

AIRTOURER ASSOCIATION

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Newsletter No.112



Dedicated to the preservation and continued airworthiness of VICTA and AESL Airtourer Series Aircraft



NEWSLETTER

<http://www.Airtourer.asn.au>

Editor,	John O'Halloran	Mobile:	0411 968901 (SMS)
	P.O. Box 778,	FAX:	(07) 54425180
	Tewantin QLD 4565	Phone:	(07) 54476604
		Email	John_OH@Bigpond.com

Articles for inclusion in the Newsletter should be submitted direct to John O'Halloran at the contacts listed above. Please enclose payment for any advertisement. The next Newsletter will be published in Feb 2005. Contributions and / or advertisements are to be with JOH by 15 Jan 2005.

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Editorial

Once again the President's Fly-In demonstrated the dedication of the Association members many who made it to Tocumwal by car due to the much needed rain. It was also good to see a number of the newer members on the attendance list as well as those who have sold their aircraft but continue to support the Association.

The latest membership list is included with this Newsletter. The names of those who have not renewed this year are also included but underlined. In some cases this is an oversight and a gentle reminder from a current member can be helpful.

I must apologise for those who await Flight Manual Supplements. They are complete but I just need to collate the supporting data for CASA. This task has been relegated due to work and home commitments but will be actioned in the next week or so.

Safe Airtouring,

John O'Halloran

Cover Photo: Mike Fisher with the 3 blade MT propeller on BNV, but what is that under the nosewheel?

Disclaimer

The views expressed are those of the contributors and not necessarily those of the Publishers, the Airtourer Association or the Airtourer Co-Operative Ltd.

President's Pen



Hi Everyone,

I hope you all had a good trip back from Tocumwal, XVV had twenty knots on the tail all the way.

I had my first experience in a glider on the Saturday and learnt about adverse yaw!

What a great weekend, apart from the weather on the coast.

The Murray Border Aero Club did us proud. A great bunch of people - I never thought we'd be waited on at a barbecue, but that is virtually what they did! Our sincere thanks to the president and his team, not forgetting the ladies.

Our capable subcommittee did a great job with the arrangements, thanks again Andy and Jane, Lindsay and Beryl.

We also enjoyed the company of our recent new members, and gained an additional one, in the person of John Williams from Tocumwal, who joined on the spot.

The extremely interesting events on the field during the weekend, which were organised for us, are reported elsewhere in this issue.

XVV spent a couple of days in Broken Hill enroute to Tocumwal, in order to carry out a "ground survey" on the possibility of a future Fly-In. Our favourable findings were reported to the Committee and it was decided that the 2005 AGM would be held at BHI, with a provisional date of the weekend of 29th April to 1st May 2005. Full details will be advised when finalised, however we must stress the necessity of early bookings for accommodation as the town is beset by tourist buses.

As we approach the end of another year I would like to wish everyone a Merry Christmas and Happy New Year.

Safe Flying and good fun to you,

Bill Pennell

President's Fly-In 2004

Tocumwal

"ThePhantom"

An explanation: On arrival David and I were met by "That Woman" (Beryl) who immediately proceeded in her exuberance to whisper in a hoarse voice as she kissed us that she only infected people she didn't like, and would I do the report for her on the Presidents Fly-In.

Coming from South Australia, David from Port Lincoln and me from the Skull cave in Whyalla, we always look forward to seeing a lot of the country that is being destroyed by the diminished flow of the once so mighty Murray. We do have to admit though it is a good navigation source as for many years it has continued to run east west and generally points in the direction of the next Airtourer flyin. So Friday morning early we refuelled at Whyalla and ticked off to Mildura then Tocumwal.

Arrival over the top at any place that boasts good gliding is always a bum tightening exercise looking for those machines that can't do go rounds. We slotted in quite well and it was very reassuring to see quite a few Airtourers on the ground thus confirming that we were at the right place.

I must say that every time I arrive at a fly-in I feel I am being greeted by my family as the friends you make in the Airtourer Association are life long friends even after you have sold your best girlfriend (plane.) Frank and Gwen always turn up to see David and their old friend VH-UQX, as do many others that are on the attendance list as VH-CAR.

The weather was not kind to our friends in NSW and Queensland. Well you will live in a state that boasts "beautiful one day magnificent

the next"! Someone should tell you that big black clouds and streaks of lightning do not constitute beautiful. Subsequently some did not make it and some went back and got cars. Some even went back next day and got planes!

