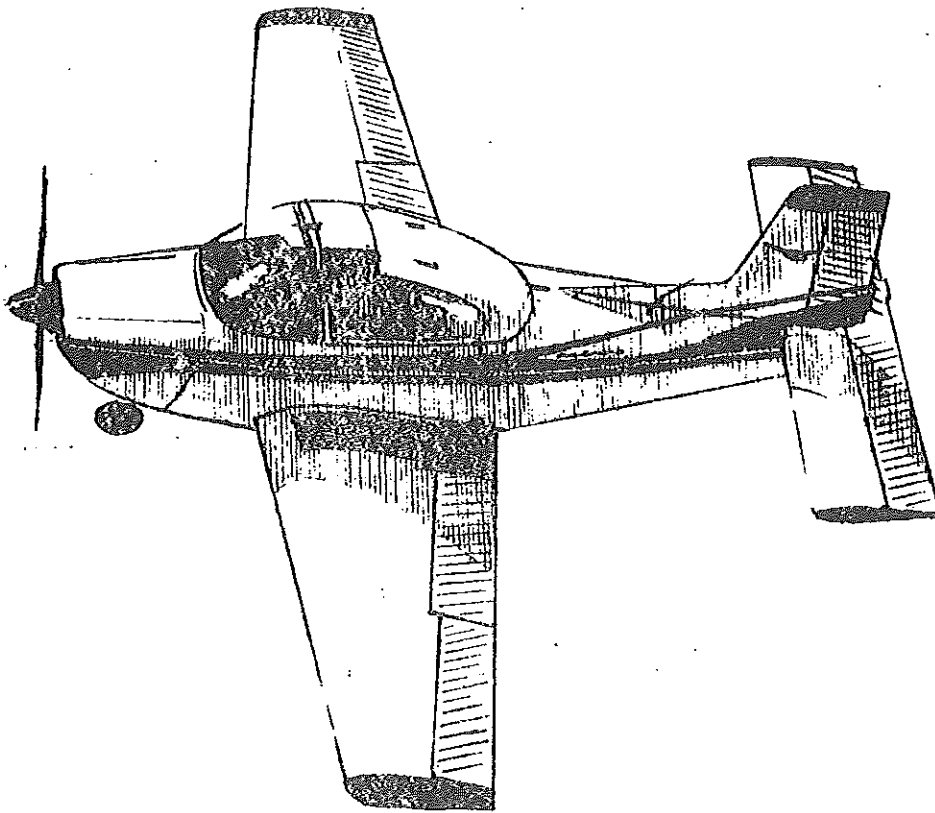


15 JUN 1978

# AIRTOURER ASSOCIATION

PATRON - HENRY K. MILLICER (AIRTOURER-DESIGNER)



# NEWSLETTER

AIRTOURER ASSOCIATION

SUBSCRIPTION - 1st July 1978 to 30 June 1979

NUMBER \_\_\_\_\_

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

Postcode \_\_\_\_\_

REGISTRATION - VH - \_\_\_\_\_

I enclose ten dollars (\$10) being payment for my subscription to 30 June 1979.

Signed \_\_\_\_\_ Date \_\_\_\_\_

QUESTIONNAIRE

1. YARRANDALE FLY-IN/SPECIAL MEETING Yes  No  Tick  Hope to   
AUGUST 12-13  
Accommodation - Bringing Sleeping  Motel  Bag  Number \_\_\_\_\_

2. 1979 CONVENTION/FLY-IN  
Mildura - April 13-15   
Perth - March 10-19   
Other  Your choice: (1).....  
date .....  
(2).....  
date .....  
PERTH FLY-AWAY, March 10-19. ....

Interested ?  
Yes  No  Maybe

3. I am interested in a Group Insurance Scheme for  
Airtourer owners Yes  No

4. SPARE PARTS - I would like to see the following parts  
available through the Association  
.....  
.....  
.....

5. AIRTOURER PROJECT - Please comment .....  
.....  
.....  
.....

AIRTOURER ASSOCIATION

NEWSLETTER                      No. 2                      JUNE 1978

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PRESIDENT : D.O. (SONNY) RANKIN, "Yarrandale", West Wyalong,  
2671

SECRETARY : D.J. (DOUG) STOTT, P.O. Box 29, North Essendon,  
3041

TREASURER : N.W.C. (BILL) KELLY, Midland Highway, Bannockburn,  
3331

Please address all correspondence to the Secretary

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SPECIAL MESSAGE TO MEMBERS from Sonny Rankin

Your Executive have travelled and been active since Griffith, 28.1.78, to Dubbo, Naracoorte and West Maitland Air Shows. The President, Treasurer and Mr. Henry Cozens attended Dubbo Airshow. How all survived the day is a miracle - well over the century mark temperatures from 10 am to 6.30 pm prevailed with no trees for shade, but in the name of flying one understands. A well organized program by the Committee, which featured a very wonderful display of aerobatics by the Pitts Special and the Belanca added to the days interests. However, a fatal mishap by the hang glider dampened most spirits.

