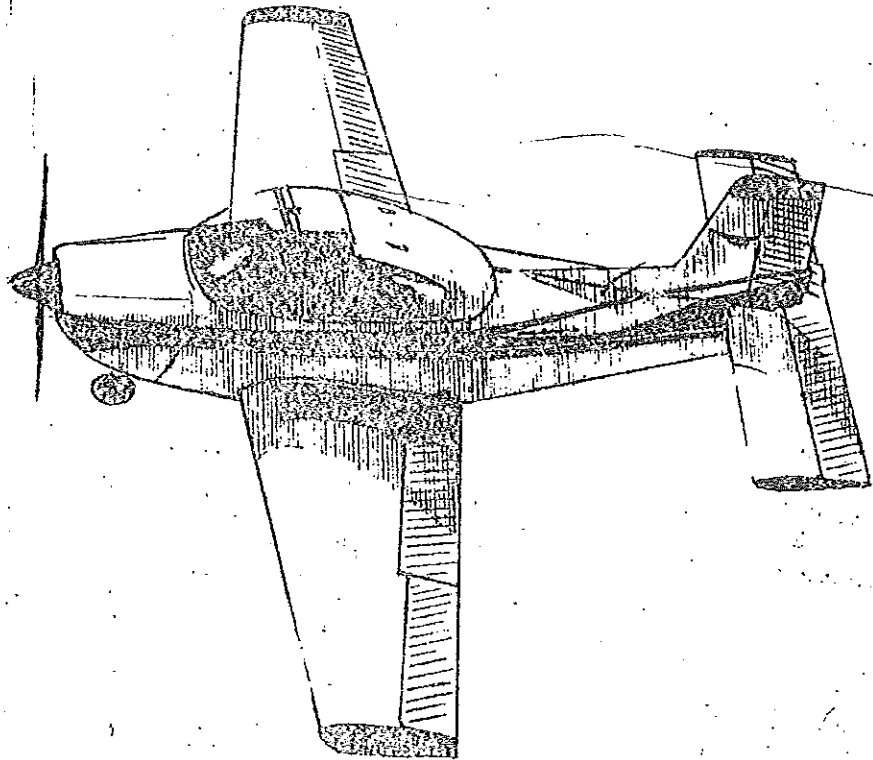


AIRTOURER ASSOCIATION

PATRON - HENRY K. MILLICER (AIRTOURER-DESIGNER)



NEWSLETTER

Registered for Posting as a publication Category B.

AIRTOUGHER ASSOCIATION

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NEWSLETTER

Published Quarterly and as required

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Advertisements by non-members are accepted, space permitting, and a donation to the Association is requested.

AIRTOURER ASSOCIATION

NEWSLETTER No. 11

MAY, 1980

PRESIDENT'S REPORT

My report for the year 1979/80 can only reflect continued interest and support from our members, as while operating costs and fuel still continue to rise our members have seen fit to attend in goodly numbers at the following events:-

- 3rd June, 1979 - Fly-in to Bill and Elyvonne Kelly, Bannockburn, Vic.
- 16th June, 1979 - Antique A/C, Muscum, Wodonga, Vic.
- 29th Sept, 1979 - "Yarrandale" Fly-in, N.S.W.
- 10th Nov., 1979 - Schofields Air Show, N.S.W.
- 17th Nov., 1979 - Fly-in, Bob and Bev. Gilmore's property, Vic.
- 10th Feb., 1980 - Lilydale Air Display

(We regret that the R.A.A.F. boys could not be with us on this occasion. We no doubt miss them, but look forward to their participation in our coming events for 1980)

This speaks volumes for our Association and the interest of all our members. As you know, there were a few changes in office at Mildura, 1979, possibly the most noted was the change in Treasurer. I can only report that the high standard set by Bill Kelly has continued and John has carried on with the same devotion and interest. I am sure you, the members, will be well pleased with the report that he will make at this convention.

As you all have read, as per Newsletter, our Secretary has made a few changes. It was my privilege to say a few words to Barb and Doug on their wedding day. This I did, not only as a personal friend, but also on behalf of our Association. My words are so correct - "Even though the distance may be far greater, the effort still matches the distance. Our best wishes to you both".

Co-op. - the life line of our aeroplanes and Association, a vital part of our whole structure. I am pleased to report to you all that we are moving. The Co-op. is properly formed under the guidance of Earl Johnson and our formation statements and letters from Jerry Walsh and myself have no doubt reached you all. Better still a steady flow of applications for shares is being received by our Co-op. Secretary, Guy Hain. This will succeed only with your support, members and supporters. Keep A/T. flying for Australia, and better still, for the owners. As your President I have no doubt that not only will we have your financial support and backing, we will also have members who are prepared to go with us to N.Z. to pack and ship our farm back to Australia.

Now to Parkes and today - As usual there is a member and his wife responsible for this event in the main. Tony and Liz Matthews. "What a worry" - bookings so slow in coming in and accommodation booked, could cast doubt. Tony has had his problems. Still I am sure it will be the great BIG success, thanks to Tony and Liz.