Apologies from Sue and Doug as they have just moved into new house in Queensland. Any way, their plane was in Mildura and weather from Queensland was poor. Rick and Deb Evans started out from Cairns but the weather beat them at Roma, a good effort in any case. Apologies also from regulars like Gerry and Pam Lawson and the O'Halloran's. John was heading off to work in an Airbus rather than an Airtourer and couldn't make it. The footnote of attendees does show a new bevy of young people (pilots) joining the Association as did John Williams, the owner of the flying school at Tocumwal. He was so impressed with our mob he joined up, bloody nice guy. John has great picture taken out the front window of a Cessna vacuum cleaner, (Citation jet), looking at an American aerodrome on a glacier.

Friday night dinner was at the local pub aptly named "The Palms" for the thundering great Palms out the front. My problem, when there are 50 plus Airtourer people in a pub sitting around various tables, what table do I sit at, and inflict myself on. The problem was made more difficult because each table was full of nice people who talk a language that bonds us all, "planes". As always Mike Fisher was his usual quiet self till he started telling yarns. He said he didn't know any till he got wound up then we



“That Woman”,
Beryl Marshall,
trying not to pass on
her sore throat by
“talking” via hand
signs.

couldn't stop him. Jane and Andy were busy at another table holding forth. Tillys at another and the Trebles at another with the President's table equally noisy.

I must congratulate “The team”, (not necessarily in order), Lorraine, Jane and Beryl for the organisation and the registration, and not forgetting Lindsay who now can boast he is a Bus driver because Coach drivers have an extra set of wheels called training wheels and this was a bus.

Saturday morning was the Market, (so called because it all fell off the back of a truck), lots of track pants and woolly things and jewellery hand made. After the market Hector was seen to be trawling up the river bank looking for his car. It seems like he has no trouble recognising a plane but couldn't find his car! After a magnificent barbeque lunch put on by the newly formed catering committee who BFRed their cooking skills and new equipment on us, we went across country by Bus to the largest single span

wooden hanger. It was built by the yanks out of green timber, (got to see it to believe it). We were given a talk by the local historian and were impressed by the sheer number of Liberator bombers, (21), that could be accommodated in this

big hanger. 25 square kilometres of land were taken up by the Americans overnight and the airfield was built in eight weeks. You will see from the group photo he had our undivided attention, especially when he spoke of the Brisbane line which ran from Townsville in a straight line through Tocumwal south. Everything west of that line was left for the invaders including Adelaide, Western Australia, Northern Territory and most of western Queensland. (We here in South Australia don't see why they wanted to keep Sydney and Melbourne, they still can't play football).

Saturday night Dinner at the Aero Club was magnificent and the entertainment was interesting as were the many yarns told by old, bold and still alive pilots.

Sunday dawned and the Co-op meeting. David and I went to Holbrook, it is close to Tocumwal being just 100kms away. We had coffee with friends and came back to hear we had missed out on an interesting shearing shed and farm. However, we did see a cute little air-



field that is building motel style Hanger accommodation for people who want to get away from the big smoke and fly. Holbrook has good weather, good approaches and few restrictions.

Sunday afternoon saw me making glider clip earrings in the shape of airtourers for new members of the "Phantoms squadron of birds". In the evening we went to the Bowling Club for dinner where I enrolled the waitresses into the Glider earring squadron. During the evening several members were seen to be skulking off to watch some sort of game on the TV where they grab a ball, tuck it under their arm and run like hell. All the players have short necks and are built like Mack trucks. Needless to say the right team didn't win because Liz was seen to be dropping salt encrusted tears into her beer after the game.

A whisper has it that next year you all may have to find the Murray River, follow it west and then head north to Broken Hill. What a terrific idea, we will have to go North for a change and it is a damn sight closer. Even those northern types, if they get past the Mountain ranges, can "come on down" and join this one big happy family.

Departures Monday saw the Tillys heading off on another of their "we left home so may as well go round Australia" trips whilst the rest of us mere mortals headed west to South Australia and a bit of a thunder storm at Whyalla, or the easterners had a good flight home.

Till we meet again, safe driving, flying and remember Shiny side up pointed side first any other configuration and you are probably in trouble.



Above: Not only does Andy Morris have a wife who flies but she'll even cut up his breakfast for him. *Right:* Only a mannequin would put up with the "Phantom's" idea of how to treat a lady.

