

November 2003
Newsletter No.108

AIRTOURER ASSOCIATION



Dedicated to the preservation and continued airworthiness of VICTA and AESL Airtourer Series Aircraft



NEWSLETTER

<http://www.Airtourer.asn.au>

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Articles for inclusion in the Newsletter should be submitted direct to John O'Halloran at the contacts listed above. Please enclose payment for any advertisement. The next Newsletter will be published in February 2004. Contributions and or advertisements are to be with JOH by 15 January 2004.

Small advertisement (3 to 4 lines) \$10.00

Large advertisement \$20.00

Cheque to be made payable to the Airtourer Association. Post with copy direct to the publisher.

Editorial

Once again the best laid plans went astray. My October roster had me away from home for extended periods but back for a 10 day break with ample time to have this issue out by the end of the month. Unfortunately the US State Department had other ideas and a trip to the Boeing factory to test fly a new B777 was extended a week by concerns that a new instrument could contain components useful for missile guidance systems. A week later the new instruments were replaced by the old and I made it home in November for 4 days off instead of 10.

This delay means the membership booklet will be delayed a few weeks but the AGM information will be included with it.

Congratulation to Alan & Merle on 60 years of marriage and our thoughts are with Jean Bell after Ken's passing. Also good luck to Ron Stiebel who is undergoing surgery in the near future.

Safe Airtouring,
John O'Halloran

Cover Photo: Alan and Merle Wood celebrating their 60th wedding anniversary at the President's Fly-In. The quilt was sewn by their daughter Anne and included photographs printed on fabric. One of the photos was of Merle at age 16.

Disclaimer

The views expressed are those of the contributors and not necessarily those of the Publishers, the Airtourer Association or the Airtourer Co-Operative Ltd.

Vale Ken Bell

The Association was saddened to learn of the recent death of one of its characters. Ken Bell lost his battle with lung disease caused by asbestos in October at the age of 83.

Ken started flying in 1977 and joined the Airtourer Association in 1981. He was a regular attendee with Airtour RQH at our Fly-Ins including the Simpson Desert crossing. In recent years his health had limited his attendance.

He was a partner in syndicates owning a Mooney and two Airtourers giving generously of his time. He chaired the monthly meetings for RQH and published the syndicates newsletter.

Ken served with the Army during World War II in the Middle East, Pacific as well as various Australian locations. He saw action in Papua New Guinea when the Japanese advance was finally halted.

His dry sense of humour was in evidence to the end and will be missed. One colleague tells of the time when Ken informed him with a straight face that he had AIDS. After a suitable embarrassing pause he added it was Aviation Induced Divorce Sysdrome. Jean obviously had the cure for AIDS as next year would have been their 60th wedding anniversary.

Ken's willingness to help is probably best summed up by the way he answered the phone..."Ken Bell; how can I help you?"

His love of flying was evident to the end with instructions that his ashes be spread from the air.

Farewell Ken, your company has brought a smile to the face of many of us, you will be missed and our thoughts go to Jean and your family.



President's Pen

Hi Everybody!

My logbook tells me it is almost twelve years since XVV was acquired!

The previous Owner casually remarked at the time "Y'orster join the Airtourer Association-they're not a bad buncha blokes!"

(He was a bit of a mysoginist)

Join we did, and rapidly found that you are much more than that, since in no time you were numbered among our best friends.



My antennae at Dubbo seemed to indicate that most enjoyed the weekend, and to me, the unique thing about our group is the real enjoyment of each others company.

I confess that my own inclination tends more to visiting the smaller towns, the difficulty being finding them with sufficient capacity for our numbers.

As announced elsewhere, we propose to hold the AGM at Temora NSW.

Early research indicates that it will be eminently suitable, with the bonus of some interesting vintage and warbird flying to view close up.

Weather and the demands of business have curtailed my flying lately, however we hope to make a prior visit to Temora soon.

Please NOTE : Due to the popularity of the flying weekends at Temora , it will be necessary to **BOOK** accommodation **EARLY**!

