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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 2005. Contributions and or advertisements are to be with JOH by 15 January 2005.

Small advertisement (3 to 4 lines) \$20.00

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Editorial

Once again another Newsletter is upon me and the year is almost over. Personally it's been a demanding year at work in Hong Kong as well as home in Australia. In particular October was a challenge with only six days in Australia, four of those at the President's Fly-In. It takes a very understanding wife to continue this workload, especially when she had to drive to the Fly-In while I enjoyed flying. Fortunately it was close for us. It was a busy weekend with a number of activities planned and once again it became what Alan Wood calls "...a weekend of unfinished conversations".

One of the activities was a Airtourer Co-Operative Directors meeting. There have been some changes and please read the report on page 20.

The AGM and Convention will be in late March and I will be publishing the next Newsletter just prior to the end of January to enable sufficient time for members to

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Cover Photo: CT4E, the only privately owned 300HP CT4. See Stan Tilley's article on page 12

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

Ron Stiebel

The Association lost one of its characters in September when Ron Stiebel passed away after a long battle with Lymphoma. He was 66 years old. Ron has been associated with Airtourers for over 25 years, owning both BQW and MOH and served as Vice President of the Association.

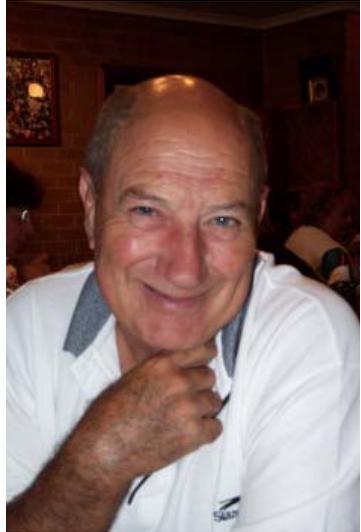
Ron brought a certain informality to the Association with his usual attire being shorts and thongs, no matter what the weather. His only concession to formality was to have a collar on his T-shirt. Ron was at Thredbo some years ago when there was a serious landslide. He appeared on television and many of us were disappointed that the camera did not pan low enough to show whether he was still wearing thongs in the snow. It is a great credit to Denise that Ron dressed more conventionally in recent years.

He was a very practical man as demonstrated one day in a Lake Amphibian when the nose leg wouldn't extend. Much to the horror of Bankstown tower he landed in nearby Prospect Reservoir. The TV crews arrived but were not quick enough to see him dive under the plane, wrestle the door flaps open and quickly clear out.

I bet a few of you would remember Ron at Parkes launching hot air balloons made of black garbage bags with heat supplied by suspended petrol soaked beer cans. They were quite a sight drifting off into the night sky, unfortunately out over the assembled aeroplanes.

Ron's talents extended beyond aeroplanes. He was very knowledgeable about anything electrical and electronic, helping Hugh Knox completely rebuild the generator set on his boat. On another occasion, while sailing his ketch Koalaroo in the Tasman Sea the rudder fell off. He managed to conjure up a replacement rudder with an anchor and return safely to land.

Ron managed to combine many of those traits that we like to consider Australian; a healthy disrespect for unnecessary bureaucracy and formality, a practical down to earth approach to solving problems, an unhesitating willingness to help a mate topped off with a streak of larakin. He will be greatly missed at our Fly-Ins and our thoughts and best wishes go to Denise.



President's Pen

Hi there!

I flew into Toowoomba on Thursday afternoon, just as the first of five thunderstorms arrived. Thanks to Matt Handley, I was able to put XVV into his hangar, though the threatened hail as big as golf balls did not appear.

We spent that night in anticipation of a total wash out of the Fly in, however, as requested, Friday dawned fine and dry, which fortunately continued for the weekend, though I hear some of you weren't so lucky going home to the south on Monday! We were a bit ambitious having it so late in the season, but had deferred it a month, in the expectation that some members might wish to go to the South Australian Fly in.

I had intended going for a fly in the CT4E but missed out due to running around on Saturday, I guess that will mean a return visit some time soon!

(Though having enough power to run two air conditioners in the cockpit is a bit over the top! -.Beats fanning your pilot with a map though!)

After much debate, we are looking at a return to Echuca for the 2006 AGM venue. The probable timing is to be the end of March, details to be confirmed in due course.

We will continue with the system of nominating three motels for the meeting.

These are normally chosen to be in close proximity, so as to make it easy to manage the bus pick ups and transport to functions.

If you have chosen other accommodation, please note that you may have to organise your own local transport in future; since many people can be kept waiting whilst the bus is running a taxi service to points further afield..

Another good reason to please not leave your reservations till the last minute. Go on, you know you are going to come!