To all our members and supporters for 1980-81 my best wishes and happy Airtouring. May we go forward in every way to complete our aim. Thank you, the members, for your support to me as your President.

D.O. "Sonny" Rankin,

President

4th April, 1980

SECRETARY'S REPORT 1979/80

Presented at the Annual Convention - PARKES, N.S.W. - 5th April, 1980

The Airtourer Association completed its main aim during the last year by forming the AIRTOURER CO-OPERATIVE LTD. with which it is hoped we will be able to buy the project back from New Zealand and set it up in Australia for the benefit of all Airtourer owners.

May I point out, that the AIRTOURER CO-OPERATIVE LTD. is a separate organisation from the AIRTOURER ASSOCIATION, although it has similar aims. Guy Hain has been appointed Secretary of the Co-operative and all queries on the Project or the Co-op. should be directed to him.

During the year we held a number of gatherings at which your committee was able to meet and discuss various matters of interest. Most of the topics revolved around the Co-op., Fly-ins, supply of parts and information and administration matters. Your committee has worked hard at keeping the Association on the road, and our affiliation with the SPORTS AIRCRAFT ASSOCIATION OF AUSTRALIA has helped in this regard.

Following our successful "Yarrandale" fly-in, an excellent article (written by popular aviation writer Mac Job) followed in "Aircraft", giving a flight profile of the Victa Aircruiser, VH-HVR. Mac followed this with the Airtourer History in the summer edition of "Australian Aviation and Defence Review" which made very interesting reading and overturned a sad piece of our aviation history. We hope to repeat both articles in future editions of the Association Newsletter.

A number of comments have been made by members who are unable to make it to the convention held over the Easter week-end or the "Yarrandale" fly-in held over the N.S.W. Labour Day long week-end, due to other commitments at those times. I ask here for alternative suggestions. When we planned this meeting the S.A.A.A. were not going to hold a fly-in this year. However, shortly after they changed their minds and we find ourselves clashing as was the case last year. This is another reason for the Association to meet on an alternative date as it is known that some members would like to attend both events.

Next Easter the S.A.A.A. Fly-in will be to Kingaroy or Toowoomba (Q'ld.) and we have indicated to them that the Airtourer Association will attend there in force. Whether we hold our meeting then or on another week-end should be decided today. The other alternative is to have postal voting for the committee positions and a General Meeting on another more suitable week-end.

We, of course, must keep our individual identity as an Association, as well as keeping close ties with the S.A.A.A. I think the Annual "Yarrandale" Fly-in helps achieve this, although Sonny has not had much luck with the met. men. (Better luck this year).

During the year the Association again attempted to sign on extra members from all over. We gained in N.Z. and Europe. Although we gained Australian members we are still about a dozen short of representing all the 92 Australian Airtourers. We shall continue to point out the advantages of membership to those owners in the hope that they will join and support us.

Subscriptions will be due on the 30th June and I can see no reason for a change unless the cost or frequency of "Airsport" increases. (The present membership fee stands at \$24 per annum or \$14 per annum for members of the S.A.A.A. Overseas members are charged \$10 Australian per annum).

As you will all no doubt know, I am now living in Darwin, which is regretfully a few extra Airtourer hours away. However, I wish to advise all members that I support the Association very strongly and will not let the distance affect my capacity to help - although it may (I hope) reduce my use of the telephone.

This coming year it is hoped that a number of small fly-ins can be held in those areas which have concentrations of members and owners. In this way we hope that those members who have not had the chance to attend one of our gatherings will be given such a chance without having to make a major cross country out of it. The State/Area representatives will be asked to help with the organisation of these events.

Thanks this year should go to President, Sonny Rankin, for bringing back the Aircruiser, Earl Johnson for his expert advice on legal matters and help to form the Co-op., Harry Cousin and his family for his organisation at Schofields, Alex. Hood for the Newsletter, Mrs. Hood for typing it, Latrobe Valley Aero Club for providing the copying facilities, and Tony Matthews for the organisation of this Convention.

I thank you all for your support and hope to see you again in the not too distant future.

Doug Stott,
Honorary Secretary,
Airtourer Association.
4th April, 1980

ANNUAL GENERAL MEETING, 1980

AIRTOURER ASSOCIATION No. 1 ACCOUNT

STATEMENT OF RECEIPTS AND EXPENDITURE FROM 14/4/1979 to 30/3/1980

RECEIPTS		EXPENDITURE	
Credit Balance 14/4/79	\$ 344.33	Phone	\$ 372.54
Membership Fees	2,336.00	Printing	623.76
Sale of Books, Spare Parts and Pins	1,072.69	Petty Cash	151.68
Donations	61.28	S.A.L.A.	989.00
Bank Interest	13.91	Choque and Deposit Books	6.00
		Bank drafts for Spare Parts and Pins	788.33
		Car Hire	49.21
		Miscellaneous	230.10
		Credit Balance	617.59
	<u>\$3,828.21</u>		<u>\$3,828.21</u>