Final details of the weekend will be sent with the membership booklet in the next couple of weeks.

I may even buy a drink for people who **don't** have to apologize for non attendance!

Finally I would like to thank the Committee and other members of the Association for their enthusiastic support during the year and wish you all a Merry Christmas and happy and safe 2004.

Hope to see you all at Temora.

Bill Pennell.

President's Fly-In, DUBBO, 29 Aug – 1 Sept 2003

Margot Rayner

Some pilot friends of mine have decided that pet ownership doesn't fit with flying. What do you do if bad weather prevents you from returning after a weekend away and there's nobody to feed the dogs or cats back home? I've certainly faced this situation more than once and it was always a hard decision to decide whether to hire a car - from Narrandera, Albury or Temora - when that was the only alternative.

With the recent Airtourers Fly-In to Dubbo at the end of August, I solved the problem by organising a dog sitter for four days at Bingi, someone able to stay a day or two longer in case bad weather arrived. So, on Friday 29 August, I was able to head out west in full confidence that no rain, hail nor storm would cause my four poodles to starve.

As it happened, I had just had a new GPS/Com installed in my CT-4 in Canberra. When I switched on my old and trusty handheld GPS for back-up, I didn't receive a single satellite. Of course, the flight plan was perfectly prepared in advance, but it's good to have a GPS in case the compass goes down, or you have to spend 20 minutes over cloud, isn't it?

The flight to the northwest was perfect. The day was calm with a slight tailwind and the skies blue. The CT-4 climbed like a bird. Abeam Yass, I turned north slightly for Cowra. Everything was where it should be, Boorowa off to the left, the powerlines, creeks and roads crossing my track where they should. Cowra

showed up straight ahead, on time, and then Canowindra. After that there weren't many significant towns but the roads, railways and grain silos were good position indicators.

Do I need new glasses every six months? On arriving at my destination, I had trouble locating the airfield. Fortunately, a Cessna doing a straight-in approach and clearly knowing the lie-of-the-land, was able to give me a definite distance and direction from the largest, yellow canola field I've ever seen. I turned confidently on to crosswind.

Parked beside the Flying Doctor's hangar was already a large group of Airtourers. I took my place about tenth in the line and others continued to arrive. By Saturday morning there were twenty-one with three CT-4s. With the precision and friendliness I've come to expect from the AA, a small bus turned up to take pilots the few hundred metres to the Dubbo Aero Club where we were able to register (to avoid landing fees) and finalise bookings for the weekend's events – dinners, lunches, local flying, walks at the Great Western Zoo, etc.

It was great to meet friends again, many from my first Airtourer fly-in at Wangaratta earlier in the year. Ben was driving up to ensure that he could get back to work on time and not get stuck by rain or cloud on Sunday. I figured he wouldn't have arrived at the motel yet so waited a while at the Aero Club with Lorraine who was doing registrations. Then it was on to the bus with all my junk (a CT-4



Greg Wardman (standing) with his newly acquired BVV. Doug Stott sitting on the wing.

carries a large load!) and a quick shower before dinner at the Cattleman's Restaurant.

This was a great event, though the bar was quite unable to cope with the large number of thirsty pilots. Dinner was served efficiently and then came, so early on the Friday night, the highlight of the weekend – a cake to celebrate Alan and Merle Wood's sixtieth Wedding Anniversary. Wow. They were suitably overwhelmed at the thought but carried out their duties as guests of honour with smiles, a few tears, and many happy family snaps taken by enthusiastic Airtourer owners!

As luck would have it, Saturday was a very windy day. I'd been promised an aerobatic display by Murray Wallace so we went up despite the wind. Like everything he did, the landings were perfect. Thanks Murray! Not too many others joined us in the air though the BBQ was well attended, held at the BP cottage on the field as the Aero Club had been double-booked for the afternoon. I was really

grateful for that steak after almost emptying my stomach in the air!

