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AIRTOURER ASSOCIATION



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



NEWSLETTER

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

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Articles for inclusion in the Newsletter should be submitted direct to John O'Halloran at the contacts listed above. Please enclose payment for any advertisement. The next Newsletter will be published in February 2010. Contributions and or advertisements are to be with JOH by 15 January 2010.

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

The last issue was published at the same time as the 40th anniversary of Cliff Tait's around the world flight. This issue coincides with the 40th anniversary of another epic flight in an Airtourer. John Wynn wanted to see the world and he ended up doing it in a little Airtourer 100 with Bendigo pilot Keith Buttrey. John's attention to detail not only contributed to the success of the flight but ensured there was a detailed record of their adventure. Thanks to John for providing the background for the main article in this issue.

While this flight had many differences compared with Cliff's solo flight they faced many of the same challenges, not the least of which was the lack of cooperation from the USSR.

I had planned to continue my series on the Airtourer systems with an article on the wing. Unfortunately work commitments mean it will have to wait until the next issue. In the last article some of the diagrams did not print correctly but they are clear in the PDF version that can be downloaded from the Association's web site.

The President's Fly-In at Yarrawonga was another success, thanks to President John and his organising team. It was nice to see Victoria green again after years of

Continued on page 21

Cover Photo: John Wynn (seated) and Keith Buttrey (standing) after returning from the England Australia Air Race in Airtourer 100, VH-MUJ, "Little Nugget"

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

2009 PRESIDENT'S FLY-IN at YARRAWONGA

Another successful President's Fly-In at Yarrowonga has come and gone with the weather being kind to us for the 4-day event, with only Alan & Merle deciding to leave VH-POB at home.

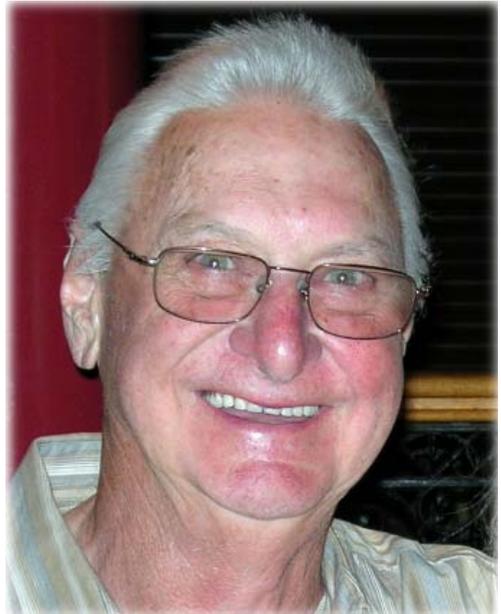
Anywhere along the Murray River is great for tourism, with Yarrowonga nestled on beautiful Lake Mulwala being the feature attraction to this area. Having visited Yarrowonga frequently over a period of time and with each re-visit, I note the constant changes and improvements within the town.

Friday was the usual staggered arrivals with all gathering in the Diggers Room for Dinner at Club Mulwala.

Saturday morning saw members continually greeting and passing one another strolling around the town centre, then to shuttle out to Peter and Anne McLean's Lore of Flight facility for a very acceptable Subway lunch. Shortly afterwards there was (as advertised) a secret door prize of a flight in Peter's Lore of Flight Trike. It was a humorous type of draw as it was a non-transferable prize a few (particularly the ladies) hoped they wouldn't win. However, they were saved some embarrassment, as Pat Sheil was the lucky winner. The rest of the afternoon was mostly a flying day with a well-done formation flight by Stan, Andy and JO'H.

Dinner was held at the Yarrowonga & Border Golf Club for an informal evening with a questionnaire and prizes, all organised by the ever-entertaining Phantom. It was also a very special occasion as we congratulated Alan and Merle Wood who recently celebrated their 66th Wedding Anniversary.

Sunday had us having a casual day flying 32nm to Brown Brothers Winery Airfield



at Milawa, for lunch at the Milawa Bakery. Permission for us to use the Airfield was requested and granted and we thanked them for that. Some members departed for home from Milawa with the others returning to YWG for the final dinner at the Mulwala Ski Club Golden Inn Chinese Restaurant.

Monday saw all departed by 10.30am to arrive home safe and well.

Another President's Fly-In, which was enjoyed and we now look forward to CWR.

On behalf of all members I sincerely thank Peter and Anne McLean for their much-appreciated generosity for the use of their very comfortable facility. It would be difficult to organise a Fly-In at Yarrowonga without their continued support. Peter and Anne agreed to my request for us to return again next year. It's now approaching the time to think of selecting a further venue and let them have a little breather from our hectic President's Fly-In's.

