

August 2007
Newsletter No. 123

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 2007. Contributions and or advertisements are to be with JOH by 15 October 2007.

Small advertisement (3 to 4 lines)	\$20.00
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Large advertisement	\$40.00
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Cheque to be made payable to the Airtourer Association. Post with copy direct to the publisher.

Editorial

In the past Newsletters have often slipped over the planned date of the beginning of the month. I've had to make a concerted effort to get this one out on time as it includes important information on the President's Fly-In. There is a registration form to send to the President on page 11 however, you don't have to cut up the Newsletter. Either copy it or ensure the necessary information is sent to John. Another alternative is to visit the web page where Doug has included the necessary information including a registration form that can be printed out.

Also included with this issue is the membership renewal. Please don't confuse them with the Co-op renewals which will be in the mail soon as well.

Life has been very busy since the AGM. You may remember I had to leave in a hurry to return to Hong Kong for a court appearance, not as the "guilty b..." but as an expert witness. It was an interesting experience which, like the Co-op / MAI legal proceedings, did not leave me with a particularly good impression of the legal system.

Some of you have tried to contact me during May and June with limited success. I have been in Montreal, Canada, conducting the acceptance testing on a flight simulator before it leaves the factory. This is the third simulator I

Continued on last page

Cover Photo: G-AZZU at Gloucester Airport in the UK around 1972. See page 4 to find out where this Airtourer is today.

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



The last six months have been steady as you go, so my report for this Newsletter is about next month's President's Fly-In at Yarrawonga.

It is planned to be a casual, informal, fun week-end at a casual pace, things to enjoy each day, only a couple of things set in concrete, plus various options available within the Aerodrome with items of interest.

There isn't an Aero Club (as we know it) at YWG, but Peter & Anne McLean have made their excellent Lore of Flight facility available to us during our stay. A very nice gesture.

On arrival, taxi around towards Hangar 19, call Peter on 126.35 and he will assist you where to tie down. Coffee and Tea will be available at their Lore of Flight facility. It is also fully licenced. (It gets better all the time!)

A feature of our flying activities during Saturday afternoon is an invitation from Lee Gordon-Brown to fly over to Tocumwal, (only 24nm), to view his huge, new, magnificent hangar which is a possible future bulk store of Airtourer parts.

The formation team could make it a good exercise, while the aerobatic people could roll over and loop back.

Shell Fuel available at YWG (swipe card only)
Mobil Fuel available at TOC (swipe card only)

John Treble

Airtourer History

G-AZZU, OY-ARF ... VH-POB!

The Editor occasionally gets contacted by people who hear about the Association from the web page. Such was the case earlier this year when I was contacted by Will Creedon from San Diego. He had been doing some research on Airtourer G-AZZU which his father Lew had flown many years ago. G-AZZU languished for many years covered in green primer but is now flying again as VH-POB!

In a series of emails which included Lew Creedon and Tim Selwood they explained how the aircraft was originally purchased from Glosair at Staverton for about GBP8,000 by Peter Selwood. It was based at Southampton (Eastleigh) airport. Lew soloed and went on to obtain his licence in G-AZZU. Peter unfortunately was killed flying a Fuji Aero Subaru in a weather related accident in Wales.

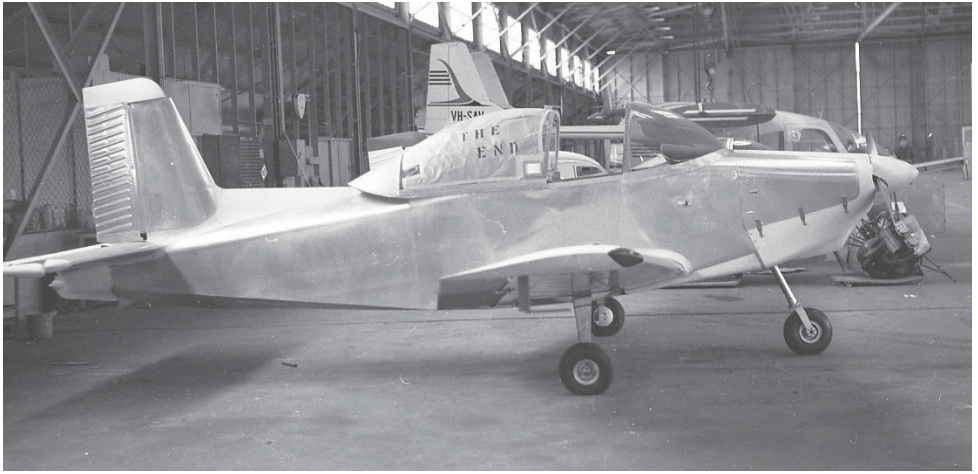
How it became Danish registration OY-ARF is another story for a future issue.