Another fun dinner was held at the RSL club in the middle of town. Not everyone stayed late as there was an early morning walk at the Western Plains Zoo on the Sunday morning, with buses leaving well before 6 a.m. Of course, Ben didn't want to wake, having his own transport to get there, and we were two groups and quite some distance behind the rest of the Airtourer group. But the urge to be with our own herd – or is it flock? – of Airtourers led us to put on speed about midway around and catch up. From then on the day brightened, continuing with a fine breakfast at the Visitors' Centre, and then a bus trip around the wider reaches of the zoo. Some of the great sights were the baboon swinging among the trees, an albino kangaroo, a herd of giraffe running wildly up and down their paddock with their heads stationary on their long necks, and a family of bereaved monkeys from

Sulawesi who had just lost a new born.

After lunch also at the zoo, many had to leave to get back to work on Monday. However, a few brave souls flew in the afternoon, John O'Halloran, of course, and about five other Airtourer pilots. I decided to spend the time getting photos so walked over to the far strip favoured by the wind. Unfortunately the sun and wind didn't favour photography with only one or two good shots from a few hours' work.

It was surprising just how many were there for the final dinner at the RSL Bistro. The food offered a great choice and the seating, two long tables chosen by us, was just great for talking and mixing. A super last night. Being an early riser, I caught a cab to the airport at about 7 a.m. next morning, did my checks and was just taxiing out as the first busload arrived at 8.30. Waves were just as suitable a farewell as kisses and I climbed out on the flight south towards Cowra and the South Coast.



Graham Wood making the giraffe work for his breakfast by feeding it small pieces of bread. Looking on is an amused Peter Bons.



Above Left: Helen & Paul O'Malley. *Above Right:* Janette Roberts.

Below: Observation platform overlooking the savannah at the Western Plains Zoo.
L to R: Judy Riddel, Lindsay Marshall and Alan Wood.





TWE with L to R, Stan Tilley, and new members Jon Pels and Monique Gillett. Jon purchased TWE the day before and stopped at Dubbo on the way to it's new home at Essendon. Jon does not yet have his licence so he enlisted the help of his instructor Monique to assist delivering TWE. By the end of the weekend and after some aerobatics the members had convinced Monique to join as well.



Tasmania to Dubbo on a new Engine

Stan Tilley



A busy schedule but it all seemed to be falling into place. The aeroplane engine had exceeded its 2000 hours so was due for an over-haul. We also have a house restoration under way. This was proceeding slowly but surely (and at great cost!) but at least it was happening, so it was a question of 'getting the priorities right'.

After much consultation and deliberation, The Aviation Centre at Tyabb in Victoria was chosen as the preferred workshop. They, TAC, had promised that the engine would be completed by the 20th August, so I flew the aeroplane over in mid July and left it to its fate.

Fortunately there were no problems with the overhaul, so the aircraft was indeed ready for me to collect by the 20th August. Jon Pels, who, following a flight in MTC some weeks earlier, had decided to buy an Airtourer, was 'mad' keen to help me get from Tullarmarine to Tyabb and so it happened.

Jon collected me from Melbourne Airport. We then drove to Essendon and complete with Jon's flying instructor, took a

Cherokee Warrior to Tyabb. Much more fun and quicker than driving.

MTL was having the finishing touches added and soon I was getting to know French Island really well as I completed the first hours flying on the 'new' engine. It was going very well. Too late to leave that night for Tassie so after a good nights rest it was back over the strait the next morning. In deference to the advisability of further checks I landed at Latrobe Valley before the 'water' bit. Also that route enabled me to stay low (below 5000) which is advisable to help keep the engine pressures up and assist the 'break-in' period.

No problems (and no oil burning) so the following day, Friday, Bonnie and I loaded the aircraft up with all our gear for the return to the 'big island'. The first leg was back to Tyabb for the ten-hour oil and filter change. Other factors were against us however. First we had a couple of business calls that had to be attended to, then Bonnie's car decided that it was time for us to buy a new battery and finally the 'daily' found a wheel spat mount-

ing broken, so both spats had to be removed. With the engine now going so reliably the track was back again to the direct Sandfly, Hobart, Launceston, Wonthaggi, Tyabb.