Reconciliation : Balance as per Cash Book - \$617.59

AIRTOURER ASSOCIATION No. 2 ACCOUNT

STATEMENT OF RECEIPTS AND EXPENDITURE FROM 14/4/1979 to 30/3/1980

RECEIPTS		EXPENDITURE	
Credit Balance	\$ 264.00	Reservations	\$ 620.00
Reservation Deposits	1,410.61	Showboat and Bus	420.00
Schofield Air Show	313.25	Canopy Cover	130.00
Canopy Raffle	135.00	Hire Car	222.08
Miscellaneous Credits	6.07	Return Reservation Deposits	124.00
Bank Interest	2.77	Choque and Deposit Books	6.00
		Miscellaneous	120.29
		Credit Balance	489.33
	<u>\$2,131.70</u>		<u>\$2,131.70</u>

Reconciliation : Credit Balance - \$489.33

John Treble,
Treasurer.

AIRTOURER ASSOCIATION

MINUTES OF ANNUAL GENERAL MEETING - PARKES - 1980

Held at the Parkes Leagues Club, Saturday, 5th April, 1980

ATTENDANCE : H.K. Hillier, D.O. Rankin, D.J. Stott, J. Treble, E. Johnson, D. Setter, W. McGaw, A. Symons, I. Donovan, A. Ronald, B. Kitchell, D. Anderssen, B. Gilnour, G. Rutherford, S. Wright, J. Wright, R. Smith, F. Teiffel, H. Knox, T. Matthews, G. Paddison, H.W. Kelly, C. Atkin, L. Marshall.

OPENING :

The meeting was opened by President, Sonny Rankin, at 10.45 hours, who welcomed those in attendance and outlined the agenda of the meeting. A special mention and thanks were expressed to Greg Rutherford who flew his Airtourer 100 from W.A. to attend.

1. **APOLOGIES :** Apologies were called for and presented as follows:-
S. Hopper, A. Heaton, G. Walshe, B. Leech, G. Main, A. Wood, R. Sims, R. Hillier, S. Hilsberg, J. Bishop, S. Smith, J. Thorpe, P. Coy,
D. Wenne, A. Hood, K. Balan, R. A. A. P. No. 1 FMS, Point Cook

- Moved "that the apologies be accepted" by Bernie Kitchell,
seconded by D. Anderssen. CARRIED
- 2 MINUTES:
The Minutes of the 1979 meeting were read by Secretary, Doug Stott.
Moved "that the previous minutes be received as read"
by H. Hillier, seconded by B. Gilmour. CARRIED
- 3 Business Arising
Sonny Rankin discussed the possibility of a change of venue
and time for the next Convention.
- 4 CORRESPONDENCE:
An outline of the general correspondence carried out during the year was
given by Secretary, Doug Stott. Inward and outward letters of significance
were read to the meeting.
Moved "that the Inward and Outward Correspondence be
received as read" by W. Kelly, seconded D. Setten CARRIED
- 5 PRESIDENT'S REPORT
Mr. D.O. 'Sonny' Rankin submitted his report for 1978/79 to the meeting
(attached).
Moved "that the President's Report be accepted" by
H. Hillier, seconded B. Kitchell. CARRIED
- 6 SECRETARY'S REPORT
Mr. Doug Stott submitted his report for 1978/79 to the meeting (attached).
Moved "that the Secretary's Report be accepted" by
B. Gilmour, seconded H. Hillier. CARRIED
- 7 FINANCE - Treasurer's Report
Mr. John Treble submitted his report and balance sheet for 1978/79 to
the meeting.
He also suggested that the two cheque accounts operated by the Association
be combined as it would make the book work easier and there was no real
need to run a separate account for social functions etc. There being no
objection, this was agreed to.
He also added that the Association has stock in hand to the value of
approximately \$2,000. This includes badges, pins, manuals, and various
Airtourer spare parts. A reminder was also made of the items for sale
and that the various badges could be obtained from him over the week-end.
Moved "that the Treasurer's Report and Balance Sheet be
accepted", by I. Donovan, seconded H.W. Kelly. CARRIED
- 8 ELECTION OF OFFICE BEARERS AND COMMITTEE
President: Mr. D.O. Rankin nominated by B. Kitchell
There being no other nominations - ELECTED UNOPPOSED
Vice-President:
Mr. Rankin suggested that the 'Junior' and 'Senior' be deleted
and there be just two Vice Presidents of equal standing.
This was seconded by H.W. Kelly. THIS WAS AGREED TO
E. Johnson nominated by H.W. Kelly
R. Sims nominated by D.J. Stott
There being no other nominations - BOTH ELECTED UNOPPOSED
Secretary: Mr. D.J. Stott nominated by D.O. Rankin
There being no other nominations - ELECTED UNOPPOSED
Assistant Secretary:
The duties of the Assistant Secretary were outlined by Doug. Stott.
These include membership records, updating of details, maintaining
address lists, etc. It was pointed out that this position was not
part of the full committee and carried no voting rights. /5

Assistant Secretary:

Mrs. S. Hopper nominated by D.J. Stott

There being no other nominations - ELECTED UNOPPOSED

Doug Stott advised the meeting that Susan Hopper had carried out the duties extremely well during the last year and had taken a fair amount of the time-consuming administrative work away from the Secretary.