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 2010.



Yarrowonga in Pictures



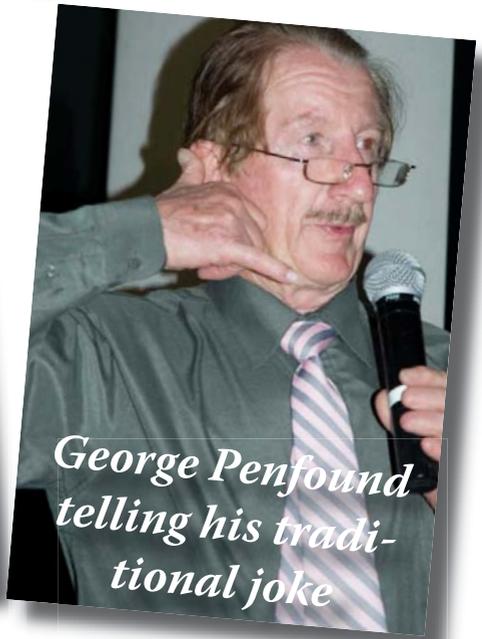
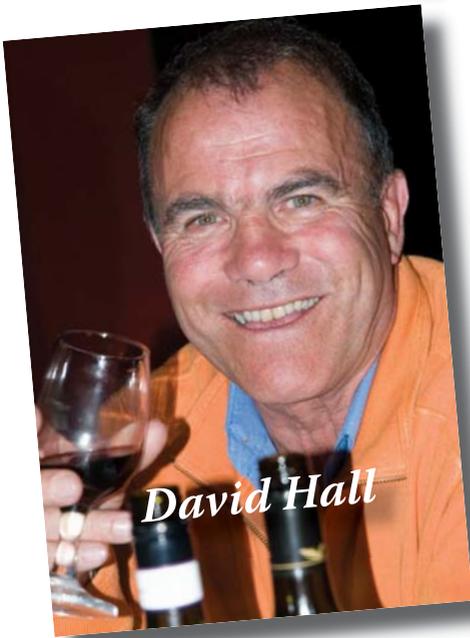
Busman's holiday. Andy Morris inspecting COI's park brake with supervision from wife Jane, David Hall and the Phantom.

Pat Shiel, an experienced flying instructor about to experience another type of flying with Peter McLean in the Trike.



Andrew Clement with his newly restored KGR.







The lineup at Milawa

David Wearne was not able to join us in his Airtourer due to a prior commitment to a vintage motorcycle gathering, fortunately at Milawa.



Yarrowonga Attendance

John & Doreen Treble	VH-CRK
Roger & Jeanette Russell	VH-VRT
Jon Pels & Monique Gillett	VH-LVU
Lindsay & Beryl Marshall	VH-MRF
Stan & Bonnie Tilley	VH-MTL
Gerry & Denise Pels	VH-DWT
George Penfound	VH-MWR
Pat Shiel	VH-MWR
Andrew Clement	VH-KGR
Harry Couzin,	Car
Peter & Anne McLean	Home
Alan & Merle Wood	VH-POB
Mike Fisher	VH-BNV
Lizzie Matthews,	Car
Glenn Sturgess & David Hall.	VH-UQX
John & Jan O'Halloran	VH-COI
Bob & Pat Peak	VH-EQG
Gerry Lawsonn	VH-MVI
Stuart Krichauff	VH-MVI
Bill Miller & Graham Drage	VH-MOG
Andy & Jane Morris	VH-FVV
Niel & Kathy Jensen	VH-CND
John Sheehan & Fiona Galvin	VH-KHP
Bruce & Dot Ross	Car
David Wearne	Motocycle

Little Nugget

John O'Halloran

John Wynn admits that during his youth he never really had an ambition to fly. How then, did he and Keith Buttrey come to fly an Airtourer 100 to the UK and return in the Bicentennial Air Race?

John did have an ambition to see Australia and then the world. He was a teacher and the only practical time to visit Australia's more remote areas such as the north west was during the Christmas holidays. But this was also the wet season making road travel impractical. It was this challenge and the infectious enthusiasm of pilot friends that led him to obtain his pilot's licence in 1965. Later that year he undertook the trip for which he had obtained the licence, by flying a C182 to the Kimberlys via Darwin, to Broome then down the west coast to Perth and back to Bendigo .