Meanwhile, safe and Happy flying to all, Merry Christmas and a great New Year in 2006.

Bill Pennell



President's Fly-In 2005

Toowoomba

John O'Halloran

The Association moved further north than usual to Toowoomba for the President's Fly-In this year. Toowoomba is the largest inland city in Queensland and although just 60 NM west of Brisbane it's 2,000 ft above sea level on the Great Dividing Range. The altitude makes it colder and wetter than generally experienced in South East Queensland. The combination of the moisture and the rich red soil have made Toowoomba the Garden City and host of the Carnival of Flowers each spring. Toowoomba services rural industries of the fertile Darling Downs.

The airport, now surrounded by sprawling suburbia, boasts excellent runway, taxiway and parking facilities. It hosts a very active aeroclub and a number of other aviation businesses including Aerotech and the Zuccoli collection of vintage and warbird aircraft.

As usual, most of the attendees arrived by sundown on Friday. Friday night saw the group split between Weiss's Restaurant, famous for its seafood smorgsboard and an Italian Restaurant.

Saturday's activities included a guided tour of the Guido Zuccoli War Bird display and for those who long ago lost interest in aeroplanes, a heritage and garden tour of Toowoomba. That night, Crazy Gallagher's, a family restaurant near the airport, proved the ideal venue to catch up with new and old acquaintances.

Sunday was a busy day commencing with a short flight to the Army Aviation base at Oakey. The base hosts the newly opened

Museum of Australian Army Flying. It's a sad comment on the passing of time where aeroplanes that appear in your logbook now are on display in a museum.

All too soon we had to fly again, this time to Jimbour House for lunch. Jimbour station was the largest and one of the earliest stations taken up after European settlement commenced in the 1840s. It has an 800m airstrip easily suitable for Airtourers. Jimbour House grounds are open to the public although unfortunately the house is not. In 2002 the cellar door for the vineyard was opened in the restored Water Tower. Lunch, and for those not flying, wine tasting, is available at the Water Tower. Jimbour House is an ideal location for a "Sunday Lunch" type fly-in.

On return to Toowoomba airport we found the local aeroclub busy with a competition day. Never one to miss a competition, Stan Tilley joined in and ended up in third place. I managed to introduce a couple of the locals to the joys of flying the Airtourer. That night we were hosted by the Aeroclub and no one went hungry.

Planning a fly-in in Queensland is always a risk with many members simply unable to commit the time to fly that far and of course the possibility of weather problems. Nevertheless, this President's Fly-In was a great success and many thanks to Bill and Lorraine for organising it and the members who were able to attend, even if it was too far to fly or they no longer have their Airtourers.





Opposite Page Top: The fastest piston powered fighter built, the Hawker Sea Fury powered by the Bristol Centaurus Engine with 18 cylinders delivering 2,480HP. The five blades of the propeller are individually setup for the engine, the details printed near the blade root. The Centaurus was a masterpiece of engineering but was very labour intensive on maintenance.

Opposite Page Lower: Aerotec CFI, Matt Handley (hands on hips) explaining the details of the Falco built by Guido. The original advertisements used a slogan along the lines of, “...nought to 200MPH in 22 easy steps”. Guido felt that they should have been put in gaol for that advertising. The aeroplane is wood and the compound curves makes the construction very complicated. However, speeds of 200 kts have been achieved on 160HP, the same power as in a number of Airtourers. This performance is quite impressive considering the design dates back to about the same time as the Airtourer. It is sometimes described as the Ferrari of the air.

Above: A post WW2 Fiat G.59B powered by a RR Merlin engine. Matt was explaining some of the maintenance issues of rare aircraft such as these. In one instance a propeller blade loosened in flight making it difficult to control RPM and on another occasion the canopy departed the aircraft during aerobatics.

In the background a DHC Chipmunk and a T28 Trojan which flew for the CIA during the Vietnam war.



Left: Artwork on the side of the Boeing PT-17 Stearman. This aircraft was painted in distinctive black and white stripes and was used to recall other training aircraft in the days before radio. Hence the “Pied Piper of Hamelin” leading the other Stearmans home. Close examination reveals the lowest one is flown by “Elvis”.

Museum of Australian Army Flying

Lower Left: A Winjeel used to train both RAAF and Army pilots prior to the CT4. A check of my logbook revealed this aircraft was the last Winjeel I flew at Point Cook.

This Page Top: Peter Bons renews an old friendship, once again in the cockpit of the Pilatus Porter.

Lower: Another view of the Porter.





Top Left: Phil Cooper and Sylva from Boonah with MOI on the tarmac by the Army Museum.



Lower Left: The lineup at Jimbour House airstrip. The Chapel at the right of the picture is one of the oldest buildings on the property.

