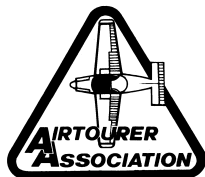


# AIRTOURER ASSOCIATION

February 1999  
Newsletter No. 89



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



# NEWSLETTER

<http://www2.ozland.net.au/cavok/ata.html>

**Editor,** John O'Halloran

P.O. Box 778,

Tewantin QLD 4565

FAX: (07) 54425180

Phone: (07) 54476604

Email joh@hk.super.net

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 May 1999. Contributions and or advertisements are to be with JOH by 15 April 1999.

Small advertisement (3 to 4 lines) \$10.00

Large advertisement \$20.00

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

#### EDITORIAL

This issue is a rather busy one with a number of smaller articles than usual. Of course there is the usual major contribution from Stan Tilley, thank you Stan.

I have had some contact with the UK members recently via email. They are active and some hope to make it out for the AGM. We look forward to meeting them.

The next major event for the Association is the AGM and much of this newsletter is devoted to it. Doug and Sue Stott along with the organising sub-committee have put in a lot of work and it looks like being a great event. Please make every effort to attend what we hope will be the largest Airtourer gathering so far.

All nominations for the next committee are in and details of how to cast your vote are included in this newsletter. If you are unable to attend or unsure please have your say by sending in a postal vote. These will be kept by Tony Matthews and will be added to the votes cast at the AGM.

Safe Airtouring.

*John O'Halloran*

**Stu Hilsberg's change of address:** Stu has now settled into his new job in Melbourne and his address and telephone numbers are: 6/34 Borrell St., Keilor, VIC 3036. Telephone 03 93317676 or mobile 0418 489620.

#### 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.



# Letter to the Editor

## Role of the Annual General Meeting

It may seem a bit strange the editor writing a letter to himself, however I wish to express my personal opinion as a member rather than as Secretary or Editor.

Having been involved in a number of various organisations I have some firm views about the purpose of an AGM. I see it as a forum to present annual reports, elect the new Committee and discuss extraordinary business that is so important it cannot be decided solely by the Committee. I see the Committee's role as handling the normal running of the organisation. To this end when members have particular issues they wish to raise I believe they should approach the committee in the first instance. All the Committee members are readily approachable. Alternatively there is the newsletter if a member wishes to place a matter before the broader membership. I say this because I have seen a number of cases of AGMs getting bogged down with detailed discussions on relatively minor issues.

I shall now step down from my soapbox!

*John O'Halloran*

## CONGRATUALIONS

Russell Mueller and Claire Bond from Ballarat - VH-JVV have just had a baby boy...George (Bond) Muller was born Tuesday 19 January and is a brother for Meg and Amelia. Russell, Clarie and George will be coming to the AGM.

*Cover photo:* British Airways Airbus Captain and part owner of ZOE, Bill Beavis sought permission from the Airport Authorities at Newcastle for this photo to take place. It shows ZOE parked beside BA Airbus G-BUSH. (or BUS - 'H' as it is more appropriately known). The photo was taken on 2/10/98, and shows ZOE beside the last of BA's Airbus's in the 'traditional' colour scheme, before it returned to London (Flight no. BA1333), to be resprayed in the new BA colour scheme.

## Airtourers in Alaska.

*Stan Tilley.*

Having decided to 'risk it' and to join Bernie Sarroff's Safari to Alaska it was fantastic to find out that we would at least have the back up of four other Airtourer Members. Doug and Fran Beckwith and Hugh and Maureen Knox. A quick 'phone call confirmed this and what was more important Hugh and Maureen were willing to share a four seater aeroplane with us. Four seats? Something that the majority of Airtourer members just don't know about as we are so used to two seats only. Plenty of other Airtourer friends were going too, including Judy and Leedham Walker from Flinders Island.

Catching up in Los Angeles on Wednesday the 2nd. of July we spent the next day at the incredible Paul Getty Museum. However, it was quickly apparent that some of the arrangements were a bit vague. Some people were having lots of hassles with aeroplanes. Hugh and I were scheduled to collect a Cessna 182 retractable and complete our American licences on Saturday but Hugh wisely suggested that we go to Torrance airport a day early. Just as well. The 182 RG was not available. The 182 fixed gear replacement had the engine out so when it was suggested that maybe a Cessna 172 RG (Cutlass) was possibly available we jumped at it. A quick check revealed that it, the 172, was due for a hundred hourly now - and 'now' was late Friday afternoon. Soft talk to the engineer fixed that so we planned to come back the next day for the flying checks.

"But don't you guys know that tomorrow is the 4th of July and that is the one

day that everything stops in the U S of A".

More very 'sweet' talk so that we were able to spend Independence Day doing a US BFR. We finished the day flying back over Los Angeles International Airport VFR at 4500 ft without talking to anyone. Yes! It is quite legal and was our first taste of what seem to be much more relaxed and indeed common sense regulations.

Fran and Doug finished up with a Cherokee Archer which was a bit slower than our 172RG.

The first flying day got us to Concorde - San Francisco. Fine but stinking hot weather. A pattern that was to repeat itself for much of the trip. The group consisted of nearly sixty people, about half of whom were pilots. There were seventeen aeroplanes with cruise speeds varying from 105 to 160 knots, so this first leg helped us all to get to know both the aeroplanes and the people.

