

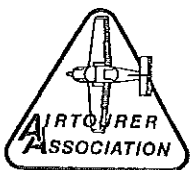
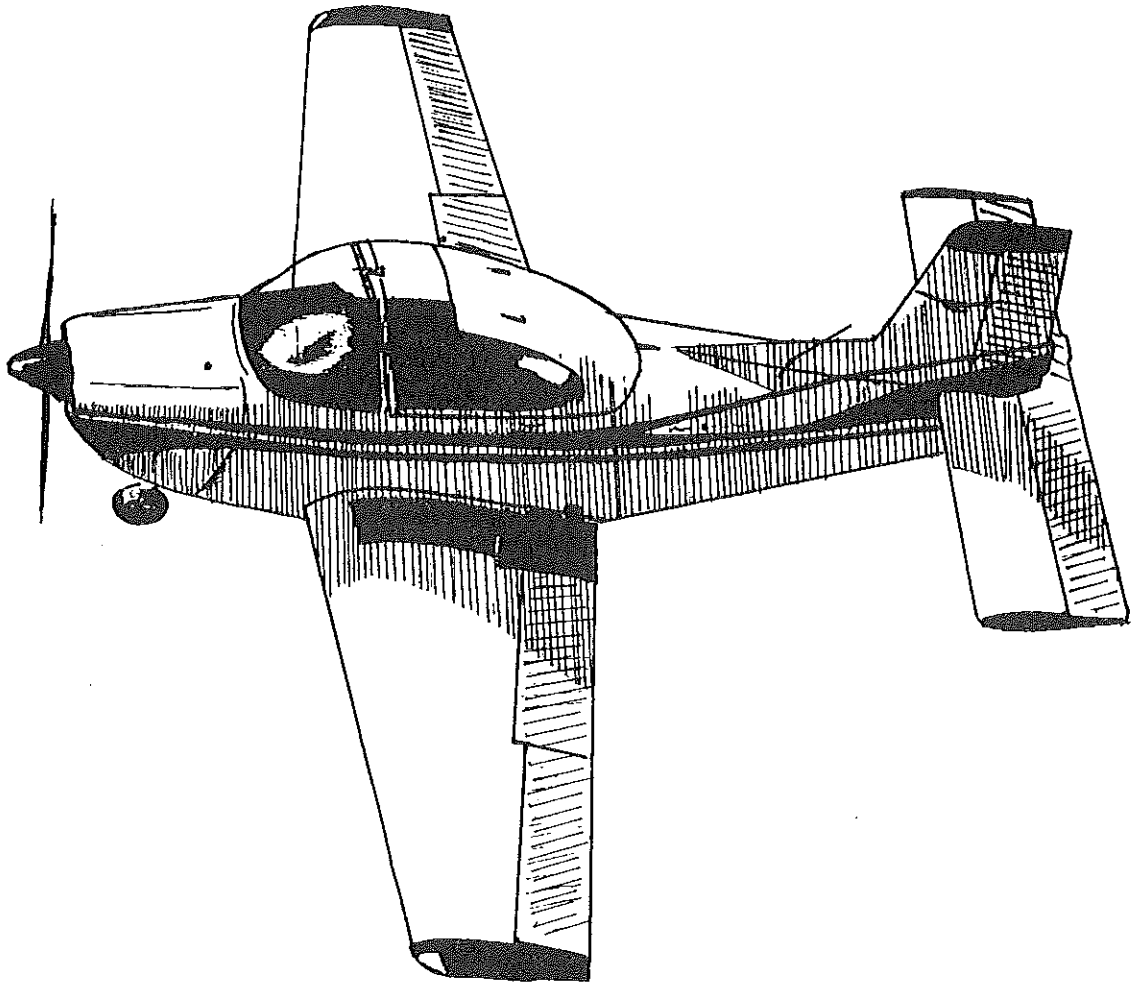
AIRTOURER ASSOCIATION

FEBRUARY, 1990

Newsletter No. 53

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

AIRTOURER ASSOCIATION CALENDAR OF EVENTS

10- 3-1990 Annual General Meeting to be held at Moruya, N.S.W.
11- 3-1990 (details this Newsletter)

4- 8-1990 Queensland Safari
(see inside)

22- 9-1990 President's Fly-In to be held
23- 9-1990 at Parkes

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 Bayside Motel, 11th March at 8,30 a.m.

B. Gray, Secretary

Your Committee decided to honour Sonny Rankin, our 1st President, who held office for ten years, by naming a well sought after trophy (of which he helped to select the winners) for Best Presented Airtourer.

