

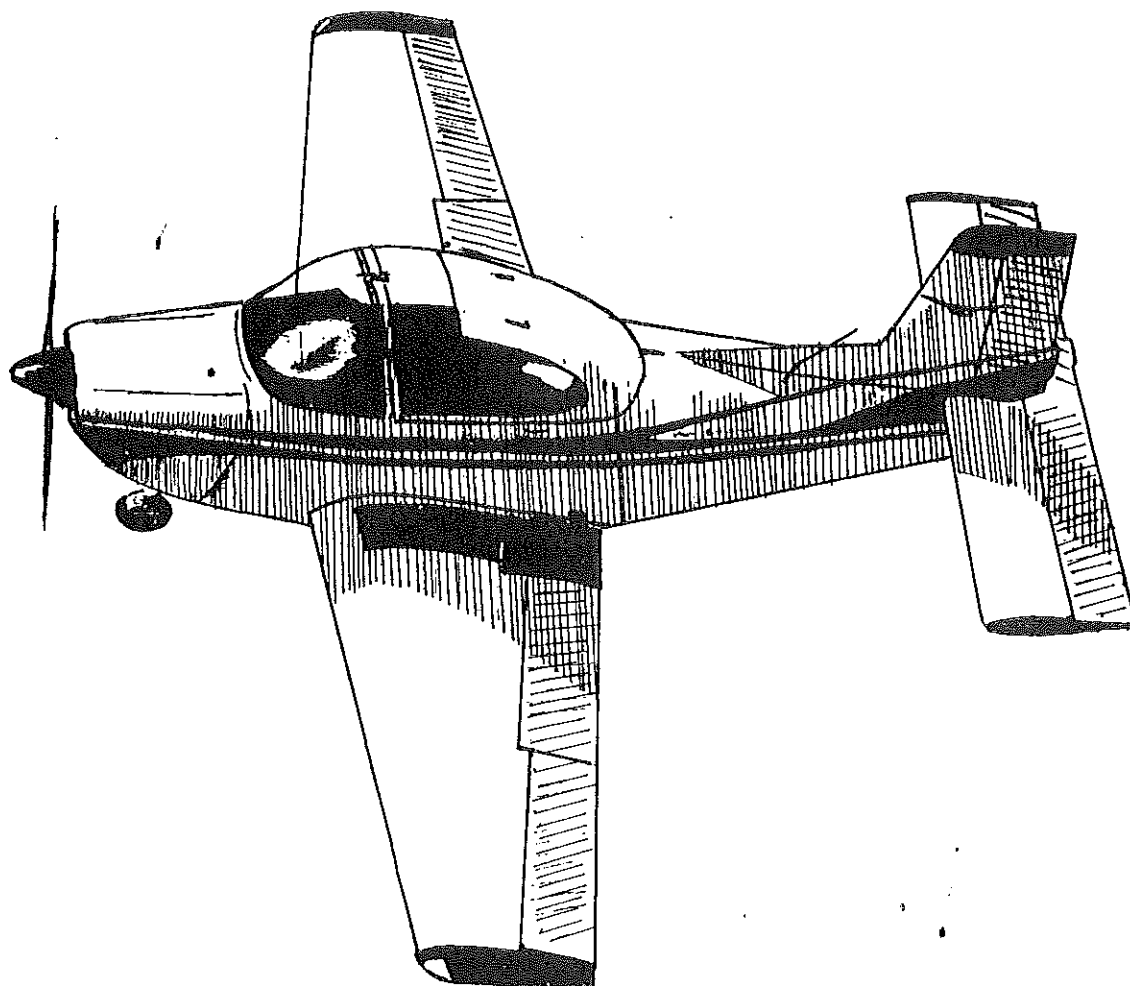
AIRTOURER ASSOCIATION

MAY, 1990

Newsletter No. 54

PATRON:- *Dr. HENRY K. MILLICER (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

9-6-1990 South Australian Branch Fly-in (details inside)
10-6-1990 " " " "
11-6-1990 " " " "

4-8-1990 Queensland Safari (details inside)
12-8-1990 " "

22-9-1990 President's Fly-in to be held at Parkes
23-9-1990 (details next Newsletter)

SOUTH AUSTRALIAN BRANCH FLY-IN TO GOOLWA 9th, 10th & 11th JUNE, 1990.