Opposite Page: Cat scan or a catastrophic engine failure!
Below: Current owner of UQX, David Hall with previous owners Frank & Gwen Fankhauser



Attendance

Bob & Pat Peak	VH-CAR	Alan & Merle Wood	VH-CAR
Graham Wood & Lorraine Martin	VH-CAR	Hugh Knox & Ron Steibel	VH-MOH
Hector & Wendy Blemings	VH-CAR	Andy & Jane Morris	VH-FVV
Lindsey & Beryl Marshall	VH-MRF	John & Doreen Treble	VH-CRK
Ian Donovan	VH-MKL	Roy & Judy Ridell	VH-CAR
Frank & Jean Murray	VH-CAR	Frank & Gwen Frankhauser	VH-CAR
Glenn Sturges & David Hall	VH-UQX	Ian & Lyn Poyitt	VH-CAR
Bill Pennell & Lorraine Howson	VH-XVV	Harry Couzin	VH-CAR
Murray & Andrea Wallace	VH-MVA	Warren & Betty Kirkup	VH-WLK
Col Taylor & Marg McMaster	VH-MRL	Stuart Krichauff	VH-MVI
Tony & Liz Matthews	VH-CAR	Stan & Bonnie Tilley	VH-MTL
Lee Gordon Brown & Tymon Dyer	VH-JVV	Rhonda Gordon Brown	VH-CAR
Mike Fisher & Dot Ross	VH-BNV	Doug Dow	VH-BQK
George Penfound & Pat Shiel	VH-MWR	Roger & Jeanette Russell	VH-CAR
Niel Jensen	VH-CND	Ralph & Aileen Emery	VH-TPY
Scott Patterson & Lee Siddles	VH-ECI	David Wearne	VH-WAU
Ojars Belodas	VH-MRE	Jon Pels	VH-CAR

Hangar Door

A “Secretary’s” Fly-In was held in Cairns recently since the Secretary could not make it to Tocumwal. Also present were Stan & Bonnie Tilley, Rick & Deb Evans and a newcomer to FNQ (Far North Queensland), Suzie White. Doug Stott just missed out as he arrived back from a flight safety conference late that night. As usual, a number of “reportable” comments were made in the hearing of the editor, mostly by Suzie. (Un)fortunately the editor did not take notes and was too fatigued after flying all night to remember what was said!

A couple of days later while heading northbound at FL360 I heard Stan and Bonnie on the airways. I received an odd look from the First Officer when I mentioned that MTL were friends in an Airtourer from Hobart who had just visited Cairns,via Perth.

Many aircraft owners bemoan the fact that their spouses do not share their love of flying. One Commercially Licenced lady member was therefore a little upset when her husband took the opportunity of a flight safety conference to detour to Tyabb and deliver their recently purchased Piper Super Cub to Mildura, without telling her. Apparently cold hard male logic such as her being in a new job and not being able to take time off did not make matters any better.

Hugh Knox is recovering well from his health scare earlier this year. The aircraft has been sold to George Penfound and the house is the next sale. Hugh and Maureen will be moving into an apartment and marina complex so they can continue their love of sailing.

Co-Op News

The Co-Op had hoped to be in a position to report major news on the legal action to regain the Type Certificate. Unfortunately there have been more unexpected legal manoeuvrings including a change of Judge and the matter is yet to be heard on it’s merits.

JET POWERED AIR TOURER??.

Bill Pennell

One of the interesting attractions during the Tocomwal Fly-In was a visit to the hangar of Mike Burns. His Company, Aviation & General Engineering, are pioneering the development of the first successful pure jet powered, self-launching glider. The aircraft is a tandem seat; metal and composite, built as a normal un-powered glider in Italy, by the CAPRONI organisation in the 1970's.

The aircraft was subsequently fitted by Caproni with a single spool pure jet engine, made by French company MICROTURBO, which developed thrust of approximately 200kg. In original form it was not a practical success. However; Mike and his team have modified the air intake and jet nozzle configuration, with the result that the aircraft can now take off under its own power in a distance of 300 to 400 metres and subsequently climb at approximately 700 ft/min. to an altitude of 20000 feet. All this at the full load of two pilots and 120 litres of Jet A!

The climb is normally made to some 10000 ft, at which point the engine is turned off and the aircraft performs as a normal glider, with a glide ratio around 25:1, comparable with all but the latest carbon fibre airframes. The engine can be restarted at any time in flight below 10000 feet, and will produce enough thrust at flight idle to cruise at 60 kts, and will cruise at 100 kts + at full power.

The advantage of these abilities is very apparent to any glider operator, particularly in the training application (e.g. no tug or winch launch equipment, no ground crew needed).