An appropriate shield with all previous winners displayed will be presented at Moruya, to be held by the winner for one year. Betty Rankin has graciously accepted an invitation to present this inaugural trophy.

AIRTOURER ASSOCIATION CONVENTION 1990 - MORUYA

PROGRAM

Saturday 10th a.m. Arrivals.
12.00 Lunch at Aero Club
2.00pm Navigation Trial
5.00 All aboard the bus for transport to Bayside Motel for accommodation check-in.
7.00 Convention Dinner and Presentation of Trophy's at Bayside Motel Dining Room.
Sunday 11th 8.30am Airtourer Association Annual General Meeting.
10.30 Depart Bayside Motel for short local tour arriving at airfield at 12.00 noon.
12.00 Lunch at Aero Club, departures to suit.

*The next Newsletter will be published early May, 1990.
Written contributions to be with the Editor by the 30th April, 1990.*

BASS STRAIT TO TORRES STRAIT

(Or Cambridge to Cape York)

The success of a trip to Alice Springs-Darwin-Broome-Perth made it easy, in fact almost imperative to plan for another Safari, this time covering the Eastern half of the continent.

So, early in May we (Bonnie & I) cranked up the Mooney (DXS) and headed North over Bass Strait.

First stop was Canberra where we spent the night with my brother John and his wife Judy, our passengers, who apparently had enjoyed Darwin/West Aust. trip enough to want to "Do it again".

Next morning it was Broken Hill, over Griffiths and Menindee, the forecast was not that good, but lovely trip until around 20 minutes out when it did start looking a bit damp. Plenty to do in Broken Hill, and wonders of wonders, Pro Hart was re-juvenating his Gallery and has even got carpet on the floor! We managed to resist the temptation to buy a big painting (the little Mooney can be an advantage) and turned up at the aerodrome early next morning ready to go.

"Whats this? closed to VFR!! Well it had been raining very heavily in the night and all the local gravel roads were closed, so it was back into the Hire car for a slightly bigger look at Broken Hill. By around 3 pm the cloud base had risen to about 500ft with light rain so we were away.

Shortly after takeoff we encountered an enormous rain shower, which turned the country below into a mass of swirling and seething brown riverlets, winding their serpentine ways across the Desert. (I had said to Bonnie "quick grab the camera" but she was unable to capture the scene and I was certainly too busy to concentrate on anything other than flying).

Because of our late start, we planned night VFR into Birdsville. Birdsville was "CAVOK" but of course with "PAL" lighting we required either alternative or a back up lighting agent. Windorah to the N/E was out (being under water) so the private mining strip at Moomba was it until Charleville. FIS very kindly rang the Policeman at Birdsville who agreed to act as agent.

So it was over Tibooburra - Moomba and through a magnificent sunset to Birdsville where as Judy kept telling people later "That lovely Policeman put the lights on for us".

Birdsville is great and if you've never been there, well you just "Gota go!". The main street, the Pub, the Store, the School, the Hot Springs, the Old Timers Home, thats it, apart from the Hospital where we all got a fit of the "giggles" Prominent in the Hospital window is a big sign "Souvenirs Available".

After Take off checks the next morning I found we had no Alternator Output: Nothing I did managed to get the Alternator on line so I advised Flight Service, then switched everything off to conserve battery power for communications and wheels down at Mount Isa. We were welcomed by the Fire Crew who wanted details (just in case) then enlisted the services of Bill Brown a local LAME to rectify the trouble, needless to say there was nothing obvious and a test run indicated all was back on !! (Bill did not want to take any money, but I gave him \$20 to buy a beer for the boys, a wise decision as it turned out !).

At The Isa we fitted in a Surface Mine Tour, a swim at Lake Moondara, a good look around plus dinner at the Irish Club (you Do Not tell Irish Jokes !).

Spoken to by the Tower next morning on departure for being too laid back and touristy, by doing a sight seeing exit from the Zone (Primary) "May we remind you, you are required to be established on track within 5 miles" (had also met up with Ian McArthur formerly Hobart Meteorology and Chris Lilford of "Lollipop Airline Fame!). Anyway 10 DME from Isa we get a slight Oil mist on the screen-check, pressure and temp OK, but by the time we have executed a 180° turn and requested an immediate inbound clearance, the mist is a flood and we can't see much !

"We have an oil leak and am returning to check the oil filler cap !" (Ha! ha! I work for the Fire Crew !. Reduce power and feel our way ater we are ready to go again. Bill has replaced a broken external oilpipe from the Prop Governor to the Crankcase, oil which pumped out and charged only \$30.00.(what a sed I'm sure over \$30 worth of De-greaser, but I also had was pleased that he was not being asked to recover the t !!).

