

# AIRTOURER ASSOCIATION

August 2009  
Newsletter No. 131



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



**Commemorating 40 years since the "Flight of the Kiwi"**

# NEWSLETTER

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

<b>Editor,</b> John O'Halloran	Mobile:	0411 968901
P.O. Box 778,	FAX:	(07) 54425180
Tewantin QLD 4565	Phone:	(07) 54476604
	Email	John_OH@Bigpond.com
	Skype	joh54476604

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 2009. Contributions and or advertisements are to be with JOH by 15 October 2009.

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**

This year is a busy one for the Association with the 50th Anniversary of the first flight and now, between May and August, the 40th Anniversary of Cliff Tait's around the world flight. Thanks to Cliff and Claude Meunier, the newer members can learn of this adventure. The flight was even more challenging when we remember there was no GPS, internet or mobile phones that we take for granted today.

Most of the membership renewals have been received, thank you. Reminder notices have been included for those we have not yet received.

The Flight Safety Australia High G Manoeuvring article has been an unnecessary distraction for the Committee. Please see page 28 for the Committee & Co-op Board position and Doug Stott's letter on page 4 & 5.

John and the Committee continue to put a lot of work into the planning of our Fly-ins and the President's Fly-in at Yarrwonga is shaping up to be another good weekend. We hope to see you there and do some flying. Till then,

Safe Airtouring,

*John O'Halloran*

*Cover Photo:* Cliff Tait and Airtourer 115 ZK-CXU, "Miss Jacy" at the time of his around the world flight. Photo courtesy of Cliff.

### **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

## **2010 Convention and AGM to be held at Cowra on the 12<sup>th</sup>, 13<sup>th</sup> and 14<sup>th</sup>, March.**

This is an urgent accommodation suggestion only, so as to avoid problems experienced with previous Conventions.

I recommend that you book your room now so as to eliminate later potential difficulties.

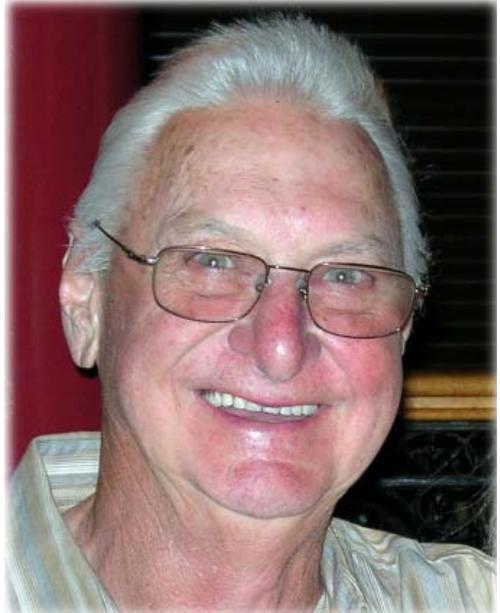
Accommodation has been secured at two 26 room three star Motels.

To book a room at either Motel, advise you're with the Airtourer Association and they will need your name, contact phone number and credit card details.

Your credit card will not be debited until your arrival in March.

- (1) Civic Motor Inn cost is \$84 per room on a twin share basis. Phone: 02 6341 1753. They have a Restaurant they have made available for our AGM. It is also intended to have our Sunday Dinner in the Restaurant.
- (2) Cowra Motor Inn cost is \$78 per room on a twin share basis. Phone: 02 6342 2011.

If you consider alternative accommodation phone Cowra Tourism on 02 6342 4333



## **Airtourer Association Message Service**

As you would now be aware the Airtourer Association Message Service 0458 247 160 is up and running but I must clarify that it is a text message service not a voice message service. The aim is to inform members of current important information such as welfare news, airworthiness matters, update event news or other issues considered appropriate.

If you have an item you consider worthwhile for other members to know about, you can either text message it to the above number, or direct to me by email or phone.

*John Treble*

## Letter to the Editor

The following is a reprint of a letter to CASA CEO  
by Doug Stott

DOUG STOTT

8 BINGIL CLOSE  
KEWARRA BEACH QLD 4879  
0418-596 566  
[mail1@dougstott.com](mailto:mail1@dougstott.com)

21 May 2009

Mr John McCormick  
Chief Executive Officer  
CASA

By email – [john.mccormick@casa.gov.au](mailto:john.mccormick@casa.gov.au)

Dear Sir

Reference May/June edition of Flight Safety Australia (FSA) – Page 31-32.

Firstly congratulations on your appointment at CASA. I trust that I will meet with you sometime in the future as I have with your predecessors. I only just missed you at Avalon, but that was an airshow we were all there to enjoy.

The purpose of this letter is to draw your personal attention to what I believe is one of the most poorly written and researched article with errors of fact and significant unintended consequences that I have seen in my 45 years of aviation experience.

Whilst recognising that airframe fatigue is something that we all should be aware of and education is paramount in this process, this article portrays the Airtourer Aircraft in both a drawing and a picture, both of which are factually incorrect and depict the Airtourer as an aircraft that is a candidate for a wing failure. I believe nothing could be further from the truth, in that there has **never** been a wing or undercarriage wheel failure in an Airtourer as is depicted in the drawing on page 31. The photo printed on page 32 is in reverse. Again an indication of the level of expertise associated with the publishing of this article.

Mr Morris is in error in writing this article, making reference to the Airtourer and as a structures specialist with CASA I would have thought that he would have researched the article in more depth prior to going into print. His reference to the Airtourer and the replacement of the wing and tail plane structure after 17200 hours is incorrect. I suggest he read the SB and then seek some advice from someone that is familiar with the aircraft type. Maybe even try and find an Airtourer in the field and have an expert on the type brief him on the aircraft. Contact with the Airtourer Association or Airtourer Co-operative would provide all the assistance required, I am sure.

What CASA have done in this article is effectively indicated to those who are perhaps unaware, that the Airtourer is a potential wing failure going somewhere to happen. Clearly not the case!

Again, if your "experts" read the AD relating to the Airtourer you will find that there is no requirement to log other than competition aerobatics and that casual, training or pleasure aerobatics are not counted, contrary to an inference made in the article. There is no mention of this fact in the article. Again the wrong impression has been given.

What concerns me even more greatly is that the article paints, by association, such a poor picture of the Airtourer in terms of fatigue in that it has the significant potential to reduce the value of the aircraft. This is clearly not the intent, but it is certainly the result. This may leave CASA open to legal action if such a link can ever be shown(?).

Unfortunately I believe CASA have published an article that is factually incorrect, open to interpretation and needs to be corrected at the highest level in order to minimise any damage to either Airtourer owners and perhaps CASA's budget.

What am I seeking in this correspondence?

First and foremost, a retraction and apology in the next edition signed by yourself.

Secondly, a full and factual article in the next magazine written by somebody in CASA that is an authority on the Airtourer outlining the exact issues which were misrepresented in the article referred to above. Again, I am sure that specialist advice would be forthcoming to assist such an article if contact is made with the Co-op. Further, if someone in CASA were to check the files on this AD it will be found that the hours applicable in this AD were raised significantly following representation from the Airtourer Association and Airtourer Cooperative. The average hours and utilization on the fleet now mean that with very few exceptions, the type has many years of operation to go before having to address the requirements of the AD, which like other similar requirements is conservatively factored. The number of Airtourers conducting competition aerobatics that must apply the factor to the hours (outlined in the AD) I suggest is minimal and discussion with the Association and Cooperative would confirm this.

The Airtourer Association was formed in 1978 to ensure the continued airworthiness of the type and the Airtourer Cooperative shortly thereafter to provide the vehicle for same. During the years since, the Association/Co-op has been pro-active in all matters associated with the airworthiness of the type and in the past this has been recognised and supported by CASA staff.

It is of deep concern to me now that it seems that the knowledge base that once existed is perhaps no longer there. Your airworthiness staff should be aware of all the owner groups and especially those that take a significant interest in airworthiness issues. The Airtourer Association and the Airtourer Co-operative are not only enthusiasts towards their aircraft and the enjoyment it brings, but serious about ensuring the type's continued airworthiness. Your files over the years since the late 1970's will verify that.