Cliff Wright, a local of Condobolin and member of that Aero Club, plus his DH 60 Gypsy Moth, Reg. No. U.N.I. were in attendance. This aircraft has fold back wings and an upright Gypsy Engine with fabric skin etc. Interesting to note this was the first aircraft used by the Flying Doctor.

Point of interest to us were our discussions with Janair, A.O.P.A. Insurance Brokers, putting forward a scheme which is the brain child of our Treasurer Bill Kelly. Bulk Insurance for all members, which seems very likely and a financial saving to us all. Our Secretary has written several letters to Insurance Companies putting up the idea. We hope to have full information on this matter by our August meeting. Bulk Insurance, plus FREE Life Assurance perhaps!!! If you insure your aircraft we hope to save you hundreds of dollars by this scheme.

Earl Johnson of Taree, our Legal Eagle member, and our Executive, have drawn up plans and a draft for the Constitution of the Association and its By Laws, as a result of the West Maitland meeting.

As your President I have evolved a competition featuring arrival times. The aircraft owner/pilot who arrives on the secret time, previously set, will have their name engraved on our Airtourer Shield and be presented with a small memento of the lucky arrival time at our Annual Meetings from now on. Full details will be announced in a later Newsletter. Shield will be supplied by me to our Association.

Our next meeting is here at Yarrandale, West Wyalong, full details from our Secretary, August 12th and 13th. At this meeting we hope to have Mr. Bob Javis of D.o.T. (formerly D.C.A.) present to outline the Airtourer problems during testing for type approval in its early stages. In addition, we hope to have most of the great personalities connected with the aircraft attend. So come - learn about your aircraft. Points to remember - Costs, Insurance, Supply of Parts, and even the means, perhaps, to build and produce this aircraft in Australia for Australians and our members overseas.

Further, to Airtourer owners and members, we need everyone's support in this wonderful association - the future is untapped as yet.

Yarrandale - 12th and 13th August - try to make it.

Keep Australian aircraft flying.

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SECRETARY'S NOTES

The Association is now firmly under way and has a definite niche in the Australian Aviation scene. Our membership at the date of writing is 89, which represents 65 Airtourers based in Australia and one overseas. The item in "Aircraft" (March) together with the cover article in the March A.O.P.A. magazine gave us good publicity and generated much interest, together with some new members.

We welcome all new members especially those who are non-owners. It is only with the help of all Airtourer enthusiasts that the Association will grow.

One of the best ways of pushing our cause is to attend (preferably in force) all major air shows, displays, etc. The committee urges you to attend whenever possible, especially if the event is nearby. So far most of such shows have been attended by the same nucleus of members, some travelling for a day or more, at Airtourer pace.

LETS MAKE THE AIRSHOWS MENTIONED LATER A MUST ON OUR AVIATION CALENDAR.

A I M

The aim of the Airtourer Association has been decided as follows:-

"To maintain all Victa/AESL Airtourer aircraft airworthy at minimum cost"

BADGES

Manufacture of cloth badges has presented some problems with the design. Numbers and cost together with available funds have made us count the pennies. An order has now been made and delivery is expected during early June. All financial members will be sent one each as promised on joining. Additional badges are available at \$4.50 each, including postage.

SUBSCRIPTIONS

Subs are due on the 1st July and it is requested that you complete the enclosed form and send together with your cheque for Ten Dollars. Membership cards will be issued on receipt.

SPECIAL GENERAL MEETING

NOTICE IS HEREBY GIVEN OF A SPECIAL GENERAL MEETING OF THE AIRTOURER ASSOCIATION TO BE HELD AT "YARRANDALE" ON THE WEEKEND OF 12th and 13th AUGUST 1978.

Subjects for Discussion:

1. Adoption of Association Constitution  
(Copy of draft enclosed)
2. Election of additional two Committee members  
(Nominations requested)
- 3 The Airtourer Project
- 4 Select venue for next Convention and Fly-In.