John still intended to see the world and began making enquiries about purchasing a second hand aircraft in the US and returning to Australia via the Atlantic, Europe, Russia and Japan. The Dept. of Civil Aviation (DCA), and in particular Mr. Julian Forsyth, were helpful but also pointed out many of the pitfalls. In particular, the difficulty of crossing the Atlantic, and Australian and US licencing and registration issues. An alternative plan was to fly an Australian aircraft to Europe via the Middle East and North Africa returning via Russia and Japan. Even this plan was difficult with the Russian authorities largely ignoring his requests.

Meanwhile other plans progressed with the purchase of Airtourer 100, VH-

MUJ, S/N 75 from Griffith. MUJ was just 4 years old, had flown 300 hours, and was purchased for \$6,000. In March 1968, John and fellow Bendigo pilot Keith Buttrey flew to Bankstown to take delivery of MUJ. Unfortunately it was not ready and they spent the night in the now silent Victa Aviation Hangar sleeping in the shell of the Aircruiser.

What followed was a period of intense preparation. Various maps and charts, both topographical and Radio Navigation Charts (RNC), were purchased for the detailed route planning. Every country through which the flight was planned had to be contacted for approvals and clearances. The necessary equipment had to be identified and procured. Radios in the 1960s were heavy as were such items as life rafts. Each additional item had an impact on the Airtourer 100's weight and of course performance.

As this was to be a solo flight John investigated fitting another 15 imp. gal. fuel tank at a cost of \$600.

On the personal side John continued to develop his flying experience. In particular, he obtained the recently introduced Class 4 Instrument Rating, which some of our members will remember as similar to the night VMC rating.

By the end of 1968 planning was almost complete except for approval from the Soviet Union. Then in May 1969 an air race from London to Australia was announced to commemorate the first flight from England to Australia, in November and



A good indication that the preparation is complete is when the weight of the paperwork equals the weight of the aeroplane. John (left) and Keith with the maps, charts and other documents required for the flight.

December 1919, by Ross and Keith Smith flying Vickers Vimy. Additionally, the race would be part of the Australian Bicentenary celebrations in 1970. The race gave a purpose to the return trip and an alternative route to the original plan via the USSR. The race also placed a firm timeline on what had been a rolling plan. Keith Buttrey had been caught up in the enthusiasm and indicated his willingness to join the flight.

Since the race started on 17th December, the flight to the UK needed to commence in September to allow a leisurely trip over and time to enjoy Europe and the UK. As the ferry tank was now no longer an option the refuelling stops would be more frequent.

John's search for sponsorship had met with limited success but in mid 1969 Bendigo detective Peter Banks joined the team as publicity and promotions manager. Peter quickly enlisted the support

of the Lions Club of Bendigo who wished to use the flight to promote the aims of Lions International. Lions also provided an international support network which was to prove invaluable during the flight. The City of Bendigo got behind the project and the Airtourer was named Little Nugget in reference to Bendigo's gold mining history. With additional support from the local newspaper, the Bendigo Advertiser, a number of local businesses also provided sponsorship.

The journey commenced on 7th Sept 1969 with the radio call, "Melbourne, Mike Uniform Juliet taxiing at Bendigo for departure on runway 18 for London".

The first leg was to Broken Hill and the departure was planned so that 1 ½ hours would be at night allowing John to consolidate his instrument flying. These instrument skills were used extensively over the coming months. Broken Hill established the routine that became typical for many stops. A meal in the local town and sleep in the terminal to facilitate an early start to the day's flying.

After an overnight stop in Alice Springs the final leg to Darwin included more night flying. The lack of civilisation in the Northern Territory as well as the smoke that is typical of the NT in the dry season meant there were no visual features and NVMC was in practise full instrument meteorological conditions (IMC).

The Airtourer is a delight to fly and a great training aeroplane but the reduced stability that makes it so manoeuvrable also makes it a challenge to fly on instruments. Between Katherine and Darwin fatigue began to cause John to experience an attack of disorientation. In situations like this, Keith, who was not instrument rated, was able to provide short breaks for John.

The next leg, over the sea, would be their first major challenge in navigation. The only navaid was an ADF and this is subject to many errors, especially over water. They delayed their departure to coincide with the twice weekly TAA Fokker to Baucau in Portuguese Timor. The Fokker was able to maintain radio contact however the haze prevented visual contact between the aircraft. To quote John Wynn, "It was very hazy and from this point on right through to London we rarely had an horizon to work with. This meant that we had to fly with constant reference to instruments even in daylight conditions".