The Last Victa

Doug Stott, the Association's Historian, has come by the photo on the next page. It was taken in the old hangar in Bankstown and marked Jan '67 which was after the factory closed down. It is believed to be the last Victa and the sign on the canopy states "THE END". Doug's records show that the last production aircraft assembled in Australia was S/N 168 registered as VH-RKL. However, RKL was an AT100 and the photo shows an AT115. Another possibility is S/N 167 (VH-MOH) which was a 115. S/Ns 169 (100) and 170 (115) were completed in NZ as were S/Ns 171 and 172. The latter two were certified as NZ manufactured aircraft with NZ S/Ns of 501 and 502.

If anyone has any additional information could they please contact Doug.



“Glass” Airtourer

Below is a photo from David Giles in NZ of Airtourer T3, ZK-DNF. David has fitted an EFIS system, although it's not quite finished. The end product will have an EMS where the tachometer is currently and a Garmin GPS 296 where the compass is at the moment. The compass will move to the top of the panel.



Small World

Peter Bons

They say aviation's a small world aye, yep, sure is.....My model airtourer customer in the UK, (Ric), writes a progress construction article of his aircraft on one of our world radio control scale model forums. Another keen modeller of many years, (Ralph) read his article with great interest, contacted Ric to see the his model. "Hey Ric, bring it down to Gloucester air-

port, and I'll take ya for a fly in G-AZBE, my own real Airtourer.... Turns out this is Mr Ralph Vincent, Mr Gloss-air of the '60s.....Wow.

On another occasion, Ric met up with Chris Scolfield as well, who was so welcoming in his hospitality, and took Ric up for a fly as well. A pic of Chris and Ric's model in its basics is attached.



Airtourer Association

Committee News

Fly-ins

One of the challenges facing the Association is the lower attendance level at fly-ins compared to the past. President John Treble has made it a priority to identify the reason for the dwindling attendance and try to encourage more members to attend. He contacted a number of members who we haven't seen for a while to see what would encourage them back. In summary the reasons are, too far to travel, a little above budget and a some mention of the Association/Co-op donation.

Regarding location, John has reached the same conclusion as mentioned in the last Newsletter. After excluding very distant members who would be unable to attend on a regular basis from places like Darwin, a survey of aircraft and locations was made. In defining an area that would be similar distance for most members he came up with the "100nm radius of Wagga" again. Based on this the President's Fly-In is planned for Yarrawonga and we should see some familiar faces we haven't seen for

some time.

Membership Renewals

The membership renewals are included with this Newsletter. This is slightly later than usual due to my work commitments and cost saving by including them with a Newsletter. Please check the details, especially the email addresses when returning the payment. When sending bulk emails, Bigpond will reject the all addresses if only one is incorrect. This is quite frustrating and time consuming to solve. Please note also that the Co-op will be sending membership renewals around this time and these should not be confused with the Association as they are separate organisations.

Planning is already under way for the 30th AGM next year at Griffith. We hope to invite a number of people from the early years including a representative from the Millicer family. If you have any suggestions for who to invite or particular activities please contact any member of the Committee.

Welcome

Bob May from Benella. Bob's got an interesting background which includes the RAAF, airlines, DCA and farming. Now that he's retired he has renewed his licence and is looking for an Airtourer to buy.