D.J.M. STOTT  
HONORARY SECRETARY.

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AIRTOURER PROJECT

Since the Griffith meeting your committee has discussed all aspects of the project as proposed by Bob Page in his paper presented to that convention.

The scheme as proposed you will remember called for the setting up of a single Airtourer maintenance facility. It was considered by the committee to be somewhat an ambitious plan for such a young Association to become involved in. Although numerous advantages of such a plan could be seen it would be very difficult to get a high owner participation.

It is felt that a high percentage of Airtourer owners have an established relationship with their maintenance organizations and unless huge benefits were offered most would be reluctant to change.

The committee, however, obtained advice from various industry personnel and decided that it might be worth while attempting to obtain the Airtourer project from Aerospace in New Zealand. The correspondence that had been handled by Bob Page up till this stage was then handed over to the Secretary for continuation. Further committee discussions were held with the result that it was decided to circularise members advising details of the project as advised by the N.Z. company.

It is considered that the preservation of the tooling, jigs, etc., held in N.Z. for the Airtourer, is essential if our aim is to be fulfilled.

With the circular on the Project an indication was requested from members regarding financial support for obtaining the Project.

The response to the circular was that just under 50% of members replied with an indication that 60% of the amount aimed for could be raised for the purchase of the project. This being less than the amount aimed for further negotiations have been suspended, although we have indicated we are still interested.

Another problem which must be overcome should such a project become reality is the legal machinery required to conduct such a purchase. Ideas on this aspect will be drawn up and discussed at the Yarrendale Meeting.

THE AIM OF OBTAINING THE AIRTOURER PROJECT IS AS FOLLOWS:-

- A) PRESERVATION OF THE SAID TOOLING, JIGS, ETC.
- B) TRANSPORT TO AND STORAGE IN AUSTRALIA
- C) ACCESS AS REQUIRED BY PARTICIPATING MEMBERS FOR REBUILDING AND REPAIRS ETC.
- D) ACCESS BY NON-PARTICIPATING MEMBERS AT A NOMINAL PRICE
- E) BULK MANUFACTURE OF HIGH TURNOVER ITEMS
- F) POSSIBLE MANUFACTURE OF AIRTOURER OR AIRTOURER KITS
- G) THE SALE OF SPARE PARTS

If you did not reply to the circular we ask you to give it some more consideration.

It goes without saying that the successful purchase of the project will enhance the value of all Airtourers and also help to lower insurance rates.

It will also be seen that Airtourers affected by the recent A.D. will have the chance of serving indefinitely.

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AIRTOURER FUEL CELLS

By Mr. Vic Howell, Manager, Fuel Cells Division, Girlock Aust.  
121 Keys Road, Moorabbin, Vic. 3189

PRICE - \$542.00 (less \$10.00 to members of your Association) which we hope to maintain for the greater part of the year.

AVAILABILITY - One number of each, DC3681 and DC3824 will be our minimum stock holding, with a preference for two number of each.  
Should orders received exceed stock we shall make all efforts to achieve delivery within one month. This would have to give regard to the fact that the Fuel Cells Division was set up for the manufacture of cells for the R.A.A.F., which thus must receive greatest priority.

ORDERS - Should include 'phone number, mention Association membership number, Cell Part number, addresses for invoice/delivery, and including "To be used in the construction or repair so as to form part of an aircraft, and exemption is accordingly claimed - Item 119A Sales Tax Exemption".

With regard to obtaining the greatest possible life for flexible fuel cells, we would make the following points:-

1. At installation - following attachment of the Suspension Spring Assemblies to the aircraft structure, the inner surface of the cell should be checked to ensure that it conforms closely ((minimum "rippling", no "pleating"), particularly at all corners and in the areas between apertures and adjacent cell side walls. Under no circumstances should consideration be given to the thought that weight of fuel will force the cell to take up its correct contour in the aircraft structure cavity.
2. Parked aircraft - maintaining full tanks when parked will greatly assist in prolonging cell life since fuel acts as a suitable plasticizer.
3. Cells removed from aircraft - should be inhibited by wiping or spraying internal surfaces with a thin coating of:-  
  - preferably - Aero Shell Fluid No. 1  
Spec DEF 2001A
  - or - Aero Shell Turbine Oil No. 2  
Spec MIL-L-6081 C, Grade 1010
  - or - Aero Shell Turbine Oil No. 3  
Spec DENG RD 2490.

to prevent loss of plasticizing effect which leads to drying out of the cell and subsequently to cracking and crazing.

