

August 2004
Newsletter No.111

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 November 2004. Contributions and or advertisements are to be with JOH by 15 October 2004.

Small advertisement (3 to 4 lines) \$20.00

Large advertisement \$40.00

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Editorial

Mid year is always busy for me with school holidays, aircraft ratings, instrument ratings and annual line check at work. Worse still every two years I renew my Australian Instrument Rating. Unfortunately COI's ADF is not working so I had to hire a C172 and get my head around very basic instrumentation and a strange aircraft. Just when I managed to get these out of the way the next Newsletter is due. There's often not a lot to report mid year and unless members send articles I have to write them myself.

I have attempted to give this Newsletter a maintenance theme. Many LAMEs are unfamiliar with the Airtourer and even those of us who have owned our aircraft for many years often have to call Alan Wood for advice. In the long term I would like to see the Association maintain a collection of maintenance tips so that past lessons are passed on to new owners and maintainers. For this to be successful we need input from members. In future issues I would like to include a regular feature on maintenance practices and tips.

Continued page 3

Cover Photo: COI with her new three blade MT Propeller. See article on page 5.

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.

President's Pen

Hi Everyone,

As you will see reported elsewhere, the Presidents Fly In is to be held at Tocumwal, NSW on the long weekend in October. On this occasion, pressure of business has prevented me from carrying out an "on the ground" survey at Tocumwal, however the program has been researched and arranged by a capable sub committee comprising Andy and Jane, and Lindsay and the Sheriff, for which I am very grateful.

So much for "retirement", I will be away in Germany next month looking at machinery for the Resort's new Fraser Island ferry, which is being built at Deception Bay.

XVV has seen minimal flying since we last got together, however I have managed a couple of flights in the new "AIRVAN" from Victoria, two of which are now in service on the Island, a most impressive airplane with nice handling for a work bus.

We are currently planning to visit Broken Hill with Lynn and Ian on the way to Tocumwal, and I am sure it will be another great weekend.

Safe Flying.

See you there!
Bill Pennell



From page 2

Even if you don't wish to write an article just tell me about it and I'll put the words together. The next Newsletter will have an article about Fly Away Kits, let me know by email, phone or letter your ideas on what tools etc. you take on a trip.

While I've been busy Jan has been looking after the membership renewals. At present there are still about 33 outstanding. Each year some members decide not to renew, usually because they have sold their aircraft. We wish them well and thank them for their support in the past. For those of you who may have mislaid the renewals a reminder will be included with this Newsletter.

Safe Airtouring,
John O'Halloran



Letter to the Editor

Hi John

I thought I will give you guys a bit of an update of our special old bird. ZS-IGD has been re-registered as ZU-AIM and is the only Airtourer flying in South Africa. She is a T5 with the Lycoming 150 (O-320) engine and a Hartzell CSU propeller. Total hours on engine and airframe is 1350 hours. She is still in a beautiful condition and I can send you some photos of her if interested.

There were 2 flying in South Africa, the other one being a 115 Hp, but sadly it crashed 2 years ago and has been scrapped.

Regards

Heinz Meyer

+27 84 442 7221

meyerh@telkomsa.net

Heard at the Hangar Door.

Stan Tilley is still out of the air with engine problems. He's just "celebrated" the one year anniversary of sending his engine off for overhaul. Since reinstalling he has had numerous problems and still had metal in the oil filter after 70 hours and seven oil filters! It's now off with another engine shop who have found a number of problems which they are rectifying. Stan has had 13 Bass Straight crossings on this problem engine!

While on the subject of engine problems **Lindsay & Beryl Marshall** visited recently, by car. Their O-200 was losing oil pressure. On inspection a main bearing housing was found cracked requiring a new crankcase. Finding a servicable crankcase at the correct modification state has been a challenge but MRF is now close to flying.

Alan Dalrympe recently moved to the Sunshine Coast. While he was planning to bring CND with him Niels Jensen made him an offer he couldn't refuse so Alan's now having to hire. At least he stuck with the Airtourer family and is flying the Maroochy Aeroclub CT4.