Craig Hanna from Waipu in New Zealand who has Airtourer T3A ZK-DLO.

John Gittins of Stourbridge West Midlands in the UK. John is the trustee of the Star Flying Group who fly Super 150 G-AYWM.

Chris Goldsmith of Barry, Vale of Glamorgan in the UK who is part owner of Super 150 G-AZOF.

Airtourer Co-operative News

Australian Type Certificates.

The Co-op has made major progress with CASA regarding Type Certificates and establishing our credentials for ongoing airworthiness support of the Airtourer type. Stu Hilsberg had laid a sound foundation with his patient dealings with CASA over the years since the Co-op had regained the rights to the Airtourer. Lee Gordon-Brown has completed this work by compiling the extensive documentation required by CASA to convince them that we can do the job and how we'll do it. The reward has been the Australian Type Certificates being amended in April to be in the name of Co-op.

Type Acceptance Certificates for NZ Type Certificates.

In the last Newsletter the Co-op reported a problem with CASA issuing a CofA for a T6 Airtourer. The problem being the T6 is certified under a NZ Type Certificate over which CASA has no control, (similar to Piper, Cessna etc.). CASA has a responsibility to only issue a CofA if it is satisfied that the aircraft will be supported in the longer term with regard to defect reporting, Airworthiness Directives etc., this being the responsibility of the Type Certificate holder. In the case of the T6 the problem was complicated as MAI held the Type Certificate, but MAI was not functioning as it was under administration. Although the

administrator had advised the NZ CAA in February and May 2005 that the Type Certificates had been returned to the Co-op other necessary steps had not been completed.

CASA was reluctant to issue the



Australian Government
Civil Aviation Safety Authority

CERTIFICATE of TYPE APPROVAL

Number: 34-1, Issue 3

Certificate Holder: Airtourer Cooperative Ltd.
Address: 7/2 Harbourview Crescent
Abbotsford Cove
NSW
Australia

This certifies that, on 4 July 1962, approval was granted in accordance with regulation 28 of the Air Navigation Regulations for Air Tourer 100 aeroplanes manufactured by Victa Limited.

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Australian Government
Civil Aviation Safety Authority

CERTIFICATE of TYPE APPROVAL

Number: 34-3, Issue 3

Certificate Holder: Airtourer Cooperative Ltd.
Address: 7/2 Harbourview Crescent
Abbotsford Cove
NSW
Australia

This certifies that, on 2 August 1963, approval was granted in accordance with regulation 28 of the Air Navigation Regulations for Air Tourer 115 aeroplanes manufactured by Victa Limited.

Aeroplanes for which this certificate is issued conform with Victa drawing number 00301 and all component drawings current at 2 August 1963, or other drawings approved under the Air Navigation Regulations.

This certificate is valid until suspended or cancelled by the Civil Aviation Safety Authority. The basis of certification is as prescribed in Certificate of Type Approval Data Sheet No. 34-3 issued by this Authority.




Dinh Nguyen
Delegate of the Authority
23 April 2007

CofA as it could not establish that the necessary ongoing airworthiness support existed. In steps Lee Gordon-Brown, who explained to CASA the Co-op's role and more importantly compiled the necessary documentation to establish that the Co-op did in fact provide airworthiness support. The Type Acceptance Certificate (TAC) for the T6 was finally issued in June. The next step is to obtain the TAC for the other NZ Type Certificates. The work done by Lee so far will form the basis of the next submission.

One obvious question is how can this be a problem now when Doug Stott put a number of T6s on the register many years

ago. The answer lies in the "many years ago". As you would be aware there have been many changes to the regulations since 1988. Some of these changes have forced CASA to move away from it's unique way of doing things to bring it in line with international practice. The biggest effect we as Airtourer owners saw with these changes was the new Approved Flight Manuals. Other changes included how CASA handles Type Certificates and Certificates of Airworthiness hence the recent problems.

New Zealand Type Certificates.

Now that the Australian Type Certificates have been transferred to the Co-op the next task is to do the same for the Type Certificates issued for NZ built Airtourers. Recent correspondence with the NZ CAA initially raised some complications.