External surfaces should be cleaned of any rust stains, etc., using one of the inhibitors noted, before wiping with the inhibitor and the cell then placed in a suitable (polythene) envelope. Envelope size is preferably such as to accommodate the cell in a not-folded condition. (New cells are supplied folded

(a) because they are at maximum flexibility (age decreases flexibility),

(b) size increases packaging and transportation costs.)

Enveloped and inhibited cells are preferably stored out of direct sunlight and at normal room temperature. Cells stores for long periods should be re-inhibited at 12-monthly intervals.

Contd.

AIRTOURER FUEL CELLS (Contd.)

Girlock Fuel Cell Division's D.O.T. Approval No. 1200 covers both manufacture and maintenance of aircraft flexible fuel cells and thus repairs are carried out to a wide range of aircraft fuel cells following a survey. Typical charge for a survey is of the order of \$15.00 - repairs are costed on the basis of hours expended and materials used. Normal practice is to advise the anticipated approximate cost following survey. Where it is considered that the anticipated cost would not be reflected in an adequate further service life, the cell would be classified "Beyond economical repair".

For cells manufactured other than by Dunlop, R.F.D., or Girlock (not applicable to Airtourer) cells for repair should preferably be accompanied by the appropriate section of the Maintenance Manual.

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D.o.T. AIRWORTHINESS DIRECTIVE - 28 FEBRUARY 1978VICTA AND A.E.S.L. AIRTOURER SERIES AEROPLANES

No.	REQUIREMENT	AIRCRAFT AFFECTED
DCA/VAT/41	<u>Wing Main Spar &amp; Tailplane Fatigue Life Limitation</u> Compliance :- At or before 12,000 hours time in service	All models

REQUIREMENT:

Retire the following components from service:

- 1 Wing main spar lower cap assembly and wing front attachment spigot fittings.
- 2 Tailplane rear spar assembly and tailplane to fuselage attachment fittings.

NOTE: - 1 Aircraft fitted with wing main spar reinforcement to Hamilton drawing 90014 are subject to this requirement which shall include retirement of the lower reinforcement strap assembly.

2 Aircraft engaged in competition or display aerobatics as defined in Note 3 below, or in practise for such aerobatics, shall be required to have the flight time so engaged factored as follows: Time engaged in such aerobatic manoeuvres shall be multiplied by a factor of twenty (20) when assessing the total time for structural life limitation purposes. The time so engaged shall be taken as the time from commencement until the time of completion of the manoeuvres or sequence of manoeuvres.

3 Competition or display aerobatics are defined as those manoeuvres which result in consistent high loads being placed on the airframe. Manoeuvres such as lomcevak's, snap rolls, outside loops, square loops, spins (high exit speed) etc. are included within this definition. The more usual training or pleasure aerobatics provided that they are only flown occasionally, do not attract the factor of 20 referred to in Note 2 above.

4 Competition aerobatics time not previously recorded shall be conservatively estimated from the known history of the particular aircraft.

5 This life limitation is based on measured stress and flight loads data, and may be subject to review on the basis of future measurements.

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The above A.D. was issued early this year and has been subject to much discussion between Airtourer Pilots, Owners and Engineers.

As a result the Association contacted the Department's Head Office in Melbourne for further information and background to the above A.D.

The article which follows has been supplied by the Department of Transport, Central Office, Airworthiness Branch. Our thanks to Colin Torkington and Gary Esson for their co-operation.

VICTA AIRTOURER STRUCTURAL FATIGUE LIFE

The recently imposed life limitation of 12,000 hours on the Airtourer wing and tail structure resulted from a detailed fatigue analysis carried out on the type. The analysis stemmed from an overall general review of acrobatic light aircraft structures following collection of flight loads data from several aircraft including an Airtourer in New Zealand, engaged in the aerobatic/training role.

An initial assessment of the Airtourer structure using stressing data provided by the now defunct Australian manufacturer indicated an unacceptably short fatigue life. Discussions with the designer, Mr. H.K. Millicer, revealed that the original stress analysis was very conservative. It assumed that all the wing load was carried by the main structure with no allowance being made for the beneficial load carrying capability of the secondary structure, i.e. wing skins, skin reinforcements, centre section underpan reinforcement, etc.