Compared with an Airtourer, our Cessna 'truck' as Hugh fondly called it, was very heavy to fly. The seating was uncomfortable too but despite the fact that we were rather overloaded the aircraft was very reliable and performed well. Once we worked out how to fly it and especially after we had pulled the hand brake handle right out and stowed it in the back the aeroplane would true out at a good 125 knots with a consumption of around 38 ltrs/hr.

Immediately it was apparent that the scenery on this trip was going to be different and exciting. A couple of days in San Francisco was great. The cable tram -

Fishermans Wharf - a ferry trip to Sausalito, not to mention the Golden Gate bridge were a few of the highlights but soon we were again headed North.

So it was away and into the mountains and our first 'Big one'. Mt Shasta at 14000 ft was superb. A taste of things to come. A beautiful snow capped cone. Fortunately a local had also suggested a small diversion over Crater Lake. Absolutely magnificent.

North of Portland it was Mount St Helens. Over 8000 ft with the signs of it's recent eruption very obvious yet covered with snow. Even bigger Mt Rainier in the background.

Then over the outskirts of Seattle and into Boundary Bay, Vancouver, Canada.

A couple of days at Vancouver was not nearly enough but one highlight was a visit to the Gallery which was showing a display of carved masks made over the years by the North West Indian tribes, famous for their Totem poles. The little bit of history gained here from a lecture tour given by a highly qualified Indian academic was a great help once we arrived in Alaska.

A small weather-induced delay at Chilliwack enabled us to sample the famous home made strawberry pies then it was up the magnificent Frazer River Gorge. Out of the mist, dodging the gliders operating in the canyon at Hope and into the smoke of a forest fire. What is that massive four engined aeroplane in the smoke just below us? It was one of several Douglas DC4 fire bombers. And so to Prince George.

We now followed the Alaska Highway or the Alcan as it is called. This road was built by the Americans and Canadians in 1942 to give access for wartime supplies to Russia via Alaska. At this time of the

year it is very busy with large recreational vehicles (RVs) making a summer pilgrimage. These vehicles are BIG. Anything from 9 to 12 metres so it is not surprising to note that many are towing a small car for local use once they 'arrive'.

Great weather now as we 'drive' past magnificent rivers and lakes and over places with fascinating names like Fort St John and Fort Nelson to Watson Lake. We have already 'spotted' a moose and here we see beaver in action. Watson Lake, in the Yukon, is only a small town but has a huge aerodrome which was built to take B24s and Aircobras on their way to Russia. Apparently over 8000 P39s passed through.

It's warm, about 22C, and pleasant but light rain turns our overnight stay into a two night event. We talked to the hotel owner.

"What is it like in the winter?"

"About 1 or 2 metres of snow and the temperature gets down to 40 BELOW" - "We had our last fall of about 10 centimetres of snow six weeks ago" - "We close the hotel, PUMP IT ALL OUT (water, sewerage, pipes) and head South".

Just remind me if I ever complain about the cold again.

Our delay meant a long flight to get to Anchorage the next day. But what a flight. Refuelled at Whitehorse. Customs and refuelling again at Northway. Every mile was spectacular. First it was more of the great rivers, lakes and beautiful green valleys (with moose feeding in the lagoons) and then from Northway in to Anchorage, once again into the mountains. Rising to 9000ft or more around us with ice fields and glaciers, it was difficult to know where to look. Our aeroplane was indeed a 'magic carpet'.

In Anchorage it was a 'new' adventure. We found ourselves (six Airtourers together) in one of these RV's so we drove ourselves for a look at the City and sights before travelling for a closer look at some of the glaciers.

Great little place and an absolute haven for float planes. There really were hundreds lined up on Lake Hood, one of about four airports in a city of around 200,000 people. Also saw the 'one that did not get away'. An Aircobra on ferry to Russia, which had crashed on one of the Aleutian Islands. After being stripped and used for target practice for over 40 years this aircraft was recovered and restored to BETTER THAN NEW condition. Amazing!

Apart from the Anchorage Zoo we had not yet seen a bear in the flesh.

Bonnie was very apprehensive. We had been told there was a bear in the vicinity so Bon walked 10 metres behind me, clicking two stones together, as we tracked up to the Byran Glacier. I was not sure if the clicking stones were to frighten the bear or if I noticed that the clicking had stopped I was to assume that the bear had eaten Bonnie.

Despite 20 hours of daylight, which did wonders for the flowers, there was not enough time. We were back in the air retracing our flight path back to Whitehorse on the Yukon River. We made up for missing this town on our way in by rushing about and even managed to fit in the Frantic Follies show with high kicking Can Can girls and all.

Next day we flew down to Juneau, via Skagway and Haines. Once again spectacular mountain scenery with magnificent reflections in the lakes. Incredible to think that we were in the Klondike area

famous for it's goldrush in the late 1890's.

Juneau, the capital of Alaska with a small population of 27,000 is accessible only by boat or plane. The airport has two parallel runways. One is a dedicated 'pond' for seaplanes and there are plenty of them. No longer a gold mining town, Juneau now relies on thousands of visitors, most of whom arrive by ship. Four or more large ocean liners visited in the few days we were there.

