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Newsletter No. 124

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 2008. Contributions and or advertisements are to be with JOH by 15 January 2008.

Small advertisement (3 to 4 lines) \$20.00

Large advertisement \$40.00

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

Editorial

An apology from the Editor!

This edition is very late due to an overwhelming workload in Hong Kong. This year has been an intensive one for me, with Cathay Pacific introducing the new B777-300ER aircraft. This has necessitated a new simulator generating a lot of additional work. Even my Hong Kong aircraft and instrument ratings expired. Unfortunately, even though I was spending 8 to 10 hours a day in a simulator, it was not yet certified so this time could not be counted for recency. During a simulator acceptance we dispense with the normal highly disciplined cockpit procedures in the interest of getting the job done. When it was all over I then had to forget those bad habits and remember the normal procedures to renew my licence.

It's been a lean year on the Airtourer front. COI just underwent it's Annual Check two months late having flown only 13 hours since the last one. I promise to do better in 2008!

In hindsight, when it became clear I couldn't make the November deadline, I should have published a short sharp newsletter rather than promising myself I could

Continued last page

Cover Photo: In the last Newsletter we reported Bob and Jennifer May had just jointed the Association and were looking for an Airtourer. They now own Airtourer 115, MUZ seen here at Yarrawonga.

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

SUCCESSION

I have just re-read a very good article in the February Newsletter by Hector Blemings, under the heading, "Wake up Call." In one sentence Hector mentions, "The Life of a Club is said to be 20 to 25 Years, ours is 28 Years" which suggests, we could possibly be approaching our use by date. As I see it, we have a unique Association of about 160 members, 90/100 Airtourer Aircraft, plus a few CT4's, approximately the same numbers as in 1978, when the Association was formed. Therefore, as the number of Aircraft on the Register hasn't altered that much, I see no reason why the Association, with leadership, guidance and direction from your Committee, shouldn't continue indefinitely.

As with most things in life and for various reasons, aircraft intermittently change hands and in some instances the new owners have not joined our Association. Your Committee has decided to contact with a mail-out, all non-member Airtourer and CT4 owners to explain the benefits of being a member and encourage them to come and join us.

Your present Committee is unanimous in seeking to help guarantee the long term future of our Association. It is for the members, male or female, young or old, (*but not as old as I am*), to step up and nominate for positions on the Committee. OK, the positions consume a little time, some dedication is needed, but the commitment is also rewarding. Someone once said, "*You only get out of it, what you*



put into it".

To help with the future of the Airtourer Association, succession of the Committee is essential and entirely in all members' hands. Think about it.

If you have any queries or ambitions of making yourself available or maybe just to discuss the situation, or anything else, contact me at your convenience.

GRIFFITH AGM

Arrangements for our AGM at GTH are going along steadily, with the AGM Saturday Night Dinner to be held at the Griffith Ex-Servicemen's Club. **Accommodation has been confirmed.** The selected Motel is able to take all of us. Bookings can be confirmed at anytime now at the Griffith Motor Inn.

Phone: (02) 6962 1800 or Email: griffithmotorinn@bigpond.com

Remember to mention Airtourer Association when making your booking.

John Treble

Email: johndor@melbpc.org.au

President's Fly in 2007

Yarrowonga

Glenn (The Phantom) Sturges

Yarrowonga! Where the heck is Yarrowonga? Most South Australians have never heard of it. "Swan Hill, Echuca, Yarrowonga," Oh! It's on the Murray....

The old team of Hall and Sturges, aka Phantom, saddled up to head to Yarrowonga. It was a typical beautiful South Australian day, tail winds and not a cloud to be seen. But as we are congratulating ourselves on getting perfect weather, the words of my wife, "Mrs Phantom," were ringing in my ears. "Now have you arranged all of your patients into expecting you back a day late as you usually strike bad weather and head winds when you try to come home."

"Yes dear, all bases are covered."