Saturday 9th Sleep-in, tour the Murray, fish, wine tour.
Sunday 10th Navigation exercise to secret barbecue - midday
Monday 11th Go home.

To be assured of accommodation ring me on (086) 450064. If I don't answer the phone, advise the answering machine these questions - Name, home phone No., accommodation required, how many, arrival time, plane.

Be there,
Glenn Sturges.

1990 QUEENSLAND SAFARI

Day 1 4-8-90 Group Up at Lightning Ridge
Day 2 5-8-90 Morning Tour of Lightning Ridge then to Charleville
Day 3 6-8-90 Charleville, Longreach (Stockman's Hall of Fame) - Lorraine
Day 4 7-8-90 Lorraine - Mt. Isa.
Day 5 8-8-90 Mt. Isa (Mine tour etc.)
Day 6 9-8-90 Lawn Hill Gorge - Escott Station
Day 7 10-8-90 Escott Station
Day 8 11-8-90 Cooktown.
Day 9 12-8-90 Depart Cooktown for homeward journey.

For those participating and paid deposits for the Safari, have received a more detailed itinerary and costs with this Newsletter.

At this stage we have 36 confirmed bookings with 4 vacancies still available to make up the limit of 40 people.

If you have any queries call me on (03) 336 2056.

John Treble.

Advertising Rates

Small advertisement (3 to 4 lines) = \$10.00

Large Advertisement = \$20.00

Cheque to be made payable to the Airtourer Association
and post with copy direct to the Editor.

*The next Newsletter will be published mid July, 1990
Written contributions to be with the Editor by the 30th June, 1990.*

PRESIDENT'S REPORT : 1989-1990 AT MORUYA

The membership of your Association is increasing due to the efforts of members in encouraging owners of Airtourer Aircraft to join our ranks so that we can talk to the Department and other other aviation bodies with a unified voice.

During the year, two new amendments to the requirements for maintenance necessitated our submissions to the Department to try to save unnecessary costs and delays to owners of Airtourers. The first was the amendment to AD28 restricting the life of all engines to 15 years regardless of the time actually flown. Fortunately, this requirement has been withdrawn for the time being, but there is no guarantee that a similar requirement will not be introduced at a later date.

The second amendment to AD/VAT/28 requiring the wings to be removed every three years to inspect certain parts of the rear spar. Your Committee has made representation to the Department to reduce the cost of these inspections in line with accepted practices and the Department is presently considering these. Alan Wood has only this week had discussions with the Department, and he is to submit details of an alternate procedure to inspect the bracket without requiring removal of the wings.

The number of members attending our Annual Meetings and President's Fly-ins are continually increasing and it is very pleasing to see that we have 35 Airtourers on the field at Moruya today which is a record attendance in the history of the Association.

During the year, former President and Life Member, Sonny Rankin, died, and a large contingent of members attended his funeral at West Wyalong on 19th July, 1989. A new Perpetual Trophy named after Sonny has been obtained, to be presented each year for the "best presented aircraft" attending the Annual General Meeting.

The Association received a request from the New Zealand Air Force to receive a copy of the special report of Dr. Payne which successfully extended the life of the main spar to 17000 hours. After negotiation, the Air Force was provided with a copy at a fee of \$1,700.00, as shown in your Treasurer's statement.

The Committee has spent much time on the Mogas conversion, which is costing far more than ever anticipated, and there does not appear to be any hope of a solution at a reasonable cost. As the approval, if and when it is granted, will not apply to all models, and as the costs are becoming prohibitive, the Committee has suspended further tests for the time being, although Alan Wood is giving some thought to pursuing the tests on his own account.

With the Committee members spread from Queensland to Tasmania and all points in between, it is difficult to hold conventional meetings and much work is done by telephone and correspondence between members. I would like to record my thanks to all members of the Committee for their enthusiasm and dedication to the interests of this Association. Finally, I would like to thank all members for their support and encouragement during the past year.

Tony Matthews
President

The contribution detailing the attendance and activities of the AGM and Convention was not with the Editor at the time of going to print. It should be available for the next Newsletter. I can tell you a record 35 Airtourers duly arrived plus a couple of other types, plus cars which culminated in approx. 80 people being seated for our Annual Dinner, Wouldn't miss an AGM for quids !!

