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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. Please enclose payment for any advertisement. The next Newsletter will be published in January 2001. Contributions and or advertisements are to be with JOH by 1 January 2001.

Small advertisement (3 to 4 lines) \$10.00

Large advertisement \$20.00

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Editorial

In the last Newsletter I stated that this issue would be published in October immediately after the President's Fly-In. Unfortunately I have not achieved this aim, my apologies. However, the next issue will be published late in January 2001 to ensure sufficient time to plan for the AGM on the 1st weekend of March.

I have had a number of enquiries about publishing the Newsletter in electronic format thereby reducing printing and postage costs. Unfortunately at present the file size is too large to send by email. I'm sure there is a way to reduce the size but until I get the time to achieve this the paper format will remain. Additionally I'm sure that many members would prefer the paper copy or simply do not have an internet connection.

This Newsletter will be accompanied by the latest Membership List based on those members who have renewed their membership till 2001.

Safe Airtouring,

John O'Halloran

Cover Photo: Andy and Jane Morris over Inverell City in their Airtourer T6, VH-FVV.

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.

Millicer Aircraft Industries

John O'Halloran

Many members are aware that MAI have been experiencing financial difficulties and some have contacted Hugh Knox enquiring as to what the Association was doing about it. The Airtourer Association has no relationship with MAI and are effectively only interested observers. However, Peter Roche has included an Airtourer Co-Operative update in this Newsletter.

The following is a summary of the events as has been reported to me. It is not an official position of the Airtourer Association nor the Airtourer Co-Operative.

The Airtourer Co-Op for many years owned the original jigs, tooling drawings etc. for the Airtourer. A couple of years ago the Co-Op sold this property to MAI so that they could once again manufacture the Airtourer. A number of conditions were included in the sale including a bankruptcy provision. If these conditions were not met the property would revert to the Co-Op.

MAI have been placed under the control of an Administrator. The Administrator recently held an auction of MAI assets, both intellectual and real. The Co-Op was represented at that auction and prior to its commencement one member asked if prospective bidders were aware of the agreement between the Co-Op and MAI regarding some of the assets to be auctioned. There was a delay in proceedings before the auctioneer stated that this agreement did not affect the auction. An observer at the auction felt that there were no serious bidders and the important items such as the Type Certificate and drawings were subject to an auctioneer's bid.

Immediately afterwards representatives of the Administrator held discussions with representatives from the Co-Op about fulfilling the responsibilities of the Type Certificate holder. These discussions are ongoing and the subject of Peter Roche's report.

It might be appropriate to discuss the Type Certificate. The Type Certificate is issued by the regulatory authority (CASA) and defines the aeroplane. It is usually held by the manufacturer and makes reference to the regulations under which the aircraft was certified, the Aircraft Flight Manual, the Maintenance Manual and Pilots notes. The continued airworthiness of an aircraft type is the responsibility of the holder of the Type Certificate. In the extreme case, if the Type Certificate holder does not fulfill that responsibility the regulator may revoke the Type Certificate thereby grounding the aircraft. This is an extreme case and in reality CASA has been very supportive in finding a solution. This was especially the case recently with the cracked waggler issue and subsequent VAT42 amendment.

Many members have asked why the Type Certificate etc. has not returned to the Co-Op as per the agreement. MAI are not bankrupt and hence the relevant clause of the agreement has no effect, yet. If the clause does come into effect then the Co-Op may require court action to enforce the agreement. I won't speculate on the time and cost implications of court action.

This was a brief overview of the situation with MAI, the Type Certificate and the ongoing airworthiness of the Airtourer Type.

PALMERS ISLAND FLY IN

28 to 30 July 2000

Let us start by saying it was a lot of fun. The lack of starters caused by the weather in the south, flu and other commitments, (we missed those who booked in and those who did not) was made up by those present.

The McIntyres, Bob & Annette, who own the strip are wonderful hosts; they have a very happy club with lots of helpers. Unlimited coffee and tea and home-made cakes and slices greeted us. One of the helpers, Ray Green, put on a super display with 4 PC9's in formation.

Airtourer members Riddell (hoping for a prize) were first to arrive in OVV having buzzed the "Endeavour" off Coffs on take-off.

Then came Alan & Merle in MUL from Hoxton; they really did come through some crummy weather around Williamstown, and also exercised the "See and Avoid" Technique as a Macchi came hurtling towards them at low level. After Forster, the weather on the lovely coastline allowed for more relaxed flying and they also sighted "Endeavour". We thank them for the big effort.