Three Blades is Better than Two

John O'Halloran

In January this year my propeller suffered a serious stone chip which had some expensive consequences. The damage was about three cm from the tip, a cm wide and half a cm deep. This was too great to blend out and I knew I was probably up for a new blade and a few thousand dollars. A quick check of the Propeller Log Book revealed that the propeller was due for an overhaul within the next year so I ordered that done at the same time. That's when it really started to get expensive!

At each overhaul the blades are machined to remove any nicks etc. Prior to doing this the blade is checked to ensure sufficient metal remains for machining. Unfortunately my blades had been through their last machining. In fact the thickness at some stations was less than manufacturer's tolerance so I was up for two new blades. However, there has been a change in the design of the root end of the blade which necessitated replacing other components. In the end I was up for almost a new prop costing in the order of \$15,000.

I had considered the advantages of a new propeller manufactured by MT in Germany. Bill and Lorraine fitted one to their T6 about six years ago and were happy with it. Mike Fisher also fitted one to BNV and was happy except for paperwork issues with CASA so I made some enquiries and received a quote for just over \$13,000. The down side was the CASA issue and a 14 week lead time to have it manufactured. This was before the AGM at Temora and the time consideration made me

lean towards the old Hartzell. In the end I chose the MT and hired a CT4 to get to Temora.

The MT is a wood composite construction with an epoxy covering and a stainless steel leading edge. The other big difference is the three blades.

It's white finish makes it look like it was designed for COI. The composite spinner is more rounded than the old one and while a close examination reveals it's not quite matched to the design of the cowling this is not obvious.

I haven't yet done enough flight testing to comment on the difference in performance. I have been deliberately keeping the weight down and with the winter temperatures it does seem to accelerate and climb better. Stu Hilsberg commented that it sounded more like a 100, (I'm not sure whether or not to be offended.) It does sound different especially on the ground in variable wind. I have taken it to 200 KIAS as well as some basic aerobatics and overall it is smoother than the Hartzell. Tests from the USA using the RV aircraft suggest that the takeoff and climb are improved but a couple of knots may be lost at cruise speeds, however RVs cruise much faster than the humble Airtourer. By the next Newsletter I hope to have completed a more comprehensive testing program.

Earlier on I mentioned CASA and paperwork problems. Bill Pennell had his MT prop fitted using an Engineering Order (EO). CASA has since taken the position that they

would not allow this to be done under an EO any more and a Supplemental Type Certificate (STC) would be required. An STC can be difficult and expensive to get through CASA and this was a contributing factor to Mike Fisher flying BNV on an Experimental Certificate. I purchased my prop through Eric

Western of Australian Air Props in Bankstown. Eric had planned to raise the STC but in the end had my installation approved as an EO. Nevertheless, Eric intends to progress the STC so if any other Airtourers are modified with the MT in the future the paperwork should be smoother.

Co - Op News.

Subscription. There appears to be occasional confusion regarding the Association membership and Co - Op subscription. The Co- Op subscription is separate from the Association membership. Owners must be subscribers to the Co-Op if they require spares support. If you do not own an aircraft there is no reason to be a subscriber to the Co-Op.

Type Certificate Court Action. The court action continues. Every time the matter appears close to being heard the respondents generate another delaying action. The latest is a requirement for the Co-Op to lodge a sum of money in trust to cover the respondents costs if the Co-Op loses. The judge referred the matter to mediation however, this was unsuccessful and will now go back to the judge on 18 August. Unfortunately this is only a directions hearing and we still don't know when the claim will be heard on it's merits.

Finding Documents on the Web

Civil Aviation Advisory Publications

From the homepage www.casa.gov.au select *Current Rules and Regulations, Civil Aviation Regulations 1988*, then *CAAPs*.

Airworthiness Directives

From the homepage www.casa.gov.au select *Maintainers and Aircraft*, then *Airworthiness Directives, Under 5700kg*, scroll down near the bottom of the list to select *VICTA & AESL Aircraft*. If you have Norton Internet Security select the AD BLOCKING off as it thinks an Airworthiness Directive is an advertisement!

FAA AC 43.13-1B

From the home page www.faa.gov select "Quick Find" for Advisory Circulars then search for AC 43.13-1B. It will be downloadable as a number of PDF files. If you are on a dialup connection I suggest downloading the contents page and then decide which chapters you need.