The single spool jet engine with centrifugal compressor has been largely superseded by the development of multi spool engines with axial flow compressors, as used in modern jets. These are much more fuel efficient and have many times greater power to weight ratio.

The disadvantages of the single spool design are:

- Low Engine Pressure Ratio, due to the limitations of the radial compressor.
- High specific fuel consumption due to the low thermal efficiency

The advantages of the single spool engine are:

- Simplicity of design, manufacture and operation, there being essentially only one major rotating assembly.
- Compact and lightweight construction, with comparatively low capital cost. Ease and speed of overhaul.

In the self powered glider, the primary engine requirements can be described as "take off and climb" only, i.e. basically a **sprint** application, therefore some thought will show that the single spool engine disadvantages are not of great relevance.

Mike has identified this fact, and sees a niche for a suitable jet engine in the glider market. Propeller driven powered gliders all suffer from reduced glide performance, due to the difficulty of reducing the parasite drag of the engine/propeller combination when shut down.

To this end, he has investigated all pres-

ently available small jet engines, and found them unsuitable for the application. The Company is therefore investigating the possibility of designing an improved single spool engine, to be manufactured in Australia.

Meanwhile the optimisation of the existing engine efficiency will be continued. The critical factor in all internal combustion engines is the supply of induction air, which is why modern piston engines invariably have inlet valves larger than the exhaust valves. Even an inch or two of negative water gauge pressure at the compressor eye will result in a proportionally larger power loss.

This makes the design of the air plenum chamber, and the type and position of its inlet openings absolutely critical, so that development is being presently concentrated in this area..

Mike's interesting talk was concluded by a demonstration of an engine start and ground run, which is fully automated, jet engines being unsuitable for manual start up.

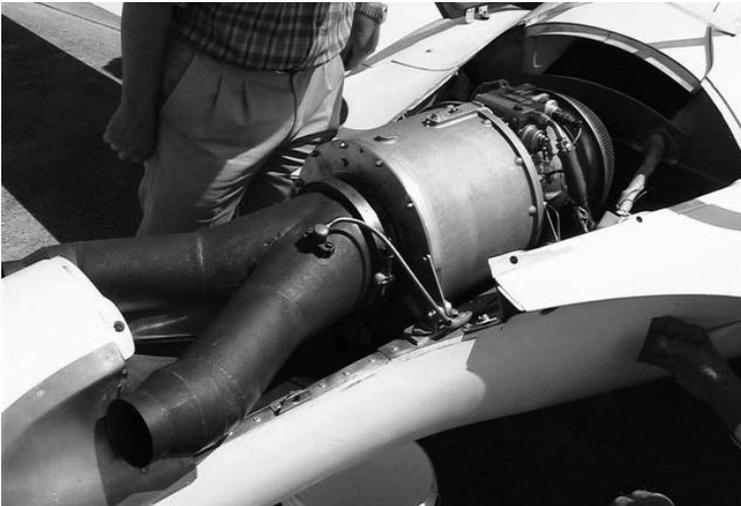
Critical modulation of fuel/ air ratio during the start cycle is essential to prevent instabil-

ity. So called "hot starts" can cause unacceptable thermal stress damage to components, and excess fuel in the casing can cause the turbine to self destruct in overspeed, as the early pioneers, including Frank Whittle, often found.

Will we see a pure jet Airtourer type aircraft? Very unlikely, since the weight and vastly inferior drag component of our aircraft would require more than twice the thrust of the Microturbo to achieve an acceptable take off run, and the fuel able to be carried would only be sufficient for very local flying!

Mike does however, not rule out the possibility of the development of a carbon fibre sports type light aircraft with jet power. We wish him every success, and I hope I fly long enough to see it!

One moral of this story is - examine and clean your engine air filter often (all runway environments are dusty). Do not re-use filter elements more than once - like oil, they are the cheapest part of flying. !



Maintenance Tips

In response to my request for maintenance tips I received the following two articles.

A Basic Tool Kit for your Aircraft

Andy Morris

The following list covers a basic set of tools which will enable you, as an owner, to carry out simple maintenance whilst on trips. It will enable you to change spark plugs and change tyres and tubes, etc.