The 'town' glacier visible from the airport was a must as were the quaint streets and historic docks area. The evening was a delight. A true Salmon Bake, right next to a river teeming with salmon, of course, and would you believe another review with even more 'Can Can' girls.

With a day to spare we arranged a trip to Tracy Inlet with a tour company run by the local Tlingit Indians. The day was perfect and the tour full of interest. We spotted no less than 7 bears in the wild not to mention mountain goats, deer, whales, eagles and other birds. The climax of the tour was sailing up to two glaciers through the icebergs formed as the ice 'calved' into the ocean.

The following day we were scheduled to fly down the fiords to Prince Rupert but the weather was a bit doubtful so after a lot of 'hurry and wait' we returned to Whitehorse.

Amazingly, we actually got the whole mob in the air by 8am which was just as well as we flew by a different route right through central Canada to Calgary. It was the longest flying day. Over 10 hours but what a variety of scenery (and weather). For a while we were flying down a tunnel of cloud with the occasional shower, be-

tween the mountains - spotting the moose grazing. Then we followed the massive Lake Williston full of timber. Great rafts of logs were being towed down to two pulp mills and a chipboard plant. Probably the highlight of this day was Mt. Robson in Alberta. A massive 13,000 ft mountain.

Towards Calgary it was hot with large thunderstorms about and magnificent full circle rainbows, but the most difficult thing was to find Springbank field, our destination. A green field with a green tower in a green plain.

“Have you got us sighted ? “

“If you turn right now you are on short final”.

Oh! Well, my excuse was that I wasn't the only one.

Accommodation was interesting in Calgary. We lived in the TAFE College student quarters. Some of the party took a bus to Banff National Park but we contented ourselves with a look at the City including the excellent Indian displays in the museum (including genuine human hair scalps!) and the Devonian Gardens - a very large rooftop garden complex.

But time and Bernie's Safari waited for no one. We were away over the border again to Great Falls on the Missouri and then to the Wild West town of Cody, home of the famous 'Buffalo Bill Cody'.

The aerodrome was full of Grummans, as it was the venue for the American Yankee Flyin. We were supposed to support them or demonstrate our 'competition' abilities or something but being rather disorganised we stayed in town instead and watched a 'shoot out' in front of the local pub. Bodies everywhere.

Once again there were plenty of activi-

ties. Some went to the Rodeo, some to the Flyin, some to the Cody Western Museum and most grabbed a bus tour to Yellowstone National Park.

Our particular tour was excellent. With only eight of us and an excellent driver it was a laugh a minute. We saw moose, deer, elk, including a superb six pointer, a coyote, squirrels and bison. A big plus was a grizzly bear grazing in the field. This was in addition to the geysers and mud pools which all squirted and bubbled on cue. On seeing the big elk our driver, a local hunter, expressed his wish.

“Just put a foot outside the park and I'll have you on my wall in no time”

Next stop was Salt Lake City. Were we getting tired? We did misread the TPA (Traffic Pattern Altitude) of 5300 ft. for the airport altitude so had to make a rapid descent on final but again the Controllers were polite and helpful.

Salt Lake City was beautifully laid out and very clean and impressive. It was also very hot and “disaster”. We could not get a beer - at least not within a mile of Temple Square. So we did a tour of the Square and saw the Tabernacle and the Genealogy Centre not to mention the magnificent Capitol building. Our hosts for the tour were Sisters of the Church who had come from all over the world. We were supposed to hear a choir practice but something went wrong so the sisters sang for us instead then invited us to a local concert in the park nearby. For total variety the next day was spent at an aircraft Museum with a side trip to Park City, site for the next winter Olympics.

Bryce Canyon was a highlight of the next day's flying. Ten thousand feet high with spectacularly coloured cliffs and rock formations. As we were flying the radio advised another aircraft that,

“Traffic is a VFR aircraft orbiting over Bryce at 10,500ft”

“Quick, look out,” said Maureen but not to worry. The “traffic” was in fact us.

After a long trip of over four hours at above 10,000 feet and a diversion over the Grand Canyon and Lake Mead it was a tired party that arrived at Las Vegas to be greeted by 115 degree (46C) Fahrenheit heat. We were booked into the Mirage and the rooms were not ready. There were hundreds of thousands of people, hundreds of thousands of poker machines, hundreds crowding the swimming pool and miles of walking around in the stinking heat.

Hugh was beaming.

“Isn’t it fantastic? This place must have a turnover larger than the annual Australian gross income.”

Bonnie burst into tears “Get me out of here.”

So Bon and I deserted the glamour, the glitz, the free street shows which include an active volcano, the circus and the sinking of ‘Britannia’ three times a night. We retired to a small Motel not far away and enjoyed the peace and quiet of a pool all to ourselves.

The following day we hired a Mazda MX5 Sports car and drove to Mount Charleston a 12,000 ft mountain just 40 miles from Las Vegas. The temperature dropped 25 degrees. The mountain scenery was magnificent. The birds, especially the diminutive humming birds and the butterflies ‘magic’.