Pilot Approved Maintenance

John O'Halloran

We are all aware that anything to do with our aeroplanes is controlled by CASA. In particular the maintenance is closely regulated to ensure correct materials and practices are used. The relevant part of the CARs is as follows:

42ZC Maintenance on Australian aircraft in Australian territory

(1) The holder of the certificate of registration for, the operator of, and the pilot in command of, an Australian aircraft must not authorise or permit any maintenance to be carried out on the aircraft in Australian territory by a person if the person is not permitted by this regulation to carry out the maintenance.

It should be noted that the responsibility is spread to include the CofR holder and the pilot which, in our case, is usually the same person.

However, many of us quite competently maintain machinery around our property. (I have rebuilt a couple of car engines and only had a small number of unidentified bits left over.) Why should we have to pay a LAME to do routine maintenance tasks on our aircraft? The CARs recognise this and paragraph 42ZC (4) (d) allows pilots (other than student pilots) to perform certain maintenance. The tasks are listed in Schedule 8 which is included on page 8 of this Newsletter.

Many of these tasks are applicable to Airtourers and starting in this Newsletter we hope to give some guidance on how to com-

plete them yourself. This will be an ongoing project and as editor I request contributions as articles, hints, tips or lessons learnt for future issues. We have a couple of LAMEs in the Association and by passing on this information we can hopefully reduce the phone calls to them and in particular Alan Wood, so he can finish "greenie".

Some guidance is provided in Civil Aviation Advisory Publication No. 42ZC-1(0) which can be obtained from the CASA website. It states that pilots are responsible for ensuring they are familiar with, and are able to satisfactorily comply with, any manufacturer's instructions regarding the maintenance... The Maintenance Manual is a starting point however it makes sense to check with a LAME that you are doing things correctly. A LAME will not only advise the correct practices but can pass on various tips learned through experience. Ideally find a LAME that will allow you to help with the Annual Inspection. If your LAME does not encourage owner participation then consider changing to another one.

An additional document that is a useful general guide on maintenance is an FAA Advisory Circular, AC 43.13-1B, Acceptable Methods, Techniques, and Practices - Aircraft Inspection and Repair. To call it a circular is a little misleading, my copy is 7cm thick. It can be downloaded from the FAA website at www.faa.gov. This AC is referenced in both the Airtourer Flight Manual (para 8.4.2) and the Maintenance Manual (Ch50 para 1).

SCHEDULE 8 Paragraph 42ZC (4) (d)**MAINTENANCE THAT MAY BE CARRIED OUT ON A CLASS B AIRCRAFT
BY A PILOT ENTITLED TO DO SO UNDER SUBREGULATION 42ZC (4)**

1. Removal or installation of landing gear tyres, but only if the removal or installation does not involve the complete jacking of the aircraft.
2. Repair of pneumatic tubes of landing gear tyres.
3. Servicing of landing gear wheel bearings.
4. Replacement of defective safety wiring or split pins, but not including wiring or pins in control systems.
5. Removal or refitting of a door, but only if:
 - (a) no disassembly of the primary structure or operating system of the aircraft is involved; and
 - (b) if the aircraft is to be operated with the door removed—the aircraft has a flight manual and the manual indicates that the aircraft may be operated with the door removed.
6. Replacement of side windows in an unpressurised aircraft.
7. Replacement of seats, but only if the replacement does not involve disassembly of any part of the primary structure of the aircraft.
8. Repairs to the upholstery or decorative furnishings of the interior of the cabin or cockpit.
9. Replacement of seat belts or harnesses.
10. Replacement or repair of signs and markings.
11. Replacement of bulbs, reflectors, glasses, lenses or lights.
12. Replacement, cleaning, or setting gaps of, spark plugs.
13. Replacement of batteries.
14. Changing oil filters or air filters.
15. Changing or replenishing engine oil or fuel.
16. Lubrication not requiring disassembly or requiring only the removal of nonstructural parts, or of cover plates, cowlings and fairings.
17. Replenishment of hydraulic fluid.
18. Application of preservative or protective materials, but only if no disassembly of the primary structure or operating system of the aircraft is involved.
19. Removal or replacement of equipment used for agricultural purposes.
20. Removal or replacement of glider tow hooks.
21. Carrying out of an inspection under regulation 42G of a flight control system that has been assembled, adjusted, repaired, modified or replaced.
22. Carrying out of a daily inspection of an aircraft.

