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AIRTOURER ASSOCIATION



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



NEWSLETTER

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

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Articles for inclusion in the Newsletter should be submitted direct to John O'Halloran at the contacts listed above.

The next Newsletter will be published in February 2012. Contributions and or advertisements are to be with JOH by 15 January 2012.

Advertisements are free for current members.

Editorial

This Newsletter is being completed in a chilly Montreal (temperature -4 deg C) where I've been for the last three weeks working on a simulator of the latest version of the jumbo, the B747-8F. The delivery of the aircraft has been beset by delays and uncertainties which has caused havoc with my schedule. Unfortunately this has, in turn, interrupted my work for the Association, particularly the Newsletter but also the website. My apologies to everyone, especially John and Rebecca Day who were relying on me to provide the latest information for the Victorian end of year flyin to their airstrip.

Thanks must go to George Penfound for his article on the TSR2 and Lorraine Howson for her assistance in typing the article. Lorraine is recovering from a stay in hospital and we wish her a successful and rapid recovery.

The membership renewals are being finalised and I would ask you to check if you have paid your renewal. The next membership booklet will be prepared soon based on the list of current members.

The website remains a 'work in progress'. Please provide feedback if you find errors or would like to see particular features or information.

I must thank Jan for her support in keeping the Association secretarial work running at home while I've been away, especially her 'long distance' reviewing of my errors in the Newsletter.

Safe Airtouring, Merry Christmas and have a great 2012.

John O'Halloran

Cover Photo: The line-up of Airtourers, and others, at Lake Mungo Lodge. Photo courtesy of John Day.

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.

Farewell Phantom.

The Airtourer Association's gatherings will be forever quieter with the passing of one of our more colourful characters. Glenn "The Phantom" Sturges passed away on 26th July after a battle with a rare form of Leukaemia. We last heard from Glenn in a letter published in the last Newsletter when he told us of the onset of his disease.

Glenn learned to fly with Barry Firth at the Port Lincoln Flying Club and purchased Airtourer 100, VH-BWA. As an Airtourer owner he was a regular attendee at Association gatherings. Glenn was a quietly spoken man who carried a whistle to gather everyone's attention when necessary. He also had a passion for Phantom comics and earned the nickname "The Phantom Whistler".

Somewhat easier on the ears was his violin and harmonica playing which someone observed "probably sounded better to Glenn than his audiences". Glenn would have appreciated the humour.

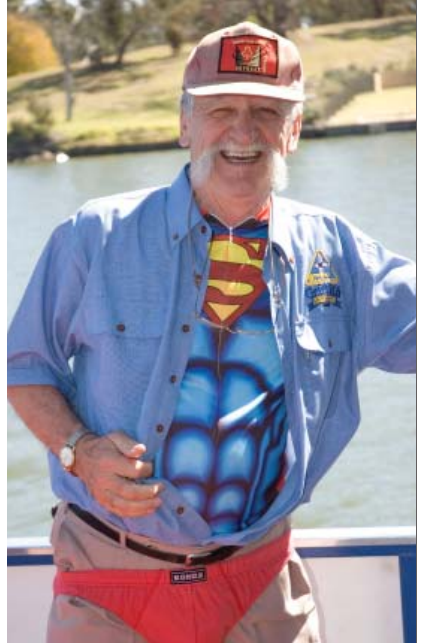
He was known for injecting levity into our events with outlandish costumes such as the accompanying photo at Yarrawonga. Sometimes his humour went over the heads of his audience such as the time when he made a presentation at a CASA Safety Conference. His subject was "Flying Low Powered Aircraft". Apart from the comment that his baggage was limited to a "toothbrush and a condom", (the condom to keep the toothbrush dry), he had a novel technique to handle an engine failure after takeoff. With a straight face he highlighted the aerobatic capabilities of the Airtourer and recommended a stall turn to land in the opposite direction.

Glenn lived and worked in Whyalla and mastered a trade at the Whyalla shipyards. He later became a hypnotherapist and consulted over a wide area consisting of Whyalla, Port Pirie, Kangaroo Island, Adelaide and Port Lincoln. He also served the community as a Justice of the Peace.

Glenn remained active with the Airtourer Association even after selling BWA by attending our fly-ins as David Hall's navigator. David recalls that by the time he dropped Glenn at Whyalla he was already planning their next flying adventure.

Glenn, we may not miss your whistle but we will miss the humour and life you added to our get-togethers. You will also be remembered for your "Millennium Award".