Top Right: Jean Murray, Doreen Treble and Frank Murray.

Middle Right: Jimbour House, built in 1876 for Sir Joshua Peter Bell. The oldest trees were planted in the 1870s. The house was bought by Wilfred and Millicent Russell in 1923 and they set about restoring the house and gardens which by then had fallen derelict. Once again the current owners are restoring the grounds to their former glory.



Lower Right: Mike Fisher rubbing an old olive oil jar in the hope that a genie may appear.

Below: Jim and Roylene Brooks who flew Airtourer 115 BQW from Rockhampton.



Flying the CT4E

Stan Tilley.

It is big, it is bold and it is great. It looks like a CT4, it feels like a CT4, but it goes even better. The latest product from PAC, this derivative of the Henry Millicer Aircruiser is a fine improvement on the military trainer version.

Henry first designed the Airtourer in the 1950's. The prototype was built of wood with a 65HP engine. Commencing in 1962, Victa, of motor mower fame, produced the first all metal Airtourer models in 100 and 115 HP. Victa also built the four seat Aircruiser prototype. When the line was sold to New Zealand, the Airtourer 150 appeared and the CT4 Airtrainer.

There is only one CT4E, in private ownership in Australia and it is owned by Lynnette Zuccoli's Aerotec Flying School, at

Toowoomba. I was fortunate to be in Toowoomba some months ago when the aeroplane first arrived. At that time I could not fly it as it was in the process of being put on the Australian register, but the promise was there.

At the recent Airtourer President's fly-in I could not wait to fly the aeroplane. CFI Matt Handley was available and we were away.

Seating, controls and visibility, are pure CT4. One feels right at home. The engine cowl is a bit longer, and the instrumentation, whilst still duplicated for training, is just a little different. One big difference is a high capacity air conditioner, which delivers a wonderful flow of fresh cool air when desired. I should have this feature in my own Airtourer as after 75 hours flying over the last five weeks, mostly over our



Stan Tilley in the left seat and Aerotec's CFI Matt Handley climbing into the CT4E. The smile on Stan's face says it all !

Australian dessert in 'stinking' hot weather, I suffered a bit of vertigo due to heat exhaustion and dehydration.

The CT4E now has a 300 HP fuel injection aerobatic Lycoming, driving a 3 bladed propeller. Starting is the usual prime – full rich, full throttle, -close and set throttle, mixture to cut-off, turn the starter and as soon as the engine fires, mixture to full rich. The earlier 210 HP Continental starting procedure is somewhat similar but often seemed to be a bit more 'touchy'.

At takeoff one immediately feels the difference in the power. The E model definitely has more push and after a ground run of only around 600 feet, climbs out solidly at about 110 knots. Rate of climb is quoted at 1850 ft/m.

Compared with the Airtourer, the CT4 always feels much more solid and stable. This is even more so with the E model. Ailerons are heavy, but not unduly so and the elevator is firm but responsive. This makes the aircraft pleasant and easy to fly and would be great on long trips.

With all that power, the aircraft loves aerobatics. Loops were fine. I did find the large sunshade on the canopy roof restricting vision a little but the loop was so positive and complete, the horizon came back into view soon enough just in the expected place.

Half cuban, reverse half cuban, aileron rolls, hesitation rolls, stall turns, all no trouble. The aeroplane is very smooth and very positive. Of course there is always great discussion about barrel rolls. I did it my way and sure enough Matt said "Let me show you how I do them". Matt's entry was much steeper than mine but 'what the heck!' It's good to be different and a source of constant 'hangar' talk.

With the Airtourer it is necessary to start a display high and adapt your manoeuvres to

allow for the inevitable gradual loss of height. Not so in the CT4E – it will aerobat all day and gain height. This is a great bonus.

Flick or snap roll are a 'No-no' although I do plenty in the Airtourer and have done plenty in the earlier model CT4A. It does make the tail rattle a bit. (Years ago, I asked Henry about flick rolls and he assured me that the aeroplane was quite capable. I do make sure the speed is down to 70 knots – or pop a flick into the top of a loop for the Porteus roll)

The spin in the CT4E is again pure Airtourer/CT4. Entry is fine, but after one turn the spin becomes very unstable, with a steep nose down attitude. Relaxing the stick and applying opposite rudder stops the spin but plenty of height is lost as the resulting dive is steep. The Airtourer loses 700 feet for each turn and I would consider that the CT4 would be the same.

For more serious aerobatics, both the Airtourer and the CT4A have a problem with vertical penetration. They just do not want to climb vertically long enough to do a decent roll. Matt admitted that he restricted the vertical roll in the E to a $\frac{1}{4}$ turn. Well could I try?