After a three day break in Den Pasar (Bali) they headed for Jakarta with a stop at Surabaya. While departing from Surabaya evasive manoeuvring was required to avoid a Russian built Indonesian fighter jet.

Arrival in Singapore raised a number of questions. While on approach they were asked if they could accept a 5 kt tailwind component on a 9,000 ft runway. After landing they were given instructions to park

next to a Boeing 737 passenger jet. The refueller gave them a strange look when they asked for 15 gal of AVGAS but when the catering truck arrived it had gone beyond a joke. It turned out that the aircraft type on the flight plan, VT10 had been mistaken for VC10, a four engine passenger jet. They were quickly but politely directed to the Royal Singapore Flying Club.

Up to this point John and Keith had been keeping a detailed log which was being posted back to Australia to keep their families and the citizens of Bendigo up to date. While in Singapore a tape recorder was purchased and the tapes of the verbal record of their adventures were sent back.

The legs through Thailand and into Burma were characterised by extensive cloud and thunderstorm activity. Burma was a secretive country and on arrival in Rangoon they were hit with the full force of the bureaucracy. The following is from John's recordings: "For the next two hours solid, I did nothing but fill out forms and sign declarations, thirty-five odd declara-



Refueling at the Singapore Flying Club after being asked to move from the main apron with the airliners.

tion forms were required. To top it all off after filling out all these forms, we then had to count every cent and note in our pockets, every cheque and give a total amount. We had to fill out declarations as to what radio equipment we had with us. If we have too much money when we go back tomorrow and if we don't have enough we are in trouble because there is a form we must have signed by an authorised person every time we cash money. Must be signed every time, only by an authorised person."

All international flights must carry a document called the General Declaration (GD). It contains details of the aircraft, crew, cargo manifest as well as health declarations. John had 1,000 copies printed on light weight paper as generally five or six copies were required at each port. Rangoon took the record where 45 copies were needed, each copy requiring a signature.

Thunderstorms again proved a problem on the leg to Chittagong. There was so much cloud that the best they could do was to pick the lightest looking patches. Keith worked the throttle to stop the engine over-reving as they were tossed about in the turbulence. At one stage they were 8,000ft climbing at 1,000 ft/min., not often seen in an Airtourer 100.

India presented many difficulties. The visibility was poor and the maps inaccurate. Much of the time they needed to rely on the ADF. Once on the ground bureaucracy and petty officialdom impeded their progress. In Jaipur it took three hours to get 15 gal of fuel, averaging about the same rate as they were using it.

There is a saying that the British may have invented bureaucracy but it took the Indians to perfect it. John thought Rangoon was bad but found Ahmadabad ten

times worst. It took long enough for them to answer the radio and give a landing clearance but once on the ground it took another four hours to clear customs, health and the police. The next day more delays were encountered as the aircraft had to be sprayed with insecticide. Unfortunately this could only be done by a doctor who had to come out from town. At times they felt that much of the bureaucracy was due more to inquisitiveness rather than official requirements.

In Karachi they enjoyed a break and the hospitality of Capt Aftab, the CFI of the Karachi Aeroclub. On departure Capt Aftab recommended landing for fuel in Pasni where there was a supply of drums. They obtained approval to uplift the fuel but not to land. Capt Aftab came to the rescue and went directly to the Deputy Director of Civil Aviation in Pakistan to obtain the necessary landing approvals. Departure was before dawn and sunrise revealed a layer of fog covering the ground. The distance was just over 200 NM but the flight time was over four hours while waiting for the fog to clear.

Transiting Saudi provided a few heart stopping moments. At Quasuma John was informed that only \$US would be accepted and he was to go in a vehicle to see the refuelling agent. The vehicle stopped in front of the jail and after being taken inside he was bombarded with questions such as, who were they, why were they here and who owned the aeroplane. Eventually he was taken to one of the cells. There he found the refuelling agent had set up a comfortable office. After a pleasant chat in good English and a cup of coffee the agent accepted payment by carnet and John was on his way with their best wishes.





"Little Nugget"
- Dec 1969
- Trip to UK
(More direct route)



Cooling off by the side of the road between Badannah and Quasima in Saudi.

By the time they became airborne again it was in the heat of the day with a temperature of 54 degrees C at 2500 ft. Henry never envisaged these conditions when he designed the aeroplane and the engine temps quickly red-lined. They landed on a nearby highway and allowed the temperatures to settle down over about an hour. The sight of two Australians and their little aeroplane obviously generated quite a bit of curiosity with the passing truck drivers, many of whom stopped and chatted via hand gestures. Eventually Little Nugget was coaxed airborne again and allowed to climb at its own pace. The result was a long period of low flying. On return to Australia John reported this “forced landing” to DCA by submitting a 225.