7/8 AF deep socket and bar for spark plugs

3/8, 7/16 & 1/2 AF open end spanners

7/16" & 1/2" socket spanners

No. 2 Phillips screwdriver

Blade screwdriver

Needle nose pliers

Sidcutters

Some .032" lockwire

A couple of spare spark plugs to suit your engine

A couple of 1/8" split pins for wheel nuts

Multi-grips or shifter spanner

Tyraps

Electrical tape

The above kit doesn't weigh much but can be handy. The best style of screwdriver is one with interchangeable bits. When Phillips screwdriver tips get worn down, discard them as they slip and damage the screws, causing more problems.

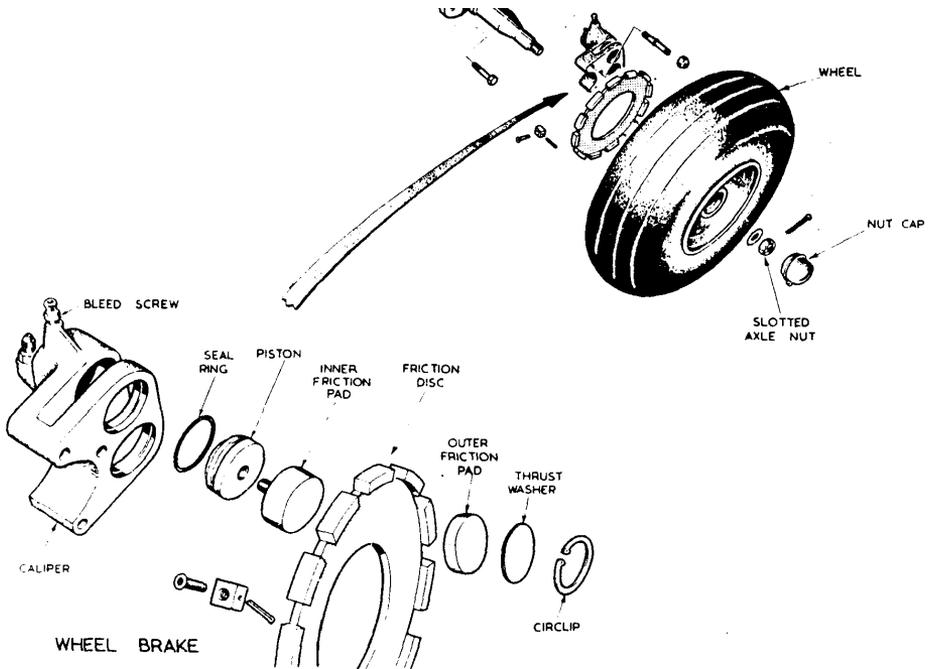
Future articles will discuss how to find a faulty spark plug (the spit test!) and change it, and other hopefully useful information.

Restoring Brake System Efficiency

Bill Miller

lev'erage n., mechanical advantage given either by levers of timber or steel or other materials using a fulcrum to give the advantage by smaller or larger amounts. Alternatively, by use of hydraulic means where a force applied over the diameter of one cylinder, converted to fluid pressure, can provide a greater force when applied over a larger cylinder. The pressure is the same but the force depends on the area of the cylinders.

Although this principal is used in the Airtourer brake system, the force advantage can be reduced by excessive wear. Chapter 16-2 of the Airtourer Maintenance and Repair Manual includes a diagram of the original landing gear and brake system. The brake disc has a segmented outer



circumference. Steel blocks are attached to the wheel rim by an allen screw and split pin. The segmented parts of the disc slide in and out along the blocks as the slave cylinder applies pressure to the brake pads. Over time these blocks can become worn and it is this wear that creates unwanted friction and can result in the disc sticking. The result is a delay in braking, the braking is slow and hard rather than smooth. Additionally, unnecessary loads are applied to the brake lever pivot pins, master cylinders and other moving parts.

If the worn blocks are replaced, or repaired by welding and machining, the friction can be reduced and smooth efficient braking re-established.

I learnt about leverage from my dear old grandfather. I bought an old T Model Ford even though I couldn't drive. I reversed it out of our back gate into a very narrow lane and managed to jam it up against two fences so that it couldn't go forward or backwards. When I told my grandfather he told me to get some 4"x3" timbers and wood blocks from the firewood pile. He put a block either side of the back of the car and used it as a fulcrum for the 4"x3"s. With one of us either side of the car and the 4"x3"s offset we lifted the rear wheels off the ground and little by little moved the rear of the car away from the fence. After doing the same to the front I was able to drive the car away. A lesson I have never forgotten.

Skiing 2004 or mistakes do cost.

Stan Tilley

Beauty! My daughter Kate had organised a week of skiing at Falls Creek during August. Apart from a day or two last year I had missed out on skiing so was suffering withdrawal symptoms.