I was delighted. Without too much build up of speed I went vertical, applied full left aileron and round we went. $\frac{1}{2}$, $\frac{3}{4}$, and a full one turn. There was still enough energy left to bunt over the top and pull out. Magic! I loved it. (This was the only time I saw Matt's hands rise up from his lap momentarily – "Sorry" he said "I was just not to sure where it was going to go" Later I was sure I heard someone say that the aeroplane had done one and a half vertical rolls!)

So regretfully it was back to base. Landing the CT4E is a dream, but then so it is with all the Airtourer/CT4 series. The E is a big, powerful machine so again like big aircraft it

is flown on. Maintain 85 knots on final, with flaps and power as needed and the aeroplane does the rest. It flies on positively and stays there.

Yes! It will glide but again like all the other in the series, the glide is fast at 85knots and the rate of descent is quick. In the 150hp Airtourers it is 1000ft/minute, 1200ft a minute in the CT4A and probably even more in the heavier CT4E. (But a friend of mine had a total engine failure of the Continental in his CT4A. At the time he was 6500ft—over cloud-. The strength of the airframe is excellent. He walked away.)

Fuel capacity is still 204 litres, so at an average of 55 litres/hour, endurance is around three and a half hours. However cruise speed is

now 150knots, so range is still about 500 miles. My own Airtourer will fly Sandfly to Canberra in 4.5 hours and use 160 litres. i.e. 80 litres per seat. The CT4E would do the trip in 3.3 hours and would use 182 litres. The bonus is that that CT4E has THREE seats, so that is only just over 60 litres per seat.

Summarising, the CT4E is an excellent improvement on the earlier CT4s and a delightful addition to the basic Millicer designed series of aircraft. These aircraft continue to be outstanding in the training, aerobatic and cruising categories, for which they were originally intended.

The CT4E would be an excellent trainer, 'ab-initio' to quite advanced flying. Henry would be delighted.



The cockpit of the CT4E, well fitted out but still with a distinctive military style. As a trainer, the right hand seat has a basic set of flight instruments.

Port Lincoln and beyond. Sept/October '05.

Stan Tilley

Bonnie said:

“ If we join our Airtourer friends at the get together in South Australia, we are half way to West Australia and in Perth, our daughter Fran will not only just be back from her China trip, with her daughter Eva, but will also be having a birthday as well.”

As we also needed to visit Rocky Point in far North Queensland and attend the President's fly-in at Toowoomba, I produced a wonderful plan to again circumnavigate the continent, taking in Broome, Darwin and Cairns.

But this time Bonnie said:

“No.” “We do need to go to Cairns but we have work to do in Hobart, so we will come back to Tasmania, and make two separate trips.” “ Besides I will require a few nights sleep in my own bed at home, to catch up.” So that was the plan.

MTL had a fresh 100 hourly and was running well. Despite our late start, a rather massive load, and some weather and strong headwinds, our first leg was Sandfly (Hobart) direct to Mount Gambier. The distance was 460miles and the time was just over 4 ½ hours, so we checked in for the night. Gambier was great. I could not remember the last time we visited, so there was plenty to re-discover. In the morning it was a stop for fuel at Aldinga and thence to Port Lincoln.

What a great welcome. Glenn and David and a large band of friends from the Port Lincoln Flying Club, soon had us organised. Bon and I were booked in to a beautiful B&B on the coast. What a wonderful spot and as a bonus it was right on the Parrachella walking track which took us right in to the City or

the other way around to the magnificent new Lincoln Cove Marina. Highlights! Well it was all highlights. Great company, great food but especially the trip to Thistle Island. Not all relaxation though, as Glenn insisted that we attempt to answer his elusive cryptic questions instead of totally enjoying a flight around the area. Ah well! I never do seem to give the right answer.

At Thistle, the aeroplane had been a tiny bit reluctant to respond to the starter button but was fine next morning and again when we re-fuelled at Ceduna. At Head of Bight, on the way to Forrest the whales were again spectacular. This time our arrival did not double the population of Forrest as two new managers, Paul and Suzie were being ‘instructed’ into the wiles of fuelling aeroplanes (especially the Victa) and passengers, by the outgoing couple. We received extra special treatment. Steve flying a 400HP magnetic survey Fletcher aircraft joined us all for dinner and a good time was had by all.

Next morning the battery decided that it really was not going to start us. The non-spill Odyssey battery had been absolutely faultless for five and a half years so I did not blame it. It was a bit tricky though to have it give up at Forrest. The necessity to jump-start diverted us from the fact that we were heading off directly into 35-knot headwinds. We decided to fly very low and it was slow but what a bonus. Bonnie was entranced with the herds of magnificent brumbies that thundered off with their manes flying, as we approached. She was so excited her comment was “ Look! There are critters.” My comment was, “They are wild horses, no they are not wild, look one has a blanket on him.” Bonnie replied “ Look again. That is

just the beautiful piebald coat.” Steve could not fly to Kal that day, as his ground speed was only 60 knots.