Editor.

AIRTOURER ASSOCIATION INC.

Annual General Meeting

Held at Bayside Motel, Batemans Bay, March 11th, 1990

Meeting opened 8.45 a.m.

Apologies: P. Bons, G. Robinson, J. O'Halloran, M. Fisher, J. Johnson,
J. Ferguson, G. Main, H. Millicer, G. Sturges. Moved H. Knox/J. Plummer.

Minutes of 1989 Annual General Meeting. As per circulated May '89 Newsletter.
Moved R. Stiebel/S. Tilley and accepted as circulated.

President Tony Matthews presented his report (to be published in May Newsletter).
Moved S. Hilsberg/G. Penfound and accepted.

Treasurer John Treble presented his 89/90 financial report and circulated balance
sheet (to be published in May Newsletter) Moved R. Steibel/R. Gilmour and
accepted.

Election of Office Bearers for 1990/91

President Tony Matthews called upon Hugh Knox to chair election. Moved R. Stiebel/
P. Roche, that Committee as is be re-installed. Re-elected by acclamation.

President Tony Matthews then declared all State Representative positions vacant.
The following nominations were received, discussed and accepted by acclamation:-

Queensland - John Plummer	W.A. - Greg Rutherford
S.A. - G. Sturges	N.S.W. - G. Penfound/H. Couzin
Vic./Tas - D. Stott/H. Blemings	N.T. - J. Johnson
U.K. - R. Zukowski	N.Z. - to be announced.

General Business.

MOGAS. Allan Wood recommended that the project be put on hold and stated the
reason being at present we have no further real results and costs have over-run
our initial approved budget. Allan will continue to work towards a result at his
own undertaking and responsibility and cost and report back to the Committee.

ANO 105 AD/VAT/28C. Allan Wood reported that inspection has been proved to be
able to be carried out in-situ and he will have a report ready for publication
in the near future, once CAA has approved of paperwork.

As a result of above AD 28C President Tony Matthews suggested the formation
of an Airworthiness Sub-Committee to research all matters of airworthiness
as they occur and report to General Committee for notice of all Members and as
a consolidated voice to CAA instead of individuals taking matters into their
own hands.

Our Airworthiness Sub-Committee is as follows :-

Stuart Hilsberg, Hugh Knox and Mike Fisher

Suggestions for 1991 A.G.M. venue :- Mildura (Vic.), Taree (N.S.W.), Moree (N.S.W.)
Cabulture (Qld.) Tocumwal (N.S.W.), Temora (N.S.W.) Swan Hill (Vic.), Ballarat (Vic.)

Newsletter.

Stan Tilley thanked John Treble by leading the applause for his untiring and
dedicated effort in bringing us an informative and good-to-read Newsletter four
times a year for the last six years. It was then announced by President Tony
Matthews that John Plummer had offered to be Newsletter Editor henceforth. Thanks
to John by acclamation.

Safari.

John Treble reported that the limit for participants in our Queensland Safari
will be 40 (20 Aircraft) and that a deposit of \$100.00 be paid before March 18th,
and a final payment (approx. \$400.00) by the end of June. People who withdraw
will lose deposits unless a replacement can be found.

Fly-In.

George Penfound suggested another trip to Canberra and or Khancoban. All
agreed, and President Tony Matthews suggested that as George is one of his State
Reps. that he organise a fly-in and report back.

Meeting closed 9.35 a.m.

AIRTOURER ASSOCIATION ANNUAL GENERAL MEETING

HELD AT MORUYA 11-3-1990

STATEMENT OF RECEIPTS AND EXPENDITURE 1-3-1989 TO 28-2-1990

RECEIPTS		EXPENDITURE	
Credit Balance 28-2-1989	1,515.41	Newsletter	932.82
Membership Fees	3,211.50	Mogas Approval	1,572.00
RNZAF (Airframe Life Extension)	1,700.00	Postage	371.24
1989 AGM Leeton	857.50	1989 AGM Leeton	430.00
1989 Presidents Fly-In	912.50	1989 Presidents Fly-In	702.50
T/Shirts etc.	143.50	Trophies	330.00
		Printer	300.00
		Stationery	246.25
		Phone	54.04
		Bank Fees	46.29
		Wreath	30.00
		Credit Balance 28-2-1990	3,325.27
	<u>8,340.41</u>		<u>8,340.41</u>