There was a problem however. On other annual ski trips I had flown MTL to Albury, Canberra or Cooma to connect with Kate who had to come down from Brisbane. But it was over twelve months earlier in July 2003, that I had made a disastrous foray into the world of engine overhaul by choosing the wrong repairer at Tyabb in Victoria. This first workshop 'stuffed' the job completely, including putting the oil pipes on incorrectly. They failed to rectify this and other continuing problems, so I had no option but to send the motor elsewhere to be re-done. A long, stressful and very expensive exercise and still not over.

The aeroplane was now in Devonport and the engine was still in Brisbane for the second rebuild in the 12 months. Unfortunately MTL would not be ready. How else could I get to Albury to meet a 1:20PM flight from Brisbane via Sydney?

Commercial options were difficult so I hired an aircraft.

Fortunately I decided to set off a day early. The weather was not good. Headwinds of 25+ knots and low freezing levels.

My first mistake was to overestimate the cruising speed of the aeroplane. I had deliberately flown some hours familiarising myself with the aeroplane and expected that with a big engine it should go faster. However I needed to

improve my technique to get that better speed.

My second mistake was to discount the weather forecast. Sure freezing levels were way below lowest safe but I should be above cloud 'on top'. The winds were horrendous and 'on the nose' and standing waves were likely, but I would stay as low as possible.

My third mistake was to find that I had left my Departure and Approach charts for the local aerodromes at home. I knew that the aircraft would not get me to Albury in one step and I would have to refuel at Devonport.

With borrowed charts I set off. Ground speed was much less than calculated. Cloud was more than forecast but at least the thermometer (it had been replaced that day) was showing well above freezing so I could stay low, in cloud, and not worry about icing. But it was rough and turbulent. With the new radar coverage I was embarrassed to get a couple of queries about height and track but it was very difficult to keep the 'beast' on track and at altitude. At least after Devon I could expect a smooth ride over the ocean but would I ever get to Devon?

As time wound on so did the forecasts. Devon was now amended with heavy showers, low cloud and an 'inter' period with vis 4000 metres. Planning a GPS approach now in heavy rain I pulled on carby heat, richened the mixture slightly, reduced power and commenced descent to the lowest safe.

Great! Now the engine has decided to run very rough. What is the problem? Carby ice? Well the temp gauge still reads well above freez-

ing. Stop the descent, fiddle with the carby heat – no that makes things worse. Too rich- shouldn't be. I am only at 5800ft but I fiddle with the mixture. Water ingestion? Could be. No luck. Now the engine sounds as if it wants to quit altogether.

So I abandon the approach, advise flight service, track out to sea away from the hills, and attempt to improve the engine performance and to gain height. My feeling was that if the engine wants to stop I would like as long as possible to plan a descent. At first climbing appeared to be out of the question, but eventually the motor seemed to smooth out a bit and I 'squeezed' up to 7000ft still in cloud.

The new radar was unable to suggest a vector to a clear VFR area so I pulled the plug on the trip. Launceston weather was not good. The motor was now going somewhat better so I requested a clearance direct back to Hobart, suggesting that I come in on the 319 radial reference Hobart. Radar gave a clearance and suggested a heading to intercept. Eventually the VOR comes alive and I commence to track direct. What's this? Radar calling again? We are miles off track? I change from the VOR to the GPS. There is at least a half scale difference in the two systems. I was glad to be going home.

After 2.8 hours I was back in Hobart. Ice was flaking off the wings, and the motor still fluffed and coughed on a ground run-up.

Now with time to consider the problem I decided that the rough running was probably caused by a combination of carburetor ice and impact ice on the air filter. The aircraft thermometer at no time seemed to indicate a problem. Is it badly positioned so that it picks up heat from the engine cowl? I had never thought so before but a carburetor intake temperature gauge would be nice on an aeroplane with constant speed prop as at full throttle altitude there is no rev drop but just further loss of manifold pres-

sure and power. Interesting experience!

Fortunately I was able to get a commercial to Melbourne, then after long wait, a commuter to Albury, so I was still on time. But now Kate was in trouble. Qantas Airlink had lost her bag with all her personal and ski gear. With no bag we still had to catch the bus to Falls Creek – with a promise that when the bag turned up it would be sent to Falls Creek by taxi, a journey of some hours. The bag was found in Newcastle! "It will be delivered to you by 10PM tonight". It did not come. We waited up until 12:30 AM. The following day we found out that the taxi had got as far as Mt Beauty but without snow chains could go no further. Another taxi, presumably with chains, delivered the bag by about 11AM the following day.