Pilot Maintenance - Daily Inspection

One maintenance task that we carry out routinely and certify is the daily inspection. When we sign the Maintenance Release we are certifying that the inspection has been completed in accordance with the Maintenance Manual (MM). The Flight Manual (and Supplements) describe the preflight inspection. The Daily Inspection is similar but in greater detail than the Preflight Inspection. The following is an extract from the MM.

DAILY INSPECTION. Daily Inspection is to be accomplished prior to the first flight of the day. The inspection consists of checking the aircraft for flight preparation by performing visual and operational tests to discover defects and maladjustments, that, if not corrected, could cause accidents.

DAILY INSPECTION AMPLIFICATION AIRTOURER 100 and AIRTOURER 115 — AIRFRAME.

- (1) **Check Maintenance Release and Serviceability.** Ensure that all defects have been rectified and certified. Ensure that the Maintenance Release is valid.
- (2) **Clean Aircraft.** Wipe off oil and dirt on fuselage, Ensure that Canopy and Windscreen are clean, Ensure ash tray is clean.
- (3) **Inspect Undercarriage Legs, Wheels, Tyres, Nose Wheel Strut.** Inspect undercarriage legs for condition attitude and security, wheel hubs for damage, tyres for blisters, cuts, general condition and inflation. Nose wheel strut for free movement and shock absorption by forcibly lowering the nose of the aircraft 6" to 8" and releasing. Check that aircraft returns to a static position.
- (4) **Inspect Cabin Interior, Seats, Safety Belts, Canopy and Windscreen:** Inspect cabin interior for cleanliness and loose articles. Seats for condition and cleanliness. Safety Belts for security, condition and locking. Canopy for freedom of movement and security of locking. Check brakes for correct operation, including parking brake valve. Ensure that both fire extinguishers are full and fit correctly and securely in their brackets. Check the windscreen for condition.
- (5) **Inspect Fuselage** Inspect skin externally for damage, dents, loose rivets and abrasion. Check panels and fairings for condition and security. Check tailcone for security of attachment.
- (6) **Inspect Empennage.** Inspect for condition and security of attachment Tailplane, Elevators and Rudder. Check Elevator Blade for damage, and security and ensure full and free movement through tailcone aperture.
- (7) **Inspect Wing.** Inspect skin externally for damage, dents, loose rivets and abrasions. Ailerons, Flapperons and Centre Flap for damage and security of attachment. Hinge and bearings for condition and attachment. Inspect Pitot Head for damage, security, alignment and cleanliness of pressure and static openings. Check panels and fairings for condition and security.
- (8) **Controls.** Inspect controls for full and

free movement over their full range.
Check the effectiveness of the elevator trim over the full range.

- (9) **Inspect Electrical System.** Inspect electrical system for functioning and security. Check battery for security of attachment and leakage of electrolyte. Check generator, starter and accessories for security and condition and where possible functioning. Check Stall Warning System for function, (flaps down and master switch ON).
- (10) **Inspect Instrument System.** Inspect instruments for condition and security. Wind and set clock, inspect Panel for security and condition. Check Compass Deviation card for legibility.

**CONTINENTAL ENGINE 0-200-A,
LYCOMING ENGINE 0-235-C2**

- (1) **Check Maintenance Release and Serviceability.** Ensure that all defects have been rectified and certified, Ensure that the Maintenance Release is valid.
- (2) **Inspect Engine Mount and Rubber.** Inspect mount for condition, security and defects, cracks and corrosion. Check mount rubber for condition and security.
- (3) **Inspect Carburettor — Hot Air - Air Filter:** Inspect carburettor attachment for security and condition, carburettor air box and air filter for condition and security, paying particular attention to the air filter. Remove and clean air filter if necessary.
- (4) **Inspect Magnetos and Ignition Wiring:** Inspect magnetos for security and condition, Magneto and spark plug terminals for condition and security. High tension leads for condition and chafing.