The bare flat expanse of Normanton was our next stopover. We had heard an American voice and an "N" number in the air so it was a surprise but no surprise to land simultaneously with Cully and Marylin Culwell, who were in their bright yellow Piper Super Cub "Yellow Bird". Cully and Marylin had just flown from Townsville on their trek around Australia. They had shipped "Yellow Bird" out and assembled it in Australia for the flight. Also arriving was the Queensland Minister for Health so it was quite an auspicious occasion.

The motel dining room was booked for the Official Dinner, so we joined forces with Cully and Marylin, borrowed the motel car and down into the town for pub crawl. Dinner at the Purple Pub, darts at another pub and beer! well it was very very hot and thirsty. Great night great company. One of the highlights was when Cully gave "Mad-Dog" a local character a small stick pin badge depicting "Yellowbird".

"Mad-Dog" did not have a shirt to pin it to - so pinned it into his bare chest!! Meanwhile the unseasonal weather which had caused us to delete Longreach from our itinerary continued- this time with Cyclone "Ernie" (in May?) developing around The Cape, so instead of continuing up the Eastern Coast of the Gulf of Carpentaria, we shot directly across to Cairns.

Magnificent view of the Barron Falls as we swept across the narrow band of tropical rainforest, then followed heaps of unnecessary traffic instruction and a "final" clearance in from Yorkeys Knob (some 8 miles out - but at least we had a good look at the area around Cairns). With Cairns as our base, we visited Kuranda (and the Barron Falls again) Fort Douglas (Sheraton Mirage - Yuk!) Mossman and a rather sad visit to Rocky Point. Sad because Bonnies Father, whom we had planned to visit, had died just a week or so earlier. But no messing about allowed, Bonnie and her Sisters have inherited the property, so Bonnie and her Sister Billee, who was already there, put me to work with a chain saw and brush-cutter to clear a way through lush jungle to Robbies Little Cottage. (exciting too, lots of tree snakes, big Monitor Lizards, Coconuts, Ants and Spiders, but these all paled in significance when one of my "Professionally" felled tree limbs lodged across the 22,000 v power lines !!).

Escaped as soon as the forecast became more favourable and flew from Cairns over Cooktown, Lockhart River to Bamaga (apparently our escape was well timed, the weather closed in over Cairns for days, infact just $\frac{1}{2}$ hr after we had passed Pt. Douglas, a Helicopter there reported he was landing on the beach because of Nil visibility in heavy rain).

Bamaga, an old wartime strip is some 48 kms from The Cape, so mine host at Punsand Bay Resort (Cameron McTavish) sent a 4 WD to collect us. The "Road" (if thats what it could be called) wound and bumped its way through lovely open bushland, with the lush grass unseasonally green and the giant anthills reminding us it was indeed Tropical Australia.

Top treatment at Punsand at the top of Australia. I had thought maybe it was because we made a good impression (apparently) by pulling a reluctant Python off the road by his tail, but more likely it was because the bad weather had closed the roads, so the six staff were overjoyed to receive us 4, their only guests.

So for a couple of days we walked on the beach, did a 4WD trip to the only other Lodge, Wilderness Lodge, paddled on the Black Lagoon and photographed both the sunrise and sunset from the beach, which of course being on the tip, looked both East and West. Cape York itself? marked in true Aussie fashion, with a rusty 44 gallon drum filled with concrete !

Despite the warm temperatures, almost hot blue seawater and sunshine, at last, swimming was taboo, the Box Jellyfish Stinger was still around besides our memories were very fresh of the $2\frac{1}{2}$ mtr, crocodile we had seen whilst boating on the Daintree. But the real highlight of The Cape was to see a great big old green sea turtle clamber up the beach to lay her 100 or so eggs in the sand, cover them up and then back off to the sea.

Took off from Bamaga and headed due North for Thursday Island, but there it was again, that big black tropical thunderstorm right over the Island, so it was a smart left turn and down the coast to Weipa. Everything red Bauxite, thats the impression of Weipa, a tropical mining town. Red airstrip, red roads, red mine, red houses all described (eventually) by our stuttering Dutch taxi driver. Our overnight stop was at Dorunda, a cattle station some 300 miles further South and around 100 miles inland. Amazingly we found it in the last few minutes of daylight

and were met on the drome by Tony Grillo the owner (complete with Sombrero hat) . Tony then showed us our accommodation, served our beer, took our dinner order, cooked dinner, served dinner, served drinks, cleared away and presumably washed up as well. Same thing in the morning, infact Tony was it ! he was the staff (the Sombrero never left his head, guess he was just too busy !!) Actually we enjoyed our overnight at Dorunda, especially the pool and pet pigs. But in all fairness, we should have stayed longer to follow up the range of activities offered. However the Whitsunday Islands called, so away to Proserpine overflying Charters Towers en route. Guess what? it was STILL raining on the coast. With no readily available phone at Dorunda we had been unable to confirm our yacht booking at Mandalay Point, but managed to get a Hood 23 - instead of the expected Holland 30.