NZ Rules require a Type Certificate holder to be a NZ Certificated Design Organisation, similar to an Australian CAR 35 organisation. MAI was given a formal exemption on the basis that they held CAR 35 approval. One of the conditions of the exemption was that if MAI went out of business the type certificates were to be surrendered back to the NZ CAA. Some would argue that this condition breached the original agreement between the Co-op and MAI. Lee Gordon-Brown is in contact with the NZ CAA to determine the details of their requirements. He hopes to gain a similar exemption on the basis that the Co-op has a formal arrangement with Auto Avia Design, a CAR35 organisation who's principal, David Simons, trained under Henry.



T3 Airtourer Data.

A quick look at the current Maintenance and Parts Catalogue reveals they cover all variants except the T3. In fact T3 data is difficult to find possibly because none were imported into Australia. Unfortunately the NZ T3s are currently grounded for lack of this data. Lee Gordon-Brown is going over data provided by MAI but if anyone has any additional information on the T3, in particular a Maintenance Manual and Parts Manual Supplements then please contact Lee urgently.

Millicer Aircraft Industries.

The Co-op recently received advice that MAI had been finally formally wound

up. Not surprisingly none of the creditors received any dividend.

Membership Renewals.

The membership renewals for the Co-op should have been sent out after the AGM. This did not occur as originally planned due to a high workload of the volunteer board and they will be sent out shortly. Unfortunately this means you will receive Co-op and Association memberships at around the same time. Please remember these are two different organisations. If you wish to receive airworthiness support for your Airtourer from the Co-op, including parts, the law requires you to be an active member.

Heard at the Hangar Door

Opera Fly-In. Those members who attended the President's Fly-In in Toowoomba will remember the Sunday lunch fly away to Jimbour House. This historic homestead includes an amphitheatre which provides an outdoor venue for concerts. The editor was able to combine flying with quality time with his daughter Kathryn recently by flying in to 'Opera at Jimbour'. A new concept for fly-in Pres?

Stu Hilsberg recently commenced a new job in Western Australia as ground operations manager for a regional airline. Just as he was settling into the new challenges a reorganisation eliminated the position. He's now back in Queensland, with a redundancy package, not bad for a couple of months work!

Roy and Judy Riddell recently met **Bill Kelly** in Coffs Harbour. Bill was the first Treasurer of the Association and previously owned AT100 MUX and AT115 TWE. He asked about various members and sends his greetings.

A significant birthday was celebrated by a member in Noosa recently. Attending the celebration were **John and Leonie Plummer**. John sold his 115 some years ago but continued to fly recreational aircraft until recently. They are both well and send their best wishes to all. Also around Noosa at the same time were **Lindsay and Beryl Marshall**. However, a vintage machinery show in Biloela was more enticing than celebrating with an ageing editor.

Speaking for significant birthdays, rumour has it there will be another one in Cairns in August.

Alan Wood continues his recovery well. He has regained his medical but is not flying at present as he and Merle are cruising in the Baltic.

**PRESIDENT'S FLY-IN
AT YARRAWONGA
7th, 8th, 9th SEPTEMBER, 2007**

Accommodation is booked with 2 Motels, the Lakeview Motel and the Belmore Motor Inn.

The Lakeview Motel maybe able to accommodate all of us (that would be a nice change).

So if you intend to stay for 3 nights, don't delay your booking, as they have a tentative Coach booking for Saturday Night the 8th.

LAKEVIEW MOTEL

1 Hunt Street, Yarrawonga, Phone: (03) 5744 1555
Double Room for 1 Night \$95, for 3 Nights \$90 per Night

BELMORE MOTOR INN

14 Belmore Street, Yarrawonga, Phone: (03) 5744 3685
Double Room \$75 per Night, Twin/Share \$80 per Night, including Continental Breakfast.

When Booking Accommodation don't forget to mention Airtourer Association.

Both Motels will only hold the Group Booking until the 31st August.

I/We will be attending the President's Fly-In at Yarrawonga in September 2007

Captain's Name.....