The plan was to pick up another battery in Kalgoorlie but that was not to be. There had been an agent for Odyssey but the agency had been cancelled so we were told that the batteries were discontinued. A quick ‘phone call to Tasmania put the lie to that but the messing about meant that we were better off staying in Kalgoorlie. We chose the Star and Garter – Oh Well!

Next day we did get started but again strong headwinds and doubtful weather in to Perth/Jandacot. Bonnie said, “Look, there is another Airtourer,” and sure enough, there was Sue Clarke in MRI, which she has recently bought from Bevan Slater. MRI had formerly been John Mullheron’s aircraft so it was good to see it back in the West. We joined up in formation and landed in style at Jandacot. Sue is absolutely over the moon with her new ‘baby’ and after a trip in it with her I can see why. It goes beautifully.

Several hectic and enjoyable days in Perth, celebrating Fran’s birthday at Kate Lament’s beautiful East Perth Restaurant, plus hearing all Fran and Eva’s exciting adventures in China. Enjoyable visits with friends, a trip to the Russian Exhibition at the Gallery and of course to Mandurah to visit Bonnie’s sister Fern. Also, with our friend Adrian’s help, we got a new battery at a very reasonable price, so it was all go.

The weather had been perfect but alas, it decided to rain when we had planned to leave. We got a bit wet loading the aircraft, (Now don’t say, “High wing aircraft are better”), but fortunately I had the West Departure and Approach plates so we set off lazily into the cloud. Perth radar, “Mike Tango Lima, can you increase your rate of climb?” “Affirmative.” “Good, you will need two thousand seven hundred feet to clear the television towers currently five miles at twelve o’clock.” Big brother is not only watching you, he is looking after you. A couple of hundred miles later we emerged into glorious sunshine.



A quick re-fuel at Kalgoorlie and back in the air to Forrest. The new managers were now on their own so we did double the population – but No! we were fooled again. A travelling minister turned up in his 4WD so we were five for dinner.

We were so impressed with Aldinga that the next overnight was planned there. “Could you arrange a bed and a hire car?” Gaylene was charming, “Yes! Of course.” As we landed a young man rushed out and refueled us, the tie-downs were pointed out, so we parked and unpacked, and a very pleasant surprise. Barbara Jansen, a flying friend of many years was there, helping out in the office. Barbara provided us with a coffee from the café and at last I was able to ask about the accommodation. It was all organised. The owner of a B&B would be coming in 30 minutes to collect us and would also take us to pick up the car.

First stop after he arrived was “R&J Crash repairs”. Smiley little Bob said as he pointed to a rather aged Commodore waggon, “Will that do?” “Fine, as long as it will get us to Adelaide. How much do you want?” “Ten dollars will do – she’s full of petrol so fill her up again on the return.” (I gave him \$20)

We drove away. The fuel gauge read EMPTY. A bit of a bash on the dash- nothing happened- a couple of potholes in the road and it suddenly jumped to FULL.

The B&B at the ‘Blue Grape’ Zimmerman’s Vineyard was superb. 5+. A magnificent modern house all to ourselves, with plate glass windows overlooking the vineyard to the sea and private verandahs for Bonnie to do her Yoga. (Amazingly we were later told that when the Zimmermans first came to Australia they started a ceramic tile business. The house we had, was originally the ceramic tile factory building which had been brilliantly converted)

After a relaxed wine tasting of the Zimmerman Shiraz, we set off for Adelaide but by now it was pouring with rain. Not to worry, we had ‘Dashboard Dorothy’ in action. Dorothy is an add-on to the Garmin 296 GPS which gives verbal instructions to the driver of the vehicle. “Turn left in one hundred metres.” “Not now you idiot. In 100 metres.” With Bonnie’s sister Heather’s address entered, Dorothy took us right to the door. “You have arrived at destination on right.” Further, after a glorious night, Dorothy took us back to the B&B. “Off route! Recalculating.” each time I failed to obey instructions.

Bonnie did not want to leave, which was a bit tricky as we had planned to be back in Hobart this day. It was rather late when we finally departed. The weather was marginal but Warrnambool appeared when it should. We fuelled up. It looked wet and cold and late so I said let us try King Island. King Island looked wetter and colder and very windy so I amended our plan in the air and said we would continue to Devonport. Devon was dark and wet but not so cold, so even though Hobart was just over an hour further, enough was enough. We grabbed another B&B, managed to get a late meal at a restaurant and spent a comfortable night.