They were reminded of the ongoing conflicts in the Middle East by the remains of airliners at Damascus airport. This was often the final destination of hijacked aircraft which were blown up in the view of cameras from the international press.

After the difficulties of the Middle East the Mediterranean provided a pleasant reprieve. Athens provided the first hot bath in about seven weeks.

While in Malta they were entertained by the Australian High Commissioner, Sir



Saudi office facilities.

Hubert (Oppy) Opperman, who provided his chauffeur driven Mercedes to tour the island. John commented that he felt “rather awkward in it”.

From Malta the journey progressed northward through Italy. Prior to the leg to Zurich a briefing was obtained in Marseilles. It was given in French which unfortunately John did not speak. Nevertheless, the standardised aviation terminology meant the essentials were understood. However, one important point was missed, most of the Swiss airspace was closed due to a military exercise. John and Keith found themselves circling Switzerland at 7,000ft before eventually arriving over Zurich and being asked to expedite their landing.

Europe presented a different challenge to navigation. Whereas in India and the Middle East the maps were inaccurate and the features sparse, in Europe there was an oversupply of features. The challenge became which of the three railway lines on the ground was the one marked on the map. However, Europe had good aviation infrastructure such as radio direction finding (DF). Approaching Stuttgart they reported “45 miles south east”. This wasn’t good enough and they were asked to transmit for five seconds. The controller then gave

them an exact bearing and distance based on a cross plot from DF stations.

November in Europe sees the weather turning cold, wet and snowy. On the leg Stuttgart to Brussels low cloud and sleet were encountered so they ended up quite low maintaining visual contact with the ground. After being picked up by radar they were instructed to climb into the cloud and given a QFE setting for the altimeter. QFE gives height above the airfield rather than the normally used QNH which is based on mean sea level. The controller vectored John for a ground controlled approach (GCA) which is a talk-down to the runway. Little Nugget was fitted with headsets but Keith could not hear the radio through his side. You can imagine his concern as the altimeter wound down towards zero

unaware that John was following precise instructions.

The final leg to Gatwick saw them battling 40 to 50 kt headwinds. After almost 10 weeks and 141 flying hours John and Keith took a month break to tour the UK and prepare for the race home.

The race did not start well. Departure was delayed 24 hours due to poor weather. Little Nugget, being the slowest aircraft in the race, was the first to finally start on 18th December 1969. The weather was cloud base 200ft, tops FL180 with snow flurries so they expended ten pounds to have the Airtourer de-iced, a process usually reserved for airliners.

The only departure restriction was no turns before the end of the runway. On passing the runway end they found a mo-



Their arrival in Gatwick coincided with a meeting of the Race Committee. Being the first competitor to arrive they were greeted personally by the Committee.

torway which was then followed to the coast before setting course for Le Touquet. Once again they encountered strong winds crossing the channel, and once again, they were headwinds. The plan for day one was to reach Rome, the weather restricted this plan to Bordeaux. Rome was finally reached at the end of day two after again battling strong winds.

The leg Rome to Brindisi gave them one of the biggest frights of the trip. John described the icing encounter.

“We were forced to go through the edge of a relatively small cloud. As we brushed into the cloud there was a noise like a rifle. The windscreen, the whole aircraft, sides of the Perspex and all, were completely covered in ice. In that split second it was just like a shattering windscreen. Needless to say we did a 180 degree turn losing a lot of height and fortunately the ice peeled itself off as we lost about 2000 feet.”

On approaching Brindisi the weather was reported as 8/8 cloud with a base of 800ft which would preclude an approach for a VFR aircraft. Fortunately, on arrival overhead, it was actually 6/8 cover with a base of 2000ft allowing a visual descent to face the next challenge. The wind was 340/35 gusting 45, and runway 35 was closed due to repairs. The only other option was a crosswind landing which the little Airtourer handled well, and much better than some other aircraft that required a couple of attempts.

Damascus required that they enter the airspace at 10,000ft. After 2 ½ hours the over loaded Airtourer 100 finally made



9,950 ft with a rate of climb of 100 ft/min. The 100HP struggling to meet the Damascus ATC altitude requirement. “Little Nugget” was fitted with the factory standard instruments but an additional ADF and a HF radio.

it, only to then have to spiral down to land at Damascus.

