again the Yarrandale Fly-In came to a close and all those wonderful helpers had most things back in there respective places.

Until our A.G.M. or sooner, happy Airtouring,

Sonny Rankin,
President.

The next Newsletter No. 39 will be published during February, 1987
Contributions to be with the Editor by 31-1-1987.

LIST OF AIRCRAFT AT WEST WYALONG

MRF	Lindsay & Beryl Marshall	MOH	Ron Stiebel
MTI	Gerry Lawson	MKL	Ian Donovan
MOG	Bob and Bev Gilmour	CRK	John & Doreen Treble
MWR	Hugh & Maureen Knox	MTH	Tony & Liz Matthews
MTC	Graeme & Lyn Wood	FME	Jim & Judy Crocker
EQG	Stan & Bonnie Tilley	RSJ	Peter Roche
COI	John & Jan O'Halloran	MRZ	Peter Tuck
PCC	Paul Carey	MVI	Stuart Krickhauff
RQL	Stuart Hilsberg	MOI	Barry Gray
CHP	Barry Soper	BWA	Glenn Sturges
MUL	Allan & Merle Wood	FMA	FMA Flying Group
BQW	John & Leonie Plummer	IOF	Rick Evans
MOJ	Barry Kirkup	CESSNA	Bernie Kitchell, Andrew Ronald & Jenny.
PIPER	Dick Sims	CAR	Guy Main
CAR	Dolly Gray	CAR	Colin Tavlör
CAR	Sonny & Betty Rankin	CAR	Elysebeth Fraser-Price
CAR	Brian Hamblin		

R.Q.H. 21st BIRTHDAY PARTY

Earlier this year, R.Q.H. was 21 years old, an event which would not be allowed to go unnoticed, consequently a party, complete with suitably decorated cake, was arranged at the S.A.A.A. Clubrooms at Archerfield where approximately 25 past owners and pilots together with their spouses and/or girlfriends attended to celebrate and reminisce.

Apart from present owners, invitees included the first Student to fly in it on it's initial flight when it was originally purchased by the Royal Queensland Aero Club in 1965, as well as several pilots who originally learnt to fly in R.Q.H.

Ray Abernethy and Karen, the present owners of R.Q.G., were also guests, as the two planes rolled out of Victa at Bankstown on the same day.

Having been used as a training aircraft by R.Q.A.C. for 8 years, it is surprising, during R.Q.H.'s trips round the countryside, just how many people ... total strangers for the most part, will come up to the plane and say "R.Q.H., Oh! I learn't to fly in that!"

So far, the present owners, R.Q.H. Group, have managed over 2000 hours in the nine years since we acquired the plane which should indicate that it is not going rusty and at the same time, we are confident that the next 6200 hours will be as trouble free and will give as much enjoyment as has the last 6200 hours.

A point of interest and one that pays dividends, is the fact that three of the Controllers, have regularly been invited for a flight, resulting in priority treatment, especially with regard to tight circuits and the use of alternate, more convenient runways, often suggested by the Tower before a request is even made. Definitely good P.R.!

We wish everyone "Happy Flying" and hope to see all or most of you in the near future,

Ken & Jean Bell, for R.Q.H. Group.

CIVIL AVIATION AUTHORITY OF IRELAND

EXAMINATION FOR THE INITIAL ISSUE OF IRISH COMMERCIAL PILOT'S LICENCE

Time allowed: Three hours. Pass Mark 75%

Candidates full name(5 marks)