The only 'good' thing about the 40 to 45 direct headwind was that the engine was getting plenty of work. Instead of about 3 hours it was over four (two over the water) when we reached Tyabb. One and a half hours to change the oil and check everything and we were again airborne.

Funny thing! By the time we were at Wangarratta it had got very dark. It was so dark in fact that Bonnie kept telling me that I had gone to sleep as she said that Mars was wandering about somewhat in the sky! I could not go to sleep properly though because the President of our Aero Club was 'all fired' up and rang me on the mobile 'phone four times. His problem was that the Club's Airtourer MTC is also due for an engine and there were lots of questions to be asked. His last call was whilst I was on a GPS final approach in to Dubbo. The headwinds were still there, although not as strong, so it was quite late when we finally arrived, about ten hours after leaving Tasmania.

Surely we had missed out on dinner but no! We should have known that our Airtourer friends would never let that happen. "Thanks Guys and Gels". Dinner was kept waiting for us.

A great weekend. Never enough time to catch up with our friends, swap notes about aeroplanes and tell 'lots of lies'. In between we did manage to enjoy the Western Plains Zoo and other sights around Dubbo. However we are not admitting that after dinner at the RSL Club we did get lost on the way back to the motel. (Apparently it is not a good idea to enter a building on a corner from one street, and

then, after a few reds, leave the same building from a different entrance on another street! We now know some city blocks in Dubbo very well after walking in circles for some time. "Haven't we passed this shop several times already?"

All too soon it was back in the air for the trip back to Tasmania. A quick refuel in Wangarratta and away again. Headwinds again of course and "Drat these cloud tops at 7000" "Every time we clip one we collect a bit of ice". "Request 8000" "No IFR traffic at eight but confirm you will be able to track direct and stop dodging around the tops". Whoops! Big brother is watching. I thought that the tiny deviations I was making to avoid the ice would not be noticed but apparently THEY notice everything.

Dark again by the time we arrived at Hobart and no lights and the odd wallaby on the grass strip at Sandfly. Oh well! What's another taxi fare from Hobart to home. But our friendly Traffic Controllers won the day with an offer we could not refuse. "It may be a bit dark to land at Sandfly" "Why don't I ring the Aero Club at Cambridge to get them to put the lights on there and organise a lift home for you?"

That is exactly what happened. The ride was in two seat utility and fortunately the huge Alsatian (whose name is Tilli) that normally occupies the passenger seat was banished to the rear tray.

Tilleys replaced Tilli in the cab and we were home safe and sound after another fabulous trip.

Barry & Bill's "Nice Day Out"

The following is an extract of a fax sent to me by Bill Beavis.

Barry Edmondson and I had a "Nice Day Out" last Friday. We last flew 'ZOE in the 2nd week of August, and then it was strip-down time in preparation for the 3 year Certificate of Airworthiness (CofA). Much preparation work was done at NCL (Newcastle), and then she ferried across to Carlisle, 40 minutes flying west. (The other side of the country. *Ed.*) Barry and Ian Lumsdon fitted in the Air Test Schedule on the way, for submission to the certifying engineer, (apparently he was very impressed). A Permit-to-Fly was raised to allow 'ZOE to reach Perth, (the original...N56°26'W003°22'), for the Radio Annual to be done, and at last get the encoder fitted (which I purchased at Oshkosh in Summer 2001 Hmm...). Finally on 7th Oct, the avionics paperwork was sent to the licencing engineer for the CofA at Carlisle, and to his local CAA Scottish Office. I now quote from Barry's email to us all.

"Doug (Scott Avionics, Perth) was almost unable to describe what happened next. He was contacted by his local CAA office, to be told that he should no longer send the paperwork to them, but it must now be sent to EASA (European Aviation Safety Agency) at Brussels. We were the first they had dealt with." Then a clearing of the gathering gloom about the threatening paperwork downtime. There were as yet only two permanent staff at EASA, they couldn't handle the paperwork just yet, so promptly sent it back to the CAA to deal with!