We walked over ten miles and climbed, above the snow line to 10,000 ft.

It was surely a 10/10 day. Back down the mountain into the desert heat. I’m sure that no one believed me when I stated that I had had to turn the car heater on as we descended, but it was true.

Real Nevada desert now as we headed on the last leg back to Los Angeles and our Van Nuys base. A quick unpack, return our aircraft to Torrance. Doug and Fran were off to Oshkosh. Hugh and Maureen were away home. Bonnie and I had just one last day so we again hired a car (almost the only way to travel in LA) and took ourselves to the Huntington Museum in the beautiful suburb of Pasadena. The treasures preserved in these buildings just ‘blow’ the mind. Fascinating that Huntington made his millions in railways including an extensive local commuter system which appears to have been completely lost in this city of motorcars and freeways.

Altogether we had flown over 65 hours and covered more than 7000 miles in five weeks. We saw and did so much but like all these trips there was just so much more we wanted to do. The very size of the party was at times a disadvantage. But it was a fantastic trip. We have to thank Bernie. Without his ‘push’ I’m sure we would never have dreamed of going on such a trip. Now I just have to go back again.

What would be really great would be a group of say, just four Airtourers, starting and finishing from Vancouver and spending more time on the coast. We could travel even further North above the Arctic Circle.

“What about it?”

“Bonnie met a bear  
The bear was bulgy  
Was the bulge Bonnie?”

(With apologies to the original author.)



## Captain for a day, Dreamer for Life

*Geoff Qantas Captain Roberts*

You can't win all the time but sometimes you get lucky!! and before you narks out there say bullsh-t I'm swearing on a stack of bibles that it's not !

My nephew and I had to conduct about 2 hours worth of business with a firm at Mascot yesterday and that ( for all you know nuthins) is near the Sydney airport where nephew's best mate works for Qantas as a boffin, (read that as a term of respect --- this guy's a genius----but that's another story). Anyhow back to the plot---nephew had a standing invitation to look through Qantas jet facilities and a quick phone call to best mate and we were in at 2.30 p.m. (best mate knocks off at 3.30 so he took 1 hour's annual leave would you believe).

We did a QUICK tour through 3 jumbos in various stages of maintenance ---QUICK-- because he had arranged something special at 0420 zulu (that's 3.20 p.m. dummy ((I hope))) . Best mate's workmate's mate (you got that) is the co-ordinator of the Qantas flight simulators (I know that's given the story away but I'm going to cheese you right off with the details anyway) Where was I? ---oh yeah HIS best mate is the controller of one of the simulators and could give us 20 minutes ---where would we like to go? "HONG KONG" !! , "HONG KONG" !!, that seemed to please him so he twiddled with a lap top computer for a bit . Would one of you guys like to sit in Right seat?, Nephew ---"GEOFF's a pilot"-- oh would YOU like to sit in the Right seat GEOFF? (Hell does viagra put lead in your pencil or wot?) .

The cockpit is a REAL cockpit \$30,000,000.00 real in fact and everything works and the outside simulation is as real as it gets. So real your senses are captured immediately. So bestmate's mate mate mate etc powered on, switched switches pushed buttons, 20 degree of flap etc and we started to roll, 140 knots and rotate "the gear lever's there Geoff, select UP" that was easy "That's the flap lever there Geoff, select 10 degrees" I could get used to this----- a bit of straight and level and then the approach into OLD HONG KONG airport. This approach is legendary stuff for commercial pilots and I kid you not I was sucked right in and thought we were doing it (flying the approach smart arse) ---Copy book landing and all that stuff (I think best mate had done this before ) Would you like to fly it to New HONG KONG Geoff? "yes", wot did you say ? "YES YES YES" OK keep her on centreline with rudders (Oh ERIC (that's my old instructor) you'd have been proud of me) "rotate at 140 ... 100,120,130,140, rotate" and just like the old Piper 140, she did -----I'm boring you so I'll skip to the approach and landing -----No I won't, I saw you yawning and if that's the way you wannabe I'll keep it all to myself so eat your heart out .

Details of the next 2 hours of workshop tour are blurred as I was still in HONG KONG and I bet you would be too, but the details of the approach and landing are clear and you're not gunna find out, so there!!!

# **MILDURA 99 CONVENTION and AGM**

## **Update**

The registrations are flowing in and including two for the first time from the U.K. We also expect to have one or two from NZ, but their registrations have not turned up... yet...

### **HAVE YOU REGISTERED YET?**

Please do so today and help make this the biggest Airtourer Convention yet.

Make your accommodation booking with the Grand Hotel or Commodore Motel, complete your yellow registration slip and mail with \$20. Please quote 'Airtourer Association' or 'Sue White' when making the accommodation bookings. Both motels have a block booking, but you may get a staff member that does not know about it.

If by chance you cannot attend, please let us know, as we won't then waste resources with reminders.

It is pleasing to see many of the registrations to date have indicated an arrival on the Thursday and indeed some are staying over until the Tuesday, with one party staying on a houseboat.

For those arriving on the Thursday, the airport Airbus and our own minibus will be available to drive you to town. Thursday night is free, but we have arranged a group booking at one of the local eating-houses.