Our condolences go to Meredith and family.



THE PRESIDENT'S MINI-SAFARI FLY AWAY

23rd - 26th SEPTEMBER 2011

John Treble

We sure got off to a great start for our first try of a Mini-Safari. Friday, on a CAVOK day saw us all arrive at DLQ during the afternoon. After tying down we received a very warm welcome by members of the Deniliquin Aero Club. The refreshments provided were also much appreciated.

Most times when arriving on the first day of a Fly-In the destination airfield generally seems all so lonely with only the visitors in sight, we then slowly make our way to our accommodation. But not this time, as we all stayed and enjoyed the hospitality of Aero Club. The time quickly came around for us to dash off to our Motel for a tidy up before heading off to the Deniliquin RSL with exclusive use of the Gallery Room for our welcome dinner.

We enjoyed the Bistro meal with the usual catch-up chatter filling the rest of

the evening.

Saturday morning, our local member Gary Coote, took us for a Mini-Coach tour of sights and history of Deniliquin, and we thank him for that. A feature was a visit to a very interesting and colourful Art Exhibition, named the "Bald Archies", finally ending up at the Aero Club for lunch. We thanked the Aero Club President, Roger Pollard, and his team for their kind hospitality during our stay. A formation fly-over the Airfield was organised on our departure to Mungo Lodge. By the time we arrived, tied down the aircraft, checked in to our cabins etc., it was time to stroll over to the beautiful appointed lounge and dining room for pre dinner drinks and evening meal. We all enjoyed the good food and had a wonderful time with several similar comments being "why are we only staying





Our Deniliquin hosts.

Above: Gary Coote and daughter Jorja, photographed here at Mungo Lodge. *Below:* The two Presidents, John Treble (L) and Roger Pollard (R) of the Deniliquin Aero Club.



here for one night.”

After breakfast we departed for Hay, our Mini bus was there on our arrival and we had all gathered right on time at “Shear Outback” for the arranged 12pm lunch, shearing demonstration show and Museum, which totalled about 2 hours.

For the remainder of the afternoon we shuttled by Mini bus to two places detailing historical aspects of Hay. First was the Dunera Museum, which was an Internment and POW camp during World War Two. Second was the Hay Gaol Museum, which has served as a gaol, maternity hospital, hospital for the insane, POW detention centre, institute for girls and finally now a museum.

The remainder of our 3 night Mini-Safari was a wander across the road from our Motel to the South Hay Hotel for our farewell barbecue dinner.

After a couple of after dinner words



*Above: Doug Dow leading the formation to say goodbye and thank you to Deniliquin.
Below: The dinner at Mungo Lodge.*



Right: Our hosts at Mungo Lodge, Jacques and Catherine Barichard. Jacques fell in love with the outback during past visits to Australia. He happened to visit Mungo Lodge just after it was renovated and, learning that they were looking for a manager, said he was interested. Some time later he received a call asking if he could start immediately, he replied that immediately was not possible as he was in Paris at the time and needed time to make arrangements including getting married. Catherine is the resort chef.



Above: A lesson in wool classing at the historic Murray Downs woolshed. The woolshed was relocated from the Swan Hill region to its current location at the Shear Outback in Hay NSW.

Attendance List

George Penfound & Pat Sheil	VH-MWR	Doug Dow	VH-BQK
John & Rebecca Day	VH-VRT	John & Jan O'Halloran	VH-COI
Mike Fisher	VH-BNV	Peter & Roberta Ashley	VH-ACB
Alan & Merle Wood	VH-POB	Jon Pels & Monique Gillett	VH-LVU
Andy & Jane Morris	VH-FVV	Gary Coote, Sam & Jorja	VH-CKE
Neil & Kathy Jensen	VH-CND	John & Doreen Treble	VH-CRK
Gerry Pels & Beryl Marshall	VH-DWT	Andrew Clement	VH-KGR

from several people, it was agreed the Mini-Safari was a good and successful one, (Mungo Lodge being the highlight). One limitation was the difficulty for those members who usually drive, so it is worthwhile doing again sometime, but not in the immediate future.

By 10.30am Monday all had departed Hay for their homeward journey leaving

Doreen and I just sitting in CRK for a few silent moments. Thinking and reflecting on what we had all achieved in 3 short nights, with a tick for all the many variable arrangements made and completed on-schedule, without a hiccup.

The 2012 President's Fly-In shall be anchored at a yet to be decided location.