A slow start but it was snowing rather a lot. In fact it snowed for six and a half of the eight days we were there. One day all the lifts were stopped. The weather did slow us down a bit but we skied a lot. The fresh snow was magnificent, the only problem being visibility. When it was clear it was superb. Altogether a great holiday.

Hoping that perhaps MTL might be ready, I arranged the return to Tasmania via Devonport. Alas, the engine was there but still not fitted so it was back to a hire car to get home.

Still a few more dramas about various fittings but at last 'BINGO'. "The aeroplane is ready to be test flown"

Sunday was the day, so Bonnie and I hired another car and after a lovely night at a B&B in Deloraine were at Devon early on Sunday.

The test flight was successful. Lots of power, all systems working and nice and smooth. It was a lovely day so we set off coastal from Devonport to Sandfly. It was lunchtime when we were over the 'Flying Teapot' at Bridport. Bonnie said, "The grass strip looks very wet" It was! Landing was fine though and host Roger

McLennan was so pleased to see us he gave us a free lunch. He also helped us push out of the mud when I got bogged whilst taxiing for take-off!

Then down the glorious East Coast at 500 ft, around the Tasman Peninsular and home to

Sandfly.

It is all looking good from now on.

My skiing like my flying is reasonable but not always perfect!

Victorian 2004 Christmas Fly-In Khancoban 4th & 5th December

Accommodation will be at the Khancoban Alpine Hotel/Motel, with Dinner, Bed and Breakfast @ \$69.50 per head.

Saturday and Sunday lunch are available at the Alpine Inn Bisro or next door at the Shell Service Station Restaurant, at your own expense.

Sunday morning will be a bus trip to visit a "Snowy" Power Station nestled in the Alpine Gorges. Cost for the bus trip will depend on numbers.

Arrivals: Anytime Saturday

Departures: After lunch on Sunday.

Approval to fly into the (SMA) Khancoban Airstrip on the weekend has been granted.

Khancoban Airstrip YKHA

36° 12'S 148° 07'E Elevation 960ft.

Runway 13/31 1500M CTAF 126.7

No Toilets, phone or fuel.

The distance from the airstrip to the Hotel/Motel is 500 metres, (a good appetite distance).

For Accommodation, size of bus required for the Sunday trip etc. it is mandatory you advise me by **10th November** of your intention to attend.

John Treble PH: 03 9336 2056

P.S. The people who indicated at Tocuwal their intention to attend this Fly-In have already been booked in. If you now cannot attend please advise by **10th November**.

Eat Your Heart Out GA Boys.

Harry Couzin

Since 1971 I flew GA, mainly Airtourers RQL, KHP, PHP, RSJ, MOA, MVA and TPY. Over the years while owning RQL I found it expensive to own an aircraft. If it wasn't for Alan Wood I could never have kept RQL for so long. I returned his good deeds by helping him in his workshop over 20 years. He taught me about aircraft repairing which set me up for my years in maintaining and repairing ultralights. I owned and instructed in a Thruster tail dragger for three years until I retired and moved to Urana where I purchased a half share in VH-TPY. After failing my GA medical I bought my pride and joy a CJ1 Corby Starlet. Being Revmaster powered and Recreation Aircraft registered entitled me to carry out any repairs and maintenance. I designed

and manufactured the inlet manifold to take a Stromburg carby, fitted a new propeller (cost \$700) and repainted the beast. It flies like a little mustang, burns 12 lt/hr and gives 105 kts at 3100 RPM or 120 kts at 3350 RPM. Endurance is three hours. I have the required flight equipment plus GPS and I only require a medical to drive a car. I only fly by myself as it is only a single seat aircraft, so no one but me to get hurt if something hits me. I am covered for third party insurance through the recreation aircraft movement which costs about \$40 per year. So you see, we old blokes can still own and fly for a reasonable cost, we just have to downgrade somewhat.

But I'm still flying!



THE SHERIFF OF LOCKINGTON INTERROGATES.....



WARREN LESTER KIRKUP

(Interrogated at the Sheriff's "Lock up" (Lockington) 6th October, 2004 - (now that's an Interrogation!)

When did you become a member of the Airtourer Association? 1986, and my first fly-in was to the President's Fly-In at West Wyalong, ("Yarrandale" was too wet) September of that year.

