

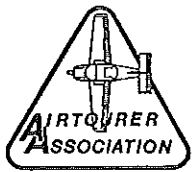
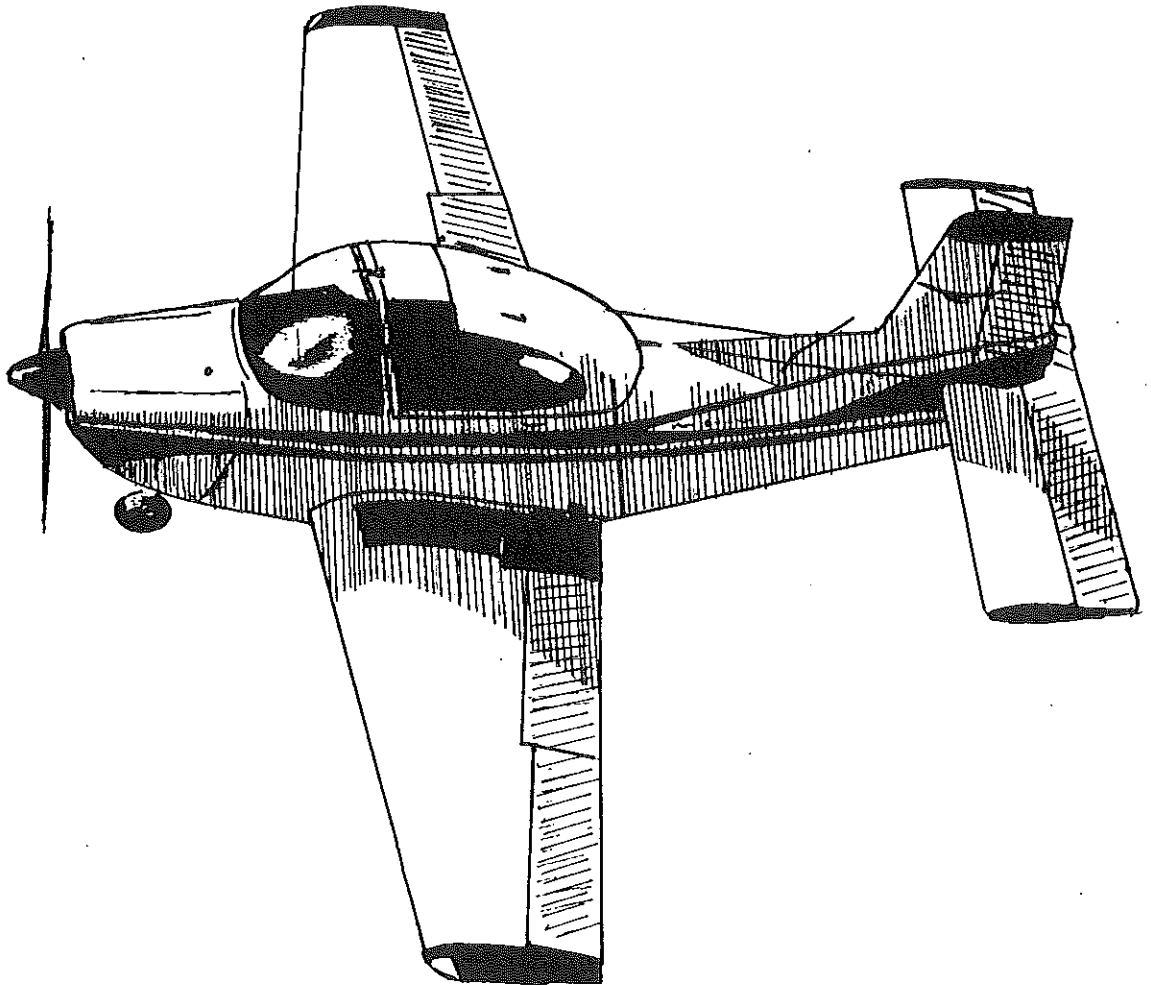
# AIRTOURER ASSOCIATION