The Flinders Ranges southern end stretched below us like the spine of a crocodile draped in a green cloth as it ran south from Crystal Brook to Adelaide. The western side of the hills had received some rain whereas when we approached the eastern side it was very apparent that it was still in severe drought. Near Morgan and the Murray the words, "...this wide brown parched land..." sprang to mind.

On approaching Renmark (YRMK) from the west, the Landing Pilot took over from the Cruising Non Landing pilot. At 10 nm YRMK on down wind the Landing Pilot requested from the Non Landing pilot with a single digit one stage of flap required. The Non Landing pilot singled back affirmative



with a single digit of the right hand.

On base the landing pilot requested two stages of flap with a Winston Churchill two fingers, the Non Landing pilot confirmed flap application with a Winston Churchill reply.

On final the Landing pilot requested three stage of flap with the boy scout three fingers, the Non Landing pilot confirmed three stage applied with the three finger boy scout reply. Upon landing the Cruise Non Landing pilot took over from the landing pilot and taxied to the refuel point. With certain local knowledge we were able to refuel quickly and empty our Japanese bladders. The Cruise Pilot took over from the Landing Pilot and departed YRMK for Yarrowonga. *(If the foregoing appeared to be complete gibberish then either the Phantom has suffered from the "cloudless skies" or he is emulating the professionals from George Penfound's traditional joke telling session. See page 11 – Ed.)*

Swan Hill to Echuca across Rocket Lake was a long leg so we took the oppor-

tunity to be served drinks from the bar and lollies as we watched endless nothing roll by. Approaching Swan Hill and the river was fascinating; everything on our left was in accordance with the GPS and the map, once again proving our superior skills in navigating across Australia's vast inland.

Lake Boga, complete with flying boat, passed under our wing confirming we were on track for Yarrawonga. On getting close to Yarrawonga we heard Stan approaching but more exciting was a F111 doing a low level run to Wagga Wagga. As we didn't want to be a bug on their windscreen we did a few calculations and yes we were well clear. (It would take a lot of Mr Sheen to clean us off their windscreen!)

On approaching 20 Nm Yarrawonga from the west the Landing Pilot took over from the cruising non landing*(the following 2 ½ pages of hand signals and flap selections deleted – Ed.)*

As is always the case we were greeted by "the family." No not the Mafia, although I do sometimes travel with a violin case, but rather the Airtourer family, most of whom had travelled only short distances from Vic or NSW. The faces were all familiar although some, like me, a little greyer or a little older. In fact I thought these are the old pilots, not the old bold pilots. So much experience and expertise!

Once again Lindsay treated us to a bus ride into town but his next BFR (truck) will have to include an endorsement on bottom scraping.

The dinner at the Italian restaurant was once again a greeting of old friends as each one rocked in. No reserved seats, you were welcome at any table. A couple of new faces took time to adjust to us and our raucous friendly behaviour. Bill, ex

President, and Lorraine were there, Bill with his Ansett wings, (a pair of crutches). It was so great to see him make the long trip down from Fraser Island.

The Queensland contingent was complete when the JOHs rocked up having to travel commercial. Their state has some of the stuff people call rain, in abundance, preventing the egress of the small planes from Queensland.

Saturday morning saw us welcoming more arrivals followed by a barbeque lunch provided by Peter and Anne McLean of the Lore of Flight. In the afternoon a flock of Airtourers headed to Tocumwal to inspect progress at Lee Gordon-Brown's hangar.

In fine country tradition Lee provided a supply of lamingtons, tea and coffee.

The field is shared with gliders and one radio call we heard was, "Watch out! There are a lot of Airtourers coming in."