Your occupation? Retired Rice Farmer.

Where were you born? Leeton.

Where have you, and do you live? Gogeldrie, Leeton which is a farming area outside of Leeton, and now Betty and I have retired into town, while Barry and Gillian and family live on the farm.

Aircraft Type & Registration? Originally VH-MOJ, now VH-WLK (which not only are my initials, but used to be DH82 Tiger Moth which I owned for about 7 years in the 50's. That was sold when Betty and our four children spent my money! I let my licence lapse and all, then one Sunday afternoon I decided to go and get my licence back, and I can't remember what year it was, about 1973, another guy and I started the Leeton Gliding Club, and then I owned a Standard Cirrus (glider), which was VH-GOT. For 20 years I was a gliding instructor. The significant thing that happened, Barry, son, was in Canberra, phoned and said he was going to learn to fly, we should by an aeroplane. I told him, "If you don't buy one before you are married you will never get one, and I'll be too old." Then I sold the glider, and we bought MOJ off George Penfound, which was in 1986. When Barry phoned, saying we should buy an aeroplane, I suggested an Airtourer, "How do we go about that?" He walked around the Airport at Canberra and saw George Penfound and his Airtourer and asked if it was for sale, and George said yes. Negotiations commenced.

What gave you an interest in flying, and when did you gain your pilot's licence? My Grandfather, Walter Brest and his brother-in-law Arthur Jones, built an aircraft in Qld in 1911. So I grew up with a Grandfather who talked nothing but aeroplanes. He built a Bleriot type, (Bleriot was the first aircraft to fly across the English Channel). So it built up from



there. I started to learn to fly when I was 16 or 17. I got my Pilot's licence when I was 18.

Total hours flown? About 1500, not a lot for all the year's I've been flying. Been too busy farming.

Longest trip flown? Leeton to Longreach.

What was one of the most memorable flights you have done? In an Airtourer. The Longreach one, with Betty to see the Hall of Fame, I wanted to fly and not drive, and with Betty a nervous passenger, but she enjoyed the trip.

Most humorous incident in flight? I was taking this guy for a fly in the Tiger Moth, and gave him some aerobatics, and levelled off, his goggles came over the top of his head to the back of his helmet. I, behind him, tried to get him to fix his goggles. He turned around and I copped the lot - he was sick. I couldn't see then, it was over my goggles and I had to land the aircraft!

Other hobbies? Water skiing, squash - in the past, and now model engineering.

How did you meet Betty? A guy talked me in to going to a ball at Whitton, between Griffith and Leeton. We were married 3 years later, 25th January, 1958 (*Thank you Betty for being here to remind Warren of the date.*)

Favourite Food? Pizza and Chinese.

Favourite Drink? Port

Favourite Music? Vivaldi, and Shirley Bassey.

If you were Prime Minister of Australia for ONE day, what would you change for the betterment of Australia? Change the Air Regulations, make it easier for Private flying.

What cheeses you off the most? Ignorant People. People who argue about what they don't know what they are talking about.

What is/was your greatest extravagance? The Victa was one of the greatest.

If you had a spare million dollars what would you do with it? I'd give half of it away for a start, help the family and put another engine in the aeroplane.

Any further comments you wish to add? Don't be discouraged in any way, have a go at it, nothing is hard if you do it in small steps.

Sheriff - Thank you Warren and Betty for your time and information, even if it took a bottle of red and a few hours to complete this interrogation. You can come back for more punishment.



Calendar of Events

Victorian Christmas Fly-In

4th & 5th December 2004

Details on page 15

Advise attendance by 10th November

Annual General Meeting 2005

Broken Hill

29th April to 1st May 2005

Details next Newsletter

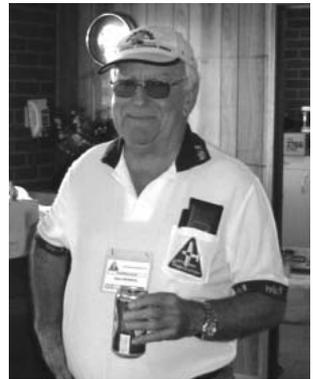
Welcome

John Williams who owns the flying school at Tocumwal.

Merry Christmas, Happy New Year and Safe Flying



President Bill Pennell would like to thank the Committee and other members of the Association for their enthusiastic support during the year and wish them a Merry Christmas and a Happy and safe 2005.



For Sale

Airtourer 100, Cont. O-200A Engine, TTIS 5,392, ETR 577, PTR 1177.

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