Treasurer:

Mr. J. Treble nominated by T. Matthews

There being no other nominations - ELECTED

Committee:

The meeting was advised of the resignation of Mr. Alex. Hood of Latrobe Valley, due to work commitments. Although no longer available for election to the committee he had advised that he would continue to edit and publish the Newsletter. Sonny Rankin thanked Alex Hood for his help whilst on the Committee and hoped that he could continue the excellent job with the Newsletter.

1 Mr. A.W. Matthews nominated by H. Hillier

2 Mr. A. Wood nominated by B. Kitchell

There being no other nominations - BOTH ELECTED.

9 GENERAL BUSINESS

1981 Convention - General discussion took place on both the time and venue.

Time : Moved "that the next Convention be held on the last week-end before the end of daylight saving (tentatively 21-23 February 1981)" by Tony Matthews, seconded by John Treble ACCEPTED

Venue : Suggested that the Committee investigate Rudgee, Coura, Griffith, or any similar site considered suitable for the 1981 Convention and Fly-in, the results depending on facilities, accommodation, local Association members etc., and report results in the Newsletter.

Moved by B. Kitchell (amended by T. Matthews), seconded by S. Wright. ACCEPTED

"Yarrandale" Fly-in

Sonny Rankin suggested that the fly-in be held on the week-end of 27/28 September, 1980. This was not a long week-end and it is hoped that those members unable to attend past events due to other commitments will be able to attend. THIS WAS AGREED TO

As some small changes had become necessary to the Constitution it was also suggested that a Special Meeting be held on the same week-end (See Rule 13).

Moved by E. Johnson, seconded by T. Matthews CARRIED

Sports Aircraft Association of Australia Annual Fly-in, 1981

The next such Fly-in is to be held over the Easter week-end in 1981 in South-eastern Queensland.

Moved "that the Airtourer Association support the next Annual Fly-in to be held by the S.A.A.A. and attend in a manner to previous Schofields Air Shows", by D. Stott, seconded by D. Setter CARRIED

Air Shows

Earl Johnson discussed the coming Tanworth Aeroaustral Air Show to be held at Tanworth on the 17/18 May 1980. He advised that he had been contacted by the organisers and the Association had been invited to attend. Full details will be in the next Newsletter.

Airtourer Co-operative Ltd.

Progress of the Co-op. to date was advised by Chairman, Sonny Rankin. He advised that all members and Airtourer owners in Australia had been issued with an invitation to join and to date twenty-three had joined. A number of others have indicated their intention to join but had not yet done so. It was felt that at this stage the Co-op. would be a "go-or" but would depend on gaining additional members during the next month or so. Further details will be in the next Newsletter. Overseas owners will be circulated in the near future.

State/Area Representatives

Doug Stott suggested that a second representative be appointed in those areas with a larger Airtourer population. This would help tie the Association together and aid in the promotion of smaller gatherings of members which would be encouraged during the next year.

Moved "that the Committee appoint additional representatives in areas as required by membership population" by D. Stott, seconded by J. Treble.

CARRIED

As the meeting area was required for the preparation of our luncheon, further business was referred to the Committee. The only outstanding matter for discussion and policy on was the proposed biennial flight review. Members are invited to submit their views to the Committee or the Newsletter editor.

The meeting was closed by the Chairman, Sonny Rankin, at 12.50 hours, who thanked those present for attending and hoped that they would enjoy the remainder of the week-end.

Henry Millicer moved a vote of thanks to the Parkes Aero Club and to Tony and Liz Matthews for their hospitality and excellent arrangements for the Convention.

APPLAUSE

ATTENDANCE -- 1980 AIRTOURER ASSOCIATION CONVENTION -- PARKES

TREBLE, John			WRIGHT, Stan	West Wyalong	G-150
TREBLE, Doreen	Melbourne	VH-KHP	KITCHELL, Bernie	Echuca	VH-MAU
KNOX, Hugh			SEPTER, Des	Brisbane	VH-LEF
KNOX, Mrs. H.	Sydney	VH-UHO	TEINFEL, Fred		
STOTT, Doug	Darwin	VH-CTH	SHITH, Ross	Sydney	VH-BOU
KELLY, Bill			McGAN, Bill		
WOLSTENCROFT, Dave	Shepparton	VH-TWE	SYMONS, Angus	Whyalla	VH-BWA
RUTHERFORD, Greg			RONALD, Andrew	Geelong	VH-MRJ
RUTHERFORD, Judy	Bruce Rock, WA	VH-HOC	AITKEN, Craig	Lockington,	
GILMOUR, Bob			MARSHALL, Lindsay	Vic.	VH-IRF
GILMOUR, Bev	Donald, Vic.	VH-HOG	ANDERSSON, Des		
JOHNSON, Earl			HARLOW, Dave	Bundaberg	VH-IZH
JOHNSON, Lesley	Taree, NSW	VH-MFP	BYERS, Ian		
RANKIN, Sonny			BYERS, Terry	Perth	VH-CAP
RANKIN, Betty	West Wyalong	VH-IMR	MATTHEWS, Tony		
DONOVAN, Ian			PADDISON, Geoff	Parkes	VH-IMH
MILLICER, Henry	Melbourne	VH-MKL			