On approaching Tocumwal from the East the cruising non landing pilot became the Landing Pilot as the Landing Pilot was affected by Kryptonite. On downwind the Kryptonite affected ex landing pilot asked, "Why is that Tupperware plane going underneath us?" The cruising non landing pilot who was now the Landing Pilot continued on with his perfect left hand circuit. On taxiing up to the parking area the now non affected Landing Pilot was heard to say, "Good God! That extra 500feet above circuit entry must have loosened the kryptonite and caused it fall out of our ERSA on landing, uncovering that bit about contra circuits!!!" Now the warning, "Watch out! There are a lot of Airtourers coming in," started to make sense.

We did enjoy the family photo of everyone in the doorway of Lee's hangar and some of us worked out it can hold at



Group photo in front of Lee Gordon-Brown's hangar at Tocumwal

least another eight Airtourers.

Departing was a non-event as we were all heading back to the lake to change into our dinner gear for Saturday night at the Golf club. As Hector had a busy day he entrusted us young blokes to look after Wendy, all six of us. So the mild mannered Phantom, who I might add was the best dressed male there, during the evening was seen to disappear into the male toilet, (as there are no phone boxes in these days of Mobile phones). Suddenly out burst Superman to save any damsels in distress. Lois Lane, alias Wendy B, was seen to consume an extra glass of red when her hero burst into the room. I must say that after Superman reverted back to mild mannered Phantom he and his cohorts escorted Wendy back safe and sound.

We did miss "no name Dot" and Pam Lawson. We hope Pam is up and running again and we sent Gerry back off home early to Adelaide to be with her.

The dinner at the Water Ski Club's Chinese Restaurant was quite an exciting event with the spinner on the table. Not a pointy aircraft spinner but a flat one and if

you put your meal on it and got up to ten revs your meal ended up in front of someone else. I do have to admit everyone was enthralled by Bill Pennell's demonstration of chandelles. His spin recovery needs to be worked on but he did pass his BFC, (crutches). Bill, we now know that you and your navigator Lorraine can safely attend more fly-ins.



Sunday was a lazy start then off to lunch at Byramine Homestead via a winery. The departure saw Lindsay gain a few points by bottoming out only slightly as we left the motel. David Hall was all kitted out to go to the airport to do a BFR with Monique.



It was good to see Kerry Nolan at a Fly-In again. Seen above with Alan and Merle Wood.

Well, that was his story but I think it was an excuse for Monique to get her bum in another Airtourer, or maybe Hallie is trading me in for a better looking model. At the Winery we saw a lot of pigs that don't fly and the Phantom's nose tested Liz's claret while she confirmed by the taste method that it was a good red. Having won a bottle of red as a door prize and as our next stop was a historic farmstead, Bill, Lorraine, Liz and I partook of that fine bottle of red.

The homestead was very interest-



Above Left: New members Gerry and Denise Pels. Above Right: Bob and Jennifer May (see also cover photo and caption.)



ing. The surrounding 85 acres are mainly vegetable gardens today but the homestead itself and the surrounding elm trees are testament to the pioneers' spirit. The building took a year to construct out of local materials. It's design was like a miniature mansion with the entrances set back so as to funnel the cool breeze through the main doors. On the north-

ern side this opened into an octagonal main hall /room and off this all the bedrooms and the kitchen were built on the east and west sides. Fireplaces and the convection flow both cooled the house in summer and spread the heat around in the winter. The walls provided ample insulation being about twelve to eighteen inches thick. The cellar, currently under restoration, stretched the full width of the building underneath the back section. Typical of this style of houses the veranda went right around and was sufficiently wide to



Above: Lunch on the lawn at Byramine Homestead. **Below Left:** Glenn (The Phantom) Sturges confusing his superhero status, seen here with Jane Morris.

Bottom: Marian & Bill Miller with Doreen Treble enjoying a local red.



protect the outside of the house from the direct heat of the sun.