I have had an association with the Airtourer since 1964, was a founding member of the Airtourer Association and continue to fly the type regularly in private operations; hence my interest in seeing that the sound relationship with CASA built over the years is not destroyed by one poorly researched article.

As a footnote, I and many of my associates now find FSA a significant publication towards the enhancement of flying safety and like the old Safety Digest (of which I have every copy) it is starting to earn the reputation that such a publication rightly deserves. This is perhaps a timely reminder that many of its readers are experts in many of the fields that are covered and expect nothing less than the very best in articles that are factual and well researched. To do anything less will affect both the credibility of the magazine and possibly the name of the regulator.

kind regards



**DOUG STOTT**  
ATPL/Airtourer owner

# Cliff Tait's Airtourer Around the World Solo - 40th Anniversary

*This year marks another significant anniversary in Airtourer history. Between 12th May and 1st August 1969, Cliff Tait, a private pilot, flew an Airtourer 115 around the world solo. Cliff documented his adventure in his first book, Flight of the Kiwi. The following article was adapted from the Solo Flights website (soloflights.org) and is printed with the kind permission of the author, Claude Meunier.*

There are some who have us believe that the spirit of adventure in the air is a thing of the past and that the 1930's saw the end of aviation's pioneering era. Surely that is not true.  
Cliff Tait, *Water under my Wings*.

Every nation has her aviation heroes. Amongst others, France has Bleriot, Mermoz, and Guillaumet; the United States has Lindbergh and Amelia Earhart and Australia has Charles Kingsford-Smith. New Zealand also has her famous aviators, and these are Jean Batten and Clifford Tait. Jean Batten (1909-1982) was one of those aviatrix, who in the thirties became famous by setting and breaking aviation records. In 1934, she broke Amy Johnson's record between London and Australia. In 1936, she set a record for flight between London

and Auckland in a Percival Gull. Cliff Tait is equally famous. He flew solo around the world in 1969 in a very small single engine aircraft manufactured in New Zealand, a 115 HP Airtourer. Cliff's aviation career is linked to that aircraft.

The Airtourer was a low wing, single engine, all metal aircraft, designed by Polish born Australian Henry K. Millicer. In 1965, the Australian company Victa, better known for manufacturing lawn mowers, after building 170 aircraft, found themselves unable to compete with imports from the



three main American producers of light aircraft. It therefore ceased operations and returned to the manufacture of lawnmowers. It is interesting to note that, in Australia the Airtourer is still known as a Victa.

New Zealand company, AESL, engaged in the business of servicing aircraft engines, bought the rights and the tooling to the Airtourer and continued with its manufacture at the Hamilton, New Zealand base. Cliff was living in Hamilton and had learnt to fly in a 100 HP Australian built Airtourer.

When Great Britain entered the European Common Market, it created some concern in the Commonwealth countries who worried about their exports, should the British market close. Cliff came up with the idea of making a promotional world flight, which, in his own words, was "to sell New Zealand to the World".

From the very beginning, financial difficulties, more than technical problems, made the project almost impossible. Cliff,

with a grand total of 80 flying hours, was told by civil aviation authorities, that among other things, he would have to have an IFR rating before he could get approval to fly over water and overseas. An aircraft had to be purchased, and fuel, landing fees and hotel bills would have to be paid.

For Cliff, this was an enormous expense, and his wife generously offered to sell their home in order to finance the project. Promises of help failed to materialise. Cliff's employer, Dimock Machines, agreed to loan him the money, NZ\$11 000, to purchase the aircraft. It was ordered from the factory to be fitted with long-range tanks and minimal IFR instrumentation including one ADF for radio navigation. Note: no autopilot! Lloyds of London agreed to insure the aircraft. Roy Lowndes, a New Zealander living in London agreed to finance the fuel and enroute living costs up to the sum of two thousand five hundred pounds. The aircraft was registered ZK-CXU and christened Miss Jacy, after Cliff's and his wife's Joyce, initials. Finally, after months of effort, of negotiations and frustration, Cliff had all the permits, authorisations, and enough money for the flight. The permit to enter Russia was the only thing missing, and Cliff hoped it would arrive in time. He now had 240 hours of flying time, and the aircraft had an over-load permit to fly with 340 litres of fuel, instead of the 132 litres with normal tanks. This would give him an endurance of 12 hours. Cliff, a radio amateur (call sign ZK1AKI) with his HF radio, would be able to communicate with not only aeronautical centres during the flight, but also with radio amateurs. In fact, the radio amateur brotherhood would

be able to follow him all the way, enabling Cliff to keep in touch with his family, as well as providing accommodation at many of the stops.

Cliff finally departed from Hamilton on May 12, 1969. With his aircraft carrying a full load of fuel, Cliff needed more than 800 metres of runway. His first stop was the island of Norfolk, then Tontouta in New Caledonia. En route toward Honiara, in the island of Guadalcanal, Cliff decided to divert to Espiritu Santo in the New Hebrides (now Vanuatu), to avoid bad weather. After Honiara, Cliff stopped at Rabaul in New Britain, and Kavieng in New Ireland. It was during this leg that a message was relayed to him, announcing that the Russian authorities had refused permission for him to land in Russia. This was bad news, as the flight would be impossible without a stop in Russia. The small Airtourer did not have the range to fly between Japan and the Aleutian Islands. The refuelling stop at Petropavlosk in Kamtchaka was indispensable. Cliff was devastated and thought he would have to return to New Zealand. However, when he reached Kavieng, he received more information through the amateur radio network, which enabled him to speak to his wife in New Zealand. Joyce had been busy investigating other means of crossing the Pacific and told him that he could ship the aircraft from Japan to Vancouver at a cost of \$1,750.00, and that the money was all arranged. Cliff, fearing Joyce had sold their home to finance the shipping, was undecided as to whether he should continue on, or return home. He made the decision to continue on to Japan.

Cliff's next stop was Moen, on the island of Truk in the Caroline Islands, now the Federated States of Micronesia. It

was during this leg that Cliff and Miss Jacy crossed the Equator for the first time, and Cliff opened a can of lemonade, especially bought for the purpose of celebrating the crossing of the Line. This can was probably made of steel, and not of aluminium as they are today, as when Cliff placed the empty can on top of the coaming, close to the magnetic compass, it protested, and gave a wrong reading steering him for a time into the mid-Pacific. Realising the mistake, Cliff recalculated a new course for Truk.

At Moen, Cliff was once again welcomed by radio amateurs. The aircraft's HF radio had proved unsuitable for airborne amateur contact because it was of too low a power and was only capable of AM while most amateurs were using the more modern mode of USB so Cliff became reliant on radio amateurs meeting him at stopovers. These proved invaluable, helping him keep in contact, through New Zealand amateurs with his family.

He continued to Aguana in the island of Guam, crossing lines of cumulo-nimbus. Here too, a radio amateur helped him contact New Zealand. Cliff then faced the long leg to Iwo Jima, where he had special permission to land on the military base, and was welcomed by the Japanese personnel on the base.

A warm front was located on his next leg, and as a tropical cyclone was developing in the region, Cliff decided to leave for Tokyo. After some difficulties making radio contact, Cliff finally landed in Japan. With no experience in aircraft construction and no available assistance, Cliff used the next few days to disassemble Miss Jacy for transport by sea to Seattle, thence by rail to Vancouver. Negotiations with the Japanese Customs turned into a Kafka drama, as



- |                   |               |
|-------------------|---------------|
| 1. HAMILTON       | 13. REYKJAVIK |
| 2. NOUMEA         | 14. LONDON    |
| 3. RABAU          | 15. ROME      |
| 4. GUAM           | 16. CYPRUS    |
| 5. IWO JIMA       | 17. DAMASCUS  |
| 6. TOKYO          | 18. BAHRAIN   |
| 7. VANCOUVER      | 19. CALCUTTA  |
| 8. HAMILTON       | 20. SINGAPORE |
| 9. GOOSE BAY      | 21. DARWIN    |
| 10. NARASUACKI    | 22. BRIBANE   |
| 11. S. STROMFJORD | 23. NORFOLK   |
| 12. KULUSUK       |               |

the aircraft had a permit to enter and exit Japan by air, but not by sea. Finally, the Airtourer was put in a sea container on board a vessel bound for Seattle, and Cliff followed by airline, enabling him to spend a few happy days with radio amateurs. At Vancouver, an aeronautical engineer and ex-New Zealander, Frank Thomas, helped Cliff reassemble his aircraft.