Early Saturday arrivals from the North were Bill and Lorraine in XVV with its striking 3 blade prop and reconditioned motor giving a great turn of speed and big smiles as they were thrilled to beat by a short head Ian and Lyn in the big high wing Victa XPR. It looked like a Cardinal.

About this time Peter arrived without Marj in MOI despite the fact he had holes bored into the side of the fuselage to fit in his golf clubs. Marjorie will now have a club cover near her left ear, no mean 1 wood, a Pint with cover to match.

A notified ETA of 1300, we started looking out for Paul and Olive whilst feasting on a super steak, sausage and interesting trimmings lunch, set up in the spacious Clubhouse and adjoining Hangar. The colourful setting and lovely sunny day was added to with the arrival of two Ultra Lights from Ballina, and the local fleet in various hangars included a Helicopter and immaculate Arrow previously owned and operated by Ron Thorp at Inverell North whom we will meet at our October Fly-In.

At 1500 a roar overhead, PCC was identified high and heading north away from Palmers Island; where had they been, circling all the ocean islands or in a daylight wasting area? Bill suggested setting the Cardinal on fire to draw attention. Peter called unsuccessfully on the radio, without response. Judy suggested another frequency and Peter was able to give clearance to descent and some headings. PCC arrived with acclamation to Paul and Olive. They were prepared to pay the Landing Fee but nothing to the Controller. Paul was generous with his knowledge of CT4 Fuel filter requirements to fix problems.

Hugh, you could have risked it! There were no Macchis at Palmers. Remember Wagga and that female top gun in front cockpit doing rather tight loops with the control column causing you as second dickie some discomfort. We hope the bruises have now gone!

Of course, Alan spent a lot of his time with his head under the usual bonnet, or just looking at various Airtourers. Added to the fun and friendship of these informal gatherings is the bonus of the availability of a wealth of knowledge that can be tapped into and gained

about our aircraft and flying them.

The Courtesy Bus from the Twin Pines Motel transported us several times and Don and Cheryl were very obliging with our various needs. An excellent Motel. We settled in and Alan, Merle and Judy walked to view the town and Lighthouse area, Paul and Olive to the River. Ian called the remainder around him with the lure of Chivas Regal to sponsor a Lap Top. He demonstrated the exact height and speed one should drop from a Hercules to land on the spot!

Roy related a true wartime experience of flying in a Vultee Vengeance low level, so that a Padre could spread the ashes of the original surveyor around Amberley. The Padre had ignored Roy's briefing, and opened the rear cockpit too soon and proceeded to disperse the ashes.

Roy posed a challenging question to Ian and his Laptop as to what ratio of the departed Surveyor's ashes were dispersed over Roy and the Padre, and those that fell onto the airfield when the crew shook out their flying suits after landing? When the Laptop failed to produce an answer the price went down \$1500.

All in good humour for the short walk

across the street to the Yamba Bowling Club for a super A la Carte Dinner, and an opportunity to get to know Bob and Annette and have them as our guests.

It has been suggested to Paul and Olive that they would, could, should organise the proposed fly-in to Old Bar which is open but not open. We did hear about numerous bottles of Vintage Para port, so it is imagined that Paul's generosity will result in the bottles being given as prizes at Old Bar, the Vintage no doubt in proportion to the expertise. No doubt finer details of Palmers and Old Bar will be talked about at Inverell.

Ian's Laptop went into early morning flight planning allowing Alan and Merle and MUL a sleep in, and ensured good flying for all both north and south.

A group photograph with lots of members' cameras, and the local press ensured a memorable record before departures.

Jean Cartwright, a local Victa Aerobatic Pilot trained and flying companion of Nev Bienke, gave us cause to recall Nev's long career as CFI in Northern Rivers and his special joy at owning and flying Airtourers. VALE NEV BIENKE.



President's Fly-In 2000

Inverell NSW

John O'Halloran

Inverell was the original planned venue for the AGM this year. The fuel contamination crisis led to postponement and Inverell was changed to the venue for the President's Fly-In.

President Hugh Knox first "discovered" the attractions of Inverell through his association with classic cars. After a visit with the Bristol Car Club he felt it a suitable venue with sufficient attractions in addition to an airstrip with enthusiastic owners.