Once tied down, you should proceed to the Mildura Aero Club, where on Friday and Saturday a light lunch and drinks will be available. Registration will be at the Aero Club, where you will be given a 'show bag' full of goodies and a special souvenir program. A mini bus will be available for those wanting to check into their accommodation.

As promised, this year will be different and proceedings will start on the Friday. We will be conducting some forums on the Friday afternoon starting at 1300. Forum subjects to be announced, but one will be a briefing on the Mooney Pilot Proficiency Program by Mooney Association representative, Russell Kelly. This program has been most successful and we may have something to gain by considering a similar program for the Airtourers. The other forums are yet to be confirmed, but you can be assured they will be of interest. The big bus will depart after the forums around 1600. A Mayoral reception will take place at 1730 and the bus will pick you up at 1715. After the reception, you will be bussed back to the Hotel/Motel. The night is free, but some group bookings have again been made for dinner depending on your taste.

Saturday morning is free with flying events at the airport from lunchtime onwards. Bus pick-up will be around 1130, returning around 1700. Saturday night of course is our 21st Birthday Party and we have planned a 3-course dinner with cake and of course a few other surprises.

We are proud to announce that Mr Randy Green has accepted an invitation to be our guest of honour and guest speaker this year. Randy was the test pilot that undertook the flight test program in the prototype Millicer Airtourer VH-FMM. He and his wife will be flown to Mildura and return courtesy of Southern Australia Airlines. Those of you that attended the Echuca Convention in 1984 will remember Randy's outstanding presentation with Henry at that Convention dinner.

Sunday will see our AGM and the Co-op AGM held on the lower aft deck of the paddleboat "Rothbury" as we sail upstream on the Mighty Murray River. Boarding will commence at 0900 and the wharf is a short 5 minute walk from both motels. The boat will sail at 0930. Those not involved in the meetings will have the remainder of the boat to stroll around, enjoy a cuppa and the view. Some two hours later, the Rothbury will tie up at the Trentham Cliffs Winery Estate, where we will have lunch at their facility on the banks of the river. After lunch, we will sail back to the Mildura wharf, no doubt sipping some of the local grape juice..... For those that want to fly out that afternoon, there will be a minibus available to take you direct to the airport (so far everyone is staying until at least Monday..)

Sunday night will be an informal meal at the Mildura RSL Club, again just a short walk from the accommodation.

Monday is a free day, but a bus to the airport will be arranged at this stage for around 0900, but this will depend on numbers etc.

The above is a brief outline of what we have in store for you for the weekend. Please note that some details above may change, so please check your program on registration.

We will have at our disposal a small mini bus for the weekend and details of what it will be doing and how to contact the driver will be in the program.

Please take note of the following telephone numbers, which you may find of use either prior, or during the weekend:

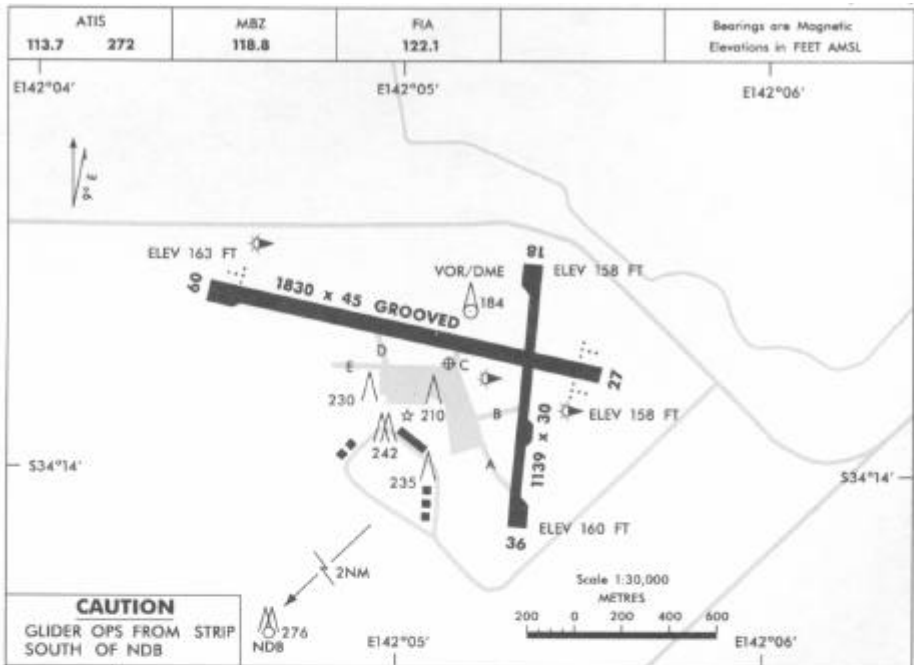
Doug Stott/Sue White	Home 03-5021 2614
	Fax: 03-5021 2628
Doug Stott (Mobile)	0418 596 566
Sue White (Mobile)	0418 596 562
Mike Fisher (Mobile)	015 869 134
Stu Hilsberg (Mobile)	0418 489 620
Mildura Aero Club	03-5021 0400

## PILOT INFORMATION.

Please remember that Mildura is an MBZ (118.8) and you should make your first call by at least 15nm inbound. Further calls in the circuit as dictated by traffic. Note that there are RIGHT Hand circuits on Runways 27 and 36 due to the glider field to the Southwest. Please also ensure that your transponder is selected to ON/ALT as the RPT aircraft using Mildura have TCAS and can see you if you are squawking. The busy times for the RPT are 0930-1030/1600-1700 Thur, Fri & Mon. Both airlines use Flight Number Callsigns and should be happy so long as you say where you are and what you are doing. The airline aircraft conduct straight-in approaches to runway 27 when the wind is suitable. Most of the traffic is to and from the Southeast (Melbourne track). VHF contact with Melbourne is possible on the ground on 122.1 to cancel SAR etc.