Leaving Vancouver, the flight was

difficult, with bad weather and a low ceiling, making the crossing of the Canadian Rockies another adventure. Cliff had to land at Armstrong and Cranbrook before reaching the Canadian Plains, and stopped at Winnipeg and Hamilton (Ontario). Cliff's primary reason for a stopover at Hamilton was to deliver a letter to the mayor of that city from the mayor of its sister city in New Zealand. Hamilton was also the mid-point of the voyage, and Cliff was proud to have arrived there without any problems.

Cliff's next stop was Moncton in Newfoundland (the province, not the island). At the time, Canadian Authorities demanded an inspection of all aircraft crossing the Atlantic from Canada. This meant not only an inspection of the aircraft, but of the survival gear, as well as the capabilities of the pilot. Cliff and Miss Jacy passed the test successfully and flew on to Goose Bay. The weather was very bad, and they crossed thunderstorms with tur-

bulence and hail. As the Airtourer did not have the range to fly direct to Iceland, Cliff planned a stop in Greenland at Narsasuaq, a very difficult airport located at the dead end of a long and curved fjord. Cliff could not land because of thick fog, and diverted to Sondre Stromjord, further to the north. There Cliff almost missed the airport after taking the wrong turn in another deep fjord. To reach Iceland, Cliff thought of returning to Narsasuaq, but following advice from the locals, he crossed Greenland from the west, to Kulusuk on the east coast. He had to climb to 11,000 feet before attempting the crossing, as the interior of Greenland is a plateau with an average altitude of 10,000 feet. After refuelling at Kulusuk, Cliff would have continued on immediately to Iceland, but the Danes at the Station invited him to stay over night. The next day he had an uneventful flight to Reykjavik in Iceland. After refuelling, Cliff flew to Scotland, which was his first night flight other than a few circuits at Hamilton with an instructor. During the short stop at Prestwick, south of Glasgow, he had a frustrating encounter with bureaucracy and arranging payment of a landing fee without any UK currency. Next stop Staverton, between London and Birmingham, was the home of Glosair, the company which assembled the Airtourers in the UK. Approaching Staverton he was met by another Airtourer, the first he had seen since leaving NZ.

After a few days rest, during which time Cliff met with his London benefactor and Glos Air serviced Miss Jacy, he continued on with the flight.

Cliff had planned to cross Europe via Germany and Yugoslavia, but pilots of the RAF suggested a more southerly and more classic route, via France, Italy,

Greece, Lebanon, Bahrain and India. He left England from the airport at Manston, and crossed the English Channel in IMC at 7,000 feet. Cliff landed at Marseille in southern France with a very strong cross wind, and went on from there to overfly Corsica, before landing in Rome. The New Zealand Consul drove Cliff through the Eternal City. In Athens too, the Consul took him to the Acropolis.

Before leaving New Zealand, Cliff had promised Joyce that he would return in time for their 17th wedding anniversary and there were only 17 days left to achieve that objective.

In Nicosia, Cyprus, Cliff discovered the permits necessary to continue the flight had not been sent. Nevertheless, he left for Damascus, which meant crossing the Lebanese mountains and climbing above 10,000 feet. The high temperatures created a "vapour lock" and Cliff lost fuel pressure. His rate of climb was terribly low, but he managed to find a lower pass, and cleared the terrain by just 300 feet.

In Damascus, Cliff made the mistake of pulling out his camera to take a souvenir photo of his arrival. Being a military airport, he was immediately in trouble, and was not permitted to depart until 3pm. The temperature is such that Cliff could only climb to 1,000 feet. He then realised that the fuel he had ordered in Imperial gallons, was in fact delivered in US gallons. The difference between 4.4 litres to 3.8 litres per gallon meant that there would not be enough fuel to reach Bahrain. Cliff decided to stop in Saudi Arabia at Badanah, where the high temperatures and low visibility made flying difficult, but he found the pipe-line going through Badanah. Cliff was detained there until permission came from Jeda, to let

him go, as he had landed without a permit. On take off, the aircraft got bogged in soft sand, and his HF radio was not working. He arrived in Bahrain exhausted.

Cliff's next stop was Karachi in Pakistan, where for the first time he had to deal with Oriental bureaucracy. In New Delhi, the aircraft was overhauled and the HF radio temporarily repaired. The next stop was Varanas (better known as Benares) half way to Calcutta, where Cliff had to suffer Indian bureaucracy this time. Despite all efforts, Cliff was unable to telephone his family in New Zealand.

The next day he departed for Rangoon in Burma, which is the traditional crossing of the Andaman Sea with it's monsoons, thunderstorms, thick clouds and extreme turbulence. In Rangoon, Cliff slept on a bench in the terminal before making an early departure. He arrived in Kuala Lumpur feeling extremely tired after a 12 hour flight in clouds and turbulence.

The short leg to Singapore gave him relative rest. Cliff had won the battle against the monsoons, but had only 6 days left in which to achieve his goal. Although making up time slowly, Cliff paid dearly for all the time wasted in having to transport the aircraft by ship.

In Jakarta, the weather was fair, and his HF radio was still not operational. Knowing that Australian authorities would not allow him fly across the Tasman Sea without HF, Cliff repaired it on the tarmac. He found a short circuit in the 13 Mhz., and would have to use other bands. In Denpasar, the Bali airport is not equipped for night flying, and Cliff had to wait for daylight. He arrived in Darwin after a long flight of thirteen and a half hours. The next stops were at the mining town of Mount Isa, and then on to Brisbane. The New Zealand authorities wanted to know Cliff's port of entry, and although Hamilton is not such a port, he was cleared to land there without



*ZK-CXU currently on display at the NZ Museum of Transport and Technology in Auckland. Photo courtesy of Cliff Tait.*

the need to transit via Auckland.

After leaving Brisbane, Cliff stopped at Norfolk Island for the second time, having stopped there on his way out, and therefore closing the circle. He had, in fact, flown around the world.

Finally, on August 1, 1969, Cliff landed at Hamilton, his departure point. From the northern tip of New Zealand, all the way through Auckland, a few light aircraft escorted him. In Hamilton, family and friends greeted him warmly, and he handed the Mayor a letter from the Mayor of Hamilton, Ontario.

Cliff had completed a successful flight around the world. In the beginning, his aim had been "to sell New Zealand", but it is difficult to know if his efforts improved New Zealand as a commercial partner. However, the flight was an enormous success for the pilot, and in fact, it changed his life forever. He describes the flight in his first book: *The Flight of the Kiwi*.

The aircraft was sold to repay debt. It's since been restored to the original paint scheme and is on display at the NZ Museum of Transport and Technology in Auckland. Cliff went back to his former job as salesman for Dimocks, and was given a promotion. In December 1970, the manager of the aircraft factory manufacturing the Airtourers asked him if he would be interested in ferrying one of their aircraft to Thailand. Cliff accepted immediately, and this first ferry flight was soon followed by seven more. Cliff endeavoured to make these deliveries without problems or delays, as being a private pilot, he wanted to prove that commercial and military licence holders were not necessarily superior. Finally, to prove to others that he could do it, Cliff obtained his commercial licence.

In 1973, Cliff quit his salesman job and became a full time ferry pilot, with deliveries to Thailand, Pakistan, etc. He had to hire other pilots to help him with the deliveries. The factory then began to build a new aircraft; the Fletcher, designed for agricultural applications, with deliveries to the Middle East and Europe. The Fletcher was designed by John Thorp, who also designed the famous amateur built T18. In all, Cliff delivered 110 single engine aircraft to various countries. He developed ingenious techniques for navigation, for flight organisation, and for his survival. These are described in Cliff's second book, *Water Under My Wings*.