The next leg would track through Saudi, although the airspace was controlled by Iraq. Iraq had banned any Australian and US registered aircraft from using the route due to their involvement in the Vietnam war. There was some confusion with the race organisers advising the necessary approvals had been given but ATC advising otherwise. The alternative route via Jordan was not practical and Damascus required the competitors to sign a declaration taking full responsibility. One wonders what responsibility ATC would have accepted without the declaration.

Some Australian aircraft proceeded without talking to Iraq, as did John and Keith, but not deliberately. Little Nugget performed almost flawlessly throughout the whole adventure, this time being one of the exceptions. On departure from Damascus the ammeter indications became erratic and eventually showed a discharge. John

and Keith shutdown all electrical items to conserve the battery, effectively avoiding having to debate the clearance issue with ATC. On landing, one of the bayonet connectors to the alternator was found disconnected. The only other maintenance problem was a similar bayonet connector to the landing light.

During the race John and Keith fell into the routine of grabbing sleep whenever they could and eating one meal a day. On arrival in Karachi Capt Aftab once again came to their aid and asked if they needed anything. "A steak", was the reply and Capt Aftab duly organised a steak meal, despite it being midnight.

Transitting Ahmadabad in the early hours of the morning avoided the bureauc-



Prior to departing Gatwick John was given a set of Captain's bars and cap by an airline pilot friend. These proved useful in dealing with the bureaucracy that caused such problems on the trip over.

racy that hindered them on the trip over.

Being the slowest aircraft in the race it was always going to be a challenge to make the finishing line in Parafield by midnight on the 29th December. The delayed start and poor weather early in the race made it even more difficult. They had almost resigned themselves to missing the deadline by the time they reached Den Pasar. It would require minimum time on the ground during fuel stops and no over night rests to finish in time, but it was possible. Departure from Den Pasar was before first light on 28th December in a massive attempt to beat the deadline.

The sun had set by the time they reached Darwin. After a couple of hours on the ground for another steak they were once again navigating over the featureless Northern Territory in the dark.

December is the wet season in the north and Little Nugget was battered by thunderstorms with the darkness punctuated only by lightning.

Time was becoming quite critical but co-operation on the ground, and John and Keith's well honed teamwork, achieved some remarkable stops. In Alice Springs it was 20 minutes from switches OFF to switches ON but Leigh Creek must hold the record at nine minutes. In this time John would obtain the briefing and lodge the flight plan while Keith refuelled and checked the Little Nugget.

During the final leg to Parafield they could not raise Adelaide on VHF or HF. Eventually, Singapore answered the HF, relayed to Darwin who in turn relayed to Adelaide.

Fatigue was becoming a problem, they had been flying almost continuously for approaching 40 hours. It was night, the

cloud was forcing them lower but at least there were lights from towns and vehicles, unlike the previous night. Keith succumbed to fatigue and nothing John could do would wake him. John describes the last hour:

“The flight was smooth, however my mind was becoming cloudy. I made a

position report abeam Port Pirie and I was aware that I was flying and holding heading. Increasingly though, the heading became a mechanical necessity rather than a means to reach Parafield. I was becoming so fatigued that I was disorientated, (direction wise only). I was still able to hold straight

and level but unable to use the ADF and adjust heading. Fortunately my voice on the radio must have been a give-away to the controller who asked if I would like radar assistance.

Still nothing would awaken Keith, (and he wondered the next day why his left shoulder was so tender.) The radar controller was great and I mechanically followed his heading adjustments for nearly one hour. He not only guided me towards our destination but around the rain squalls. I remember lights below and I knew that I was heading for a nice long sleep but the fatigue was something that I had never experienced before or since.

After almost an hour of this “mind fog”

Organised by
The Royal Aero
Club of The U.K.
and
The Royal
Federation of
Aero Clubs of
Australia



**1969 BP ENGLAND TO AUSTRALIA
COMMEMORATIVE AIR RACE**

RACE CARD



CONTROL STAMP

ATHENS	
KARACHI	
CALCUTTA	
SINGAPORE	
DARWIN	
ADELAIDE	

Aircraft registration VH-MUJ

Race Number 5

Signature of Pilot in charge (Start)

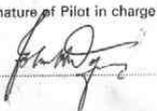


This card is your only means, once correctly completed, of claiming your Handicap Allowances. Make sure it is correctly filled in by getting the space to the right of the name of each control cancelled by the appropriate race stamp.