In order to verify the actual stress levels, which a revised analysis suggested could be much lower, the Department of Transport in conjunction with the RMIT carried out strain measurement on a specially instrumented Airtourer wing which was statically loaded to 3g. The test result showed a significant reduction in stress levels over those originally calculated by the designer. A fatigue life calculation using the revised stress data and the spectrum of mild aerobatic flight loads appropriate to the Airtourer (see Figure 1)\*, predicted a safe fatigue life of 12,000 hours for the wing lower spar boom and tailplane rear spar. Replacement of these components at this life would enable continued operation of the aircraft.

The 12,000 hour life limitation applies to those aircraft that are subject to the normal range of flight loads likely to be encountered by most training school aircraft or those in private use, and includes an allowance for occasional training or pleasure aerobatics, say up to about 10% of flying time. However, some aircraft have been engaged in arduous aerobatic usage outside that normally encountered at club or private level. In these advanced or competition aerobatics, the flight loads experienced are high (say 2½g or greater) and are also much more frequent in their occurrence. The large number of load occurrence counts (i.e. high load frequency) measured in Australia in competition type aerobatic work is also illustrated in Figure 1.

The overall fatigue damage rate for competition type aerobatics was found to be 20 times more severe than the mild aerobatic/training role assumed in the analysis. On this basis Airtourer aerobatic operations of the competition or display nature must incur a factor of 20 on the time actually engaged in such manoeuvres, i.e. 10 minutes of competition aerobatic time represents 3 hours 20 minutes of normal Airtourer usage when assessing the fatigue life of the structure. Any flight time of this nature must be recorded.

A Fatigue Meter is to be installed in an Australian Airtourer 150 aircraft. This particular aircraft is used in the training role and the resulting load data will be used to update the life assessment. Should there be any significant variation from the current assessment (12,000 hours), the fatigue life will be adjusted accordingly.

\* Figure 1 - see Page 9

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AIR SHOW ATTENDANCE:

Members are asked to attend Airshows, Fly-Ins, etc., whenever possible so as to present our Association to the Industry and to show that the Airtourer is flying in force as never before.

If you become aware of any such event in your area please advise the Secretary of the details so we may spread the word.

Members are asked to write a short account of any Aviation event that they attend so as we may include it in a following Newsletter.

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NARACOORTE CHARITY AIR SHOW - MARCH '78

Conducted to raise funds for a new ambulance this show was quite enjoyable despite some high winds and temps. The Aero Club there is quite small but most enthusiastic and made everyone feel very welcome.

Airtourer Attendance:	FMA	Sonny Hankin & Dick Simms
	CTM	Doug Stott & Barb.
	TWE	Bill Kelly & Evon.
	MVL	Howie Schriever
	MRJ	Andrew Ronald

Peter Coy (COI) had intentions but was required for fire duty due to the 41 degree temps in his area - better luck next time, Peter.

A Committee Meeting was held at which was discussed the Airtourer Project, the result of which was the circular dated 22 March sent to all members. Other points covered were the requirement for a constitution or articles of association, membership numbers, recruiting methods and attendance at the R.A.A.F. Airshow.

Members intending to visit Naracoorte should contact Aero Club Secretary, Paul Richardson, for a taste of their hospitality. (P.O. Box 209, Naracoorte, Phone 087 622399)

R.N.A.C. SILVER JUBILEE AIR SHOW - 15-16 APRIL '78

Once again the weather man had it in for us - the N.S.W. coastal region had almost continuous rain for three days prior which almost flooded the drome and necessitated cancellation of the Saturday program and deterred many from attending. The Friday night saw numerous inbound aircraft stranded short of their destination due to low cloud and rain in the Newcastle-Hunter Valley area. Saturday cleared enough for the enthusiasts to arrive. A good time was had as the host club and its members made everyone welcome and arranged every little detail. The Saturday night "doo" hardly stopped and Mr. P.R. Bill Hitchcock kept the night alive. The Sunday weather cleared and the show provided non-stop flying all day including a Mustang, RAAF Roulettes, Pitts and lots of Tigers (one super-sonic.....) Altogether a fun weekend.

Airtourer Association Attendance:

FMA	Sonny Rankin & Stan Wright
CTM	Doug Stott & Barb
TWE	Bill Kelly & Evon.
MVA	Bob Page & Joe Gatt
PJR	Harold Holdt & Sonny Hillman
MTF	Earl Johnson & Mrs. Johnson
BQW	Fred Tyfell & Ross Smith
MOA	Adrian Pfeoffer

1978 NATIONAL ANTIQUE AIRCRAFT FLY-IN AND DISPLAY 3-5 JUNE, SHEPPARTON

The Antique Aircraft Association Fly-In at Shepparton can now be added to the continuing saga of weather-devastated aviation events of 1978.