RECONCILIATION		ASSETS AT COST	
Credit Balance	3,325.27	Typewriter	400.00
Investment A/C	4,533.30	Label Printer	761.00
T/Shirts Trophies etc.	1,700.00	Filing Cabinet	267.00
	<u>9,558.57</u>		<u>1,428.00</u>

AIRTOURER ASSOCIATION ANNUAL GENERAL MEETING

HELD AT LEETON 12-3-1989

STATEMENT OF RECEIPTS AND EXPENDITURE 1-4-1988 TO 28-2-1989

RECEIPTS		EXPENDITURE	
Credit Balance 31-3-1988	597.24	Newsletter	960.00
Membership Fees	2,787.22	Filing Cabinet	267.00
1988 AGM Griffith	2,109.60	1988 AGM Griffith	2,809.35
1988 Yarrandale Fly-in	270.54	Incorporation	384.00
Irrigana Motel	600.00	Insurance	368.28
T/Shirts, Badges, etc.	372.00	T/Shirts	955.00
Investment A/C	2,000.00	Bicentennial Airshow	542.63
		Postage	284.73
		Trophies	242.15
		Printing	155.00
		Phone	130.78
		Discs	52.75
		Stationery	49.35
		Bank Charges	20.17
		Credit Balance 28-2-1989	1,515.41
	<u>\$8,736.60</u>		<u>\$8,736.60</u>

RECONCILIATION		ASSETS AT COST	
Credit Balance	1,515.41	Typewriter	400.00
Investment Account	4,262.88	Label Printer	461.00
	<u>\$5,778.29</u>	Filing Cabinet	267.00
			<u>\$8,736.60</u>

JOHN TREBLE,
Treasurer

AIRWORTHINESS MATTERS

At the Association's committee meeting at Moruya in March I was tasked to co-ordinate all Airworthiness matters with the CAA on behalf of the Airtourer Association and the Airtourer Co-operative. This not only gives all members a central contact point but also gives the CAA direct contact with both our organisations through one person. This has been done in an effort to improve the communication between those organisations and to avoid the difficulties we have experienced particularly over the last 12 months like the engine TBO debacle and the more recent AD/VAT/28 Amdt 5 (see below).

While not an engineer myself I do have a number of very qualified members to call on in these matters. Mike Fisher is one of them and we will be working together with the CAA to ensure that our aircraft's continued airworthiness is guaranteed.

Should you be having any problem with AD's then please contact us at PO Box 34, SUNBURY. VIC. 3429. Or phone (03) 7441071

UPDATE AD/VAT/28 Amdt 5

Bracket Inspection Tank Bay Area.

A more appropriate method of inspection that does not involve potential damage to wing integrity as the CAA recommended procedure would have been demonstrated and suggested for approval to the CAA in NSW. We now await their response.

I would also appreciate as you comply with the above AD (by 31Dec90) if you could drop me a note saying what was found and what action if any was taken.

REMEMBER THE ASSOCIATION IS DEDICATED TO THE PRESERVATION AND CONTINUED AIRWORTHINESS OF **VICTA** AND **A.E.S.L** AIRTOURER SERIES AIRCRAFT.

S G HILSBERG.

September, 1983

Following an "Interstate Hook-up" amongst the Committee, Doreen and I volunteered to produce the Newsletter for the immediate future. We do not have the necessary qualifications to offer Editorial Comment or Viewpoint, but will do our best to put it together in an acceptable way.

John & Doreen Treble.

The article above is from our September 1983 Newsletter and I'm sure you would have noticed where we volunteered to produce the Newsletter for the immediate future. Well by the time John and Leonie Plummer take over producing the Newsletter (as reported in our A.G.M. Minutes) Doreen and I will have produced 31 Newsletters over a period of 7 years. How time fly's !!

Because of our Queensland Safari, our next Newsletter will be mid July, 1990 which will be my final committment as Editor.