APRIL, 1988

NEWSLETTER No. 45

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

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



# NEWSLETTER

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AIRTOURER ASSOCIATION

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AIRTOURER CO-OPERATIVE LTD

SECRETARY : GUY MAIN, 12 Turner Rd., Narellan, NSW. 2567 (046) 461282

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

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AIRTOURER ASSOCIATION CALENDAR OF EVENTS

- 23 - 4-1988      Airtourer Association 10th Annual Convention to be held  
24 - 4-1988      at Griffith N.S.W.  
25 - 4-1988
- 11 - 6-1988      Queensland Branch Fly-In to Kooralbyn.  
12 - 6-1988      (Queens Birthday Weekend)  
13 - 6-1988      No details arrived, probably cancelled
- 17 - 9-1988      President's Annual Fly-In  
18 - 9-1988
- 12th to 16th October, 1988  
    Australian Bicentennial Air Show, Richmond, N.S.W.
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NOTICE OF MEETING

In accordance with the Constitution, Notice is hereby given that the Annual General Meeting of the Airtourer Association will be held at the Irrigana Motor Inn on 24th April 1988 at 8.30 a.m.

G. WOOD, Secretary.

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NOTICE TO SHAREHOLDERS OF THE AIRTOURER CO-OPERATIVE LIMITED

In accordance with the N.S.W. Co-Operative Act, notice is hereby given that the Annual General Meeting of the Airtourer Co-Operative Limited, will be held at the Irrigana Motor Inn on 25th April, 1988, at 8.30 a.m. Notices will be posted to all members prior to the above date.

G. MAIN, Airtourer Co-Operative Ltd.

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A new batch of T-Shirts will be available at Griffith. They are very smart with a dark blue collar. Price is \$12.00.

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TROPHY'S TO BE AWARDED AT GRIFFITH

President's Trophy

The President's Trophy (Airtourer Association Wings) for the secret time of arrival will be presented to the crew whose arrival time is closest to that of a pre determined time.

Association Trophy's

The Cliff Tait Trophy (Navigation Trial)

The Best Presented Airtourer

The Longest Distance

These Trophy's will be presented at our Barbecue Dinner on Sunday 24th April.

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*The next Newsletter No. 46 will be published early July, 1988. Written contributions to be with the Editor by the 30th June, 1988*

AIRTOURER ASSOCIATION CONVENTION 1988 - GRIFFITH, N.S.W

PROGRAM

Saturday 23rd a.m.		Arrivals - Registrations
	12.00	Lunch at Airfield
	13.00	Depart for tour of local Winery's returning to Motel by 17.00
	19.00	Convention Dinner at Irrigana Motel
Sunday 24th		
	7.30	Breakfast in Function Room followed by Airtourer Association Annual General Meeting.
	12.00	Transport from Motel to Airfield
	12.30	Lunch at Airfield.
	13.30	Bus tour of local interests for non-flyers, return to aero club at approx 17.30
	14.00	Navigation Trial
	19.00	Annual Dinner to be held at Griffith Aero Club Presentation of Trophy's.
	23.00	Return to Motel.
Monday 25th		
	7.30	Breakfast in Function Room, followed by Airtourer Co-Op. Ltd., A.G.M.
	11.00	Transport to Airfield
	12.00	Lunch at Airfield, departures to suit.

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HISTORY OF CONVENTION MEETINGS

1978 Inaugural Meeting		-	Griffith N.S.W.
1979 1st Convention and AGM		-	Mildura, Victoria
1980 2nd	"	"	Parkes, N.S.W.
1981 3rd	"	"	Wagga, N.S.W.
1982 4th	"	"	Latrobe Valley, Victoria
1983 5th	"	"	Quirindi, N.S.W.
1984 6th	"	"	Echuca, Victoria
1985 7th	"	"	Wangaratta, Victoria
1986 8th	"	"	Tumut, N.S.W.
1987 9th	"	"	Condobolin, N.S.W.
1988 10th	"	"	Griffith, N.S.W.