The Mildura area is reasonably flat and the highest obstruction in the area is a TV tower about 10nm to the SSE. It is marked on the charts. Check ERSAs for further info.

A special parking area will be made available for Airtourers and CT4's. When you arrive (please look for a marshal) as a group photo will be taken on Saturday, also, if you fly your 'non-Airtourer' don't park with the Airtourers. A nearby area will be available for other aircraft types. Fuel will be available from a tanker on the Friday and Monday so you don't have to go to the pump.



# Convention Shirts

The 1999 Convention will for the first time commemorate the event with a special logo.



Denim shirts will be available on order and will include the logo above the left pocket. Short or long sleeves are available. Order NOW to collect at Mildura.

**Sizes: S, M, L, XL, XXL \$40 each**

Please return with your cheque to:  
**PO Box CP291, Mildura Plaza, Vic. 3501.**

Name:		
Address:		
Town:	State:	Pcode:
SHIRT SIZE: [Quantity] S..... M..... L..... XL..... XXL.....		
SLEEVES: [Circle one]                      Long                      Short		
Remarks:		

# ACCOMMODATION RATES FOR CONVENTION:

## COMMODORE MOTEL:

**Tel: 03-5023 0241 Fax: 03-5021 1585**

Standard Double Room:	\$65
Executive Suite Standard Bathroom	\$85
Executive room with spa	\$95

*All include breakfast served in dining room.*

## GRAND HOTEL:

**Tel: 03-5023 0511 Fax: 03-5022 1801**

Standard Double Room	\$70
Twin Rooms (per room)	\$70
Single Rooms (per room)	\$50

*All include breakfast served in dining room.*

***Please...BOOK DIRECT NO LATER THAN 15 FEB.***

***Quote: "Airtourer Association"***

*Note: Both these establishments are located in 7<sup>th</sup> Street nearby to one another and transport will be based on this.... If you choose to stay elsewhere please consider this.*

## Mildura Visitors Information Centre

Tel: 03-5021 4424 Fax: 03-5021 1836

Website: <http://www.murrayoutback.org.au>

Email: [tourism@mildura.vic.gov.au](mailto:tourism@mildura.vic.gov.au)

Airtourer Association Inc.

Website: <http://www2.ozland.net.au/cavok/ata.html>

Email: [airtourers@mildura.net.au](mailto:airtourers@mildura.net.au)

### **STOP PRESS:**

A number of members have booked their accommodation for Mildura but not sent in their registration form. Sue needs this registration to be able to plan transport etc. Therefore please send in your registration form as soon as you know your plans.

## AGM Venues

The following is a list of venues where the AGM has been held over the past 21 years. The choice of venue is often raised at the AGM and the following aspects are important when considering future venues.

**Location:** It should be practical for the majority of members to fly to and return home over a weekend.

**Weather:** This tends to preclude coastal venues.

**Facilities:** Is there a local aero club to provide support for the aeroplanes, (fuel etc.), and the members, (clubrooms, bar etc.).

Is there sufficient accommodation. Is there a venue for the meetings.

Are there other local attractions for those partners who are supportive enough to attend but don't wish to 'live' Airtourers all weekend.

Is there transport to move members between the airfield, accommodation and other venues.

Finally, is there someone who can do all the ground work to prepare for the weekend.

(Parkes is a good example of the above issues, including weather???)

### •List of Annual Conventions

1978 Griffith, NSW	1987 Condobolin, NSW
1979 Mildura, Vic	1988 Griffith, NSW
1980 Parkes, NSW	1989 Leeton, NSW
1981 Wagga Wagga, NSW	1990 Moruya, NSW
1982 LaTrobe Valley, Vic	1991 Moree, NSW
1983 Quirindi, NSW	1992 Loxton, SA
1984 Echuca, Vic	1993 Lake Cargelligo, NSW
1985 Wangaratta, Vic	1994 Narrandara, NSW
1986 Tumut, NSW	1995 Swan Hill, Vic
	1996 Wallis Island/Taree NSW
	1997 Yarrowonga, Vic

### FOR SALE

Striking orange Airtourer 115. VH- MQL Good Condition.  
Model 0-235-C1 Serial No128, TT 7965 hrs, ETR approx. 300 hrs  
100 Hourly due January 2000.

Well appointed, includes ADF, VOR, ELB, HF, VHF, strobe,  
transponder, headsets, tinted canopy, towbar and workshop manual.

In estate of the late Cliff Wright of Cobar NSW.

Asking price \$30,000.