One of these techniques was to fly very low above the water and to work out the drift by observing the waves. It must be remembered that all Cliff's ferry flights were made well before the inception of the GPS.

In 1982, as sales manager of a company importing Beechcraft aircraft in New Zealand, Cliff took delivery of a Bonanza in the USA. Instead of ferrying the aircraft via the Pacific Ocean, the shortest and more classic route, Cliff decided to make the flight via the Atlantic Ocean. He had crossed the Atlantic earlier, during his 'Round the World' flight, and also when delivering a Super King Air.

Cliff's goal was to break the record between London and Auckland, set in 1936 by the New Zealand pilot Jean Batten (1909-1982) in a Percival Gull; and finally broken again in 1980 by the British pilot Judith Chisholm in her Cessna 210 Centurion. Cliff's intention was to regain the record for New Zealand. The Bonanza was fitted with ferry tanks bringing its range to 3,000 NM. Cliff succeeded in breaking

the record.

The history of that record is as follows:

Jean Batten	11 days 1 hr 25 min	1936	G-ADPR	Percival Gull
Judith Chilsholm	6 days 13 hrs 30 min	1980	G-BAGE	Cessna 210
Cliff Tait	4 days 7 hrs 34 min	1982	N1843A	Bonanza

In all, Cliff set 28 speed records, most of them during his flight from London to Auckland. 19 of these records still remain to this day.

Cliff wrote two books: *The Flight of the Kiwi*, Describing his flight around the World in the Airtourer, and *Water Under My Wings*, describing his ferry flights and his techniques for oceanic flights. Cliff also wrote an article describing his record breaking flight in the Bonanza: *Records Are Made To Be Broken*. This article is available on the Internet:

<http://www.flightsim.com/cgi/kds?S=main/special/records1.htm>

**About the Author:** Claude Meunier is a French / Australian living in Western Australia where he owns Airtourer 100 VH-GBS in partnership with Robyn Stewart. He also has flown solo around the world in a Piper Aerostar between May and August 1996. Claude's interest in solo around the world flights prompted him to document others achievements which are presented on the web at [soloflights.org](http://soloflights.org)

*Cliff Tait (L) with Claude Meunier (R) at Cliff's home in Tauranga, 2000.*



# Airtourer Fuselage

*John O'Halloran*

*I have found the description of the Airtourer and the systems in the Pilot's Handling Notes part of the Flight Manual to be sparse on detail. Being of an older generation, I am more used to a very detailed systems descriptions on my various aircraft conversions in both the military and airline. I plan to write a series of articles covering the Airtourer and it's systems in greater detail for future Newsletters. This issue will start with the basics, the fuselage.*

## General.

Throughout the article refer to the cutaway diagram on pages 16 & 17.

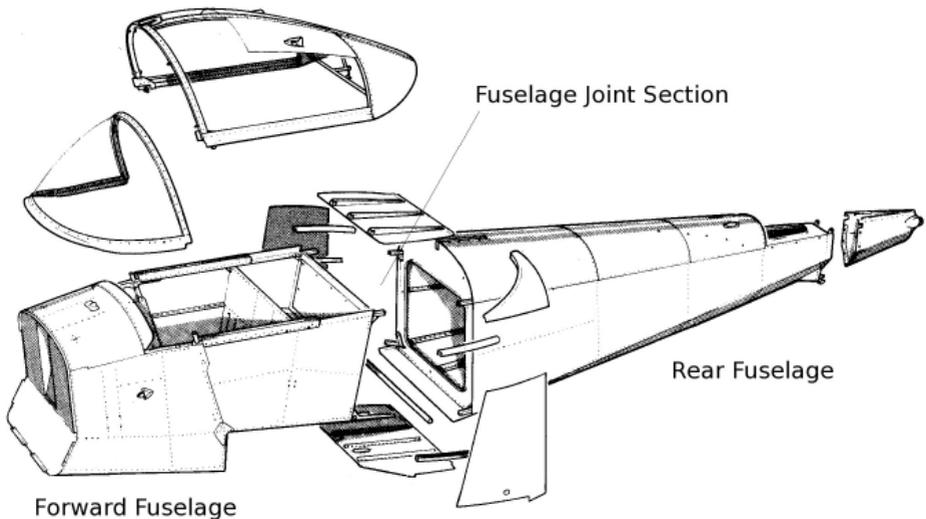
The fuselage is made up of three sections, the forward and aft, and a joint section to connect them. It is constructed

of frames, longerons and skins which together form a semi monocoque structure to provide the necessary strength.

## Materials.

The Airtourer basic structure is almost exclusively aluminium alloy. Steel is used to a limited extent for splices, welded fittings, engine mount, canopy frame and undercarriage legs; and structural items required to be fireproof.

One slightly unconventional structural practice was the use of polyurethane foam sandwich panels. These panels are made up of aluminium alloy sheets with a polyurethane foam core and are used for rigidity and crash protection, but do not carry any flight loads. Areas of use are the fuel tank bay cover and fuselage floor.



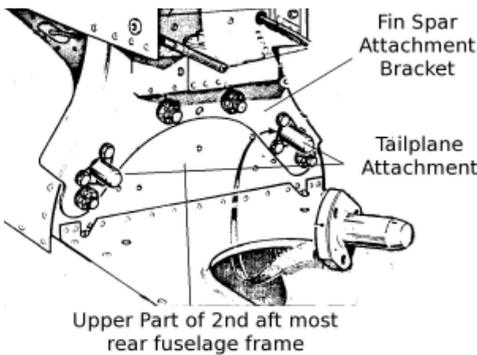
*General Arrangement of Airtourer Fuselage showing the three main sections.*

**Rear Fuselage.**

The rear fuselage is made up of five pressed aluminium frames with four long-erons of aluminium channel. They are attached to the forward frame by steel splices and the whole structure is covered with a light gauge aluminium skin.

The tailplane and fin attach to the three rearmost frames.

- a. The aft most frame has the rear tail-plane attachment fitting. It also has a flange for attaching the fibre-glass tail fairing.
- b. The second most aft frame takes most of the load with the fin spar being attached by four bolts around the topmost portion of the frame. Additionally, there are two aft facing pins which form the forward tailplane attachment.
- c. The third frame from the rear has two anchor nuts for the forward fin attachment.



*Detailed view of 2nd frame from the rear with the fin attachment bracket and tailplane locating pins.*

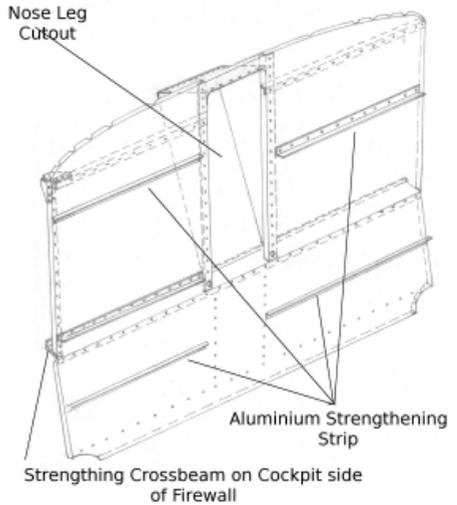
**Forward Fuselage**

The forward fuselage section is made up of the firewall, three frames and four longerons. The covering is a combination

of various gauge skins, polyurethane sandwich for the floor and the perspex canopy. As this section is reasonably complex it will be broken into the following components.

**Firewall.**

The firewall is pressed steel with aluminium stiffeners. A large section of the upper central firewall is cut-out to accommodate the nose gear leg. This cut-out is replaced by a tapered steel box structure to which the upper end of the nose gear is attached. On the cockpit side of the firewall, running horizontally at the level of the lower end of the nose leg cut-out, is a crossbeam to which the lower nose gear mount is attached as well as the inboard engine mounts.