- (5) **Inspect Induction and Exhaust Manifolds:** Inspect induction manifold for condition and security and loose attachment clamps, Inspect exhaust manifold including heating system for security, signs of leaks and loose clamps and bolts,
- (6) **Inspect Fuel System, Tank and Fuel Pumps:** Check fuel tank for servicing and filler cap for correct fastening. Exterior of aircraft for fuel leakages, fuel vent outlets for obstruction. Fuel selector valve locked, in "ON" position with light (32 SWG) wire. Fuel contents gauge for reading comparable with known quantity in tanks. Check operation of electric fuel pump against fuel pressure gauge with fuel cock in "ON" position.
- (7) **Inspect Oil System and Filler Cap:** Check oil sump for servicing, dip stick and filler cap for tightness.
- (8) **Check Controls:** Inspect throttle & Mixture for full and free movement. Check throttle friction lock action.
- (9) **Inspect Cowlings and Fasteners:** Inspect cowlings and panels for loose fasteners, security and condition.
- (10) **Inspect Propeller Spinner and attachments:** Inspect propeller and spinner for security and condition, abrasion, nicks and gouges.
- (11) **Ground Run Engine:** In accordance with procedure as laid down in chapter 9.

Supplement for T4, T5 & T6.

- (1) Inspect Constant Speed Unit for security.
- (2) Inspect Constant Speed Control for full and free movement.
- (3) Inspect Oil Cooler for security of attachment.

Maintenance Tips

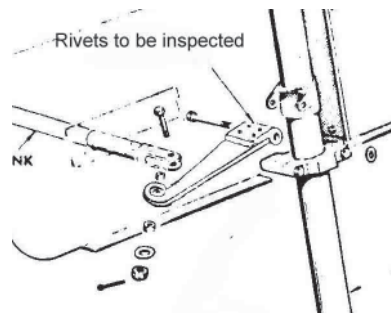
AD/VAT/10 Amdt 6 Landing Gear Attachment Bolts. In the early days of the Airtourer there were some failures of the landing gear attachments. Victa's investigations included setting up a rig that simulated 1,000s of landings. One of the points of failure was the attachment bolt that is the subject of the AD. There are two methods of compliance with the AD, firstly use of a special bolt as per AESL SB 031 which has a life of 350 hours or alternatively using a standard AN bolt with equivalent length and diameter. The Co-Op has a supply of the special bolts. They are more expensive than AN bolts but are manufactured to a much finer tolerance as well as having a waisted shank. If the AN bolts are used, caution is required to ensure that they do not become threadbound. This is where the unthreaded part of the shank fouls the thread on the wing attachment. Correct use of washers should avoid this damage. The special bolts have a waist on the shank to avoid this possibility.

Fuel Dip Procedure for Older Segmented Dipsticks. Light Aircraft fuel gauges are notoriously inaccurate. The only reliable way to measure fuel is to dip the tank before flight and know your fuel consumption however, this assumes correct use of the dipstick. The following is taken from a Glos Air SB in the UK.

Before attempting to dip fuel ensure the aircraft is standing on level ground. Insert the dipstick into the fuel filler pipe and collapse the dipstick only when resistance is felt. Allow tip of dipstick to rest on bottom of tank in rigid condition for approximately 10 seconds before removing to take reading. This procedure should be repeated three times and similar readings obtained each time.

A variation on this theme described by an experienced Airtourer owner advises to extend the dipstick by pressing the plunger, insert and align a mark on the handle assembly with the rim of the filler, release the plunger to collapse the dipstick, hold for five to ten seconds, then withdraw the dipstick and note the reading. This should be done to obtain three consistent readings. If the dipstick is rotated 90 degrees either left or right as it is withdrawn dripping of fuel on the wing should be avoided.

Daily Inspection - Nose Wheel Steering Arm. AD/VAT/32 requires that the riveted joint of four 5/32 inch rivets in the steering assembly be inspected for looseness and evidence of rivet working. Compliance is at each daily or overnight inspection. When we sign the Maintenance Release we certify that this inspection is satisfactory.