The Bald Archy Prize

Created in 1994 as a spoof of that more serious competition, the Bald Archy Prize provides artists of all styles and standards with a genuine opportunity, ranging from the hilarious to the bizarrely vulgar, to create portrait paintings of humour, dark satire, light comedy or caricature.

Winning subjects over the years have included Kerry Packer, Amanda Vanstone, Edmund Capon, Shane Warne, Dame Edna Everage, John Howard and Pauline Hanson, Robbie and Gai Waterhouse, Rupert Murdoch, Jeff Kennett, Cardinal George Pell, Tony Abbott, and Ian Thorpe.

Now known internationally as the only art competition in the world to be judged by a sulphur-crested cockatoo named Maude, the satirical side of this event has its basis in the irreverent, larrikin Australian comic comment, with great appeal to people from all walks of life, the reason why the exhibition of finalists keeps breaking attendance records wherever it is shown.

Celebrating its 19th year in 2012, the exhibition begins in Canberra before going on tour throughout Eastern Australia.

<http://www.baldarchy.com.au/>

Lake Mungo

Lake Mungo is a dry lake situated in NSW about 90Km north east of Mildura. It has both geological and archaeological significance.

Geologically there are sediment layers that date back 100,000 years. In the intervening time the lake has gone through periods where it has been full of water and dry with the last dry period commencing several thousand years ago.

Vegetation has helped stabilise the eastern shore against the prevailing westerly weather. The result is a 26 km long series of sand dunes and lunettes about 30M high known as the Walls of China. The resulting layers of sediment provides an insight into the climate cycles over many thousands of years.

The natural erosion has exposed many archaeological treasures including Mungo man and Mungo woman. These remains are believed to be about 40,000 years old and make Mungo the oldest known site of human occupation in the southern hemisphere.

The area is a National Park and part of the World Heritage listed Wilandra Lakes Region.

Births and Marriages

A births and marriages section is usually found in the local newspaper, not the Association Newsletter. However, over the recent months our members have celebrated a number of significant and joyful events.

Jon Pels and Monique Gillett were married on 15th October.

We first met Jon and Mon at Dubbo in 2003 when, as student (Jon) and instructor (Mon), they stopped at our Fly-In after Jon purchased an Airtourer 115. Since then they have been regulars at Association activities and have upgraded their 115 for a 160 Airtourer. The Association was represented by the Trebles, O'Hallorans, Tilley's and of course Gerry and Denise Pels.

Jon and Mon spent part of their honeymoon in Hong Kong before heading to Singapore.



Doug and Lorraine Stott were married in their hangar at Atherthon on the Talbleland in North Queensland on 12th November. Doug was a founding member of the Association but Lorraine is new to the Airtourer family having first met us at the Victorian mid year gathering this year. She is with the Education Department as an experienced teacher and Principal.

Congratulations to John and Fee Sheehan on the birth of their second child, a girl, Alyssa. Also congratulations to Frank and Connie D'Alterio, (VH-MTP), also a second child and also a girl, Pia.

TSR2

George Penfound

After 45 years the memory is subject to flaws, not to mention that it really was not in the genius class to start with. These are my recollections of almost two years spent in England from March 1963 to December 1964.

I was born in London in May 1939 and in 1947 my family migrated to South Africa where I grew up in the Cape. I then worked in the family business in a town of about 5000, (Whites that is, somehow the black people weren't counted as they had to live separately), and trained as an electrician. At the age of 21 I left and went to work in the province of Orange Free State in the gold mining industry.

South Africa was following a political policy of Separate Development. This was, in fact, a colour bar between Europeans (Whites), Africans (Blacks), Cape Coloureds, (descendents of Malay Labourers), and Asiatics, (Indian/Chinese). A name for this policy was coined by an English speaking newspaper, The Rand Daily Mail, who dubbed the policy APARTHEIT, (separateness). I had a number of friends of different origins and backgrounds including English, Afrikaans, Africans and Coloureds. It was a fine balancing act to remain cordial with everyone.

October 1962 was the start of a chain of events that would have been the envy of any Hollywood script writer. Deciding that discretion was the better part of valour I left South Africa; and in a hurry. This in itself is another story. The trip that followed was Johannesburg to London on a motor cycle.



This is also another story. The trip culminated with my arrival at my Grandmother's house in Upper Norwood on a Saturday night late in March 1963 with three shillings and nine pence in my pocket.