The morrow saw us back home and what excitement. Our son Victor, his wife, Wendy, and three children had finally decided that trying to live in a house that was undergoing a major rebuild was ‘a bit much’ and that they would accept Stan and Bonnie’s offer to stay at 9 Acushla. Great fun and besides Stan and Bonnie are off again in a few days – this time up the East coast to Cairns, then back to Toowoomba.

And beyond!

Actually, the main reason that we had to be back in Hobart was that Bonnie had arranged a party for one of her "Gallopings Grannies". Thirty-six people were due at our house so I guess it was reasonable for Bonnie to be there.

However the morning after the party we were once again airborne. First refuel was at Wangarratta. Slight panic when the fuel bowser would not work, especially as Sandfly to Wang non-stop is getting to be max endurance but fortunately the former CFI, Gavin, was about and quickly diagnosed a blown fuse.

Next stop was Parkes, where we caught up with the Matthews. Tony was in hospital, but I was pleased to note that he seemed better than some reports that I had heard and was still able to crack a few 'wicked' Tony jokes. Liz is doing a wonderful job and before departing the next morning we once again caught up with Tony who was looking even better. Hoxton Park was our Sydney stop. Here we were picked up by the Wood en-masse so it was a great celebration.

A quick Co-op meeting was followed by a visit to Hugh and Maureens' new residence. What a wonderful location and as for the new yacht, well it is superb. We then moved on to Alan and Merles' place at Avalon for a relaxing evening.

But our destination was Cairns and our hopeful o/night was Emerald but it was not to be. There was extensive thunderstorm activity. Most of the regular passenger aircraft kept requesting right or left of track to dodge the storms. We were fine until Roma. I thought we would make the grade but just 50 miles North of Roma it was a bit like the "Charge

of the Light Brigade"

'Lightning to the front of them, lightening to the right of them, lightening to the left of them, into the valley of thunder flew the little Vicca'

It was spectacular and not surprisingly, Bonnie was looking a little anxious. I too was wondering just what the conditions at Emerald would be, especially as we were going to arrive just after dark. So a 180 seemed to be the wiser option, but was it? For five minutes we copped hell but were soon landing in brilliant sunshine at Roma. Said the taxi driver "Lucky that you were not here half an hour ago. We have just had a storm with hail as big as golf balls. Just look at the bonnet on my taxi!"

Cairns the next day, was fine. Lots of cloud, and changing requirements from ATC. "Follow the coast" "Sorry we are in cloud and cannot see the coast". That night the television and papers were full of the damage done by the storms we had accidentally missed. Caught up with Rick and Debbie, who unfortunately would not be going to Toowoomba. Then it was like the Seven Dwarfs, "off to work we go"

The project was a possible construction of a concrete driveway to 'beat' the consistent 'wet' which continually denies access to Bonnie's property. We got on very well with the local contractors and after much discussion, measuring and planning felt that we had got somewhere. (But it was obvious the quote would be astronomical!)

It was on the direct flight from Cairns to Mackay that we were enjoying the fabulous view, in perfect conditions, of the coral reefs from 7000ft. In particular Bonnie pointed out Stanley Reef, which was worth a look. "Mike Tango Lima are you dodging weather?" Whoops! We were actually just sightseeing but lots of others were still diverting from

thunderstorms.

Our local Aero Club has just obtained permission to teach Ultra Light students in the primary Control at Hobart. (quite a breakthrough). The Club needs an ultralight aircraft and is interested in the latest Jabiru 160. So we stopped at Bundaberg and had a look through the factory. Very interesting. We got an excellent reception from Rod Stiff, the owner and operator. I was impressed, but the demo 160 was away at the Wagga Wagga fly-in, so there was no aircraft I could fly. This was disappointing, as I have flown the 400, four seat version and badly want to fly the smaller 160 model. An hour or so later we were in Toowoomba.

Once again, what a wonderful get-together. It was a great weekend and as always never enough time to catch up with everyone. Highlights were: Roy Riddel's story and display in the local Milne Bay Museum, flying the 300 HP CT/4E and flying the Falco. I also managed a flight in a Piper Tomahawk but could only come third in the local Club competition.

Less than an hour saw us on the Gold Coast. We grabbed a hire car and drove to Brisbane to have lunch with our daughter Kate, then contacted our other daughter Jackie and her three beautiful daughters, for dinner that night.

A quick dip in the surf and all too soon we were heading South again. Two glorious nights were spent in Canberra with my brother John and his wife Judy. How lucky can you be? We were able to join them in a Bell Shakespeare production of "Measure for Measure"

We were ready for home and despite more thunderstorms the bureau promised us 35 knot tailwinds. Lowest safe on the route was 7500, so 9000 was the cruising altitude and cloud all the way. First there were no

winds, ground speed 118 knots, then there was quite some turbulence and our ground speed reduced to 60 knots. Thinks "Damn, we are going to have to refuel en-route". Then it is pouring with rain but the ground speed is 173 knots.