PARKES - TROPHY WINNERS

- | | | | |
|---|--|--------|------------------------------------|
| 1 | <u>PRESIDENT'S TROPHY</u> - Secret Time of Arrival - | VH-WHO | HUGH KNOX |
| 2 | <u>BEST PRESENTED AIRTOURER</u> | VH-IKL | IAN DONOVAN |
| 3 | <u>MOST IMPROVED AIRTOURER</u> (Since Previous Annual Meeting) | VH-IRJ | ANDREW RONALD |
| 4 | <u>FURTHEST DISTANCE TO ATTEND</u> | VH-CAP | IAN BYERS - PERTH |
| 5 | <u>CLIFF TAIT TROPHY</u> (Air Nav. Trial) | VH-WHO | HUGH KNOX |
| 6 | <u>SPOT LANDING</u> | VH-IKP | GREG RUTHERFORD)
JOHN TREBLE) |

PARKES, 1980A VIEW FROM THE WESTERN SIDE OF THE COUNTRY

(Judy Rutherford, Bruce Rock, W.A.)

When we started to talk about flying our Airtourer 100 from W.A. to Queensland via Victoria we met with two distinct attitudes; "You're mad", sums up the first, while the second was of blasé indifference by those who had done it before. We looked on it as somewhere between the two and summed it up as a challenge, not least to our bladders rather than the plane, as its endurance was estimated as by far the greater.

We set off at first light from the strip on our farm near Bruce Rock with the aim of making Ceduna the first night after refuelling stops at Kalgoorlie and Forrest. This was achieved with the assistance of a 10-knot tail wind and "Bless you, my son", from flight service at Kal. as we put in the flight plan and the chap read "AT-10" in the aircraft-type space on the form.

"Victa pilots make good glider pilots" is a comment which we are learning to tolerate rather than hotly deny, and it was brought home to us most vividly as we left Forrest at 12.45 midday and 46°C on the ground. No problems getting off the ground, but we then rode the thermals in efforts to gain our planned 5,500 feet, with the oil temp. gauge firmly sitting on maximum. The stretch of country from Forrest to Nullabor Station at the Head of the Bight was perhaps the least inviting of the entire trip and made us pleased to know that our preparations had included a survival beacon and ample water.

The timing of our overnight at Ceduna coincided with the worst mouse plague that the town has ever had, and a somewhat embarrassed motel owner warned us to keep the motel room door firmly closed, and handed us a can of fly spray as they were having a mosquito plague as well. At least the mice hadn't invaded the strip as they had done the roads, where a couple of cars had reportedly rolled after hitting a patch of verge to verge nice.

Our second day was a shorter one with a refuelling stop at Port Pirie then on to Ballarat. Enroute we buzzed the small town where my parents live, and think we had the whole town out to cheer us on the last twenty miles to Ballarat, where we were met by a parent with fingernails bitten back to the elbow. Oh, ye of little faith.

After several days of rousions and debilitating hospitality we set off for Moorabbin from where we were aining to start our trip to Toowoomba. It was the start of a three-day spell in which we spent as many hours sitting around airports due to mechanical and weather problems as we did flying, though in the process became experts at killing time and operating cafe bars.

Fuel cell problems overcome and the weather to the north of Melbourne finally cleared we were still optimistic of making Toowoomba in the one day, but had failed to take into account an incident requiring Greg to put in his first 225, dread and horror. The port walkway pooled in flight south of Mangalore, and as we were worried it might snarl the tailplane when it came off Greg declared a state of urgency and put down at Mangalore. Some farmer is probably still wondering what it is he has since found in his paddock, as it came away without incident before we got there, but having radioed our problem we were obliged to start the paper warfare with our report from there.

This further delay meant that we didn't make Toowoomba, but ended up over-nighting at Goondiwindi. With an hours flight left for the next morning we

arrived over Toowoomba without further hassles, to be met by a solid fog bank blanketing the town and strip. On to fuel reserves it was back to Pittsworth where we found an ag. strip and an operator who was prepared to refuel us and let us use his office for half-hourly calls to Toowoomba for weather reports.

When we finally made Toowoomba we found that half the airport personnel were aware of our imminent arrival as the friends we were to stay with had been prowling the strip waiting for us, with rather lopsided messages being left about these people from W.A. who had come all the way in a crop duster!!! (Henry, we believe that's one nod, you haven't been working on yet)

With our holiday more than half over we prepared to head for Parkes on Good Friday, the Airtourer Association Conference having been the rationale for the entire trip.