- (1) on the front of the VHF radio set is a switch marked "ON" and "OFF".
In which of these two position can you expect to get the best reception ? (10 marks)
- (2) When an aeroplane takes off - does it go: UP/DOWN/SIDEWAYS/NORTH ?
When you take off - do you go: UP/DOWN/SIDEWAYS/NORTH/DON'T KNOW? (10 marks)
- (3) Name the odd man out: VC10: DC8: B707: QE2? (5 marks)
- (4) If an aeroplane has a lot of drag - does it mean:
(a) Pilots are dressed up as Hostesses ?
(b) Resistance to airflow ?
(c) Being towed behind a tractor ? (5 marks)
- (5) If two red balls are displayed on the Signal Tower Mast - does it mean:
(a) The Controller is a Red Indian ?
(b) There is a "balls up" in Air Traffic Control ?
(c) There is a Glider Flying ? (5 marks)
- (6) Which undercarriage position would you select for normal landing ? (5 marks)
Give your reasons.
- (7) If the runway visibility at an airport was reported as 50 metres - what kind of weather would you expect to find ?
(a) Fog ? (b) Thunderstorms ? (c) Windy ? (15 marks)
- (8) If one metre equals 39.36 inches - how far is 50 metres ?
Give your answer in metres ? (10 marks)
- (9) Is an Isobar an: (a) An Ice Cream Parlor? (b) Czar of Russia? (c) Line of equal atmospheric pressure? (10 marks)
- (10) A Barrell Roll is a (a) Aerobatic manouvre? (b) Laying a barmaid?
(c) Rolling a keg ? (10 marks)
- (11) What is the opposite to a Cold Front ? (a) a hot behind? (b) Warm Front (10 marks)
- (12) Who was the first person to fly the English Channel ?
(a) Eamon Andrews (b) Victor Mike Charlie (c) M. Bieroit (d) Atilla the Hun. (10 marks)
- (13) PLOTTING. You are flying from Point A to Point B on the chart printed below.
With the aid of a straight edged ruler, draw in the track you would follow.
(Extra paper is available on request.) (10 marks)

X
Point A

X
Point B

Dear Members,

With Yarrandale looming I thought I had better report some of the happenings of the western section of the Airtourer Association.

Alan Wood has been and gone, and once again the Mulheron's have excelled themselves in the provision of hospitality. John and Jill met Alan and Merle at JT and provided a bed for the duration of their stay. We also had a get-together on Saturday August 30th at John and Jills and had all owners, except Kevin Thomas, present as well as Ian Byers (CAP dec.)

It was our best roll up ever, as we are at last developing a collective identity, with a lot of the credit going to the Mulherons.

Happy flying,
Greg Rutherford.

FOR SALE

The undermentioned items are available for sale to the highest bidder. All money for these items will go to Mrs. Heather Sutton to assist her after the tragic loss last year of her husband in the crash of VH-FHP.

1 Spinner and backing plate to suit Victa 115
1 complete Engine Mount to suit Victa 115
1 Propellor to suit Victa 115. Has 980 hours to run or can be overhauled to full life. The Propellor will be issued with the appropriate documentation.

A copy of the edited video of the "Yarrandale" Fly-In is available on either VHS or BETA. A copy of the unedited version can also be made along with the edited version. Please supply a tape and \$5 (for postage and to cover some costs). Send a 3 hour tape for both lots or 1 hour tape for the edited version.

Registration labels to put on the instrument panel can be made for a cost of \$3.00.

If you are interested in any of the above items, please contact Barry Soper
Phone numbers are :- Home: (08) 2812339 Work: (08) 2507285.

FOR SALE

SHIRTS WITH PRINTED ASSOCIATION BADGE ON LEFT CHEST

T-SHIRT (Normal style with round crew neck) \$8.00

V-NECK WITH COLLAR-SPORTS SHIRT (Two colour) \$12.00

SIZES	14	90 cm	SM
	16	95 cm	M
	18	100 cm	L
	20	105 cm	XL
	22	110 cm	OS

(Some sizes are now unavailable)

Shirt colour is WHITE or BONE - collar is DARK BLUE.

Transfers	=	50c	Lapel Badges	=	\$2.00
Tie Bars	=	\$4.00	Cloth Badges	=	\$5.00

Send your order to Secretary, together with cheque and order details including size.

A GLIMSE AT THE AIRTOURER SCENE IN THE UNITED KINGDOM.

During August and September I spent some seven weeks touring England, Scotland and Wales on Vacation. During this time I made contact with some of the Airtourer owners that are scattered throughout the U.K.