The Hood with a pop top cabin was very much smaller, but seemed adiquate, so we packed in and sailed away. with 30kt winds and despite the rain, john and I were "having a ball". Bonnie and Judy though were looking rather wet and rather grim, so after a few hours of vigorous sailing I offered to go down and make a nice hot drink. Disaster! the boat was half full of water and everything was wet, food, clothes, bedding, the lot (it seems that everytime the boat was heeled over it leaked like a seive through "Sealed" windows). The sailing was good, but with water inside and rain outside, after a couple of nights it was time to call it a day!. Either Bonnie or Judy quipped "I now know what 2 days of the Sydney/Hobart Yacht Race is like!".

Flew out of the rain at Proserpine into even more rain over Mackay fine over Rockhampton, then of course a wall of blackcloud just 20 miles out of Brisbane. Getting quite good at 180° turns so it was back towards Gympie then in over Caboolture.

The Glasshouse Mountains were nothing if not dramatic, with misty rain drifting across and shafts of sunlight beaming down through rainbows as we flew. My request to John to take a few photos as we sped amongst the mountains brought the comment "They maybe the Glasshouse Mountains, but just mind you don't break the glass". Brisbane was "catching up with family" time, with two daughters resident there, we managed to both get together and get around. But all good things must end so a few days later we are bound for Canberra, with a social call on the Leech's at Quirindi on route. Old man weather was not finished yet through ! next morning Canberra could not be seen for fog, so we made for the New Parliament House. Fascinating Building, magnificently splendid (but grossly overpriced) and weren't we in luck, both Houses were in session so we could actually see the system working. After passing through heaps of security and handing over our camera's we entered the Public Gallery and looked over the House of Representative Chambers in session. One member was speaking eloquently, thumping the bench to make his point, infact it would have been very impressive except that He was the only Member in the House!! Sure there were a few clerks, ushers, typists and an Acting Speaker, but no wonder cameras were not allowed. The Senate was 100% better, there were two Senators in attendance. It's easy to become very cynical about our Politicians.

The fog had lifted a little so Canberra gave us a special via Burrinjuck. Albury was still quite foggy, so we had to detour via Wangaratta, then it was obviously no go over the mountains so a "change of plan" was given to track via Mangalore-Kilmore. Mangalore was not good (understatement!) but Kilmore opened up and we continued our homeward leg in fine conditions.

With a late start and diversions galore, light was rapidly fading in our short winter day so when Flinders presented the now familiar "wall of water" and Cambridge/Hobart was non night VFR the only decision was to choose between Flinders or Launceston for the night. "Launnie Coastal" was then the next change given and accepted. Then at Waterhouse Is - Launnie FIS advised that Launnie Primary would accept a clearance direct and what height did we require ? At the moment we were 1000 ft over the water in rain, but Launceston was CAVOK, the tops were obviously not too high and yes there was a patch of blue behind to the left. So up we go through the hole (the old 180° again) level out on top visual at 7000 with Flinders DME - LTON VOR and ADF and request "Clearance 7000" only to be told "Clearance not available". At this stage I feel I should have advised holding O.C.T.A. until clearance was given, but instead advised returning to original coastal plan, yet another 180°, down through the hole, back over Waterhouse where it was still raining , but now it was dark as well ! Nav lights on, instrument lights on, what

no lights ? pass the torch please (ever had that feeling you would rather be some place else ?) A circuit breaker had "popped" again, why? why? why?, pushed it back in and magic, we all lit up like a Christmas Tree and fortunately decided to stay that way. On arrival at Launceston the Tower asked if we were continuing to Hobart. With doubtful weather?, doubtful lighting? "No thank You". We instead spent a delightful evening with some "Relies" at Evendale, and besides, Cambridge was still there when we arrived next morning.