So the "Nice Day Out"? Oh yes... On the day before, Barry contacted Doug to request another Permit-to-Fly, to get ZOE back to NCL while we await the bureaucrats shred-

ding our paperwork and issuing the CofA. We met up at 0720 in Central Station. The 225 km/hr capable train left on time at 0741, whizzed north towards Edinburgh and our comfortable 45 mins spare time to connect with the Perth train. About 5nm south of the 150 yr old Royal Border Bridge crossing the Tweed at Berwick, ...it broke down. After 30 mins of PAs "Will the Guard contact the Driver" and two, 2 metre test runs at 2kts, the train was declared a failure and able to run slowly forwards to Berwick, where we all got off into a sunny 5 degrees C morning. After checking and locking all coaches, it finally crawled across a junction into a siding. "Virgin" to the rescue, 10 mins later we were on their following Leeds-Aberdeen train, which got us to EDI to see an empty adjacent platform where our Perth train had been. So a snack later, two more trains (via Stirling) and a taxi ride to Perth (Scone) Airfield, then 45 mins more waiting for an engineer to return from lunch off-airport. We finally got away around 1425. The flight back was very good (Barry flew, I radio'd and nav'd), and a short overwater leg took us past the Forth Railway Bridge, (only about 105, years old, and partly wrapped in tarpaulin sheeting for maintenance work). Thereafter we flew overhead Edinburgh airport at 2,000ft on the VFR route that avoids the city to the south. Back to a cloudy and cool NCL, where we each seemed to get in a landing on runway 07 on the same landing roll, all for the one landing fee!! So on the Metro line back into Newcastle. I invited Barry to count, for his sense of achievement, "how many trains you've been on today!". We both had to change trains on the local network too, to reach

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Airtourer Co-operative Limited

Capital Reorganisation

Background

As most members are aware, our cooperative has now been reorganised to meet the requirements of the Federal Income Tax Act and Department of Cooperatives and ceases to have a share capital, but becomes one with membership by annual subscription.

Repayment of \$500 Share Capital

For those persons who have a \$500 share capital subscription, the funds will remain on deposit with the cooperative and will in due course be repaid.

Annual Subscription

It is an essential requirement of a cooperative without share capital that members pay an annual subscription in order to be supplied with ongoing technical support and spare parts. Parts and Services will only be supplied at best prices to financial members of the CoOp.

Important Notice

The annual subscription and repayment of share capital must be shown as separate transactions. All members with share capital are still required to pay the annual subscription. Share capital will be held on deposit and repaid in due course.

Cut out or rewrite the following application and forward to 230 Hudosn Pde, Clareville, NSW 2113. Please print in block capitals.

The Airtourer Co-operative Limited Application for Membership

Surname of applicantChristian name

Full postal address Post code

Phone - Work Home Mobile

Aircraft registration Aircraft model Horsepower

I hereby apply to be admitted as a member of the above named co-operative and attach AU\$30.00 annual subscription.

Signature of applicant:

Date:

THE SHERIFF OF LOCKINGTON INTERROGATES.....



John Smithson

(Interrogated on bus taking 'criminals' to Beechworth 'jail', and without a word of a lie, since being a Sheriff this villain was the most laborious to be questioned. He actually took my note pad and wrote down some of the answers, first in shorthand!, then I had to learn to read his hand writing!).

1. *Where do you live?* Your place given half the chance. (*Records show John lives in East Boldon. Tyne & Wear - the same County as the Lumsden's - poor darlings!*)
2. *Your occupation?* Lecturer, also Course leader of TV and Media Course at University Level. I'm also into Cooking - being Secretary/Treasurer I'm always "cooking the books", and I'm a part time anaesthetist - I put my students to sleep!
3. *How long have you been a Pilot?* 22½ years.
4. *When did you get your Pilot's licence?* 1981. (*He wouldn't reveal how old he is.*)
5. *How did the interest in flying begin?* On BBC TV filming trip to North Sea Oil Rig - on the way back I was offered the Co-Pilots seat in a Bandeirante, and had a friend learning to fly, and I knew some of the instruments but didn't understand why Altimeter wasn't reading "0" when on the ground. Provoked interest to find out why and had trial lesson in Airtourer G-ALCI. 24 years later and after flying several other types now share owner in G-AZOE

(115).