Inverell is located in the North West highlands and with an annual rainfall of 32 inches provided a reasonable probability of fine weather. However, as the weekend approached so did a cold front. Some members with the luxury of time decided to fly a day earlier on Thursday.

Those arriving from the north flew in fine conditions although the upper cloud suggested that was about to change. Although in VFR conditions I planned IFR for recency reasons and when I called inbound for an NDB approach received a concerned call from Roger Merridew. He was approaching from the south and had been following the line of the front for some time. Jane and Andy Morris were worse off. When considering the IFR option they were advised a radar would be required to avoid the embedded thunderstorms. However, the base would be high enough to avoid them by flying VFR underneath. They spent the rest of Friday and half of Saturday zig zagging via various NSW country towns avoiding the weather.

Nevertheless Friday afternoon saw a good turnout for the draught horse demonstration. The Draught Horse Centre is run by Dennis and Marge Candy and includes a display of harness and memorabilia from the working horse era. Dennis took us for an informative walk through the display where we learned about the practical aspects of the various harness as well as the tradition and superstition of the harness decorations. Afternoon tea was served as the various breeds of draught horse were displayed. We learned how in the past they carried knights in armour as well as the more common working tasks.

The Friday night dinner was the usual 1st night frenzy of conversation with everyone trying to catch-up on news since the last gathering. We were particularly pleased to see Janette Roberts after the passing of her husband Geoff earlier this year.

Rain pounded down during the night and Saturday morning was cold and windy as well as wet. The locals were smiling, they hadn't seen rain for months. Unfortunately the plans for formation flying were postponed. The other options were shopping or visiting the Pioneer Village where a group of enthusiasts of model steam engines had gathered. The pioneer village has a collection of buildings from the local area dating back to the early 1800s. Various barns hold farm machinery from the horse drawn and steam traction days.

The afternoon was spent at the Transport Museum that originally attracted Hugh Knox to the area. The display originally started



Alan Wood at the Transport Museum with a Riley similar to the first car he ever owned.

as a private collection by Ron Thorp and was housed in his hangar at Inverell North Airstrip. Over time and after a lot of pressure on the local Council the display was moved to a factory building that had been vacated by a failed business. When it opened the museum searched for exhibits so that it would not look so empty. Two years on they are endeavouring to find more room for the latest exhibits being offered as Ron's original collection has grown with other owners leaving their vehicles on display. There are now over 200 vehicles including rare makes such as Reliable Dayton, Moon, Diana, Turcat Mery, Chenard Walcker and Bristol.

Saturday evening was the Gala Dinner.

The venue was Ron and Ann Thorp's hangar at Inverell North Airfield, the original site of Ron's car collection. A few vehicles remained to provide a backdrop for the dinner. These included an ex-RAAF fire truck and a Bristol car made by the Bristol Aeroplane Company. The centre piece was Ron Stiebel's Airtourer MOH. During the dinner Hugh Knox presented a plaque to Ron and Ann for their enthusiastic support during the weekend. Ann gave us a brief history of the Transport Museum and how it moved from the hangar to the present site. George Penfound continued his tradition of telling a few non-politically correct jokes.



Dot Ross and hostess Ann Thorp at the Gala Dinner in the Thorp's hangar.

Sunday morning dawned the complete opposite to the previous day with clear skies. A formation was organised and we eventually dragged Stan Tilley away from the TV camera only to have him drop out of the formation with a start problem. Bob Peak did a number of joyrides, introducing the locals to the Airtourer.

Sunday lunch and afternoon was spent at the historic Kings Plains Castle home-
stead. In 1832 William Vivers, an immigrant from Dumfries in Scot-

land first settled the property "Kings Plains" comprising 61,440 acres of pastoral land . In 1908, his great-nephew George Vivers began construction of what would become

one of the most stunning family homes in the country. The three level castle, complete with battlements, contained 28 rooms which are filled with antiques from around the world. Over the years the property was broken up and is presently run by Michael and Kathryn Vivers who have opened up their home to display the grandeur of a past era. Part of the castle has been setup for guest accommodation where they can accept up to six couples for a pastoral



Hugh Knox presenting Ron and Ann Thorp with a plaque in appreciation for their help in organising the weekend.



getaway. Michael's tour included the major rooms of the house as well as the family cemetery plot and the shearing shed. We were reminded of the harsh realities of life in the bush by the relatively young ages on many of the headstones.

The Inverell area is famous for sapphires and an abandoned mine gave the visitors a chance to try their luck looking for the gems. A number of small stones were found however

none sufficiently large to plan early retirement or even a new GPS!