Flight Attendant's Name.....

Arrival Day.....Departure Day and ETD.....

I/We will/will not be doing the Byramine Homestead Tour.

A Deposit of \$25 per person required. Number of people.....X \$25 = \$.....

For Accommodation, Catering and Transport arrangements it is a must for everybody concerned to have your Accommodation confirmed and Registration Form (including your Deposit) with John Treble by 31 August 2007. *(See next page for address).*

Make deposit Cheque payable to the Airtourer Association then with your Registration form post to :

John Treble
Airtourer Association
P.O. Box 57, Keilor, 3036.

As costs are still to be finalised, the approximate total cost will be \$75 per person, which includes Transport, Saturday Lunch and Dinner, Sunday Bus tour of the Fyffe Field Winery, then Inspection of Byramine Homestead, (National Trust Classified 'A'), followed by the Ploughmans Lunch under the grand old Elm trees, before returning to YWG Aerodrome by 2pm for those that are leaving on Sunday.

PROGRAM

Friday 7 th		Arrivals
	6.30pm	Dinner at Lussino's Italian Restaurant.
Saturday 8 th	11.00am	Make our way out to the Aerodrome to meet new arrivals.
	12.30pm	Barbecue Lunch at Aerodrome. Lots of goings on within the Aerodrome A visit to Lee's Hanger at TOC. Flying activities to suit.
	6.30pm	A 3 Course Dinner at the YWG Golf Club in a private room overlooking the Golf Course.
Sunday 9 th	10,15am	Pick up for Lunch at Byramine Homestead.
	6.30pm	Dinner to be decided by popular demand. There are many choices:- Hotel Bistros, Chinese, RSL, Golf Club, etc

THE SHERIFF OF LOCKINGTON INTERROGATES.....

**PAT PEAK in her lovely home at Temora
on 27 July, 2006**

Where were you born? Hendon, NW suburb of London.
My mother was Swiss and father English.



Where have you lived? As a child in London until 21,
then when I married Bob travelled all over UK due to his work as a Civil Engineer.
When we came to Australia we lived in Sydney until moving here to Temora in
February 2006.

Occupations, past and present? Short hand typist, Secretary, now Bob's general
labourer. I haven't worked in paid employment since I left England, which was in 1962.

How and when did you meet Bob, and when did you get married? We went to the same
Primary School in Hendon, and met up again when 17 in Hendon. We got married
May 27, 1955 at Cove in Hampshire after Bob had done his 3 month basic training with
the British Army National Service.

Any family? Two sons, Jonathan who is married to Jennie and have one son, Joshua,
now aged 19. And Chris who is married to Lyndal, and no family yet.

Have you had an inclination to hold a Pilot's licence? No.

A scary moment in flight? Only bad weather, looking over shoulder and it's blacker
behind than in front. Landing at Williamtown in an absolute deluge storm.

What are your interests? Working with my hands - with wood, clay or glass. I've done
furniture restoration, and make small boxes. Clay - haven't done any for a long time,
but have made lots of pots, with glass? Leadlight work. Enjoy sewing and used to make
a lot of clothes, I made my own wedding dress. Collecting old tools.

*Sheriff - Thank you Pat for giving me the time while Bob was "interrogating" Lindsay
with farm questions. It was lovely to see you 'relaxing?' after such a busy time in moving
house, and many may envy your variety of interests and talents.*

THE SHERIFF OF LOCKINGTON INTERROGATES

BOB PEAK on 27th July, 2006 at his 100 acre block at Temora, a little larger than his town block at Gynea.

Where were you born? Cricklewood, London -5 nw of Central London, of English parents.

Where have you lived? Hendon (London), all over England until 1962, then came to Sydney, Australia, and to Temora in February this year.

Occupation? Retired Civil Engineer.

When did you learn to fly and achieve your Pilot's licence? I learned to fly with the Military between 1947 and 1949, but didn't fly again until 1970 in Sydney, when I got my licence.

How many hours have you logged up? About 1400.