We enjoyed the involvement but decided the time was ripe for a change, and I'm sure John and Leonie will produce the Newsletter in the real Airtourer Association spirit we all have.

John Treble.

T6 OSCAR VICTA VICTA'S DIARY

In March 1988, the "Aircraft" Magazine carried an article and photos "T6 Airtourers in Darwin" which sparked the Riddels at Coffs Harbour to consider aircraft ownership again. Prompt enquiries and an inspection and flight in Paul Carey's Airtourer PCC at Taree resulted in a deposit being lodged on VH-OVV in May. A somewhat frustrating delay ensued, however the aircraft became available and the deal completed on 24th February 1989, with great excitement as we were already aware of the Airtourer Association.

After a lapse of 17 years Roy had recommenced flying on a Victa VH-DMA at Port Macquarie in 1962 and felt relaxed with the more natural left handthrottle and right hand stick, so he is delighted with this arrangement in the T6. This configuration was new to Judy, so a check out with Ray Burns, then long time friends at Taree took to the air with us as our first of many passengers. Homeward to a very enthusiastic Norm Small who was delighted to have a second Airtourer at Coffs.

Only 10 days later loaded up for Hoxton Park to meet Alan and Merle en route to Leeton A.G.M. We found you all so friendly, helpful and such fun.

The next adventure for OVV now called "Snoopy" was Judy low-levelling up the coast to Harvey Bay with fellow aviatrix to attend the Womens Pilot's Association "Whoops" Conference. This unfortunately coincided with the cyclone/floods in Queensland, however "Snoopy" didn't miss a beat in very difficult flying conditions and was creating much interest wherever we landed. Also the list of eager pilots and friends and relatives wishing to go flying quickly built up, and included Judy's mother aged 86 years who declined using a ladder provided, and loved the visibility and stableness of the Victa.

In June a Fokker from Sydney to Coffs brought not only some family members, but also a Birthday Cake in a specially assigned seat. It was a mini O.V.V. in true colours and even a striped prop. The cake created lots of fun and was not easy to cut and eat !

With more settled conditions in Queensland in July last, we were flight planned for Toowoomba and Longreach, only to find very strong headwinds, so changed flight plan for a coastal route back to Hervey Bay and then on to Rockhampton, aided by good tailwinds.

Our first attendance at a President's Fly-in at Parkes in September, was a fun, action packed weekend, and an extra night with Tony and Liz was a bonus for us, we were pleased to welcome them to our place in October, and show them the local sights from "Snoopy".

About this time, a retrenched F50 Ansett Pilot asked to fly our T6, to help keep his licence current !

Whilst doing the household chores, Judy listens to the local frequency, and on hearing a call Oscar Victa departing for Bellingen 3000 feet, this indicates Roy is off for some "Aeros".

Our Christmas visiting to friends in Armidale was naturally by air, and what better way to celebrate New Year 1990 than welcome Gordon and Marietta Robinson from Kyneton in their T6 JVV. We enjoyed a fun flight in the two aircraft to Port Macquarie with OVV about 1 knot faster, winning line honours, maybe it was the female crew.

English guests eager to see the sights in "Snoopy" normally fly from a U.K. farm paddock with a group called the "Short Field Squadron". That's another story. February 24th again and a "Whoops" Fly-in to Coffs coincided with our first year of very enjoyable flying 93 hours in our T6. Great to welcome Jack and Colleen Murray and friend Val, but due to poor weather, their turn in OVV had to be deferred until Moruya.

Another exciting AGM, we flew via Hoxton Park for a quick hello to Alan and Merle and to drool over THE AIRCRUISER. Continuing on, OVV seemed to be turning slightly right. Was it political leanings or perhaps that we had polished up one side with Mr Sheen and the other wing with a different polish!

Moruya was great with so many aircraft, and interesting people, and after departure to have the further company of Doug and Sue in their Airtourer and Adrian and Peg in T6 BVV as we made our way to Mildura.

Having now attended a few Airtourer gatherings, Roy and Judy can appreciate why non-controlled aerodromes are chosen as venues. We enjoy the enthusiasm and manner in which the meeting and flying are conducted with a minimum of fuss and are enjoying the new friendships.

Look forward to the Queensland Safari very much.