Our first contact was with Association Representative, Jeff Worth. Jeff & Ursula live in Malvern, about an hour & half (depending on how you drive) ENE of London. Although having just moved house, they made us more than welcome. Jeff & his friend Bernie Miles (who we were to meet later) had just WON the Air Racing championship (Kings Cup) for the 1986 summer season in Bernie's Airtourer. Jeff and Bernie have been entering air races for some time and have now got it down to a fine art. This year they came third in the famous Schneider Trophy race which is held over the waters near the Isle of Wight.

With Jeff's help and that of some publications obtained in the UK, I have now managed to trace all (but one) of the Airtourers that went to the UK from Australia and New Zealand and what their current 'status' is. I shall include a summary of this list later.

Further north we stopped at Glasgow airport and called into the 'West of Scotland Flying Club' who operate a 130hp model (G-AZHT, s/n 525) on their flying school line. The aircraft is owned by David Giles who flies Boeing 737's for Monarch. This aircraft has about 2300 hours TT and looked good for its age. We took some photos and moved on as Dave was not about that day.

One of the names Jeff had given me was that of a new owner in the Orkney Islands, north of Scotland and that he was interested in making contact. Approaching the north of Scotland we made phone contact with David Miller who lives in Kirkwall on the Orkney's. The chance to visit these islands was too good to miss, so arrangements were made with David and we caught the ferry from Thurso to Stromness for a weekend on the Orkney's at a latitude of almost 60° North. That's about the same as being a 1000 nm south of Hobart!! (Stan Tilley - eat your heart out!)

We were met at the ferry terminal and treated to some marvellous hospitality by David and fellow members of the Orkney Flying Club. Naturally a get-together at the 'local' occurred that night with lots of hangar talk well into the evening. Stewart Linklater is the only instructor there and does it part-time during the week and on Saturdays. The local rules require a fire service to be on duty when conducting instruction so all the 'fun' flying occurs on Sundays when the tower is closed and the aircraft are not required for training. A meeting was arranged for 1000 hours on the Sunday morning. The gathering at the airport on Sundays is a regular thing and enjoyed by all the local pilots. There are some six aircraft based there including David's Airtourer (G-AYLA, S/N 524) a 115 model in really neat condition. We did a daily and launched into the cool Orkney air. The first thing you notice is that the aircraft is not fitted with aileron springs as most of the Aussie aircraft are. (In fact all the UK Airtourers I saw were not fitted with springs anywhere near as strong as mine..) It certainly improves the roll rate, but makes final approach a bit sensitive in roll mode !!

After a look around including a view of 'Scapa Flow' the former Royal Navy base, we came back over the field and did some 'aeros'. Dave, who had not done aerobatics before really enjoyed them. Our impromptu display caused an increase in the number of members at the airport that morning as none of the locals had done any aerobatics at all and I guess the 'strange' noises from the sky attracted some attention.

After some further flying and picture taking, we moved to the 'local' for lunch and a pint of the amber fluid. We were joined by David and fellow shareholders of G-AYLA, Bob Wise, Charlie Kemp & Dave Firth, together with Club members Stewart Linklater and Brian Findlay. What a fine bunch of chaps! During the afternoon David became the tourist guide and gave us a most interesting tour of the main island.

Southbound again we called into Glasgow airport on the advice that David Giles would be in, and he was. We talked Airtourers for a while then went to another hangar where his other Airtourer, a 100hp model (G-ATJC, S/N 120) was in storage, disassembled. He is thinking on upgrading the powerplant, but at this stage no firm plans have been made.

An attempt to contact an owner in the Newcastle area proved unsuccessful, however phone contact was made with Richard Zokowski who lives in Bridlington on the east coast. He now owns a 150S, G-AZOE (s/n 528) which he keeps on a private strip not far from his home. He proved to be most interesting and indeed very interested in the Association and its activities. Our plans did not include his part of England, so unfortunately we did not meet. He learnt to fly during the war and has had it in his blood ever since. Having just retired he's back into it again and by the sound of it enjoying every minute airborne in his Airtourer.