Monday dawned "Sods Law." It was raining in the direction we wanted to go and mud in the parking area made removal of planes exciting, with some tricky manoeuvres to get out onto the hard stand. David and I had to put in extra fuel stops due to the head winds. The trip to Swan Hill was spent dodging rain and laying off 15degrees to maintain track. The odd voice of Lindsay as we went past Echuca reminded us that some people had a short trip home and we had a long way to go yet. Swan Hill came up and it was a different story from last time with just us and empty club rooms save for the staff. A quick refuel and off to Renmark. The track across Rocket Lake found us dodging more rain showers and massive track corrections with 20 to 30 knot winds mostly, you guessed it, on the nose. At

Renmark the Landing pilot from ten Ks out had to make a 5 kilometre detour behind a rain shower sitting on final. Whilst it did it's thing we snuck in behind it. We reassessed the weather and decided discretion was the better part of flying. The leg to Whyalla was too long for the plane's and our bladders so an overnight in Renmark was decided.

For our departure from Renmark next morning we factored in "sods law" and had an alternate track to Farrell Flat. At the Gums it did look good but 5 ks past the Gums we took the escape track and when abeam Burra we turned to intercept our track to Whyalla resuming course at Beetaloo reservoir. It was hazy with rain showers, and to make it worse it was into the sun. As we passed Port Pirie we gave the groundsman a wing over, (sort of!), to say thanks for some real weathers he passed on to us earlier on.

With haze and misty rain the view across the water to Whyalla was limited. The visibility was down to 8 kms and I imagine with all the blue it is not dissimilar to white out with no discernable horizon. The landing flying pilot was therefore on instruments for at least 5kms until the shore line of Whyalla came in view. An orbit around the Phantom's home base saw Mrs Phantom on the front veranda waving to those two intrepid flyers muttering, "They did it again, an extra day!"

Thank you Yarrawonga and Peter and Anne McLean, for having us. We enjoyed the company, the wine, the history and now we can tell people, "we've been to Yarrawonga."

We'll see you again next year.



Association President John Treble presenting our hosts for the weekend, Anne and Peter McLean, with an Airtourer Association plaque.

VICTORIAN BRANCH CHRISTMAS FLY-IN

John Treble

Woke up to a forecast day of 31c with wind 340/25ktG35kt, which was our day to begin with, not what we ordered. The restaurant at Tooradin Aerodrome is not far from metropolitan Melbourne so some members deciding it would be a lot easier to drive there.

We started to gather by 11.30 with the usual greetings, followed by cool drinks before taking our place for lunch. As with most restaurants with heavy bookings at this time of the year we could only seat 25 inside with air-conditioning. A further 8 outside endured the elements, a case of first in best dressed. The lunch was very well presented and enjoyed by all. For the next 2 hours afterwards we all moved around mixing as we usually do and by then it was time for making a move to depart.

We had 32 people attend this year's

Fly-In, coming from SA, NSW, VIC and TAS, with a special mention to the Tilley's who always make the effort with a daily return journey of approx 6 hours to attend our Christmas Fly-In Lunches.

Thanks to Wendy and Hector for arranging the Fly-In this year. Well done.

THOSE IN ATTENDANCE

Wendy & Hector VH-YVV, Andy & Jane VH-FVV, Allan Merle & Ruth VH-POB Murray & Andrea VH-CTK, Niel & Kathy VH-CND, Stan & Bonnie VH-MTL Ian VH-MKL, Mike VH-BNV, John & Doreen VH-CRK, Jon & Monique Gerry & Denise, Frank & Gwen, Dot & Bruce, Lindsay & Beryl, Stuart & Trish Gerry & Pam

VRT Flies Again!



Roger Russell finally has a smile on his face! After numerous delays, mostly paperwork related, Roger and Mike Fisher finally have VRT flying. His next challenge is to find somewhere near Sydney to hangar it.



***** British Airways Flight Operations Department Notice ********As Told by George Penfound***

There appears to be some confusion over the new pilot role titles. This notice will hopefully clear up any misunderstandings.