On Monday morning I went to the Labour Exchange in search of work. On Tuesday morning I was employed as an Electronic Wireman at Creed and Co., Purley Way in Croydon. This was the first company to make tele-printers. After working there for a week or so I was invited to work "out the back" and after a few security checks I was moved to the Special Apparatus Division (S.A.D.) where I found Aircraft Bomb Sights were developed.

After a few weeks I was to become aware of the new aircraft development at Vickers Armstrong aka, British Aircraft Corporation, at Weybridge in Surrey. It was very hush-hush and known only as "Tactical Strike Reconnaissance", so I made overtures to get a job at the Weybridge factory where it was being built. The interview was quite straight forward with only one puzzling condition, I was requested not to divulge to the other workers on the aircraft the rate of pay that I would receive. I found

this rather odd however complied with the request.

I commenced work on the Number 1 and Number 2 aircraft. These were to be the first of 9 planned prototypes and my work consisted of making up the wiring looms for many of the control and flight systems. This was not highly technical work. The cables used were multi-strand conductors, the required number times the cross-section 0.0076 for current required for the electrical load. The insulation was either PTFE or F-Glass on most of the conductors, the cables terminating in either Cannon or Plessey plugs or sockets. The cable ends were crimped with gold plated male or female pins as required with special crimp tools of pre-set release to ensure uniform crimp pressure and then inserted into the required positions in the plugs with a special insertion tool after being lubricated with Xylene. For security reasons an electrician could only have access to one end of a loom circuit diagram at a time. This made it very difficult to match up the circuit because the diagram had to be returned before the secret other end diagram could be issued. So every enterprising electrician made a copy note of the connections of the first part of the job in order to make sure that the second part would work.

All the jobs were on a bonus scheme where the time to carry out the work was evaluated by the "Arch Enemy" aka the Rate Fixer. Every job was given a completion time. This time was fixed by the Rate Fixer and was allocated to a particular task. On completion of the job within the required time it was submitted for inspection. The time was then closed off. If a job was completed in half the time the worker could make a 200% bonus. If a job was completed

in an even shorter time a greater bonus was paid, but in future the Rate Fixer would allow a much shorter time for the task,

The aircraft was something entirely new in many concepts. The rudder/fin was one structure and the entire unit moved. Similarly, the elevators were the same but they could also move independently which would assist in the rolling plane as well as the pitching plane. The wing was a rough delta plan being high wing configuration with large wingtips which angled steeply down at some 40 degrees. It had blown flaps which assisted in short field performance. For operations from rough strips the aircraft had a long stoke undercarriage and low pressure tyres. The nose wheel was telescopic which allowed an nose-up attitude to be adopted early in the take-off run.

More a weapons system than an aeroplane, the TSR2 had a very long range which allowed it to penetrate hundreds of miles into defended enemy territory and to fly the long ferry distances to ensure inter-theatre mobility. It combined high performance at both high and low altitude. In the vital reconnaissance role the TSR2 could scan a large area or a small target within that area.

There were some interesting times at the factory. On one occasion I asked a draftsman if a variable geometry wing was ever considered. His reply was that I request a visit to the Pavilion. I went to the Supervisor with the request and he made arrangements for the following day. The building was actually the old pavilion when the factory was the famous racing track know as "Brooklands" and this was the building where the parties were held. Now it was the laboratory of a rather quiet man called Mr Barnes Wallis. Outside at



the front of the building were all the famous bombs that he had developed such as the Dam Busting Bouncing Bomb, the Grand Slam, the Block Buster and several other types. Inside I met Mr. Wallis, a very charming though rather shy (I thought) person. He told me all about swing wing designs and how the major problem lay with the wing carry-through box. This was the structure on which the wing hinged and at that time the construction would be so massive there would not be much of a load carrying capacity for fuel and weapons. This was because suitable materials had not been developed to make this component. He showed me all sorts of designs, beautifully constructed models with air operated swing wings and he then branched out on all kinds of topics. I stayed there the whole day and it was one of the most enjoyable times that I had at Weybridge. The recently retired F-111 encountered significant problems with the wing carry through box and its delivery to the RAAF was delayed

a number of years while the design was re-engineered.