Despite threatening skies and a chill factor equal to that of an Antarctic blizzard, over five thousand spectators turned out to watch about forty visiting and vintage aircraft.

Like November the fifth, without fireworks, the display went ahead, minus the Mustang (due weather), with a sedate fly-past of old-timers - Westland Widgeon, Taylor J-2 and the inevitable gaggle of Tigers.

The Rapide and Drover fought for 'line honours' during successive low passes of the field, and a Fairchild Argus in U.S. Army Air Corps Logo, and a Chipmunk sporting the livery of an RAF Training Squadron, engaged some military vehicles in a mock attack. Fortunately, as if sympathetic to the obvious embarrassment of a few, the commentator's references to "the Japanese" were drowned out by the explosive charges which punctuated the performance.

Peter Trevan gave his usual polished display of aerobatics in his smoke-equipped Stampe and the program concluded with a mass fly-past of all vintage aircraft.

Airtourer Association was represented by members Bernie Kitchell (WAU), Doug Stott who drove up from Melbourne, and yours truly (representing LVAC) arriving, as is becoming his habit, in a Cessna.

Unable to attend, due tree-top ceilings and poor visibility, were Sonny Rankin, Bill Kelly, Stewart Hillsburn and Tim Coyle.

Our thanks and congratulations to the A.A.A.A. and the organisers for a successful Fly-In.

P.S. If Vic. weather persists you will find us arriving at future Fly-Ins with modified undercarriage - bogies with steel flanged wheels!

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#### SCHOFIELDS AIR SHOW - 28 & 29 OCTOBER 1978

You will undoubtedly recall the successful Air Show held to celebrate Her Majesty's Silver Jubilee at Schofields Aerodrome in November 1977.

The format of the Show will be similar to that of last year, since Saturday will be basically a pilots' day, with a fast-moving and comprehensive programmed series of flying demonstrations by manufacturers and/or distributors of aircraft in Australia. Hopefully there will be some international participation.

On the Saturday, too, will be conducted a National Aerobatics Competition with substantial prize money and trophies which the organisers are sure will attract the best aerobatic pilots throughout Australia.

There will also be adequate opportunity on the Saturday for aircraft distributors and dealers to take prospective purchasers for demonstration flights. Saturday, in a word, is intended to be an "industry day".

Sunday will be more of the public's day. In the morning will be held the final of the National Aerobatic Competition and there will be air show segments devoted entirely to ultra light aircraft and to antique aircraft. In the afternoon there will be a comprehensive and fast-moving "Air Spectacular" which will depict aviation in all its variety and excitement. As with the previous two Air Shows significant military participation is predicted.

The Schofields Flying Club has again invited the Airtourer Association to participate. As those of us who attended last year will agree it was a most enjoyable weekend. If you are thinking of attending it is suggested that early accommodation bookings be made. Sleeping bags and tents are quite in order --- and more fun.

#### POINT COOK FLY-IN, 1978

Information to hand indicates that there will be no Fly-In at Point Cook this year. The reasons at this stage are not known.

AIRTOURER ASSOCIATION ANNUAL CONVENTION AND FLY-IN 1979

Suggestions are still requested. Only one to date is for Mildura during Easter (13, 14, 15 April). Reasons supporting this location are its good facilities, it is central to most comers and far enough west to encourage the SA and particularly the WA members to attend. Ample accommodation is available and inclement weather occurs infrequently.

LIGHT AIRCRAFT CHAMPIONSHIPS 1979 - 10-19 MARCH

These are to be held in Perth next year. 1979 is the celebration of Western Australia's 150th Anniversary. During the period 10th to 19th March the accent is on aviation with a Sport Aircraft Association of Australia Fly-In, the Aero Club Federation Conference and the Light Aircraft and Aerobatic Championships. The Australian Woman Pilots' Association will also be having their Annual General Meeting about the same time. Settle down fellas!

IF ENOUGH ASSOCIATION MEMBERS INDICATED THEIR INTEREST IN FLYING TO PERTH IT MAY BE WORTHWHILE CONSIDERING HOLDING OUR CONVENTION IN PERTH ALSO.