**DO NOT LOSE IT—
IT CANNOT BE REPLACED**

At each control point, the official in charge of the flight planning section has been instructed to stamp this card.
In case of difficulty, contact the Race Control Officer or his deputy. The card must be signed by the pilot in charge, in the presence of a race official, both at the beginning and the end of the race.

Signature of Pilot in charge (Finish)



The all important Race Card. It had to be stamped at the nine compulsory stops. These were the same stops that Ross and Keith Smith made on the original flight in the Vimy. “Little Nugget” being the smallest and slowest aircraft in the race made many more stops, all of which required stamps.

I can vividly recall a voice in my headphones telling me to look out the starboard side of the aircraft. I did so and there was the strip below. Whilst I didn't actually miraculously regain full consciousness I can vaguely recall positioning to land but recall nothing of the landing."

On shutting down in front of the tower they were met by a crowd of family supporters and well wishers, despite it being almost midnight.

They had finished the race with 42 minutes to spare, or so they thought. Unbeknownst to them the race committee had extended the deadline by 24 hours due to the delayed start.

The aftermath and race protest, (not

involving Little Nugget), are another story however John and Keith were recognised with two prizes:

The British Aircraft Corporation – Vickers Limited Trophy for the Most Meritorious Performance.

The Rolls Royce Trophy – Most Meritorious Performance in a Rolls Royce Powered Aircraft.

The whole flight to and from the UK was a tremendous effort by two private pilots. The success was due to a large part on the preparation that any professional pilot would be proud of. John finally did see a large part of the world, in his own aircraft, and received awards for the effort.



Presentation by Lady Smith, widow of Sir Keith Smith, of a silver replica of the original Vickers Vimy aircraft that first flew from England to Australia.



John Wynn (left) and Keith Buttrey (right) with some of the artwork on Airtourer 100, VH-MUJ, "Little Nugget"

For Sale

by auction on eBay

2nd hand **Victa windscreen** in good condition

Only fine surface scratches and the odd larger one that are able to be removed with Macguires Perspex Polish, and easy to work on out of aircraft.

Perfect for a spare or future replacement. This windscreen will be appearing on e-Bay as of Sunday 25/11/09.

Listed in Category: "Cars, Bikes, Boats>Aircraft>Parts, Accessories".

All queries to victa100@optusnet.com.au

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drought. Unfortunately much of the rest of Australia was still very dry.

The next Convention and AGM will be held at Cowra. This is a popular location and it is advisable to book in early, details have been sent previously by the President and are also available on the Association's website.

This Newsletter was done in Hong Kong without the benefit of Jan's school teacher proof reading. Any mistakes are entirely my own fault as I'm dreadful at proof reading anything I've written myself.

Finally, as Secretary and Newsletter Editor, thanks for your support throughout the year, particularly to those who contributed to the Newsletter. Jan and I wish you a Merry Christmas and all the best for 2010.

Safe Airtouring,
John O'Halloran

Heard at the Hangar Door

Further to the article about **Cliff Tait's** around the world flight there is now a website called www.flightofthekiwi.co.nz. The site is maintained by Ian Thatcher and includes a downloadable PDF version of Cliff's book, "Flight of the Kiwi". Nigel Booth is also developing a Microsoft Flight Simulator model of "Miss Jacy" which should be available via the website in November.

A group of Virgin Blue pilots including new member **Martin Power** have purchased Airtourer T6 LVV. They plan to operate it as a Warbird and conduct adventure flights out of Gympie in Queensland.

John Balch was considering selling his Airtourer 115 MUP but has instead decided to upgrade the O-253 to a higher compression version. This appears to be a good compromise between the expense of the upgrade to 150HP with the associated structural modifications while still improving performance. Many members will be interested in the outcome.

Congratulations to **Phil and Sylva Cooper** on the birth of their daughter Amelia on 31st August.

Congratulations also to **John Sheehan and Fiona** who are expecting their first child early in the new year.

We recently heard from UK member **Alan Hart**. Alan sold his Airtourer some time ago and now owns a share in a C172. Unfortunately he's not able to fly it much as his day job has him flying to such places as Tehran, Khartoum, Damascus, Baku, Addis Ababa, anywhere there is a chance of conflict or food poisoning.

THE SHERIFF OF LOCKINGTON INTERROGATES.....

**Gerry and Denise PELS at Yarrawonga,
September 2008**



What Aircraft do you own? Piper Arrow VH-DWT, which is hangared at (*cousin*) John's place, Riddell's Creek.