The titles P1, P2 and Co-Pilot will now cease to have any meaning within the BA operations manuals. They are to be replaced by Handling Pilot, Non-handling Pilot, Handling Landing Pilot, Non-Handling Landing Pilot, Handling Non-Landing Pilot, and Non-Handling Non-Landing Pilot. The Landing Pilot is initially the Handling Pilot and will handle the take-off and landing except in role reversal when he is the Non-Handling Pilot for taxi until the Handling Non-Landing Pilot hands the handling to the Landing Pilot at eighty knots. The Non-Landing (Non-Handling,

since the Landing Pilot is handling) Pilot reads the checklist to the Handling Pilot until after Before Descent Checklist completion, when the Handling Landing Pilot hands the handling to the Non-Handling Non-Landing Pilot who then becomes the Handling Non-Landing Pilot. The Landing Pilot is the Non-Handling Pilot until the decision altitude call, when the Handling Non-Landing Pilot hands the handling to the Non-Handling Landing Pilot, unless the latter calls "go-around", in which case the Handling Non-Landing Pilot, continues handling and the Non-Handling Landing Pilot continues non-handling until the next call of "land" or "go-around", as appropriate.

Merry Christmas, Happy New Year and Safe Flying



President John Treble 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 2008.



Co-operative News

Airtourer Service Bulletins and Field Service Documents

The Co-op has issued the first Airtourer Service Bulletin for many years requiring inspection of tailplane support brackets after a report of severe support bracket corrosion. The Co-op has also prepared unamended reprints of most field service documents. Available reprints include;

- Maintenance Manual for 100, 115, T4, T5, T6,
- Illustrated Parts Catalog for 100, 115, T4, T5, T6, and
- Many Service Bulletins for Airtourer.

The Airtourer T3 documents are an ongoing project with poor availability of original documents. This project is intended firstly to permit owners and maintainers to obtain access to a current and approved version of the key documents, secondly to facilitate a document amendment program to proceed on formal transfer of the type certificate. Reprints are based on the latest manufacturer amendment incorporating appropriate supplements dated variously around 1970.

During the reprint project, documents have been marked up to facilitate an amendment program to include; airworthiness limitations chapter in the maintenance manual to summarise issues such as the wing spar cap life and main undercarriage bolt life, correction of typographical errors, and updating of data such as obsolete lubricants.

Copies may be requested through the webpage and are currently free to owners. Postage may be charged if you fail to ask nicely. Please notify errors, amendments, or suggestions through the webpage.

You should provide the above information to your maintenance facility.

Certification Archives

The Co-op has recently obtained a number of the original documents submitted to DCA for certification of the Airtourer. These were placed in a storage facility managed by Airservices Australia some time ago. Recently Kerry and Mike Nolan, both FOIs with CASA, were contacted because of their association with Airtourers, regarding these documents. Kerry passed them on to Lee Gordon-Brown in his role as Director Airworthiness.

FOR SALE

Airtourer bits and pieces

Partially restored wing for MUO. Fuselage not restored. Wreck of MVL fuselage and another wing. Some control surfaces and numerous boxes of parts. Box of drawings available (Not Complete). Will email photo's, must clear space, make an offer.