PRESIDENT'S FLY-IN AT TOCUMWAL

1st, 2nd & 3rd OCTOBER 2004

Note: this is a long weekend in NSW

Tocumwal was one of the largest aerodromes in the Southern Hemisphere during WW2. It is now busy in a different way with flying training and gliding.

The airfield is close to the town, which is situated on the Murray River and is known for hosting a range of sporting activities and for its beaches.

Fuel: Williams Aviation or Mobil Swipe

You will need to book your own accommodation and register with the Association.

CAUTION

GLIDING OPS AT TOCUMWAL.

STUDY YOUR ERSa PRIOR TO ARRIVAL

Programme of events (subject to change)

Friday 1 st	Arrivals	
	Informal dinner at Tocumwal Hotel/Motel	
Saturday 2 nd	Arrivals	
	Saturday market in town	
	12:30pm	Lunch at the Aero Club
	2:00 pm	Talk and Tour at Sportavia – historical aviation Flying activities
	Bus to motels	to freshen up.
	6:30	Drinks and Dinner at Aero Club
Sunday 3 rd	9:00 am	Co-Op meeting at Aero Club
	11:00am,	Mike Burns – jet powered glider. Mike was building the Cropmaster at BK while the first metal Airtourer was built.
	1:00pm	Lunch at Aero Club
	2:00pm	Bus tour (returns at 5:00pm)
	6:30pm	Dinner at Bowling Club
Monday 4 th	Departures	

Accommodation is being held for members at:

Kingswood Motel 03 5874 2444 Holding 21 rooms until end of August for Airtourers.
Daily Rates: \$80 per Double (\$70 per night for the 3 nights) Standard room
\$90 per Double (\$80 per night for the 3 nights) Exec suites

Bakery Park Motor Inn 03 5874 2490 holding 8 rooms until end of August.
Daily rates: \$80 per night (\$75 per night for the 3 nights).

Tocumwal Motel 03 5874 3022 NOT holding rooms.
Daily rates: \$68 per double (plus \$12 per additional person).

If these are booked out, there are additional Motels and camping facilities in the town.

Please book your accommodation asap direct with the motel of your choice.

**PRESIDENT'S FLY-IN AT TOCUMWAL
1st, 2nd & 3rd OCTOBER 2004**

From.....and.....

I shall be arriving on at approx.....time.

I shall be departing on at approx.....time.

I have booked at Motel for nights.

Aircraft Regn.

Deposit is \$50 per head. I enclose a cheque for \$..... payable to the
Airtourer Association

Please forward your cheque and booking form to:

Airtourer Association
74 Florida Ave.
New Lambton NSW 2305 by 10th September 2004

THE SHERIFF OF LOCKINGTON INTERROGATES.....

MURRAY WALLACE

(Interrogated at President's Fly-In, Dubbo, 30th August, 2003).

When did you become involved with the Airtourer Association?

I've been a member 10 years. The first function I attended was the AGM at Wangaratta in March, 2003.

Your occupation? Retired Airline Pilot. Worked mainly with TAA.

Where were you born? Cooktown, Queensland.

Where have you, and do you live? Cooktown and Cairns for Education. With the Airforce I lived in Wagga Wagga, Amberley, Townsville, and with the Army I lived in Amberley. When I worked for TAA I lived in Melbourne, then I worked for a Flying Charter, a Swedish Company, and lived in Stockholm for 3 years. Stockholm was beautiful and has never been damaged by war. Mt. Macedon has been my base home for the last 30 years.

Where does Andrea come into the picture? She was an Avis Rent-a Girl in Brisbane, and when we married in April 1965 we made our home in Mt. Macedon and reared two children.

Aircraft Type & Registration? CT4 - VH-CTK.

When did you buy CTK? 1993.

Any interesting stories about the Aircraft's history? If you take a look at the CTK you will see on the right side a map. This shows the recreated first flight Melbourne to Darwin in 1919 to survey the Australian leg of the London to Australia route that the Smith Brothers flew and won. Perhaps it was the first flight England to Australia?

The aircraft was based at Point Cook, and had done 15,500 landings when I got it.

Have you owned any other Airtourers? No this the first aircraft I've owned.

What year did you gain your pilot's licence? 1959.