Stan & Bonnie Tilley

1990 QUEENSLAND SAFARI - 4- 8 - 1990

Trying to organise group bookings for 40 people through outback Queensland does have a few problems particularly competing with Coach Groups. Unfortunately Carnarvon Gorge had to be eliminated from our plans, plus some other minor adjustments. Our program will now be :-

Day 1	4-8-1990	Group up at Lightning Ridge.
Day 2	5-8-1990	Morning tour of Lightning Ridge then on to Charleville.
Day 3	6-8-1990	Charleville, Longreach (Stockman's Hall of Fame)- Lorraine
Day 4	7-8-1990	Lorraine - Mt. Isa
Day 5	8-8-1990	Mt. Isa (Mine Tour etc.)
Day 6	9-8-1990	Escott Station.
Day 7	10-8-1990	" "
Day 8	11-8-1990	Cooktown
Day 9	12-8-1990	Depart Cooktown for homeward journey.

Costs of the tour will be advised at the A.G.M. Moruya.

Our source of income these days is almost totally from the \$20.00 Membership Subscription, which brings us an income of approx. \$2,600.00 Expenses for the Newsletter need around 50% of that income. Other outgoing expenses include the Annual Convention, mogas approval, computer print-out, monies set aside for long range tanks.

In order to keep our annual fees at \$20.00 your Committee decided a fee for advertising in the Newsletter would be an additional way of improving income. Advertisements generally mean items for sale, Company's offering their professional services plus pushing the barrow for non member groups to further their cause.

To begin with a cost of \$10.00 will be charged for a small advertisement (3 to 4 lines) or \$20.00 for a larger one.

Please send a cheque with your advertisement made payable to Airtourer Association.

John Treble Treasurer.

Graham and Lynn Wood have a new addition to their family, a baby boy (Rowan Matthew) as do John & Jan O'Halloran their addition being a baby girl (Kathryn Lee)

Betty Rankin wishes to advise Airtourer Members that the strip at "Yarrandale" is still being maintained and a drum of fuel is on hand, so any visitors are welcome.

UPDATE ON ASSOCIATION ENGINE SURVEY

Much has happened since the CAA issued the amendment regarding Engine TBO/Calendar time in service. I have not seen any Aviation Regulatory Proposal as yet, but I imagine its still on the way. Civil Aviation Order 106 para 4:1 (5 Oct) now states, amongst other things, that all piston engines shall be overhauled at those periods recommended by the engine manufacturer. I would suggest everyone check with their engine LAME for an assessment to be made on the overhaul future of their engine. Incidentally the Lycoming TBO for the O-235-C series engines is, 2400 Hours, ie 400 more than the pre-july version of CAO 106.

CONDENSED RESULTS OF THE ENGINE SURVEY

Total AIRTOURERS on register 85

Surveys returned	O-200	9
	O-235	11
	O-320	15

Total engine hours varied from 0 (just o/hailed) to 2000 plus.
Total calendar time in service varied from 0 (just o/hailed) to 23 years.

The comments added to the survey were good and bad. The good ones reported either nil or minor "fair wear and tear" problems. The not so good comments indicated a number of problems encountered in the first few hundred hours after either complete or top overhaul. The only comments on problems that could be related to calendar time in service were of a minor nature and certainly not serious enough to justify the overhaul of an engine simply because there had been a certain number of sunrise and sunsets. The classic case is the previously mentioned O-235 that was fitted new in 1967 and averaged 18 hours per year up till 1989 when this aircraft was purchased and ferried right across the country and a couple of pushrod seals weeped a few drops of oil.

The area of problems just after overhaul is one that the C.A.A. are responsible for and should be looked at some time in the future.

Thank you to all who took the time and trouble to complete and return the survey to the Association as we now have a broad range of data on this matter.

STUART HILSBURG

For those wishing to arrive on Friday 9th March, an early get-together Dinner has been arranged.

Dinner at Saturday's Convention will be a la carte. Breakfast will be held in the Dining Room Preceding the Annual General Meeting.

Lunches on Saturday and Sunday will be catered for by the Moruya Aero Club at individual cost.

An additional cost will be for the coach to transport us to and from the Airport (cost not yet determined.)

If unable to attend due weather etc. contact :- Bayside Motel, Phone: (044)72 6488

Accommodation at the Bayside Motel is \$26.00 per person Twin/Share.

TROPHIES TO BE AWARDED AT MORUYA

President's Trophy

The President's Trophy 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 Trophies

The Sonny Rankin Trophy for the Best Presented Airtourer.

The Cliff Tait Trophy - Navigation Trial

Longest Distance

These Trophies will be presented at our Dinner on Saturday 10th March.

Make sure your accommodation deposit is with Tony Matthews by the 23rd February 1990, as the Motel will not hold pre-booked accommodation beyond that date.