Transport for most of the weekend was a hired minibus driven by Jack Murray. Jack deserves a commendation for his persistent good humour despite the unceasing advice of the backseat drivers.

Despite the challenges of the weather which forced a number of members to drive and curtailed the flying activities it was a successful gathering of Airtourers enthusiasts for the President's Fly-In. Inverell was certainly glad to see us both for the business and the rain! If you find yourself flying Inverell way consider a refueling stop at Inverell North Airfield. The welcome will be warm and the landing fee is waived with a purchase of \$80 of fuel.



*Above: Michael Vivers explaining the workings of the shearing shed.
Left: Jane and Andy Morris after a successful search for sapphires.*

Inverell Attendees

Hector & Wendy Blemings
 Hugh & Maureen Knox
 Frank & Jean Murray
 Jack & Colleen. Murray
 Peter & Marjorie Roche (car)
 Roy & Judy Riddel
 Andy & Jane Morris
 Ron Stiebel &
 John & Jan O'Halloran
 Stan & Bonnie Tilley
 Janette Roberts
 John & Doreen Treble
 Pat & Cath Kelly and visitors Browning (car)
 Lyn & Athol Butler (car)
 Alan & Merl Wood
 Roger & Neroli Merridew
 Bob & Pat Peak
 George Penfound
 Stuart Hilsberg
 Dot Ross & Mike Fisher
 Bevan Slater

Bill Pennell & Lorraine Howson
 Paul & Olive Cary
 Col Taylor & Marg McMaster
 Ann & Ron Thorp
 Don Kendall & Tom & Mick who live on
 the airfield at Inverell North



*New member Bevan Slater from
 Warwick in Queensland.*

Committee News

A meeting of the Committee was held at Inverell and the following are some of the points discussed.

Colleen Murray reported one member queried the increased cost of Fly-Ins on the last financial statement. This was due to some transport costs being covered from Association Funds. After some discussions and advice from the previous committee it was decided that future Fly-Ins would be financially self sufficient. This may increase the cost for those attending but would be fairer for the overall membership.

This discussion led on to the general financial position of the Association. The mem-

bership fee of \$20 has existed for many years despite rising costs. The major cost items are the membership booklet and the Newsletters. The editor will restrict future Newsletters to 16 pages to contain costs. Nevertheless the Committee felt that membership fees must be raised to cover the increased costs. This proposed increase will be put to the membership at the next AGM and a more detailed justification included in the next Newsletter.

The next AGM will be held at Bendigo over the weekend of 3rd and 4th of March 2001. More details will be included in the next Newsletter.

THE SHERIFF OF LOCKINGTON INTERROGATES.....

John Treble

(Interrogated in his Cell at Keilor, under the watchful eye of Warden, Doreen, 19 March, 2000.)



This humble man said that he's past interviewing and we should interview the younger ones, but it was argued that the older, experienced ones have so much to share.

He submitted.

What got you interested in flying?

As a teenager, I went on push bike to Essendon to look at planes. A war pilot veteran friend hired an aircraft for an hour at Grovedale, and by the time we left I was booked in for a lesson and it went on from there. In 1968 at an Airshow at Grovedale, Aub Coote did an Aero display in an Airtourer 100, I was impressed.

Doreen and I wouldn't hire and fly for an hour or so. We'd wait, save up and take a plane for a day - we did that for 10 years, then bought our own.

What year did you gain your pilot's licence? In 1968 in a Cessna 150. Couldn't land, the controls were in the wrong place!

When did you become involved with the Airtourer Association?

Joined in 1978. I read in AOPA of a Fly-In at Sonny Rankin's, and flew there in a Piper. Saw all these Victas there, and decided "we've got to get one of them - they look like good fun". Became a member, then bought an aeroplane. Fuel was \$1.00 a gallon.

What have been your roles in the Association? (Thinks - We'll need a book for this!)

- Elected Treasurer at Mildura's AGM 1979, retiring at Mildura's 2nd AGM 1999.
- Director of Co-op for 8 years - We met every 3 months at Guy Main's at Cecil Park, nr Cambden. Picked up Sonny and took him home. Which meant I got to fly the Aircruiser, and liked it - a bigger Airtourer.
- Newsletter Editor - Took it on temporarily for 7 years (from Alex Hood) in Sept. '83. The Committee was concerned about regularity of the newsletter, as it was and still is, the important link that keeps our Association bonded. Did 31 newsletters, No.s 25 to 55.
- Victorian Rep. 1980 - 1990. We had a couple of great fly-ins to King and Flinders Islands.
- Tony Matthews and I researched AGM venues, accommodation, transport, meals, tours, etc., until Mildura. We went to the venue personally to "fine tune the last little bits".