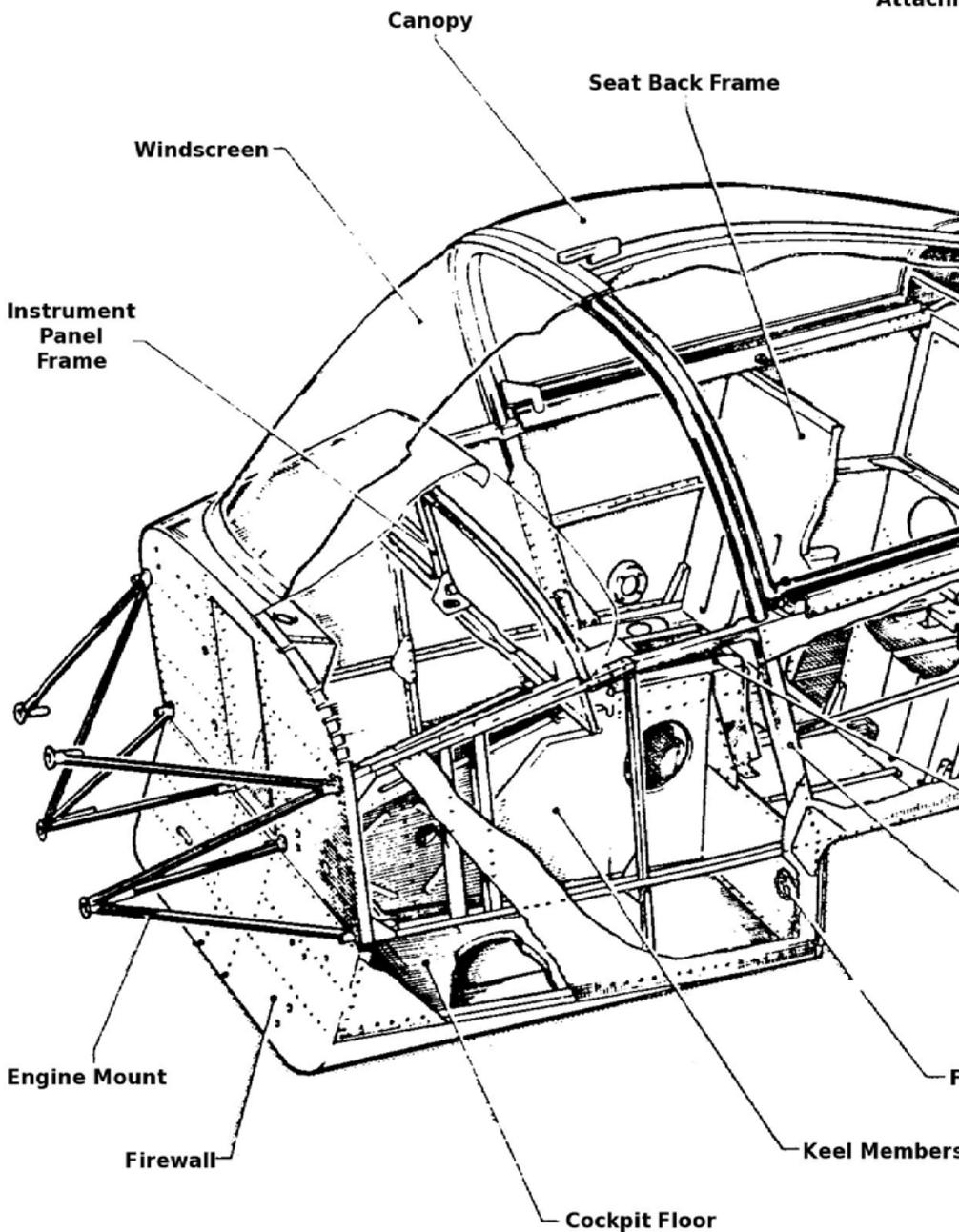


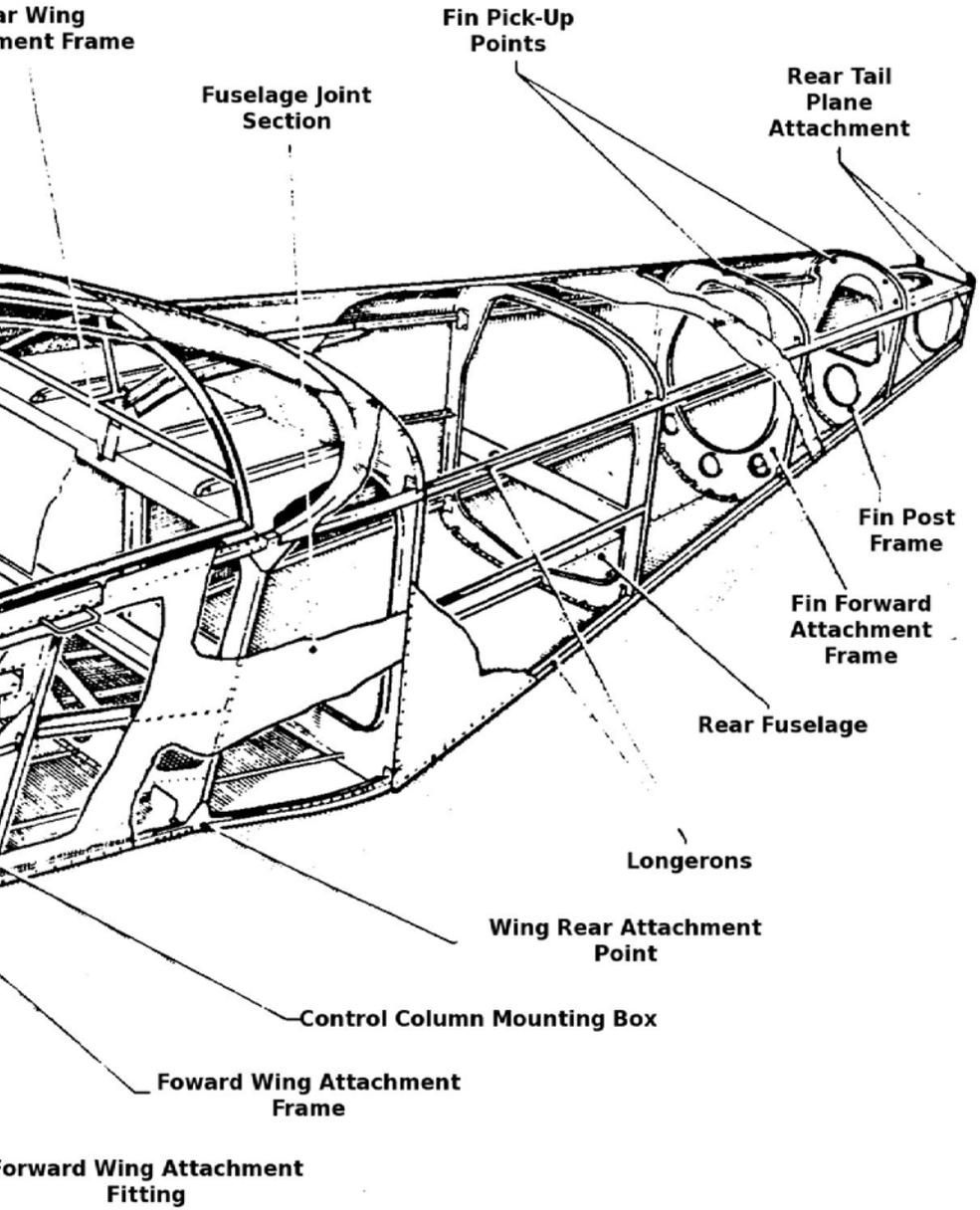
*Firewall General Arrangement.*

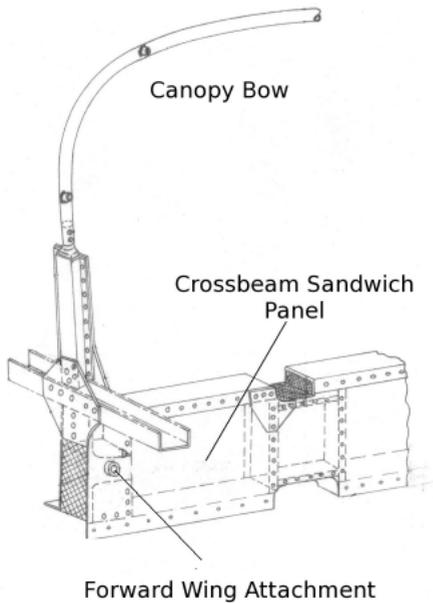
**Forward Wing Attachment Frame.**

This frame is both interesting and complex being made up of a crossbeam sandwich panel at the base, the canopy bow at the top and joined by two vertical sections between the longerons.