Enquiries to Allan Wright mobile 0407 169467

## Latrobe Valley Fly-In

*Hector Blemings*

It had all the ingredients of a disastrous weekend, rain, a few breaks, more .....STOP.....that's what I said after the November 1996 fly-in. Something tells me late November and Latrobe Valley don't mix, however it was not a washout. Stan and Bonnie flew Hobart to Devonport, had a 100 hourly carried out then battled 50 knot head winds across Bass Strait to arrive on dusk amid a torrential downpour. Alan & Merle Wood got to within 10 mins. of the airfield only to be turned back to overnight at Bairnsdale, but we did manage 12 for dinner at the local hotel on Friday night. Thirty eight members arrived in stages from Thursday to Sunday, 13 Airtourers, 2 CT4s, 5 cars, plus a P51. A P51 you may well ask, yes three lucky members had organised a flight that just happened to take place on the Saturday. As David Crotty put it, "it was like a religious experience". It was certainly great to watch

Jeff Trappert doing aeros and by then a few other members were quick to decide to also have a flight but unfortunately time ran out.

The Powerworks tour was great starting with pre dinner drinks and nibbles, followed by a film on the history of open cut mining in the area then off to view the Loy Yang power station. Everything about this place is "awesome". One figure that sticks in my mind is that this one station burns 60,000 tonnes of coal every day, leaving one very large hole in the ground. Loy Yang provides 40% of power for Melbourne and country Victoria and is the biggest coal mine in Australia. We noticed the Hunter Valley people in the group ask a lot of questions at this point. After our extensive tour it was back to the main building for a delicious meal complemented by excellent wines of which there was an abundance. Frank



Airtourer Association members around the re-manufactured Airtourer VH-BWG at Millicer Aircraft Industries



Murray and Beryl Marshall had a joint birthday celebration once again but we were all too full to eat the cake.

On Sunday we were guests of Millicer Aircraft Industries at West Sale, for a BBQ and inspection of the updated next generation 160 HP Airtourer prototype.

Bob MacGillivray walked us through the project and their plans for the future, how they were achieving the increased performance, then finally a flying display to prove his point. It's safe to say we

were all suitably impressed. Many wished to stay longer but it was time to return to LTV for those who wished to depart.

There was still 13 of us left on the Sunday evening to join the LTV Aero Club monthly dinner, a good finish to a great weekend.

A donation of \$30 was made to the Aero Club with thanks for their hospitality and use of facilities.

A big thank you to all for coming, it sure makes the organising worthwhile.

## Attendance

Hector and Wendy Blemings  
 Harry & Ralph Emery Couzin  
 Frank Daniel  
 Mike Fisher and Dot Ross  
 Peter Hurst  
 Hugh and Maureen Knox  
 Stuart Kirchauff  
 Jack and Colleen Murray  
 Frank and Jean Murray  
 Andy and Jane Morris  
 John and Doreen Treble  
 Stan and Bonnie Tilley

YVV  
 TPY  
 ZCT  
 CND  
 BVV  
 MWR  
 MUI  
 MTP  
 CKE  
 DDZ  
 CRK  
 MTL

By Car:

Doug and Frances Beckwith  
 David Crotty  
 Stuart Hilsberg  
 Lindsay and Beryl Marshall  
 Bill Miller  
 Barry and Judy Gray



## Calendar of Events

### Annual General Meeting 1999

Mildura

19 to 21 March 1999

Details this Newsletter

# Airworthiness News

*Stu Hilsberg*

## AD/ENG/4 Amdt 7

This AD has been on the boil for a number of years (nearly 10) and I have been to a number of CASA seminars and briefings on it. The AD Requirement Para 1.1 covers most Aussie registered Airtourers and that refers us directly to Appendix A that simply tells us how to comply.

### **Requirement:**

**1.1. Private operations - as detailed in Civil Aviation Regulation(CAR) 2. (7) (d) and 2. (7A) and less than 5700 Kg maximum take-off weight (MTOW).** Piston engines installed in aircraft with a MTOW of less than 5700 Kg and operated in private operations may continue in service subject to compliance with the maintenance requirements detailed in Appendix A of this directive.

The AD Compliance Requirement para 1.1 tells us when to comply .

### **Compliance:**

**Requirement 1.1.** Effective 8 October 1998: The requirements of Appendix A shall commence within 100 hours time in service from the effective date of this directive or at the next maintenance release inspection, whichever occurs first.

Compliance starts at the next annual inspection or within 100 hours of the last and after the 8 October 1998. In other words every Class B Private Airtourer must be in compliance by 8 October 1999. No additional inspections are required apart from the normal "annual inspection" when it is due. There is no requirement for a bulk strip or anything else to start complying with this Amendment. There will be little if any change to the annual inspection over what we already carry out. Appendix A is the same basic inspection schedule that is used on Airtourers now (it's a generic schedule in the absence of an Approved Manufacturers Maintenance Manual or Schedule for the Maintenance of a Class B Private Aircraft). The only additional task that some owners may have to start now doing is keeping a log of all oil uplifts during the year and noting them on column 3 of the cumulative totals on the Maintenance Release.