Total hours flown? 13,000.

Longest trip flown in CTK? This week-end, from Riddell Creek (12 n.m. from Melbourne Airport) to Dubbo.

What was one of the most memorable flights you have done? About 1995 flew an MD80 from Canary Islands (N.W. Coast of Africa) over Gibraltar then right down through the middle of the Mediterranean sea to Cyprus. To look at all history books - never an EW run - and to see geography in broad daylight - amazing. The trip took 5 hours, cruising at 450 knots.

Most humorous moment in flight? Recently took a young guy who was building our hangar at Kyneton for a fly and did aeros., doing a loop - 4 g's, and he was trying to photograph himself. In trying to lift his camera, then top of loop his hands were at the top of the canopy. After another try the finished product was good.

Other interests? At Point Cook. Fly for their Interactive program on Tuesday, Thursdays and Sundays at 1.00 pm. Point Cook have a mini air show "Meet the Pilot" which involves pre-



flight, explanation, short flight, then questions. Can be CT4 or Mustang, Winjeel (five privately owned) plus four museum aircraft. I do this twice a month. Use two CT4's for formation. The Museum does publicity events eg. ANZAC Day.

Favourite Food? Steak.

Favourite Drink? Red wine, Scotch is a close second.

Favourite Music? Trad. jazz, and 50's rock 'n' roll.

Do you, or did you, have a nickname, and what is it? Stork. Branded that

during the Pilot Dispute when I helped in a shearing shed.

If you were Prime Minister of Australia for ONE day, what would you change for the betterment of Australia? Put all Politicians in a boat and set it adrift!

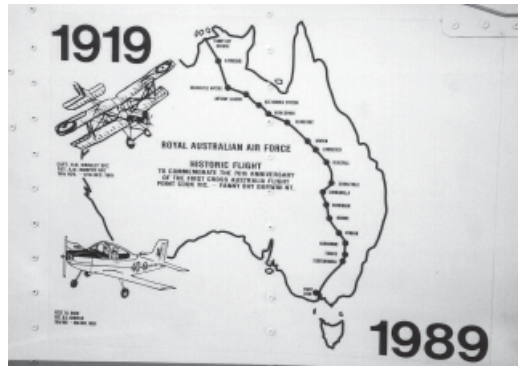
What is/was your greatest extravagance? Not the aeroplane, that's a necessity, but our extravagance is going to the Reno Air Races every year.

If you had a spare million dollars what would you do with it? Buy another aircraft, a P40.

Any words of wisdom you wish to add?

If you can get out of bed the rest of the day would be pretty good.

(Thank you Murray for being a cooperative "felon", which went well until Andrea and Jack Murray tried to manipulate some answers. The Sheriff).



Calendar of Events

President's Fly-In 2004 Tocumwal 1st-3rd October

Details page 12

Victorian Pre-Christmas Fly-In

4th & 5th December 2004

Full details in the November Newsletter or
Contact John Treble on 03 9336 2056

Welcome

Scott Patterson of Wonga Park in Melbourne who likes a challenge. Scott purchased the wreck of DAM and has commenced the rebuild.

Lee Gordon-Brown of Montrose who has JVV & DAM with Scott Patterson.

Simon Thirwall of Kirribilli who purchased TWE from Jon Pels. TWE is now based at Camden.

Neils Jensen from Kyneton who purchased CND from Alan Dalrymple.

Mel Hupfeld, currently in Canberra with the RAAF, who is part of the group that purchased MTP from Jack and Colleen Murray.

Phillip Cooper of Springwood in Brisbane who purchased MOI from Paul O'Malley.

FOR SALE

Victa Airtourer 115 – Night VFR Category

115 HP, TTIS 7660, ETR 830, PTR 980, Annual Inspection completed Jan 2004.

New modern instrument panel. Narco Comm 11A, Narco ADF, Narco TSP mode C, Sigtronics Intercom. New cockpit trims, carpet and overhead light fittings. Wheel spats. Nil corrosion. All AD's completed. Always hangared. Original engine and airframe log books with complete maintenance history. 95-100kts at 27LPH. \$49,500.

No GST.

Ring Mike Nolan AH (02) 4658 0946