"Very strong head winds" probably sums up that leg of the trip, and we were again under threat of not making our destination in daylight. However, a decision to make the rest of the distance a 500 AGL nav. exercise saw us make Parkes at almost last light, having increased our ground speed from 68 to 78 knots by descending from 4,000 feet. Sympathetic nods of understanding were handed out by other Airtourer 100 owners as we told of this 5 hour 7 minute slog - our longest leg for the entire trip.

For West Australians who have only seen a maximum of seven Airtourers together at once, and that on only one occasion, arrival at Parkes with its line-up of neat and loved Airtourers was a pleasant and reassuring sight.

It is one thing to read the Association newsletters and hear of the achievements and get together, and quite another to finally be part of it and put faces to all the names. In advance we had been perhaps a little tentative about planning an entire holiday around one week-end, but an hour in Parkes gave us ample evidence of the hospitality of both the Association members, and the members of Parkes Aero Club and their families.

Having washed the wrinkles of flight away, and knowing that there was to be no flying on the programme next day, it was an opportunity to start sorting out all those names and faces in a jovial and well lubricated atmosphere - not to mention an excellent meal at which the men took the time honoured role of chefs at the barbecue, this time exhibiting their culinary flair on deep sea mullet under the tutelage of Tony Matthews' critical eye (and tongue).

The next morning everyone congregated at the Parkes Leagues Club where the men attended the Association's Annual General Meeting, and the small band of wives set forth in theory to explore Parkes on foot, and in fact went on a shopping spree!

A smorgasbord lunch at the Leagues Club prepared everyone for the bus trip out to the Parkes radio telescope in the afternoon. The excellent lunch and ride in the sun also saw many of us fighting hard to concentrate on the audio-visual presentation on the role and functions of the telescope, which everyone agreed was an interesting diversion.

On our way back to town our bus driver Paul Harris, a Parkes Aero Club member, took us on a guided tour of the town and environs with a commentary from Paul, and interjections from our hostess for the week-end, Liz Matthews.

The conference dinner that evening was held at the Parkes Golf Club where Airtourer designer, Henry Hillier, was the guest speaker. Henry held everyone's attention, as he always does, with stories of the Airtourer and the modifications for which he hopes to gain DoT approvals in the near future. Henry was also most enthusiastic about, and stressed the importance of the Airtourer Project's success, for the continued existence of Airtourers in flying conditions.

A discussion earlier in the night with President Sonny Rankin regarding the relative merits and demerits of specific brands of whiskey was a very good reason for proving the argument by the only means possible, and non-Airtourer guests at the Moran Hotel are believed to have had a restless night.

Sunday morning saw most of the wives and a group of the chaps whose cars (?) were playing up to visit the Vintage Village at Forbes, where as well as the normal historic attractions, there was an exhibition and sale of Pro Hart paintings. We were told later that many of the chaps would have scored much better in the airtrial in which they were competing that morning if

they had not known about the Pro Hart exhibition, or if they had had the custody of the Bankcards.

Lunch back at the Parkes Aero Club was followed by an afternoon of aerobatics and local flying, with many members taking the opportunity of flying each others aircraft and making comparisons on the various "personalities" and quirks of their machines.

The early afternoon arrival of West Australian, Ian Byers, flying his Airtourer 115, VH-CAP, even had Sonny and Henry really intrigued as to whether it was a CT-4 or not. The answer to the puzzle was that CAP (Cappy) had recently had a new paint job and is now roaming the skies disguised as a CT-4, though for those of you who know about such things, the emblem in the roundels represents Eru Export.

The presentation of trophies for the week-end was preceeded by a barbecue and was to be followed by a film of the CT-4's. (For the deleted expletives, see Liz Matthews). The projector well blew up instead

As it is, everyone is asking about Hugh Knox's luck since joining the Association. Soon after acquiring an Airtourer, Hugh won the canopy cover at Schofields, won the secret arrival time at Parkes, then was the pilot of VH-WHO (otherwise known as Hugh's Who) with Greg as navigator, when it won the airtrial. This monopoly was broken with the other trophy winners being - John Treble, spot landing; Ian Donovan, best presented Airtourer; Ian Byers, furthest distance travelled; and Andrew Ronald, most improved Airtourer since the previous annual meeting.

The hospitality of Tony and Liz Matthews was magnificent throughout the week-end, and, as with the other members of the Parkes Aero Club, it didn't stop with the presentation of trophies, as the very slow trickle of departing planes the next morning proved.

Our own departure from Parkes saw us heading direct for the Latrobe Valley to visit friends and as a nostalgic trip for our Airtourer VH-NOC, which started its flying career as a trainer with the Latrobe Valley Aero Club.

We had just arrived and were talking to people in the clubhouse, where the chaos was winding down from the 6th Annual Fly-in of the S.A.A.A., when we were questioned about how many people had been at Parkes, how it had gone etc., and asked if Doug Stott had made it to Alice Springs and Darwin OK. Just as well we were saying nice things, as when the lady introduced herself it was as Mrs. Horstman - Doug's mother-in-law!!