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In response to an article by Liz Matthews in our last Newsletter, I'd like to start the ball rolling by asking the Co-op what progress has been made to a motion moved, seconded and passed approx. August 1986, that a plan for extra fuel capacity for the Airtourer be designed, approved and built, and be available in kit form ?

John Treble

CO-OP CORNER

Firstly a report on the progress of negotiations for the projected remanufacture of the Airtourer.

A group of businessmen in Sydney have formed a company called Australian National Aircraft Productions Limited and negotiations with us have now reached the stage where the final draft of a licencing agreement between the Co-op and A.N.A. is in the hands of the respective solicitors. The initial draft of the agreement was originally devised by the Board of the Co-op with the intention that the interests of the shareholders would be fully protected at all stages and with the hope that some benefits would accrue from their original shareholdings. I am pleased to inform members that Mr. Alan Wood has agreed to be a nominee as a Director on the Board of A.N.A.

There is every indication at the moment that the project will progress to fruition in the near future. Members will be immediately informed by mail when the the agreement is signed

The co-op has started '88 with a busy demand for spare parts and over the last six months has had manufactured spare parts to the value of quite a few thousand dollars. Enquiries from the U.K. have been numerous. The time consuming effort of collating and manufacturing the drawings is now complete and these are now in safe keeping.

The Co-op I would like to think has saved M.U.Q. from the scrap heap. This aircraft suffered an incident at Concord a few months ago. On informing the Camden branch of the Aust-Air League that we could supply the parts necessary to rebuild and would help them all we could, they have purchased the Aircraft and will rebuild and re-engine it here at Camden.

Guy Main

FOR SALE

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The following items are available for sale:

HARTZELL HC-2YL-1B constant speed prop (Qty 2) with  
overhaul.

Airtourer wheel & brake assembly (Dunlop)	(DW1136)
Dunlop brake pads	(DB1584/DB1583)
Cowl scoop (suit 115/150)	(03-44322-1)
Canopy Lock	(02-73006-1)
Nose leg overhaul tool	(A2-ET5310)
Exhaust pipes	(42348-1, 42347-1, 42349-1)
Exhaust Muffler assy.	(02-42338-1)
Exhaust shoud	(44321-1)
Prop Governor	(H-1-2)
Prop Spinner (one new, one used)	(90032-2)

Plus a varied selection of Airframe & Engine Hardware  
and a small selection of most instruments.

For further information contact: DOUG STOTT 089-450600

(PO Box 37690, WINNELLIE. NT 5789)

## "FIRST T6 AIRTOURERS NOW IN AUSTRALIA"

Three long standing Association members have recently brought six AESL T6/24 Airtourers to Australia.

by Julian Johnson.

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Some of you may have seen in the March edition of Australian 'Aircraft' magazine, some pictures and a story about the first flight of an AESL T6/24 Airtourer in Australia. It happened at Darwin airport on Sunday, 31st January this year. The particular aircraft concerned, AESL serial number B571, was one of six such aircraft recently imported into Darwin from Singapore by three long standing members of our Association. Speaking of which, I reckon Darwin must at the present time have the largest single contingent of Airtourers anywhere in the country. In addition to the six T6's, there is 'CTM', a 161 hp conversion; 'KWH', a 115 presently in the process of conversion to 150 hp; and another 115, 'TWE', owned by Bill Kelly and regularly based in Darwin during the past dry season. That's a total of nine all up so, whilst we might be a long way from most things here in Darwin, you can see that we are just as keen on our Airtourers as enthusiasts anywhere else in the country.

Anyway, back to the T6's, these aircraft are basically a further development of the 100 and 115 airframes built by Victa except that they were built by AESL in New Zealand and incorporated additional airframe strengthening aimed at complying with various military applications and an increased MTOW of 1900 lbs (861 Kgs). They have a 150 horsepower engine (Lycoming) with constant speed propeller. These particular T6's are also fitted with the optional electric flaps and elevator trim. The '24' in their designation is to indicate a 24 volt electrical system.