I'd love an Airtourer, but haven't got one. I almost bought an Airtourer but John Pels conned me in to buying the Arrow. Blame John. When I first joined the Airtourer Association my aim was to purchase an Airtourer. Flew in Doug Stott's when Always had a soft spot

Started flying when I was 18. Now 57, I've had my licence for 37 years.

When did you join the Airtourer Association? June 2007 at Heidelberg's Old England Hotel (when John and Monique announced their engagement.)

Any safaris? None done yet, hoping to fly to Injune, Queensland, then fly around Australia.

Now I'm retired I'm looking forward to a lot more flying.

Gerry:

Gerry where were you born? In Holland, came out when I was 18 months old in 1952.

Where have you lived? .Castlemaine, Ringwood, 4 years in Tasmania when we were married in 1976. Have now lived in East Doncaster for 25 years.

How many children? Two beautiful daughters, Kylie 23 and Olivia 20.

Occupation? Left school and joined the Air force. Flight Services Officer with TAA for 10 years. Employer organisation for the last 20 being Regional Manager of Albury – Australian Industry Group.

Early next year I'm going to retire and become a full time Aviator. *Denise: You've got to pay for the paint job first.*

Apart from flying have you any other interests? Golf, Swimming, Ball room dancing - Latin-American, Cha cha, etc.

If I invited you to my place for dinner, what would you like me to cook? Roast pork and Apple sponge.

Favourite Drink? Bundy & Coke

Pet Aversions? Raw yoghurt.

Music? 70's, the likes of Clarence Clear Water Revival, Beatles, Elton John.

Read any good books lately? General Cosgrove's "My story". I'm not a big reader.

If you were Prime Minister of Australia for 1 day what would you do for the benefit of Australian citizens? I would water proof Australia, ensure that the dams are supplied

with water, and bring it down from the Northern Territory. Desalination plants. Australia needs a constant water supply.

Denise:

Where were you born, and where have you lived? I was born in and lived in Ringwood East, then Hobart for 4 years, and back to Doncaster East.

Employment? Accounting. TAB Telephone Betting for the Armchair betters 10 years, Victorian Teachers Credit Union, now work for a Finance Company.

Do you enjoy flying? When it's smooth, I don't really take turbulence very well. If you asked "What is the worst moment in flight", I would have answered any air pocket.

What are your hobbies? Ball room dancing, Gardening, Reading, Craft.

Favourite Food? Everything, don't think I have a favourite, all food, oh except for tripe and brains!

Favourite Drink? Champagne with strawberries.

Music? Everything – Classical, Hard rock.

Pet Aversion - Apart from Gerry? Trying to find things Gerry has lost, "Where's my... (Whatever)?"

What is the latest book you have read? "Belly Dancing for Beginners". It's about Middle-aged women finding themselves.

If you were Prime Minister of Australia for one day what would you do for the benefit of Australian citizens? I don't know, I actually prefer Gerry's idea.

Go to the Movies? Love movies. Armchair, TV and a remote each, so I can watch what I want.

Sheriff's final word: "Gerry keeps threatening to visit the Marshalls at Lockington but to date this has not happened. He's all talk and no action!"



Calendar of Events

2009 Victorian Branch Christmas Fly-In Lunch Sunday 6th December 2009

Croydon Golf Club overlooking the Lilydale Airport.

For Catering purposes please advise John Treble on 03 9336 2056 by Friday the 4th if you are attending.

Roger Merridew welcomes us to fly in to the Lilydale airfield for this Christmas Fly-In Lunch and has offered to shuttle us to the Venue that is only a few minutes away. Airport procedure in ERSA but give Roger a courtesy call at the Lilydale Flying School on 03 9739 1211, during that morning for a current update.

2010 Convention and Annual General Meeting

The Convention and Annual General Meeting of the Airtourer Association will be held at Cowra NSW, on the 12, 13, 14, 15th March.
See website for details.

Moruya Aero Club Open Day

9th May 2010

Currently there will be an Airtourer, Des's Aircruiser and a CT4 but more required!

2010 Victorian mid-year Dinner Night

Annual Dinner Night to be held at the Old England Hotel, Heidelberg, on 6th June.

2010 President's Fly-In

The President's Fly-In to be held at Yarrawonga on 17,18,19, 20th of September.

Welcome

John and Rebecca Day from Hawthorn in Victoria. John flies Airbuses with Cathay Pacific and is buying VRT from Roger Russell.

Martin Power from Eumundi in Queensland who is part of the group that has bought T6 LVV and plans to operate adventure flights out of Gympie.

David and Virginia Burge from Bairnsdale in Victoria who has purchased CKE from Frank Murray