From Latrobe Valley it was a fairly direct route home for us, with a stop-over in Ballarat and Ceduna, then back the way we had come via Forrest and Kalgoorlie.

We certainly didn't have any of the problems regarding fuel, about which we had been given dire warnings before we left, and can only sing the praises of the refuelling agents and motel owners who offer services like pick-up from airstrips. Admittedly we frequently had to accept, gratefully, 100 rather than 80 octane, but on the only occasions when fuel was unavailable from authorised agents, private owners helped us out most willingly with personal supplies.

All of which is a wrap-up to encourage more Airtourer owners to make the trans-Mullabor trip and hopefully to arouse some enthusiasm for a West Australian venue for an Airtourer function before the decade of the '80's has closed.

EDITOR'S NOTE

Due to lack of space in this edition a number of contributions have had to be held over (including one from overseas). These items will be included in future issues. In the meantime keep those articles coming in. We would particularly like to hear your comments on Avgas, the Biennial Flight Review, etc.

LETTER TO THE EDITOR

Having just arrived home from attending the Annual Airtourer Association get together and annual general meeting at Parkes over the Easter weekend I felt inspired to place on record my tribute to all those who participated for making it such a pleasant and interesting week-end.

First, I would publicly praise Tony and Liz Matthews who were our hosts for the week-end, working under difficulties as to how many people would eventually turn up. They organised numerous meals, social outings, and accommodation of an extremely high standard.

I would also give tribute to those members of Parkes Aero Club who got in and helped, and were so friendly to the Airtourer members at the various get togethers. Parkes Aerodrome and Parkes Aero Club made a magnificent venue, helped not a little by favourable weather.

Some of the things seen over the week-end and not likely to be forgotten were Liz Matthews blowing up an entire film projector while attempting to show a film, Henry Hillier telling stories about Coasnas punctuated with raspberries whilst filling in for the broken down film, Tony Matthews learning the basics of a falling leaf aerobatic manoeuvre from Henry Hillier and then frightening himself silly practising it solo, Ian Donovan winning the prize for the best Airtourer for his immaculately prepared and customised 115, Ian Donovan also winning the "Order of the Rough End of the Pineapple" for landing only 4,000 feet past the spot in the landing-on-the-spot competition, the look of surprise on the faces of Hugh Knox and Greg Rutherford when they won first prize for the day, trial (having nominated an air speed of 75 knots and having got 73 knots over all), John Treble's delight in winning the landing-on-the-spot competition despite a 15-knot downwind component, etc.

I understand that there were over twenty aircraft in attendance, including about eighteen Airtourers and one Aircruiser and a couple of Coasnas. Obviously the association is going from strength to strength and my wife Lesley and I wish to say how much we enjoyed the whole week-end and the pleasure of the company of the people who attended.

I would add that Tanworth Aero Club are having their fiftieth anniversary at the Tanworth Aerodrome on the week-end of the 17th and 18th May 1980, and they have invited the Airtourer Association to participate. This could include aerobatic or formation displays but more realistically at least a static display. Therefore, I would ask all members, particularly those in the New South Wales region (perhaps some who have never attended an Airtourer Fly-in before due to commitments) to attend and take part in waving the flag at Tanworth's Air Show. Details regarding their airshow can be obtained by writing to "Aerostralia", P.O. Box 519, Tanworth, 2340, or ringing Mr. Barry Croker (067) 657255.

By the way, congratulations to Greg and Judy Rutherford who flew a 100 all the way from Western Australia up to Toowoomba and then back to Parkes for the fly in. By the time they returned to Perth this would have to be in excess of a trip around Australia in an Airtourer 100.

Also congrats to Ian and Torry Byers who flew a 115 from Western Australia. This aircraft is most interesting in that it has been recently painted in R.A.A.F. C.T.4 colours and is quite startling to see. The only apparent difference with airforce markings is that the roundel has an emu in the centre in lieu of a kangaroo. His only concern is being one of the first to be shot down if the nigs arrive.

Best regards, (Signed) Earl Johnson, Taroo, N.S.W.

SIXTH NATIONAL CONVENTION OF THE S.A.A.A. - EASTER, 1980 - LATROBE VALLEY

Although the Sixth National Convention of the S.A.A.A. held at Latrobe Valley over the Easter holiday co-incided with our own Convention at Parkes no fewer than five Airtourers and their crews attended.

Sunday - the Public Day - saw four Airtourers on the Display Aircraft Park, and a segment in the flying program permitted an opportunity for spectators to view this aircraft in a fly past along with other Australian-designed aircraft.

SIXTH NATIONAL CONVENTION OF THE S.A.A.A.

<u>Attendances</u>			
VH-HOJ	A/T. 150	A.C.T.	Geo. Penfound Jin Hayes
VH-HOI	A/T. 150	Letrobe Valley	Aero Club
VH-HOH	A/T. 100	South Gippsland Flying Group	John O'Neill
VH-HFO	A/T. 100	R.A.A.F. East Sale Flying Club	Fit/Lt. Kai Hanson Roly Ruck
		Ray Abernothy	Queensland

Then on the Monday MOC (another ex-L.V.A.C. aircraft) arrived with Grog and Judy Rutherford from W.A. It was almost fourteen years to the day since MOC left L.V.A.C.