In a sense, the T6 represents the peak of the Airtourer's evolutionary line. Of course, the Aircruiser and CT4 airframes are based on the Airtourer, but neither of those two aircraft could really be called Airtourers in the true sense of the word.

The six aircraft the subject of this story were built by AESL in 1970/71 and given by New Zealand to Singapore as part of the then Columbo Aid Plan. They were put on the strength of the Singapore Airforce and used in a training programme for young Air Cadets. Being part of the Singapore Airforce inventory meant that the aircraft were maintained to very strict standards, and a sizable quantity of spares accompanied the purchased aircraft.

Unable to maintain, by Airforce standards at least, a sufficient spares inventory for each aircraft, the T6's were progressively mothballed during 1983 and early 1984. They were hangared, and the engines fully inhibited. The airframes each have an average 2,300 hours total time and the engines an average 800 hours to run. Avionics and

instrument fit is elderly but quite adequate, including VHF, VOR, ADF, intercom and heated pitot.

It was professional pilot and Darwin resident Doug Stott who founded the endeavour to get the aircraft back to Australia where, even if they weren't built, one could well argue they belong. Doug first became aware of the aircraft during his time as Association Secretary between 1978 and 1984. He made a number of visits to Singapore to inspect the aircraft and discovered that they were for sale by tender. His eventual bid was successful against 4 others, and in March 1987, Doug became the proud owner of a sizable debt, a quantity of spares, and six T6/24 Airtourers parked in a hangar in Singapore.

He sought the assistance of Paul Carey and Andrew Ronald, both Airtourer owners (VH-PCC and VH-MRJ respectively) and both, like Doug, long time Association members. Andrew's involvement was particularly valuable as he is a LAME and has an excellent practically based knowledge of Airtourer construction and history. To him fell the task of the mechanical planning necessary to get six aircraft disassembled and safely into four shipping containers with the minimum of fuss, time and expenditure. The success of this task can be measured by the fact that the six aircraft were disassembled and loaded into 4 containers by the three partners in just ten days. Local Singapore Airforce personnel were completely amazed by such organisation and industry.

The four containers were eventually all delivered in Darwin, the final one's containing the fuselages arriving on 14 January 1988. They were parked on a hardstand on the local RAAF base (the RAAF have provided unfailing support to the project), where they were unloaded and wings, undercarriages and tail surfaces re-attached. It sounds simple enough in writing but I'm sure many of you will understand the complexities involved. Some of the techniques used to get the six aircraft into and out of shipping containers and disassembled and reassembled were, to my mind, quite novel. Once reassembled, the aircraft were towed to various hangars on the other side of the airport for final assembly, and the long process of preparation for airframe major and 100 hourly inspections. If you've ever attempted such a project on even a single aircraft, you'll have some idea of the hundreds of manhours required to do it all six separate times.

Meanwhile, Doug Stott was busily preparing the reams of paperwork, including a complete new Flight Manual, that would be required to eventually get a Certificate of Airworthiness for this 'first of model' in Australia. Much paper flow, inspection, and negotiation was required building up to the eventual issue of a 'Permit To Fly' for the first aircraft, serial number B571, to fly on 31 January.

By this time at least four T6's will have flown and, hopefully, a Certificate of Airworthiness issued for the type in Australia. The registrations of the aircraft will be VH-BVV, FVV, JVV, LVV, OVV, and XVV. Initially, three will be offered for sale as there is still much work to be done on the others. There will certainly be one or two at

Griffith during our 10th annual Convention during the Anzac day weekend in April.

Doug tells me that a total of twenty four T6/24's were built by AESL. Until now, none had been registered or flown in Australia. In addition to the six currently in Darwin, two are with the RNZAF and one each are on the civil register in New Zealand and the UK. The remainder were all sent to Asia under the Columbo Plan scheme during 1970 and 1971.

Our Association is dedicated to the preservation and continued airworthiness of all Victa and AESL Airtourer series aircraft in Australia and overseas. The efforts of Doug, Andrew and Paul have resulted in a significant contribution to that objective. As well as enhancing the standing of our Association, these aircraft also represent the return of a small part of our aviation heritage.