6. *How long have you been with AZOE?* The group formed around 7 years ago and I was one of the founding members of the group.

7. *What other interests do you have?* Beryl Marshall!, Amateur radio licence holder (Call sign: G1 ALT), Computing,

8. *What, or who, made you decide to come to Wangaratta to the 25th AGM?* Discussion with Barry Edmondson, over a few beers - wanted to attend 25th Anniversary, then involved other members of the group. 5 out of the 8 group members are at the



convention.

9. How long are you in Australia for? 13 days, with the Convention about half way through our stay.

10. What parts of Australia are you seeing? Melbourne, then Wangaratta, Sydney and Katoomba. Finishing with a climb of the Sydney Harbour Bridge.

11. What are your impressions of Australia after this brief visit? Very friendly helpful people and it's been a great pleasure meeting the members at the convention who have all been kind and generous in their friendship. Even the Sheriff wasn't too frightening!

No wonder I ended up going on the "Mad Walk" at Beechworth! Actually John Smithson you were a lot of fun, and you paid a good fine for your impertinence. Thank you so very much "The Sheriff".

Type Certificate Update

A significant milestone in the legal action to regain the Airtourer Type Certificate was passed when the Airtourer Co-Operative went before Acting Chief Justice Beaumont in the Federal Court on 5th November. The hearing took approximately one hour.

Counsel for Millicer Aircraft Industries Pty Ltd (MAI) suggested that leave of the Court was required as the Airtourer Co-Operative is a creditor of MAI. Counsel for the Co-Op do

not believe this to be the case. One observer noted that this was a delaying action of the type often seen in court. Nevertheless, the Court must rule on the matter before hearing the substance of the action.

The Court made a number of Orders relating to both sides providing various documents and the next hearing is scheduled for 9.45am on 10 December 2003.

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our local stations. Barry left home just before 6am, and would have got back about 5.30pm. The outbound journey took 6 ½ hours, the return four (including securing ZOE at NCL). So we await a CofAsoon.

Ed. Note. The UK CAA airworthiness system is a little different from Australia. Whereas the Australian CofA is permanently valid and the day to day airworthiness status of the aircraft is reflected in the Maintenance Release, the UK CofA must be renewed every

three years. Part of the renewal process is a test flight. I will include an article on the UK CAA test flight schedule in a future newsletter.

ERSA is the new European aviation authority that replaces the Joint Aviation Authority. It will have more authority than the JAA and will eventually take on some of the roles of the regulatory authorities of the individual European states. If you think dealing with CASA is frustrating could you imagine dealing with a pan European bureaucracy.

Calendar of Events

**Victorian End of Year Fly-In
Lake Mungo Wilderness Lodge
6th-7th December 2003**

The rest is DIY.

Your must book and forward \$50.00 to confirm your accommodation.

Phone Graeme or Jodi Grant on (03) 5029 7297

All meals are catered for – cost approximately \$68 per person per day
Ensuite cabins.

Airstrip 1000 metres. Elevation 270ft. S33.45 E143.0. No fuel available.

All welcome but book early.

Hector Blemings.

Annual General Meeting 2004

Temora

Date to be advised.

For Sale

Airtourer 150 ,VH-MOI

\$75,000

Paul O'Malley (02) 9451 6988 or Alan Wood (02) 9607 0566

Flight Manual Supplements.

As we go to press I have checked with our CAR35 Engineer and the Supplements are still with CASA. They were originally sent in May and CASA advised they would be actioned when workload permitted. The current exemption is valid until the end of February 2004 and if it looks like we will be unable to meet this deadline the Association will seek an extension. Rest assured that your aeroplanes will still fly the same!!!

Welcome:

Jon Pels of Collingwood who is learning to fly his recently purchased TWE.

Monique Gillett of Frankston who is teaching Jon Pels to fly TWE. See page 9.