How did your interest in flying begin? 40 small boys gave me my first flight, which was before my 12th birthday, this was a solo flight ending in a crash - The machine was a Dagland primary glider, it gave me a slingshot flight 100 feet forward and a couple of feet off the ground, I came down so heavily, my 6ft skinny frame went through the plywood seat. Incidentally a glider of this type is hanging in the roof of the Benalla Gliding Club. I was encouraged by an eccentric headmaster at my school. I did a lot of flying from Hendon base.

What Aircraft have you owned? Three airtourers - MOA No.3 100 hp., MRE No.62 115 hp., now the new Zealand built EQG No.A538 150 hp., which Pat negotiated for me with the original owner. Cliff Tate brought EQG to Australia from the factory in Hamilton NZ on September 29, 1968.

Most humorous moment in flight? Not funny at the time, but funny afterwards. Flying aerobatics with my son's then Russian born girlfriend. When inverted at the top of a loop at an unusually slow speed the engine stopped, she screamed, I couldn't see instrument panel due to her abundant long hair totally filling the cockpit - adding a necessity to the pre-aerobatic check? - bind passengers hair!

Scariest moments when flying? Three engine failures, one as mentioned above. The next after dropping parachutist at 14,500 ft, the third with 7 passengers on arrival over Coffs Harbour at night, and made a dead stick landing.

Longest trip flown? In the Airtourer to Loxton for the AGM from Sydney.

What other interests do you have? Pat and I share a common interest of tool collecting, we have a his and hers tool collection - Pat's is better and bigger than mine. (Sheriff - "Not too strong a tone of jealousy in that comment!") In our 20's we sailed dinghies together.

Travel interests? Been to Oshkosh 9 times, and would go every year if I could. We've been back to my home country once, and to Fiji, Noumea and Indonesia with my work.

Favourite food? Steak, I'd eat it three times a day if I could.

Favourite drink? Rough Red.

Favourite music? Psychedelic rock.

If you were Prime Minister for one day, what would you do for the betterment of Australia?

Abolish 70% of politicians positions.

Sheriff - For the readers interest. Bob and Pat were naturalised with their family, which included Bob's 93 year old mother, 65 year old twin brothers, and eldest son as Australian Citizens on 22 July, 2006 at Milton, NSW. Now they are no longer whinging Poms! Thanks Bob for your time, you were very patient with me.



Calendar of Events

President's Fly-In

The Presidents Fly-In will be held at Yarrawonga on the 7th, 8th and 9th of September. See pages 11 & 12 for Accommodation details and Program for this Fly-In.

Victorian Branch Christmas Fly-Away

This event will be held on Sunday 2-12-2007 for Lunch at the Tooradin Aerodrome. Details will be included in the November Newsletter.

Annual General Meeting – 2008

The 30th Annual General Meeting of the Airtourer Association will be held at Griffith on the 7th, 8th, and 9th March. The Accommodation details and Program for this event will be advised in the February Newsletter.

Continued from page 2

have accepted and in the past we took two teams for three months. This time we took one team for six weeks. The result was some long days and the six weeks extended into seven. Nevertheless, the work was very interesting with recourse to some aerodynamics knowledge and test flying skills not used for some years. Later this year we get to do the same again when the simulator is installed in Hong Kong, then again early next year when our existing simulator is upgraded. In the middle of all this we take delivery of five new B777-300ERs prior to the end of the year. Work remains interesting!

One challenge I faced in Montreal was a failure of my laptop hard drive. I am conscientious about backups and didn't lose any data but it did take some time to replace the hard drive and restore the system. My apologies for remaining uncommunicative during this time.

From the reports in this and other issues one could gain the impression that CASA and the NZ CAA are being difficult. However, they have a responsibility to the community through the law. It is interesting to note that although the initial responses appear to be uncooperative once Lee Gordon-Brown had established contact he has found the authorities quite helpful. Thanks to Lee, the Co-op is establishing itself as a credible organisation to maintain the ongoing airworthiness responsibilities for the Airtourer type.

Safe Airtouring,

John O'Halloran