So, if all of this has motivated you to see or fly in a T6 or, even if it hasn't, make sure you support our Association by attending the 10th national Convention at Griffith, full details of which are published in this Newsletter. And if you think Griffith is too far away from you, think of us here in Darwin. For us its a two day, eighteen flying hour journey by 115 and we enjoy every moment of it.

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#### AESL T6/24 Airtourer Specification.

**Type:** 2 seat (side by side), all metal construction, fully aerobatic training/sport/travel aircraft. Fixed tricycle undercarriage.

**Engine:** Lycoming O-320 150 hp.

**Propeller:** Hartzell constant speed.

**Dimensions:** wing span 7.93m, length 6.34m, height 2.08m, cabin width 1.07m, cabin length 1.73m.

**Weight:** Empty 610 kgs. MTOW 861 kgs.

**Performance:** Maximum speed at sea level 138 knots (TAS)  
Best climbing speed 85 knots  
Cruising speed (75% power) 116 knots  
Service ceiling 14,000 feet  
Maximum endurance at cruise speed 250 minutes

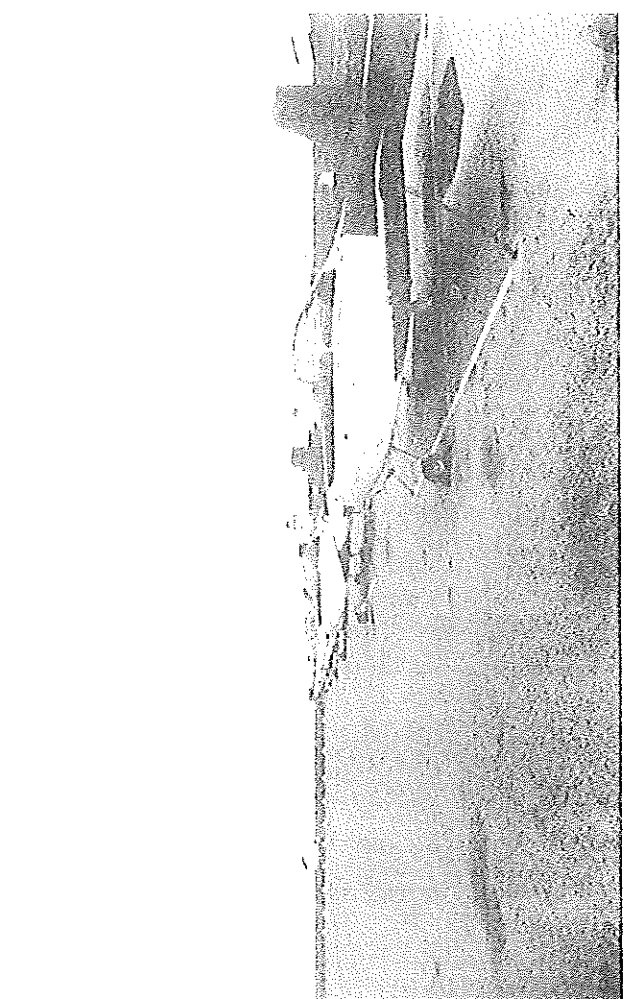
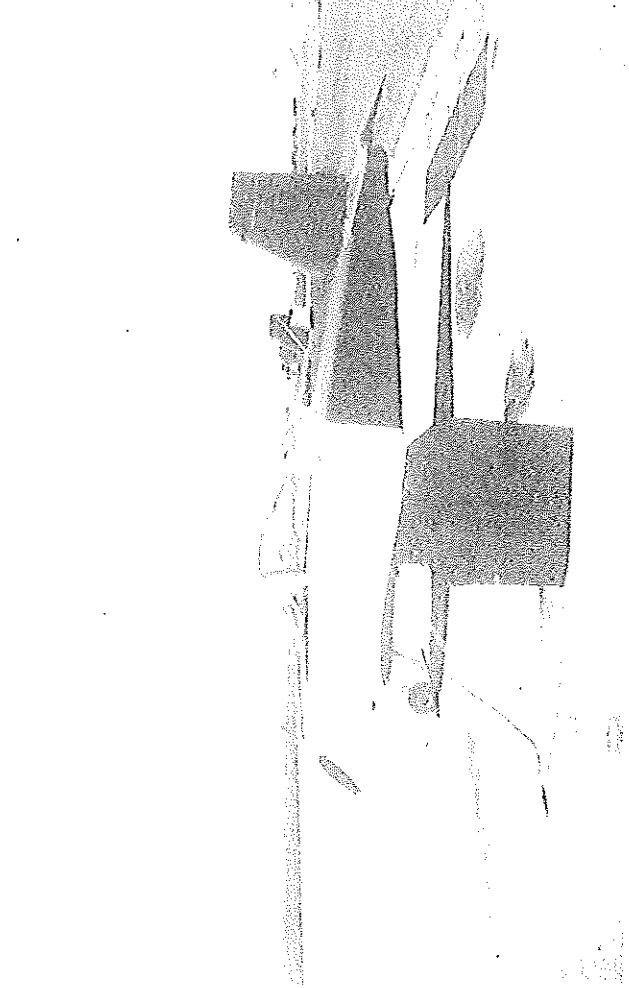
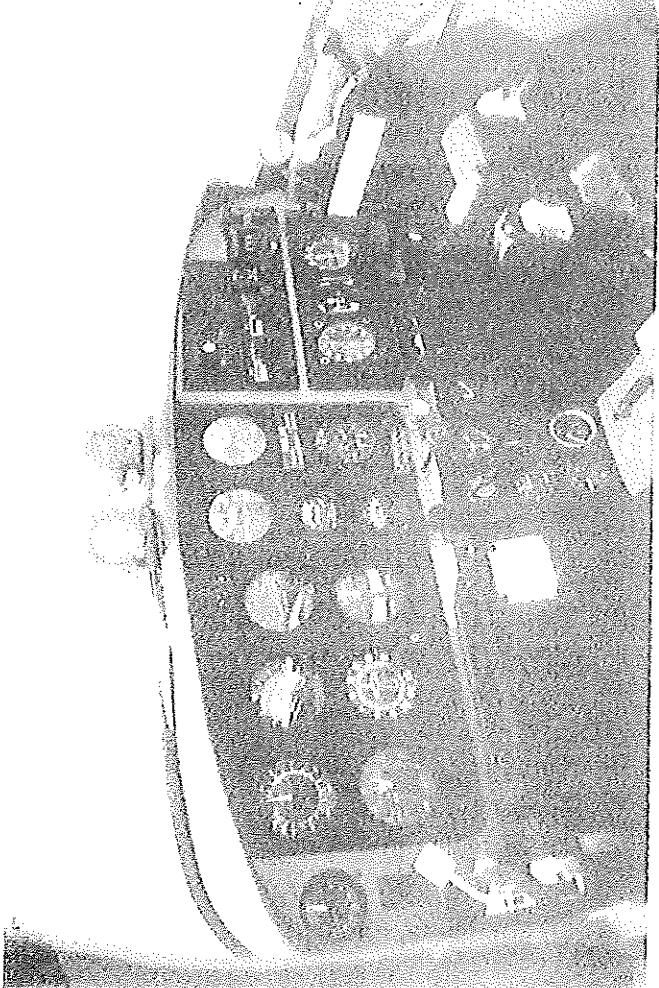
#### **Reg/Serial No Details:**

<u>AESL Serial No.</u>	<u>SAF Reg.</u>	<u>Aust. Reg.</u>
B558	9V-BDK	VH-*UV
B559	9V-BDJ	VH-*UV
B570	9V-BDQ (ex ZK-DDQ)	VH-*UV
B571	9V-BDR (ex ZK-DDU)	VH-BUV
B573	9V-BDU (ex ZK-DDS)	VH-*UV
B574	9V-BDV (ex ZK-DDT)	VH-*UV

\* To be allocated out of F, J, L, O, and X.