Another time I arrived at the factory and was instructed not to work on the aircraft as all the construction scaffold was being removed in preparation for a VIP visit. Just a few strategic steps to the cockpit and roped red carpet aisles around the aircraft were in place. At around 11.00 am the visitor arrived. Through the door came some obvious P.R. types with cameras, then came some obvious types who were security. I figured this because they collected the cameras from the first group. After a short delay the VIP arrived, non other than HRH Prince Phillip. He looked around the factory, looked at the roped walk-ways, and straight away stepped over the ropes and came to talk to the workers. By some tremendous stroke of good fortune I was able to answer his several questions but one of my colleagues was caught off guard with an awkward question from HRH. I didn't know the answer either but I stepped in

and told HRH, "With respect sir, I'm afraid that is classified." I never found out what he told the bosses but the supervisor said to me later that HRH was very impressed with the two artisans with whom he had spoken. As a result we were given the rest of the day off.

The engines chosen to drive this "Bird" were Bristol Siddely Olympus 22r (320) with Reheat. If you can convert thrust to horsepower one of these engines had the equivalent Horsepower of the Queen Mary transatlantic ocean liner. The TSR2 had two, (four were used on the Concord). Eventually a test bed was required for this engine and so an Avro Vulcan Bomber was borrowed from the RAF and the Olympus was slung underneath, with not a great deal of ground clearance. This was going to substitute for the Vulcan's four RR Avons. However, something went sadly wrong at the run-up, the engine caught fire, everyone de-camped the Vulcan at great speed, and the aircraft and the engine was totally destroyed. The RAF, needless to say, was not very happy. (Wonder why?)

On another occasion I was working on the starboard equipment racks. An airframe fitter was working on the other side of the aircraft on the port equipment racks and he was trying to reach a spanner that was on the top of the aircraft but just beyond his arm's length, so I reached over, picked up the tool and handed it to the fitter. About 30 minutes later the foreman approached me and told me to report to the supervisor's office immediately. I did as requested and greeted the supervisor with "Morning Sir, you want to see me?" He stormed at me without acknowledging the greeting with, "What the blazes do you think you are doing?" This caught me by

surprise.

"What do you mean?" I asked.

"Did you give a fitter a spanner just now?" he asked.

"Yes I did, he couldn't reach it", I replied.

"It's not your job to give the fitter a spanner. It's the fitters mate's job".

"So?" I asked.

"So, now we don't have a fitter on the aircraft. They are all outside the gates having a stop work meeting," he replied. I quickly went out to the fitter's meeting and spoke to the shop steward and explained that I was not familiar with the procedure and I apologised sincerely for the lack of protocol. My apology was accepted, a vote was taken, and everyone went back to work.

After a few weeks I found that I was being paid at a higher rate than persons who had worked there for over 10 years so I went to administration and asked why. I was then told that because I was an indentured qualified electrician I was paid four pence an hour more. I was asked not to divulge this to the other workers as it may cause some discontent, so I didn't. I developed a good rapport with the Rate Fixer and almost always enjoyed 225% bonus so I made reasonably good money. On some of the jobs I could make up a lot of time so instead of making a higher bonus and getting off side with the rate fixer I would sneak off to the "Cathedral". That was the nick-name of the large hangar where the VC10 was being built and I would crawl all over this aircraft until the time was up to submit my jobs for inspection.

The TSR2 was, in itself, a new development. It was to be a stand alone weapons system. It was planned along the concept

that it would be parked in a secure re-vent and at a predetermined time would start up, taxi out to the runway, take off, fly to the target UNDER enemy radar, deliver the weapons, (Nuclear), and then return WITHOUT a crew!

This prompted Russia to spend countless billions of roubles trying to develop an "Over-the-horizon" radar to combat the emerging threat. The net result was some very awful radio and TV reception in Europe!

The aircraft was designed for a crew of two, Pilot and Navigator. The Navigator had no forward vision, only side windows and a control panel with an array of instruments. Directly behind the Navigator's position were the equipment racks that housed Low Level Terrain Following Radar, other radar jamming devices, incoming weapons detection, Elliot paper tape programme readers, communication radios, Doppler and Inertial navigation systems and a host of other gadgets which may still be classified today. In between the equipment racks were a number of strange shaped tubes and tunnels which I discovered were wave guides for the electronic signals.

I was invited to attend a briefing on calibrating some of the parts of the Terrain Following Radar. I then found myself flat on my tummy at the feet of the pilot who was guiding a Canberra Bomber across the North Sea at about 50 feet and my job was to record readouts from various banks of "Noddystrons"; (These are neon lamps with digits 0-9, now of course superseded by LCDs). We flew to Holland and back at about 300kts. It was really uncomfortable but I was I was paid overtime and I did learn plenty about the Canberra.