Tell me about the Safaris you organised.

Organised the 1984 Simpson Desert. Thinking initially, "we'll get 3 or 4 planes", and got 18. We had 15 in the Queensland trip, and it was just as rewarding and exciting, fulfilling. We wanted to end at Normanton but couldn't get accommodation, so ended up at Cooktown.

From there some went their own ways, some of us went up to the Cape - Punsand Bay etc. Did you look on it at times wishing you weren't doing this?

No, I enjoyed it. Some hassles getting money in, but that's all. It was a great bonding time. What Airtourers have you owned?

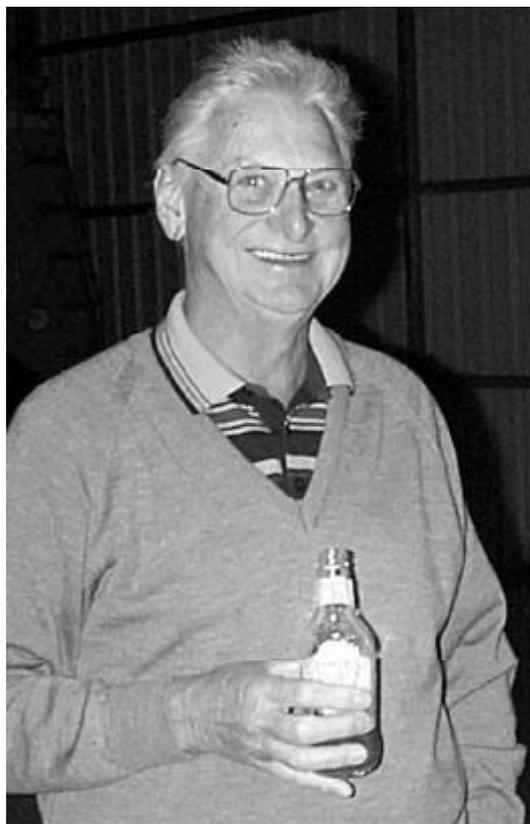
Placed "Airtourer Wanted" advertisement in AOPA and got 8 replies. Bought KHP 6 November 1978. I went to Armidale to get her. Coming home I said, "We got up okay, hope we can land it!" We did three circuits at West Wyalong, and landed okay. After 4 1/2 years, sold her and bought CRK - Super 150 Airtourer in 1983, which had parachutes in it for safety!/? Won 'Best Presented Airtourer' at Wangaratta and Echuca AGM's.

Total hours flown? About 2,600.

Longest trip flown? In 1995 flew to the Kimberley's, Broome, Geraldton and West Coast of W.A.

What was one of the most memorable flights you have done?

All trips have been great. 1985/86 we did "East goes West" with 4 other aircraft. Melb/Kangaroo Island/Port Lincoln/Eucla/Kalgoorlie/Bruce Rock for New Year's Eve with the Rutherford's/Perth (meeting up with WA Members)/Albany/Esperance/ Ceduna/Wyalla/Melb.



Your occupation before retirement?
Printing Business.

Where were you born? Melbourne.

Where have you, and do you live?

Always lived in Melbourne.

Favourite Food? Anything.

Favourite Drink? I like beer, but I don't drink a lot. (*Sideways glance at Doreen!*)

Other Sport? Assimilated Field & Game Shooting - Many trophies for number of targets. Golf - no trophies, handicap of 20.

Any further comments you wish to add? The stable part of the Association is the Committee, only 2 Presidents in 20 years! Alan Wood has been on the Committee from day one, Tony Matthews 20 years at least, and Stuart Hilsberg a new comer, he's been on it 14. Sonny was the force behind, he stood down in 1988 and Tony was elected president.

And yourself? How many years? 20. A very proud moment was being made a

Life Member in 1985. Then Bob Page presented me with Vic Walton's (a Test & Demo Pilot of Victa) original Victa tie at Moree, for services to the Association. Then the most moving moment was the presentation at Mildura of the model of our Airtourer made by Peter Bons, which is proudly displayed in our Lounge room.