Rea  
Attach







*Section of Forward Wing Attachment Frame.*

The lower portion is a deep cross-beam of sandwich panel construction made of aluminium alloy and polyurethane foam. At each end are two machined alloy fittings that form the forward wing attachment points. These are the large nuts behind your legs on the vertical surface below the seat.

At each end of the crossbeam two members run vertically between the longerons. The upper end of this member joins the canopy bow which continues the frame across to the other side of the aircraft.

### **Rear Wing Attachment Frame.**

The aft most frame of the forward section, or rear wing attachment frame, is one piece pressed aluminium. The rear panel of the luggage compartment attaches to it providing rigidity. The frame has splices for joining the longerons. It's lower face, under the luggage compartment holds mounting

points for part of the flight control system. The rear wing attachments are mounted on the lower part of this frame.

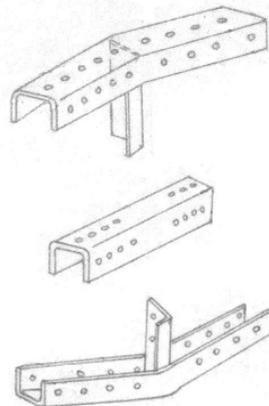
### **Floor Skins.**

The lower surface of the forward fuselage section is made of two materials. The cockpit floor, i.e. the section between the firewall and the lower edge of the frame one crossbeam is a foam sandwich panel. The aft under surface, or fuselage belly skin, is stepped up so that it goes from the top of the crossbeam to the rear wing attachment frame. This is made of 20 SWG aluminium alloy and broken into five panels with fore / aft stringers for strength.

The seat structure will be covered in another article.

### **Fuselage Join.**

The fuselage join is the section between the luggage compartment and the aft fuselage. It consists of four longerons spliced to the forward and aft sections. The floor and sides are skinned and the top is enclosed by the shelf behind the luggage compartment.



*Examples of Splices*

Next issue we'll examine the wing structure.

# President's Fly-In 2009 PROGRAM

## FRIDAY 18<sup>th</sup>

Arrivals. Transport available.

**6.30pm** Dinner at Club Mulwala in the Diggers Function Room.

## SATURDAY 19<sup>th</sup>

**11.00am** Transport to the Aerodrome to Register and meet New arrivals.

**12.30pm** Lunch will be a Subway Platter at The Lore of Flight facility.

For those in attendance there will be a surprise non-transferable door prize.

The afternoon is free for flying activities.

**6.30pm** Annual President's Dinner to be held at the Yarrawonga Golf Club.

## SUNDAY 20<sup>th</sup>

**10.00am** Transport to the Airport for flying or driving for Lunch at Milawa.

**6.30pm** Banquet Dinner to be held at the Golden Inn Chinese Restaurant.

## MONDAY 21<sup>st</sup>

**9.00am** Departures.

**PLEASE REMEMBER TO BRING THIS PROGRAM WITH YOU  
or  
Print a copy from the Association web site.**

# REGISTRATION FORM

(This form also available for download from the website.)

## PRESIDENT’S FLY-IN at YARRAWONGA

18<sup>th</sup>, 19<sup>th</sup>, 20<sup>th</sup> September 2009

Accommodation has been arranged with the Lakeview Motel and the Belmore Motor Inn.

Both Motels will only hold the Group booking until the 11<sup>th</sup> September.

Mention Airtourer Association when booking accommodation.

### LAKEVIEW MOTEL

1 Hunt Street, Yarrawonga. Phone: (03) 5744 1555. Double \$95.00 per night.

### BELMORE MOTOR INN

14 Belmore Street, Yarrawonga. Phone: (03) 5744 1555

Double \$85, Twin \$90, Single \$80 per night. Includes Continental Breakfast.

To satisfy all catering and function venue requirements etc, complete this Registration form with the information required.

Where you see “ I / We / will / will not ” cross out the items and functions you will not be attending. Also indicate the method of your deposit payment, “Internet Banking / Cheque”

Captain and 1st Officer’s name.....

Arrival day.....Departure day.....VH-.....

Accommodation details.....

I / We / will / will not / be having dinner at the “Diggers” function room on Friday.

I / We / will / will not / be having lunch at “The Lore of Flight” facility on Saturday.

I / We / will / will not / be having dinner at the Yarrawonga Golf club on Saturday.

I / We / will / will not / be flying (32nm) or driving for lunch at Milawa on Sunday.

I / We / will / will not / be having dinner at the Golden Inn Chinese Restaurant on Sunday

\$50 deposit per person. Number of people..... X \$50 = \$.....Internet Banking /  
Cheque.

Internet Banking facility is now up and running so that deposits can now be paid online.

Bank Account details:

Airtourer Association,  
BSB: 032507,  
Account: 121510.  
Quote Name.

The approximate total cost will be \$60 per person, which includes Transport, Saturday lunch and dinner. For those people having lunch on Sunday at Milawa and plan to head for home can depart onwards from Milawa.

You now have two options on how to register and pay your deposit for YWG.

- (1) Do as you have always done, send by 11<sup>th</sup> September your completed Registration form and deposit cheque payable to the Airtourer Association, to:

John Treble,  
Box 57, Keilor, 3036.

- (2) Pay deposit by Internet Banking, then post in the completed Registration form to John Treble at above address. Alternatively, download the Registration form available from the Association's website under Activities>Next Event, complete your details, then by 11<sup>th</sup> September email to johntreble@bigpond.com

Registration Forms and Deposits will only be accepted by 11<sup>th</sup> September.  
Return of Deposits cannot be guaranteed after the closing date of 11<sup>th</sup> September.  
Phone calls to Register are unacceptable, or just turning up is not an option.

### **CASA's Misleading High G Manoeuvring Article**

Last issue we reported on the misleading article in CASA's Flight Safety Australia magazine. FSA received quite a bit of feedback from the Association, Co-op and individual members. The subsequent full page article in the next issue fell short of what we would have liked but the Committee and Directors have decided to close the matter there and concentrate on higher priorities. Nevertheless, other members are continuing to make CASA aware of the shortcomings of the original article.

---

# Minutes of the Annual General Meeting of the Airtourer Co-operative Ltd held at Wangaratta on 8th<sup>th</sup> March 2009

**Present:** Mr. Stan Tilley Chairman  
Mr. H. Blemings Director  
Mr. John O'Halloran Director  
Mr. John Sheehan Director  
Mr. Alan Wood Director  
and 12 active members.

**Apologies:** Mr. Lee Gordon-Brown Director  
and 7 active members.

## Opening

The Chairman opened the meeting at 1000.

### **Minutes of the previous Annual General Meeting.**

The minutes of the previous AGM were published in the May 2008 Airtourer Association Newsletter. Moved Bob Peak, seconded Andy Morris that the Minutes, as published, be accepted as a true and correct record of that meeting.

*Carried.*

## **Business Arising From The Minutes**

There was no business arising from the minutes.

## **Reports**

### **Chairman's Report**

The Chairman's report is presented at Annex B. Moved Stan Tilley, seconded John O'Halloran, that the Chairman's Report be accepted.

*Carried.*

### **Financial Report**

Provisional Financial Statements, awaiting final approval by the auditor, consisting of Balance Sheet and Income and Expenditure Statements, were presented. The final accounts are presented and included at Annex C.

Hugh Knox, acting as Honorary book keeper, explained that the income was unre-

alistically high due to the previous years subscriptions being sent out late and appearing in the current report. He also reported that a full stock-take was undertaken during the move to Wedderburn confirming the value of stock at hand.

Moved John O'Halloran, seconded Bob Peak that the Financial Statements be accepted.

*Carried.*

### **Appointment of Auditor.**

Proposed Stan Tilley, seconded Liz Matthews that Mr Richard Fong be reappointed Auditor for the following year.