Contact Bill King Mob 0407285641 Email address: bil.king@bigpond.net.au



Date 12/09/07

SERVICE BULLETIN

No 01
Issue 1

- SUBJECT:** INSPECT TAILPLANE SUPPORT BRACKETS
- PURPOSE:** Inspect tailplane support brackets (Part Number 02-20031/1 and 02-20031/2) for corrosion.
- REASON:** EASA PAD 05-021 advises of an instance of severe tailplane support bracket corrosion.
- EQUIPMENT AFFECTED:** All Airtourer aircraft.
- COMPLIANCE:** At or before next Annual Inspection, and then annually.
- DETAILS:**
- (a) Clean and visually inspect the left and right tailplane support brackets for corrosion. Any corrosion detected must be removed and the area reprotected, in accordance with the Airtourer Maintenance and Repair Manual before further flight.
 - (b) If corrosion is blended out the depth must be recorded in the aircraft log book. Brackets with corrosion which exceeds the limits stated in chapter 50 paragraph 2(c) of the Maintenance and Repair Manual, must be replaced with Part Nos 20031/1 or 20031/2. Refer to Spare Parts Catalogue, page 143 Item 1.
 - (c) Report instances of corrosion requiring blending or replacement to the Airtourer Cooperative at <http://www.airtourer.asn.au/>.
- PARTS REQUIRED:** Nil
- PARTS REMOVED:** Nil
- SPECIAL TOOLS REQUIRED:** Nil
- EFFECT ON WEIGHT & C.G.** Nil.
- PUBLICATIONS AFFECTED:** Owners and maintainers note the current version of the Maintenance Manual is Airtourer 100, 115, 150, Super 150 and T6 Maintenance and Repair Manual reprinted March 2007. Maintenance Manual page 8-7 will be changed at next Amendment as follows:
- (6) Inspect Empennage.
- (e) Clean and visually inspect the left and right tailplane support brackets for corrosion. Any corrosion detected must be removed and the area reprotected. If corrosion is blended out the depth must be recorded in the aircraft log book. Replace brackets with corrosion exceeding the limits stated in chapter 50 paragraph 2(c).
- AL 1

THE SHERIFF OF LOCKINGTON INTERROGATES.....



Dr. Doug Dow at Swan Hill, 17 March, 2007

1. *When did you become involved with the Airtourer Association?* In 1985 when I bought BQK from Stan Tilley.
2. *What is your occupation?* I am a General Practitioner and have been operating a practice in Burnie, Tasmania for 36 years. We have a farm at Ridgley, near Burnie and run beef cattle and grow seed potatoes. We do most of the work ourselves but have occasional contract help.
3. *Where were you born?* Edinburgh, Scotland. In 1970 I came to Australia for 1 year to do a post graduation hospital year course when I was in the RAF and got offered a job locally, bought myself out of the RAF and have been here ever since.
4. *Have you any family?* Two boys and two girls, and three grandchildren. Our eldest son, Dougal, is a test pilot in the RAAF and is presently in California doing testing for the Hornet upgrade program. Our second son, Rory, lives close to us in Tasmania and being an agronomist helps us with the farm. Susie, our eldest daughter is a pharmacologist in Wollongong, and Penny, the youngest, is a vet presently working in the Hunter Valley.
5. *Aircraft Type and Registration?* AT115 BQK.
6. *When did you buy it?* In 1985, and bought it as is.
7. *Have you owned any other Aircraft?* I have owned a 182, 206, and have a quarter share in a 337.
8. *What year did you gain your pilot's licence?* In 1967, when in Scotland.
9. *What gave you the interest and desire to fly?* While at University I joined the University Air Squadron and had the opportunity to learn to fly free in Chipmunks. (Sheriff thinks, "I know many will envy the "free" lessons!")
10. *Total hours flown?* About 1500.
11. *Longest trip flown?* To the President's fly-in at Toowoomba on my own.
12. *What was one of the most memorable flights you have done?* Took off from Wynyard, Tasmania, with son Rory and told him it would be a long time to cross the strait. We got 20nm north of Wynyard and could see across to Wilson Promontory – most times you can't see that far and the flight would seem forever.
13. *A scary moment to recall?* Getting caught in thunder storm in a Chipmunk and saw the St. Elmo's Fire (Static electricity off the end of the prop.). Just after that I got a recall to turn back – I'd already done it!
14. *Have you any other interests?* I used to play rugby and represented Tasmania against France in 1971 and more recently played touch football. Now I am involved

in the upkeep of the farm with Sandra and have all the plant and machinery to look after. On the medical side I need to read a lot of journals to keep up with progress and continuing medical education which requires me to gain so many points to allow me to retain my Medicare provider number.