Notwithstanding the above paragraph it is intended to organise an Airtourer FLY-AWAY for eastern state members to attend this aviation extravaganza in Perth and surrounds. Numerous meeting points would be arranged and the flight to the west would be completed in company.

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TIE DOWN PROCEDURE

When securing your Airtourer for the night, have you considered "tying down the nosewheel"?

One of our members had his aircraft secured in the normal manner and it was exposed to a strong wind from the rear. The effect was to force the tail down (elevator control lock in) thereby raising the nose wheel off the ground.

The result of course was that the rudder became free to "travel" hitting the stops with force and causing some damage therein.

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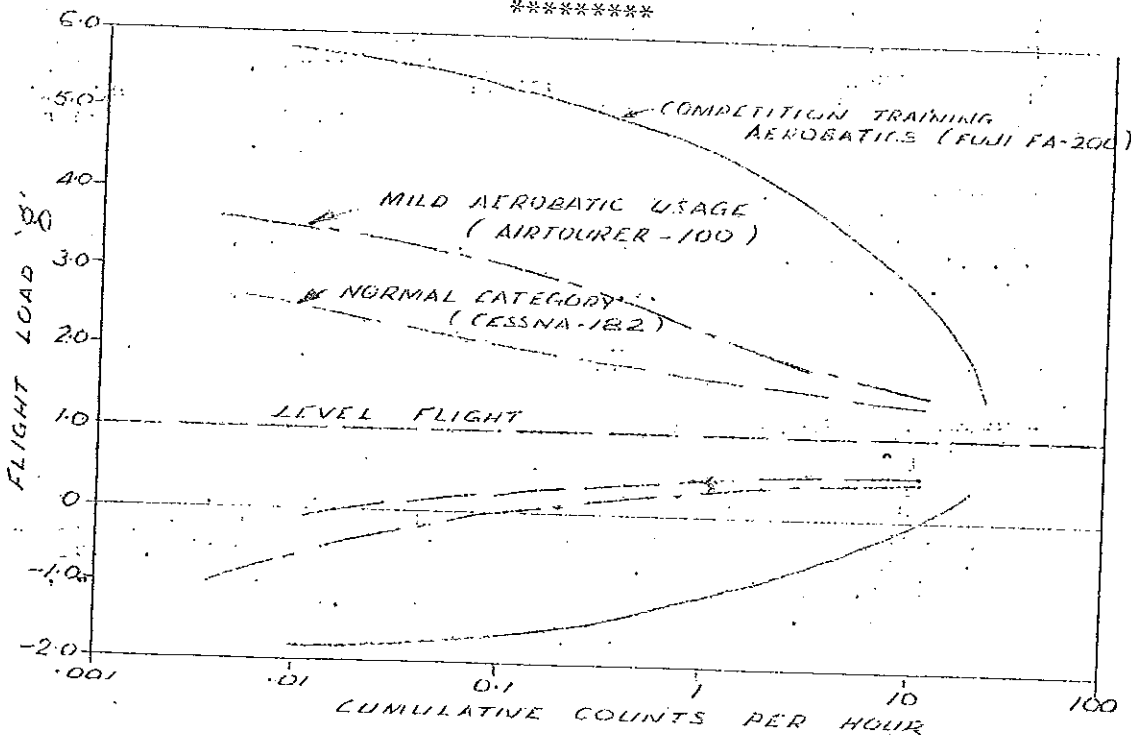


FIGURE 1. LOAD SPECTRA COMPARISON

AFFILIATIONS:

The Sports Aircraft Association of Australia have been approached with the idea of affiliation. Correspondence has now been exchanged and we are hopeful of a favourable result. Their magazine "Airsport" now has a new look and has been offered to the Airtourer Association for articles etc.

VISIT TO POINT COOK BY Mr. H.K. MILLICER

As a result of the Griffith Meeting our Patron, Henry Millicer, was invited by No. 1 F.T.S. to attend RAAF Base, Point Cook.

F/Lt. Kai Hansen had the privilege of flying with Henry in a CT4A. (We are not quite sure who was showing who what the aircraft could do). The flight was followed by a lecture to the Instructors and Students on the history of the Airtourer/Aircruiser design.

A later adjournment to the Officers' Mess topped off an interesting day for both our patron and the RAAF.