*Carried.*

### **Membership Report**

John O'Halloran reported that there were currently 60 active members.

## **General Business**

### **Annual Subscription.**

Moved John O'Halloran, seconded Doug Stott, that the annual subscription remain at \$50 for the following year.

*Carried.*

### **Donation to the Airtourer Association.**

Doug Stott noted that it was stated Co-op policy to donate to the Association a sum equal to that donated by the Association to the Co-op in 2005. The actual amount donated at any time would be determined at the AGM. However, Doug requested that in future the Board recommend to the AGM an appropriate amount for consideration.

Moved John O'Halloran, seconded Doug Stott, that the sum of \$2,000 be donated to the Airtourer Association in recognition of the support provided in the past.

*Carried.*

### **Pricing Policy**

Doug Stott advised that there was a perception what the pricing policy for parts was inconsistent and he felt the need for more transparency. In particular this had come about due to the markup on fuel cells. During the ensuing discussion the following points were made:

- There was no fixed pricing policy as the original cost of many parts was not known. In these cases a reasonable cost, based on industry experience, was charged. In the future, if these parts had to be manufactured again, the cost would probably be much higher.
- In some cases, particularly fuel cells, the Co-op faced significant up front costs. As long as the Co-op maintained a stock of these items this cost could not be recovered.
- Other members gave examples of apparently high markup in other businesses that was accepted as standard practice. In general this was required to cover other costs.
- The Co-op is subject to a number of expenses not directly attributable to the cost of parts. These expenses must be covered by subscriptions or from parts sales. The Co-op, by law, is a non profit organisation. The surplus is not significant compared

to the turnover and would suggest that overall the markup was not excessive.

Nevertheless, the Board noted Doug's concerns and his belief that the pricing policy should be more transparent.

### **Supply of Parts to Non Members.**

Andy Morris requested clarification on supply of parts to a member for use on an aircraft where the owner was not a member. The Chairman advised that parts should not be supplied to an aircraft owned by a non member. Furthermore, membership of the Co-operative was not just for the supply of parts but for other ongoing airworthiness support such as Service Bulletins etc.

### **Election of the New Committee**

The Rules required that the two longest serving Directors retire at the AGM. Mr Alan Wood and John O'Halloran therefore stood down and presented themselves for re-election. No further nominations were received from the floor and hence Alan and John were re-elected. The Board therefore stands as follows:

Chairman	Mr. Stan Tilley
Directors	Mr. Hector Blemings
	Mr. John O'Halloran
	Mr. Alan Wood
	Mr. John Sheehan
	Dr. Lee Gordon Brown

### **Closure**

There being no further business the meeting was closed at 1025.

### **Annexes:**

- A. List of Attending Active Members (Not included in Newsletter)
- B. Chairman's Report
- C. Financial Statements

---

## **Airtourer Cooperative - Chairman's Report, AGM 2009**

The Cooperative year is January to December but as a lot has happened over the December/ January period, I felt that it should be mentioned in this report.

At last, the on/off status of Hoxton Park aerodrome has been resolved. Hoxton has GONE and I understand that the bulldozers were destroying the runway even as the last aircraft departed.

Our Maintenance Director, Alan Wood, has moved to Wedderburn Airport. Wedderburn (WBN) is a fine paved strip with refueling facilities. Alan has a very nice hangar, one of approximately 100 on the 'drome but there are a few differences. There is no 240 volt power, with each hangar, including a large clubhouse, requiring its own generator.

Water is from individual tanks. Also, as the aerodrome is owned and run by a private Club, members only have access through a locked security gate. There is no public access. The 'drome is about 130 kilometers from Alan's home, which means a two hour drive. There would appear to be no easy bus access to the area.

On the positive side, with the help of members and friends, particularly Liz of Bulldog Transport, all the stock and equipment from Hoxton was moved to WBN. This included both Coop. and Alan's private stock and workshop equipment. (Liz made 15 trips from Hoxton).

However it was obviously not practical to store everything at WBN so following sterling work by Directors and members, again with the help of Liz and her husband Geoff, the stock has been separated into:

- Faster moving Coop stock – which remains at WBN together with
- Alan's private stock and equipment, but the balance of Coop stock, and there was a lot, has been moved to Lee Gordon- Brown's hangar at Tocumwal (TOC).
- 

Once again the Coop is indebted to members like Lee. Lee already has stored, sorted and listed the stock and the Coop jigs and forms recovered from MAI.

During the sorting and moving of the stock, the opportunity was taken to list the items and complete an accurate stock take. Hugh spent hours on this and the results are exceptional. Even though there are a lot of items either unmarked or of doubtful use, all has been kept and we have the basis of a complete system to work with.

Lee must also get further mention in regard to the Type certificates. He has put in months of work dealing with the NZ CAA. Finally they have confirmed that the Airtourer Cooperative has full ownership of the Airtourer Type Certificates. We must not forget of course that this ownership carries a lot of responsibility.

Financially the Coop has had a satisfactory year. Sales have been up, not a lot, with costs of sales remaining low but it must be emphasised that without the dedicated voluntary work of the Coop. Directors and executive, particularly Alan, Hugh, Lee and John O'Halloran, it would all fall in a heap. They deserve a very special "Thank You" from all owners.



We shall continue to:  
'Keep 'em flying'  
Stan Tilley. March '09.

**Airtourer Co-operative Ltd**  
**Balance Sheet As At 31 December 2008**

	Note	2008 \$	2007 \$
<b>Current Assets</b>			
Cash assets	3	38,315.86	28,524.62
Receivables	4	4,205.50	12,459.50
Inventories	5	26,640.00	20,000.00
<b>Total Current Assets</b>		<b>69,161.36</b>	<b>60,984.12</b>
<b>Non-Current Assets</b>			
Property, plant and equipment			1,075.00
Other	6	70,000.00	70,000.00
<b>Total Non-Current Assets</b>		<b>70,000.00</b>	<b>71,075.00</b>
<b>Total Assets</b>		<b>139,161.36</b>	<b>132,059.12</b>
<b>Current Liabilities</b>			
Payables	7	113.00	558.00
Other		13,900.00	13,900.00
<b>Total Current Liabilities</b>		<b>14,013.00</b>	<b>14,458.00</b>
<b>Total Liabilities</b>		<b>14,013.00</b>	<b>14,458.00</b>
<b>Net Assets</b>		<b>125,148.36</b>	<b>117,601.12</b>
<b>Equity</b>			
Reserves	2	70,200.00	70,200.00
Retained profits		54,948.36	47,401.12
<b>Total Members' Funds</b>		<b>125,148.36</b>	<b>117,601.12</b>

**Airtourer Co-operative Ltd**  
**Income and Expenditure Statement**  
**For the year ended 31 December 2008**

	2008	2007
	\$	\$
<b>Income</b>		
Trading profit	12,969.88	6,371.25
Interest received	84.82	212.67
Subscriptions received	2,790.00	5,550.00
<b>Total income</b>	<b>15,844.70</b>	<b>12,133.92</b>
<b>Expenses</b>		
Accountancy	836.00	700.00
Audit fees	550.00	500.00
Bad Debts	2,150.00	
Bank Fees And Charges	57.10	
Donations		2,000.00
Insurance	1,197.36	695.51
Legal fees	141.00	211.00
Postage	205.00	558.00
Printing & stationery	445.00	
Telephone	654.00	440.00
Technical services	2,062.00	1,751.00
<b>Total expenses</b>	<b>8,297.46</b>	<b>6,855.51</b>
<b>Profit from ordinary activities before income tax</b>	<b>7,547.24</b>	<b>5,278.41</b>
Income tax revenue relating to ordinary activities		
<b>Net profit attributable to the association</b>	<b>7,547.24</b>	<b>5,278.41</b>
<b>Total changes in equity of the association</b>	<b>7,547.24</b>	<b>5,278.41</b>
Opening retained profits	47,401.12	42,122.71
Net profit attributable to the association	7,547.24	5,278.41
<b>Closing retained profits</b>	<b>54,948.36</b>	<b>47,401.12</b>