Thank you John for agreeing to be interrogated. It was hard at times to concentrate while watching from your window the planes take off and land at Tullamarine, but things are tough at times! Lindsay and I enjoyed reminiscing with you over the past 20 years. Your accomplice, Doreen, has to take quite a bit of blame for your determination to keep the 'prop running' in the Association, so she too must be sentenced. The Association is forever grateful, thank you both.... The Sheriff.

Airtourer Co-Operative News

Peter Roche (Chairman)

As you are all aware the fate of Millicer Aircraft Industries is now in the balance. The Administrator has held an auction to dispose of the assets of the Company. At that auction the Administrator purchased all the Intellectual property, Type Certificates, Jigs etc, in a new Company which retains David Rees as the CEO.

The new company has approached the Airtourer Co-operative for support in carrying out the responsibilities of the Type Certificate Holder and discussions are continuing between the two organisations as to the most satisfactory way of achieving an outcome. As soon as any final decision has been made the

Board will endeavour to keep everybody informed.

As to the status of the Jigs etc., which are now the property of the new Company under David Rees, they are and will remain in the hands of the Company. Their ultimate fate, we hope, will be that they become part of the new manufacturing organisation when it manages a satisfactory restructure. We will keep a watching brief on the ongoing fate of these items to the best of our resources.

The Board is also well aware of the Flight Manual requirements. As this is interlinked with the above problem of the Type Certificates we will contact all owners as soon as this matter has been satisfactorily resolved.

Wanted to Buy

Airtourer 115 McCauley Propeller and adaptor,
any condition, servicable or repairable
Maurice Thomson NZ 64 7 8717311Day
NZ 64 7 8714100 Night

First Fly-In for the new Millennium South Australia

January long weekend 26, 27 & 28/1/2001

Come to WHYALLA, home of the great red Snapper and the Cuttlefish

In the last Newsletter I asked for expressions of interest for the Big Event. The following is additional information about the accommodation and incentives to join us. If you are interested but haven't notified me please fill in the form from the last Newsletter or contact me on the numbers below.

Accommodation

Westlands Hotel our major venue

\$63.90 Double rm std

\$72.90 Double rm deluxe

\$88.20 Double rm new deluxe

\$96.30 Double rm new Exec with spa

Foreshore \$80.00 per single room

\$85-00 per twin / double room

Alexander \$54-70 Single room

\$58-30 Double room

Caravan Park Cabins from \$33.00 to \$53.00 Powered sites \$16.00

All accommodation venues have given our members discounts and bookings are coordinated through the organising committee

The three Motels all have restaurants with fine meals featuring local products and South Australian wines

For the wives and women Pilots, one of the fashion houses is staying open and offering 20% discount to Fly-In members

RULES

To endeavour to be fair to all attendees and recognising the fact that some pilots may want to drive or no longer fly, we have structured the registration fees to take this into consideration.

We would like as many ex pilots as well as current to attend and enjoy the events.

Category 1 \$50-00 Registration Plane & Pilot

Includes

(a) Arrival fuel bonus entry

(b) Nav-ex fuel bonus entry

(c) One ticket to Smorgasboard either Friday or Saturday

(d) Transport to and from venues and airport

(e) Promotional kit

(f) Tours

(g) No landing parking charges

Calendar of Events

Victorian End of Year Fly-In, 25 & 26 November

Details last Newsletter or contact Lindsay & Beryl Marshall on 03 5486 2353

First Fly-In for the new Millennium, South Australia January long weekend 26-28/1/2001

Details page 14 & 15

Airtourer Association Annual General Meeting 2001 3 & 4 March 2001

Bendigo

Details next Newsletter

Welcome

Charl Janse van Rensburg from Boksburg in South Africa whose aircraft was originally a 115 but now has a Lycoming O-290 D2 rated at 140 hp, swinging an IVO magnum 3 blade composite ground adjustable prop.

David Hall of Port Lincoln who purchased UQX from Steve Fankhauser.

Dean Davidson of Kambah ACT who has purchased BXD

For Sale

Airtourer 100 VH-MFN, \$27,000

TTIS 7950 ETR 1300 PTR 400

Barry Cadzow 03 5495 1138 email: Cadzow@frog.net.au

Stuart Robinson 03 5495 1252

President Hugh Knox would like to thank the Committee and other members of the Association for their enthusiastic support during the year and to wish you and yours a

Merry Christmas, Happy New Year and Safe Flying