15. *Favourite Food – in case anyone invites you for a meal and wonders what to cook for you?*

Curries, fish, and any good home cooked food.

16. *Favourite Drink?* A nice cold beer.

17. *Favourite Music?* Although I am not very musical I enjoy old fashioned folk music and of course Scottish pipe band music.

18. *If you were Prime Minister of Australia for ONE day, what would you change for the betterment of Australia?* Try to do something about the medical system, it's too political. Australia could be run more efficiently if you got rid of the bureaucrats, and non Medical executives.

19. *What is/was your greatest extravagance?* Buying the farm at Ridgley, which we have had since 1972, we started with 110 acres mainly for lifestyle however it grew and became a wonderful place to bring up our children. We now have got 350 acres and it provides a lot of physical and different work to my medical practice and still is a wonderful place to live despite the departure of our children.

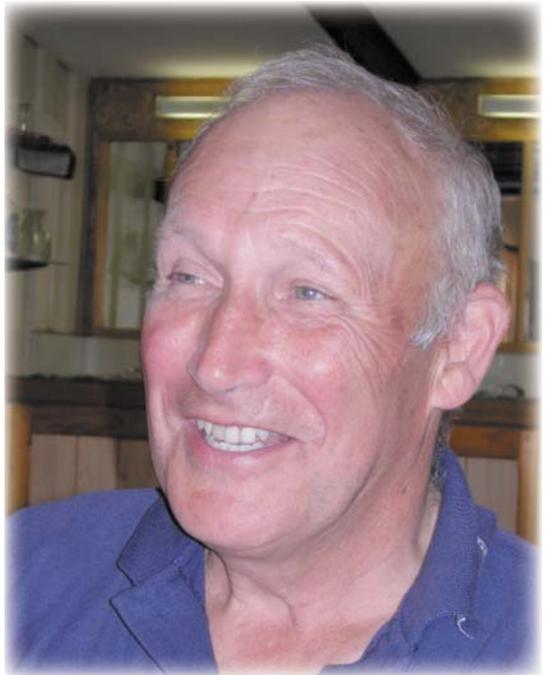
20. *If you had a spare million dollars what would you do with it?* Retire, travel and visit our children more often.

21. *What is your greatest love?* My family.

23. *What cheeses you off?* People who are intolerant of others.

24. *Any further comments you wish to add? (Be it words of wisdom, encouragement or of any interest to our readers).* Beryl, you need new batteries in your MP3, and I'm not telling you my dark, murky past!

Sheriff – Thank you Doug, you were very patient with me, a frustrated 'patient' with an MP3 player which wouldn't record the interview. Have you really got a dark, murky past? I don't believe you.



Calendar of Events

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.

President's Fly-In - 2008

The President's Fly-In will be held at Yarrawonga on the 19th, 20th and 21st of September 2008. Details in a later Newsletter.

Welcome

John and Sue Davis from South Hobart who have purchased Super 150 EQA from Liz Matthews.

Welcome back to **George Greig** from Fiji.

Don Yates from Te Awamutu in New Zealand who has ex-RNZAF T6 No. 1761 now registered as ZK-LDG.

John Hilton-Wood who has bought into the RQH syndicate in Brisbane.

continued from page 2

finish it the following weekend, or the next one.... However, I'm planning the next issue on time so please forward any contributions as soon as possible but definitely before the middle of January.

The latest membership list will be included with this Newsletter. As usual, I have underlined those members who have not yet renewed for the current year. We did have one computer glitch with the membership database so if you are underlined and have paid please let us know. Some have sold their aircraft or no longer join in our activities but there's always some whose busy schedule lead to the renewal being overlooked. For those, this will be the last Newsletter you will receive unless the renewal is forwarded.

Finally, thank you for your support and input to the Newsletter over the last year. Jan and I wish you a merry Christmas and have a great and safe New Year.

Safe Airtouring,

John O'Halloran