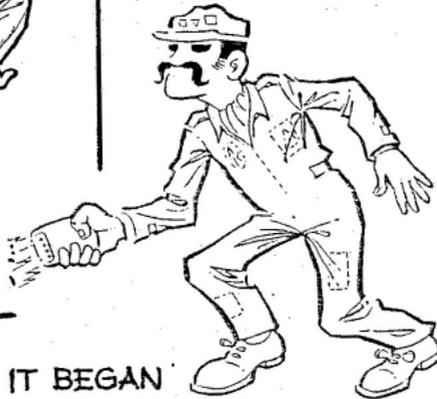
# THE SAGA OF THE

# PHAN

( AS SUGGESTED BY MIKE FIS ENLIGHTENMENT OF NEWER M



IN 1990 A ZAPPER BRIEFLY REPLACED THE WHISTLE



LOXTON 1991 HE HAD TO COMPETE WITH FLOCKS OF CORELLAS

LEGEND SAYS IT BEGAN IN THE MISTS OF PARACHILNA 1987



AT BROKEN - OUT WITH IN WITH T



IF HE BLOWS THAT ONCE MORE ... HE'S GOING IN THE RIVER

1999 AT MILDURA HE BATTLED THE FORCES OF EVIL WHO WERE INTENT ON CAUSING HIM PAIN!

WHY WAIT !!

# PHANTOM WHISTLER

MEMBER AT THE 50<sup>th</sup> ANNIVERSARY FOR THE MEMBERS TO THIS SHRILL PHENOMENON



IN 1992 HE APPEARED WITH THE SPIRITS OF MUNGO



1995 AT SWAN HILL HIS NOTORIETY WAS CHALLENGED BY "THAT WOMAN" !!

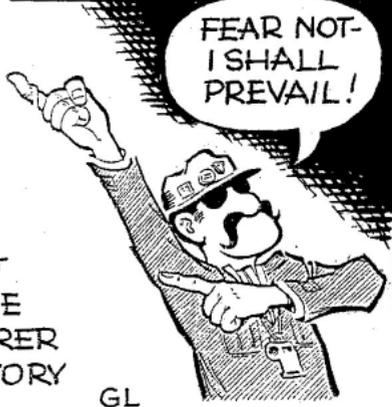


AT SWAN HILL 2005 HE WAS HEARD WITH THE WHISTLE AND THE VIOLIN



GRIFFITH 2008 AN IDENTITY CRISIS NOT SEEN BEFORE IN THE ANNALS OF AIRTOURER AND WHISTLER HISTORY

WHERE NEXT FOR THE PHANTOM WHISTLER ?



GL

## THE SHERIFF OF LOCKINGTON INTERROGATES..... DAVID & GILL DALLOW

(Two lovely Poms who came to Wangaratta's AGM, March 2009)



*Occupation?* David: Retired Civil Engineer. Gill: Primary Teacher.

*Which part of England do you live?* Newcastle upon Tyne now. Moved around Britain with David's job, the Arab Emirates (Gill taught English there), a short spell in Vancouver, and in Rio, Brazil, for the construction of a power station.

*Where were you born?* Both in Walsall, England's Midlands. We've know each other since we were 14!

*When were you married?* In 1966, the day before England won the World Cup!

*Any family?* Twin daughters and a son.

*When did you join the Airtourer Association?* About 4 years ago.

*Have you an Airtourer?* An 1/8 share of GA-ZOE.

*How did this come about?* I saw an advertisement for a share in the aircraft in a Pilot magazine while I was working in Switzerland. I kept the ad., and finally phoned Barry Edmondson and got accepted into the group.

*What have you gained out of the Airtourer Association?* Coming to Australia, it has given us a focus at the start of our tour and meeting Australians.

*David when did you gain your pilot's licence?* 1961 in a Tiger Moth. I was in the RAF Volunteer Reserve at University, flying Chipmunks. Also once held an aerobatic endorsement.

*Total hours flown David?* Approximately 350.

*What was one of the most memorable flights you have done?*

David: Going over the Grande Bernard Pass through Swiss Alps into Italy. Because there weren't any reference points - it was just white - frozen lakes and roads covered in snow.

Gill: Flying in and around the Swiss Alps, in a Diamond Katana 80 hp. Rotax. My scariest was over the Swiss Schaffhausen Falls on the Rhine River.

(*Sheriff: Sounds like we should envy you.*)

*Gill, any ambition to be a Pilot?* No, I just enjoy the flying, although I haven't done a lot.

*What other interests do you have?*

David: Doing more flying now I'm retired, travelling, and our family.

Gill: Member of Rambling (walking) club, gardening, our 6 grandchildren, and studying French.

*Favourite Food?* Gill: Fresh Fish. David: Fish and Curry.

*Favourite Drink?* Gill: David's mix of Gin & Tonic. David: Beer.

*David what is/was your greatest extravagance?* Marrying Gill, and I recently went mad and bought a Mercedes.

*Okay, so if you had a spare million pounds what would you do with it?* Have my own Tiger Moth, after a CT4, then a Float Plane.

*Gill, if you had a spare million what would you do with it?* Buy a house in the sun to avoid the English weather!

*Gill, if you were Prime Minister of England for one day, what would you change for the betterment of England?* Raise the cost of fast food packaging so the fast food companies will have greater responsibility for their packaging.

*What place in the World would you go to if you had to live for 6 months or more?*

David: Vancouver with a float plane.

Gill: St. Leu in Reunion Island near our daughter and family.

*Sheriff - We were privileged to have you with us at Wangaratta, and due to your good behaviour, unlike a bloke named John Smithson who came to the 2003 25<sup>th</sup> AGM!, (just joking mate) the only sentence we can put on you is the hope of seeing you again at an AGM.*

The Dallow's after pre-reading their interrogation said they accept their sentence, and added: "The rest of our tour went brilliantly and not really glad to get home. Again, a very big thank you to everyone down under who made our first weekend such a marvellous introduction to Australia and the Airtourer Association."



## Calendar of Events

### 2009 President's Fly-In

The President's Fly-In to be held at Yarrawonga on the 18,19, 20th of September. See pages 19-21 or on the Website for Accommodation details, Program and the Registration Form.

### Victorian Branch Christmas Fly Away

At the Croydon Golf Club overlooking the Lilydale Airport, on the 6th Dec 2009. Roger Merridew welcomes us to Fly in to Lilydale for this Christmas get-together and has also offered to shuttle us to the Venue that is only a few minutes away. Details of the Lilydale Airfield procedures etc, will be in the November Newsletter.

### 2010 Convention and Annual General Meeting

The 2010 Convention and Annual General Meeting of the Airtourer Association will be held at Cowra, N.S.W. on the 12th, 13th, 14th, March, 2010. See President's Pen on page 3 for accommodation pre-booking details.

### Welcome

**John and Rebecca Day** from Hawthorn in Vic who wish to do a 150 upgrade, i.e. trade their Cessna 150 for an Airtourer 150.

**Lee and Angela Stanley** of Burwood in Victoria.

**Chris and Sheri Wilson** from Mitchelton in Queensland who has a share in RQH.

**Doug and Katherine Whitfield** from Mandurah in WA.

**Tas Victa Group** who operate Airtourer 150 MTC.

### Heard at the Hangar Door

**Bill Miller** is an Airtourer owner again having purchased Airtourer 115 MOG. Bill is looking at weight reduction options with a view to registering it as an RA aircraft. We've recently heard from **Chris Scholfield** in the UK that **Christine** is on the road to recovery. She is still undergoing chemo with the usual fatigue side effects but reports the result of the 2nd Ashes Test lifted her spirits.

**Judy Riddell** pointed out that the Airtourer Association has two members on the Executive of the Australian Women Pilots' Association with **Deb Evans** as Treasurer in addition to President **Susie White**.

**Barry Edmondson** of the Newcastle (UK) 607 Group not only has a share in Airtourer 115 G-AZOE but has a second Airtourer 115 under restoration. He reports that while work appears at a standstill there is a lot going on behind the scenes with help from the usual suspects, Alan Wood and Lee Gordon-Brown.