The overall length of the TSR2 was 89 feet with a wingspan of 37 feet, the height to the tip of the rudder was 24 feet and wing area was about 700 sq feet. Maximum speed was classified but it was above 1,400 MPH and ceiling, also classified, was above 50,000 feet. Maximum take-off weight 96,000 lbs and fuel load in excess of 5,000 gallons.

Flight testing started in Autumn 1964 and progressed to Spring of 1965 when the Wilson government scrapped the project and subjected the RAF to a doubtful future. I know that the Harriers were useful in the Falklands but their only claim to fame was the vertical take-off and landing. As for strike and reconnaissance they were never to be in the league of the TSR2.

Early 1965 XR219 departed Boscombe Down to Warton. This was about Flight 14 and included penetration of icing conditions, cross-country over-weather navigation, re-heat lighting at altitude, supersonic handling and instrument decent into Warton. All tests were completely successful. By the end of February all main targets of the initial phase of testing had been completed successfully including low level run in the Pennines at Mach 0.9 at 200 ft. This was the basic operation design point of the aircraft. The range performance produced encouraging evidence that the cruise/drag was within 2% of the predicted value.

There was a concern with under-carriage vibration; however, an engineering solution had been designed that would eliminate the problem and would be implemented. Unfortunately the project was terminated before this occurred.

Merry Christmas, Happy New Year and Safe Flying



President John Treble 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 2012.



Alan Wood caused some concern at Deniliquin when a local Aero Club member saw him lying on the ground under his aircraft. Thinking Alan had collapsed or fallen off the wing he rushed to help only to be told that Alan, approaching 90 years old, found it easier to do the water check that way.

Bob Peak sent us the following information about David Clark headsets.

As most of you know, I suffered a prop strike to EQG at my home airport of Temora, just before setting out for Echuca to attend Lindsay Marshall's funeral, giving us a 5 hour drive instead of a 75 minute flight.

Unwelcome collateral damage occurred when crunching my headset underfoot on exiting EQG from it's 40 degree nose down attitude. Insurance paid up for prop and engine, but didn't cover the headset.

A few days later I was talking to a David Clark manager on the booth at Oshkosh. He listened to my tale of woe and then offered to refurbish headset if I cared to post it to him.

A week after I posted the parcel we heard on the news that US Post had sacked 40 percent of it's workers. Weeks went by and I was convinced I would never see headset again, until yesterday, 3 months later, when the local Post Office advised they had a package for me. I have no record of the parcel's outward trip AU to US but the return trip was 3 days from US to Port Botany, then 20 days from Botany to Temora!

My 20 year old David Clark headset is now as fresh as when first taken out of it's box, completely refurbished and sent back to me at no cost as a gift.

How's that for good Customer Relations service?

EQG is now running well after 2 new blades and an engine re-build, I will try and stay out of trouble for a while.

John Day has drafted a **Buyers and Sellers Guide** for the Airtourer. It's currently under review and the draft will be placed on the website for comment. Check the website for details.

Did you pay your **membership renewal** by internet banking on 25th August? We have one transfer of \$40 with only a number as reference, the last three digits of that number are 850. Please let the Secretary know if you think that payment was you.

Calendar of Events

VICTORIAN BRANCH CHRISTMAS FLY-IN on 3rd, 4th, DECEMBER

John & Rebecca Day shall host the end of year get-together at JDANDBOO field, (YJBO), which is 18nm NW of East Sale.

2012 CONVENTION and ANNUAL GENERAL MEETING

The 2012 Convention and Annual General Meeting will be held at Cootamundra NSW, on the 16th, 17th and 18th March.

Check the Airtourer Association Website for details.

For Sale

Airtourer 115 VH-MQL

TTAF 8180, Eng 520 TBO, Prop 80 TSO.

All Victa AD's up to date. Inst 8, RAD-AD's current, New fuel bladder 2010.
Basic VFR instruments, plus ADF, VOR.

Bruce custom canopy cover.

Original log books. Fresh MR issued 18/7/11. 23lts/hr fuel burn.

See Association website advertisement for photo.

\$38,000 No GST.

Ph 0438 773 635 evenings and weekends or email bridgey77@gmail.com

Welcome

Keith Corbet from Wheelers Hill in Victoria who doesn't yet have his own Airtourer.

David and Rondelle May from Victoria Point in WA who have Airtourer 115, VH-MUZ.

Craig Drew from Washington, not in the USA, but Newcastle in the UK. Craig is part of the 607 Group flying G-AZOE.

Welcome back to **Ray Abernethy** and **Greg Rutherford** who we haven't heard from for some time.