We finished the 500 miles, Canberra to Sandfly leg, in three and a half hours. (Average nearly 145k) This was on Wednesday. That night Hobart had 160kph winds which caused a lot of damage but MTL was safely in the hangar.

Epilogue:

One reason that we wanted to be back in Hobart at this time was that the Aero Club Annual Dinner was to be held on the Saturday night. As the dinner was at the hangar at Cambridge airport and as I had been frustrated by not doing any aerobatics since Toowoomba, the previous Saturday, I flew to Cambridge and enjoyed a full display sequence, just to 'work up an appetite' The night was excellent. I even managed to collect 'Pilot of the Year' then on Sunday morning I returned MTL to its hangar at Sandfly.

Airtourer Co-Operative News

Much has been happening behind the scenes at the Co-Op, other than day to day parts support by Alan Wood. One important task is to notify the relevant authorities, CASA, NZ CAA and UK CAA that the Co-Op now owns the Type Certificates. This required action on the part of MAI's administrator and the Co-Op and is almost complete.

The Co-Op, as the owner of the Type Certificates, is now required to contact all registered owners and advise that the Co-Op has the responsibility for airworthiness support. Providing this support comes at a cost. The Co-Op's finances have suffered during the court action and it now commences a phase of consolidation and building up of spares, molds jigs etc.

The Co-Op is aware that additional copies of the drawings were made by MAI. It is trying to have them returned and advises that the intellectual property contained in those drawings remain the property of the Co-Op and cannot be used without the Co-Op's permission.

At the AGM, Doug Stott raised a concern that the previous shareholding was not listed on the balance sheet as a liability. This has now been corrected.

During the court action many shareholders verbally advised the Directors that they wished to donate the value of their shareholding to ease the financial burden. The Directors appreciate the offer however written advice is required before those shares can be written off.

The provision of airworthiness support brings responsibility and the associated legal liability. Insurance is essential but unfortunately in today's risk climate not cheap. The Directors are currently investigating various options to obtain liability insurance for the Co-Op and in particular the Directors.

A Directors Meeting was held at Toowoomba. At that meeting some Directors stood down and the casual vacancies filled. The current directors are as follows:

Alan Wood
Hector Blemings
Stuart Hilsberg
Stan Tilley
Lee Gordon-Brown
John O'Halloran

Hugh Knox will continue in a non-executive capacity providing accounting and associated support.

Certificate of Registration. CASA has changed the system for the Certificate of Registration holder under Part 47 of the CASA Regulations. All CofR holders were required to change by 15th November this year or face the possibility of their registration and Certificate of Airworthiness being cancelled. The Co-Op uses the CASA register to contact all Airtourer owners and noted that many had not changed to the new system on the 15th. However, CASA has extended the deadline by 90 days. If you don't have the necessary paperwork go to the CASA website or call 131757 and ask for the Part 47 Group.

Merry Christmas, Happy New Year and Safe Flying



President Bill Pennell would like to thank the Committee and other members of the Association for their enthusiastic support during the year and wish them a Merry Christmas and a Happy and Safe 2006.



For Sale



VICTA AIRTOURER - 115 HP Night VFR Category - Fully Aerobatic

7670 TTIS, Engine 830 HTR, Prop 900 HTR,
Annual Inspection completed 30 December 2004

VHF - Narco Com 11A, Narco ADF, Narco TSP (Mode C), Sigtronics Intercom.

New cockpit trims, carpet and overhead light fittings. AH, DI, VSI, T&B, ALT, ASI. No outstanding A/D's. Wheel fairings. No Corrosion. Maintenance history in original airframe and engine log books.

\$43,000.

Phone Mike: (02) 4658 0946 (after hours)

A little Bit of Trivia

Dot Ross

When advised that the next President's Fly-In would be held in Toowoomba, I was thrilled - I could see my girl-friend, Faye, whom I've known for approximately 60 years - she was my bridesmaid long ago and we've always kept in touch and not seen much of each other since she moved with her late husband.

I've always loved flying in CND and now BNV with Mike but this time, I decided to go independently and make my own way there. (Mike in turn decided to have a well-earned break from business and he and David flew off in BNV for a week's holiday.)

I flew out from Melbourne on Friday, 28th Oct. by Qantas Business Class and on arrival at Brisbane Airport, was met by my elder daughter, Natalie - then commenced a wonderful day consisting of chatting, shopping, coffee, walking; an Irish pub for dinner and drinks; on to a cinema and finally to our Motel for a rest!