The T6's at Darwin Airport.



A reply from Cliff Tait to an invitation to our Griffith Convention.

Dear Tony,

Thank you for your letter advising me about the 10th anniversary and also thanks for the newsletters I've received even if they have chased me around a bit what with the moving addresses periodically.

Regrettably, as much as both Joyce and I would dearly love to attend, we cannot at this stage see it happening simply because of the high cost of airfares. Unfortunately, gone are the days when I had easy access to 50% or even better airfares apart from the fact that when I was flying for a living the company paid anyway.

I have often thought that it would be nice to pop in on you all at one of your conventions and we do intend to do that one day. As a matter of fact, what we intend to do is to come over some time and buy a campervan and travel around Australia. We would like to see the airshow to be held at Richmond too.

But, as I say, airfares are pretty steep. However, we will have another go at tapping old contacts and see if there's any hope of a reduced rate. If I can get a good deal then both Joyce and I would come.

As you know, a prang has put me out of the work force and we have retired to Tairua on the East coast and we have a lovely spot overlooking the Pacific.

We would be most happy if any members of the Airtourer Association who happen to find themselves in N.Z. would pay us a visit and maybe stay a few days. We can offer sailing in my 24ft keeler, fishing, goldmining.

Well Tony, there's not a great deal more to write. I do regret not being able to respond on a more positive note but wish to advise that if we do not attend in the flesh we will most definitely be with you all in spirit.

My very best wishes to you all.

Cliff Tait.

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FOR SALE

Lycoming O-235-C1, EHTR 145 First Life. Bendix Mags and Harness,  
Fuel Pump, Overhauled Carburettor, Starter, McCauley Propellor.  
800 HTR. = \$6,000.00

Col Taylor 069 202028 A.H. 069 202052

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FOR SALE:

VICTA AIRTOURER 100  
AIRFRAME EXCELLENT  
PAINT EXCELLENT  
GAPAGED SINCE DECEMBER 1981  
KING KY 90 720 CH  
MAJOR DUE  
ENGINE 83 H.T.P.  
PROP 180 H.T.P.  
\$12,500

SEPARATE SALE:-  
NEW SEAT BACK CHUTE \$950  
STEVE JOHNSON  
02 - 270-5250 WH  
08 - 231-1966 WF  
5 TRUTH PTVE.  
ABERFOYLE PARK. S.A. 5150

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3rd EPISODE RE INSTRUMENT RATING

Completed 8 hours instrument training, then stopped to have installed, a new VHF, Glideslope Receiver, Markers, Encoder, etc, etc.

I must say a very big public thanks to two Airtourer members, namely, Alan Harrison and Barney Jones for their tremendous effort and support in the upgrading of VH-CRK.

Comradeship amongst Airtourer owners surely does exist.

John Treble.

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Registration

The Registration fee for the Convention will be \$35.00 per person, payable on arrival, which will cover costs at the Aero Club as below :-

Saturday lunch, Sunday lunch, Sunday evening barbecue and Monday lunch. Soft drinks, cold ale and nibbles are also included.

The cost of all transport for the 3 days (\$410.00) will be free. Your Committee decided to cover this cost from consolidated funds to celebrate our 10th Annual Convention.

Accommodation

The rates for the week-end at the Irrigana Motor Inn are as follows :-

\$27.00 per person twin/share      \$19.00 single supplement  
\$11.50 per person Breakfast smorgasboard.  
\$17.00 per person Dinner (3 course with tea/coffee)

Dinner on 23rd April will be in the Function Room.

Both breakfasts, 24th and 25th April will also be served in the Function Room, followed by the respective meetings.

Breakfast includes a light breakfast plus cooked portion served in a buffet style presentation.

Dinner in the Function Room consists of a 3 course meal with tea or coffee.

All drinks at the Motel will be at your own expense.

Make sure your accommodation deposit is with Tony by the 13th April, 1988, as the Motel will not hold pre-booked accommodation beyond that date.