R.A.A.F. MEMBERSHIP

The RAAF represented by No. 1 F.T.S. Point Cook have accepted our January offer of honorary membership to the Association. Our thanks to Wing Commander McDonald for his interest. F/Lt. Simon Ford has been nominated the Airtourer Association representative at Point Cook. Kai Hansen is now based at Central Flying School, East Sale, teaching instructors - Good Luck, Kai.

We are hopeful of CT4A participation at our future gatherings.

NEW ZEALAND VISIT

Member Peter Furlong from Morwell (Vic.) has just returned from his holidays in New Zealand. During his stay he visited New Zealand Aerospace Industries Ltd. at Hamilton.

Representing the Association he inspected the Airtourer Project as offered for sale by the N.Z. Company. His report and recommendations will be made available on request and at the Yarrandale meeting.

Any member contemplating a visit to N.Z. in the near future and interested in visiting Hamilton is asked to contact the Secretary for a letter of introduction, contacts, etc.

INSURANCE SCHEME

A bulk insurance scheme for Airtourer owners is planned and is dependent on at least fifty participating aircraft. Negotiations are at present under way and a detailed circular will be sent out shortly. Members are asked to indicate their interest in such a scheme by answering question 3 on the renewal form.

AREA/STATE REPRESENTATIVES (Local Stirrers)

Queensland : Ms Susan Hopper      S.A./N.T. :      vacant  
N.S.W. : vacant (could support two representatives)  
Vic/Tas. Mr. Alex Hood, L/VFA.C. CW.A. V.S. :      vacant

Members interested in filling one of the above vacant positions are asked to contact the Secretary.

FUEL AGENT - OPENING CHARGES

The Antique Aeroplane Association is preparing a submission on excessive opening charges or surcharges on fuel supplies. The Airtourer Association has been asked to help and members are asked to note ALL instances of such charges together with Location, Fuel Brand, Agents Name, Octane, Cost of Fuel Purchased, Day of Week, Notice Given, and any other pertinent details. Please forward to the Secretary.

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CLASSIFIED ADVERTISEMENTS

COCKPIT CANOPY COVERS

\$129

Made to order. Protect your canopy and upholstery with a close-fitting, weatherproof and lightweight cover. Supplied with bag for when not in use.

Mrs. Helen Pearce,  
Aircraft Upholsterer,  
Moorabbin A/P. (03) 908294  
A.H. (03) 5472931

AIRCRAFT PHOTOGRAPHER

Adrian M. Pfoeffler (Owner MOA)  
P.O. Box 1134,  
North Sydney. N.S.W. 2060  
(02) 504929 A.H.

Would also like any history or photos of AT100 VH-MOA

FIBREGLASS PARTS

W.H. (Bill) Miller,  
Sun Street, Moolap, R.M.D.,  
Mail Centre, Geelong, 3221.

Spinners, spats, wingtips,  
Cowls, wheel brake dust covers,  
Filletts and fairings etc.

CLEVELAND BRAKES

Fit Cleveland wheels & brakes to your Airtourer.  
D.o.T. approved modification.

Pat Schipp, 057 623 285.  
Skyways of Benalla,  
P.O. Box 297, Benalla, 3672.

IMPORTED WHEEL FAIRINGS

Low drag wheel fairings in kit form soon to be available to suit all Airtourers. Supplied with DoT approval & installation drawings.

Geoff Holling,  
13 Throsby Crescent,  
Narrabundah, ACT. 2604.

INDEPENDENT SALES & SERVICE

4 Fairford Rd., Bankstown, 2211.  
(02) 7082277

500 x 5 McCreary  
600 x 5 "

Ken Hogan, Rep. FOR A GOOD DEAL

AIRTOURERS FOR SALE - For further details please contact the owner direct. Full details are also held by the Secretary.

AT115	VH-RSI	s/n 119	\$9000	Bert Slater	(03) 5469056
AT115	VH-MVA	01	\$9000	Paul Manders	(02) 5162130
AT115	VH-MTH	13	Offer	Philip Hamer	(02) 821547
AT115	VH-TWG	144	\$10500	Frank Campbell	(0655711) M 344
AT15A	VH-MCJ	A514	\$16000	Pat Schipp	(057) 623285
AT100	VH-RKL	168	\$7500	Roy Coburn	(02) 706626
AT100	VH-MBG	117	\$7000	Dave Dickens	(057) 458205
AT100	VH-WHC	141	\$8500	Greg. Wardman	(069) 252627
AT100	VHCNC	26	\$11500	Ian Withers, Belmore Stn., via Wentworth.	N.S.W.

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