The next day, Saturday, 29th saw us head for Fortitude Valley to pick up a car from Avis for me to drive to Toowoomba. Has anyone attempted to drive out from the heart of Brisbane to Toowoomba? Well, I DID get a bit lost! But after enquiring at a petrol station, I was overheard by a lass who had been in Kyneton the day before; she resides in Brisbane, and after following her for a bit, found me driving as Astra (for the first time) on the **right** Warrego Highway to my destination. I had a map to Faye's and DID actually arrive safe and sound!

What a tremendously happy moment it was to catch up with her again and after inspecting her beautiful new home& garden;

having lunch and a little chat, made our way to the Airport to see some activities. We saw the Airtourer line-up and a couple of members, but decided to return and have another tea, chat and get ready for our Airtourer dinner at "Crazy Galagher's".

The real purpose of this little bit of "trivia" is to thank all Airtourer people for receiving us, chatting to Faye and making her feel welcome as all Airtourer members do! She thoroughly enjoyed herself and now can see for herself what a lovely friendly bunch of folk you all are!

(Just in case you didn't notice, Dot didn't indulge in any sweet cake or slices for desert and on arrival back home on Sunday, discovered I'd lost 1 Kg.!)

After bidding farewell to all (I'd only seen most of you for a few minutes at dinner), returned to Faye's for a cuppa, chat and rest. Next day, after more chat, brekky & showers, we decided to visit the Japanese gardens at Toowoomba - these were beautiful and so pretty - such a different garden to my own "bush" at Drummond! Oh Well!

Then it was that awful time; I had to go and "catch a plane" - heading back to Brisbane, guess what? yes, I DID get a little lost and bewildered! I had taken the wrong turn and ended up at Direct Factory Outlet road instead of the airport road, but I just adored driving that Astra, that it didn't really matter - returning car to Avis, boarded my plane back to Tullamarine where I was met by my son & heir Peter, Up 35 steps to his Unit, had a cuppa and finally headed home to my abode!

What a fantastic, enjoyable weekend and

listen..... one day when I “retire”, my goal is to purchase a brand new car and travel around the States (Australia) so look out! all you Airtourer folk who have a spare bed and a cuppa, I’ll be knocking on your door - what a life!

Many thanks and safe flying!
Just a final bit of “trivia” - has anyone ever flown their Airtourer to a “Trivia” night? BNV + 2 people will be visiting the Sheriff at Lockington soon for a “Trivia evening”- what fun.

WHY WE CAN'T GO

Come to Port Lincoln was the Phantom's cry,
He even gave directions which way to fly.
The Sheriff said, “Lindsay, I want to go”,
But the farm and commitments, they said, “No”.

Stan and Bonnie got onto the phone,
And couldn't believe we had to stay home.
“See you at Toowoomba at the President's Fly-In?”
“No, the farm is the reason, where do I begin?”

Have a great time, have lots of fun,
Try not to miss Lindsay and his darling one.
The Phantom and President Bill they'll care for you,
Be very good or they'll report on what you do.

In October we'll miss our great flying friends,
But at the AGM we'll make amends.
Just pick a time that isn't cropping or hay,
And we will be there - up, up and away.

Beryl Marshall alias The Sheriff

Heard at the Hangar Door.

Life member and past President **Tony Matthews** continues to recover from a stroke. Currently he's at the Dudley Private Hospital in Orange and making a steady recovery. Our best wishes are with Tony and Liz and we hope to see them at Echuca next year.

Victorian member **Lee Gordon-Brown** received the Star of Courage medal for his efforts in subduing a gunman in his classroom at Monash University. The gunman had killed two and wounded five students before Lee, himself suffering gunshot wounds to the arm and leg, held the gunman down while he attempted to reload the weapon.

It's rare to have a boat named after you but Queensland member **John Plummer** recently had this honour bestowed on him by his local rowing club. John sold his Airtourer some years ago but still attends our fly-ins when possible. He has been very active in the community especially the rowing club.

Calendar of Events

Annual General Meeting and Convention

24th to 26th March 2006

Echuca

Full details next Newsletter

Welcome

Andrew Clement from Muchison in Victoria who is restoring KGR with a 160HP engine.

Dr. Susan Clarke from Leederville in WA who has renewed her association with Airtourers by returning MRI to WA.

Michelle Schiffer from Greensborough in Victoria.

Michael Trezise Conroy from Byford in WA who has Airtourer 100 MFN.

Continued from 2

make the necessary arrangements. Once again we have moved south and clear of the coast so there should be a good turnout.

The Membership Booklet is included with this Newsletter. I have not sent reminder notices but have underlined those members who have not yet renewed. Please check your name and if underlined and you wish to receive future Newsletters then please renew.

Safe Airtouring,

John O'Halloran