Having travelled down through the Lake District and Wales, where I was unsuccessful in contacting a couple of Welsh owners, we again enjoyed the hospitality of Jeff & Ursula in Malvern. After a great dinner at yet another 'local' we went to Upton-upon-Servern where we met Bernie Miles who runs a Caravan sales business. Here we viewed the hard won trophies and newspaper cuttings on Bernie and Jeff's air-racing career. We then moved on to Gloucester airport where both Bernie and Jeff keep their Airtourers. Two nicer machines would be hard to find. Bernie's is the 'racer' (G-AZBE, s/n 535) and Jeff's is the business machine complete with company logo on the side. (G-AYWM, s/n 534) Both are 150's and look in really great condition. In fact Jeff says that he did the 1000th hour in his only recently - I wonder how we can get a few more like that ??

Our final meeting with an Airtourer owner was with Rod Bellamy, who is a partner in Westward Airways at Lands End Airport, near Penzance Cornwall. They currently operate 150 G-AZOF (s/n 549) in the flying training roll. Rod, in fact has a collection of Airtourer wrecks, two of which were at the airport. (G-AZTN, s/n 531 and G-AYMF, s/n 557) This was Rod's way of collecting spare parts in order to keep flying. As we only had a limited amount of time the meeting with Rod was brief, however a number of items of mutual interest were discussed.

In closing, I would advise any member heading to the U.K. to obtain the latest list from Stan Wright or myself. As with Aussie Airtourer owner/pilots they are eager to discuss operating procedures and maintenance problems well into the night! I have suggested to Jeff that he arrange a fly-in during the next summer and I trust that the little contact that we made will help the UKers get together and join the Association if not already members.

Regards to you all....

DOUG STOTT
VH-CTM

Darwin. N.T.

UNITED KINGDOM AIRTOURERS.

(August 1986)

The following is a list of both Victa & AESL Airtourers imported into the U.K. The list is in order of serial numbers followed by model, assigned registration and notes on its present status and history.

S/N	Model	Rego G-	Base	Status/History.
078	100	ASYZ	Birmingham	
083	100	ASZA		W/O 26/5/66
091	100	ATCI		DBR 25/8/81 ex ZK-CHB
092	100	ATCK		W/O 25/8/74
093	100	ATCL	Wales	
110	100	ATEX	Medway	ex VH-MTU
115	100	ATGC		W/O 29/2/76
120	100	ATHT	Southend	
122	100	ATJB		W/O 16/3/74
125	100	ATJC	Glasgow	WFU (In storage)
152	115	N/K		Unable to Trace
504	115	AWDE		W/O 23/3/75
505	115	AWMI	Wiltshire	
507	115	AWOZ		W/O 7/6/75
508	115	AWRT		DBR 23/11/73
512	115	AWVH		W/O 15/3/81
513	115	AWVG	Ashfield, Herts.	
522A	150	AXAJ		W/O 10/8/76
524	115	AYLA	Kirkwall, Orkney Isles.	
525	130	AZHT	Glasgow	
527A	150	AXIX	Birmingham	
528	150	AZOE	Bridlington, E.Yorks.	
529	150	AZRP	Wales.	
530	115	AZTM	Leicester	WFU 7/78 (Rebuild ?)
531	115	AZTN		W/O 27/6/77 Fuse/Landsend.
533	115	BANY		W/O 10/8/75
534A	150	AYWM	Malvern.	
535A	150	AZBE	Upton upon Severn.	
539A	150	AZDI		W/O 12/6/72
540A	150	AZHI	N/K	
549A	150	AZOF	Landsend, Cornwall.	
550A	150	AZMN	Newcastle, Durham.	
557B	150	AYMF		W/O 9/6/72

For those of you that might not be aware the serial numbers of aircraft made by Victa run from 01 to 168 and those made in NZ by AESL run from 501 to 580.

W/O : Write-off, WFU : Withdrawn from use, N/K : Not known, DBR : Damaged beyond repair.

I hope to be able to provide similar lists for New Zealand and Australia for inclusion in one of next years Newsletters.

Doug Stott.