AEROSTRALLIA, TAINWORTH, 17th and 18th MAY

To celebrate their 50th Anniversary Tainworth Aero Club members are staging an Exhibition to pay tribute to Australian Aviation.

As Airtourers represent a significant part of Australia's aviation heritage the Airtourer Association has been invited to participate in these activities.

Henry Hillier will be present and a section of the program will be devoted to the Airtourer. As well, at least two slots have been allocated to Airtourers in the official flying program.

It is hoped that a good number of Airtourers will be present to show the flag in this area.

ANTIQUA AEROPLANE ASSOCIATION OF AUSTRALIA CONVENTION AND NATIONAL FLY-IN
WODONGA - 14-15 JUNE 1980

The A.A.A.A. once again invites us to their Annual Convention at Wodonga (Drago's Museum Strip).

This year's rally will be commemorating the fiftieth anniversary of Amy Johnson's England to Australia flight, in a Gipsy Moth.

Guest Speaker for the Saturday night's dinner is to be Sir John Gorton, former Prime Minister and ex-R.A.A.F. Spitfire pilot.

Format for this year's program will follow closely that of last year.

Further enquiries to A.A.A.A., P.O. Box 57, Melbourne Airport, Tullamarine, Vic. 3045

M E M B E R S H I P

The membership fees for 1980-1981 are due again at the end of next month. The annual subscriptions will remain unchanged from last year unless there is an increase to the cost of 'Airsport'.

Please complete the attached form and return to the Secretary. /12

"WINDSCREEN SCRATCHED???" - RESTORE, DON'T REPLACE

A lot of Antiques (sic) have windcreens or sidepanels that for one reason or another have scratches on the internal or external surfaces. As new 'scr'ons' cost plenty, if a replacement is available, it would pay Antiquers (sic) to try and restore the existing panel. If you have a cracked or glass 'screen' then this article is not for you.

Two products that can restore Acrylic windcreens have been brought to our notice. The first is called MICRO-MESH KR-70, and comes in kit form and is reported good for the removal of medium to bad scratches. It costs around \$25 and is available through good Aircraft Supply Houses. Write to the Association if you encounter supply problems.

The second product is called REPO CLEARVIEW. Available from Repec outlets it is a liquid that comes in bulk containers or a handy squeeze bottle. It has good anti-static properties and is good for little or mild scratches on perspex, fibre-glass and acrylics. It is also a good general windscreen cleaner."

(Reproduced from Jan/Feb. "Rags and Tube" - Newsletter of the Antique Association of Australia)

80 OCTANE AVGAS

As members will probably know the supply of 80 octane (already unobtainable in many parts of the country) is now to be phased out completely.

Hobil, the only refiner, has ceased delivery of bulk 80 and when current storages are emptied, "Drum Stock" of 80 octane will also finish. This should occur sometime in June.

The only 'relief' to consumers with low compression engines may come from Shell's proposal to manufacture 100 low lead octane in this country. However, a fire last year at their Corio Refinery has delayed introduction of this alternative.

NAV. LIGHT COVERS

We have been advised by H.Z. Aerospace Industries that current stocks of Nav. Light Covers are nil. However, a special production run is to be initiated and those who ordered will be advised by Aerospace of delivery and the new cost - expected to be greater.

BOOK OFFER

Cliff Tait's book, "Water Under my Wings" will be made available to members as a special offer. If you desire a copy please send your cheque for \$18 (Aust) to either the Secretary or Treasurer (Airtourer Association) as soon as possible. Your autographed copy will be mailed direct from H.Z. as soon as publication permits.

A D V E R T I S E M E N T S

A/T. 100 VI-CNO S/N. 26
FOR SALE

Major May 1982
Engine and Prop. almost full life
Skyphone V.H.F.

A/T. 115 FOR SALE VI-IMP S/N. 80

TT. Eng. and A/T. 1410 hours
Engine topped, 390 HTR
Major October '82
Recent

STOP PRESS Earl and Lesley Johnson of Taree N.S.W. are now the proud owners of ex Benalla Super 150 Airtourer EQA. This makes the Johnson family aircraft fleet somewhat vast as they still own Airtourer 100 MTP. Earl would like to see his faithful little 100 go to a good home - see ad this issue. EQA is an aeroplane described by Henry Killicer himself as "a magic aeroplane" and he was sorry to contemplate its disappearance from Victoria. However, Earl assures that it is going to a good home.

ADVERTISEMENTS

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Smart appearance. Excellent order. Further details -

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Have Comm. 11A. 100-hourly and major will be completed in mid to late November, after which the plane will be available for \$10,500.

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Converted to 150 H.P. TT. 4600 hours
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Engine approx. 400 HTR. A/F. major due
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360 Ch. Comm. 11A - excellent, as new.
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