During the Annual Inspection there is an additional CASA Form (CASA Piston Engine Condition Report AW028) to be filled out, these forms will be available from ones usual engine LAME or you can get them from a CASA Airworthiness Office. These forms require data that has previously been written up in the Aircraft Engine & Airframe Log Books so all the form really does is locate all the engine performance data into one area. This form will become the basis for "on condition" assessment and that most important tool of "trend monitoring". I am personally satisfied with the way this Amendment has finally been published after considerable discussion with CASA, it really finally turned out to be a classic "win win" situation. There is nothing to fear in this Amendment

## Queensland Fly-Ins

Two Fly-Ins with a difference were held in Queensland over the Christmas / New Year period.

The first was not an Airtourer Fly-In but we were represented. It was organised by the Noosa Flying Club and the Rotary Club of Cooroy. The landing fee was a wrapped children's toy to be distributed through the Rotary Club. The venue was "Greenfield", a private airstrip near Boreen Point north of Noosa

owned by Tony Green.

No one quite expected about 70 aircraft to turn up. These covered the full range from parachutes to Airtourer Association member Bill Haynes in a PC 12. Other association representatives were Bill Pennell and Lorraine Howson in T6 XVV and the O'Hallorans in COI. It was a great day with fine weather, good catering, a Jazz band and a great variety of aircraft.



*Above:* L to R. Local learning about Airtourers from Bill Pennell and Lorraine Howson at "Greenfield".

The second Queensland Fly-In was at our own airstrip just to the west of Noosa. When we first moved in and I spoke to John Plummer about holding a Fly-In around Christmas he told me to forget it. No one would be willing to venture too far in an aeroplane at that time of year because of tropical storms.

I didn't doubt him but felt that we would

give it a try as I had taken leave and could guarantee being at home then.

The Fly-In became a Drive-In as pouring rain rendered the strip soggy let alone getting airborne. The Plummers and the Bells drove in and enjoyed a "wet" lunch.

Thanks everyone for braving the road conditions.



*Above Left:* L to R, Ken and Jean Bell, Lonnie and John Plummer with hostess Jan O'Halloran standing. *Above Right:* John Plummer and Jan O'Halloran preparing for the "Wet" Fly-In lunch with a high tech. cork-screw.

## WELCOME

On behalf of President Tony Matthews we offer a warm welcome to the following new members.

**Ian Poyitt** from Redcliff in QLD. Ian is a councillor with the Redcliffe City Council and attended the President's Fly-In at the invitation of Lorraine Howson.

**David Ryan** is from Boronia in VIC. He is in the market for an Airtourer and runs Answer Technology which produces Beep Back units that you now hear at some air-fields.

**Bronwyn Hicks** from Sydney.

**Struan Brodie** from the South Island of New Zealand.

**Maurice Thomson** from NZ – the proud owner of 3 Airtourers.

**Geoff Baxter** from Epping in NSW.

## NOTICE OF ANNUAL GENERAL MEETING Airtourer Co-Operative Ltd

The Annual General Meeting of the Airtourer Co-Operative will be held on the rear lower deck of the Paddle Boat Rothbury after the AGM of the Airtourer Association on 21st March 1999.

### Agenda:

- Presentation of Minutes of the previous Annual General Meeting.
- Business Arising from the Minutes.
- Election for retiring Board Members
- Other Business

## THE SHERIFF OF LOCKINGTON INTERROGATES.....

### ELAINE SAGE.

(Interrogated at Griffith's A.G.M., March, 1998).



*When did you become involved with the Airtourer Association?* Since the Association's formation.

Ken, my husband, was an engineer at Victa.

*Your occupation?* Physiotherapist, studied at Sydney University, and Farmer. I was in the Army, then physio to POW's who returned from working on the Burma Railway, that was sad and awful.

*Where were you born?* Sydney.

*Where have you, and do you live?* Sydney, Cooma where Ken was Chief Engineer for the Snowy Mountains Authority, now Nimmitabel, near Bombala. The Hangar & Strip is at Bombala.

*Aircraft Type & Registration?* Victas DAM 150, MTH 115, MBJ 100 - which Ken is rebuilding. I'm very fortunate, I have my own Airfield, Hangar and Engineer!

*Have you owned any other aircraft?* A Tiger Moth which Ken built.

*What year did you gain your pilot's licence?* 1970 in Griffith.

*Total hours flown?* As Pilot, 1500 all in Victas.

*Longest trip flown?* To Tasmania, I go twice a year to St. Helen's.

*What was the (or one of the) most memorable flights you have done?* Flying with Ken in the Tiger Moth, near Goulburn and it was snowing. Frightening for me. VW's were passing on the road! That's when I, covered in snow, decided to learn to fly. If in snow the Pilot couldn't see then perhaps I'd better learn!

*Who is your favourite Co-Pilot?* I fly on my own, and love it. I'd worry more if I took someone with me.

*Most humorous moment in flight?* I was learning in DAM and approaching an airstrip to land, when Ken said, "This is a difficult landing field, we'd better change seats". Picture if you can a Pilot and Passenger changing seats in a Victa!

*Other interests?* Looking after animals. Being on a cattle farm of 1300 mountainous acres at 4,000 feet. We would have liked an airstrip on it but it is too rocky and hilly. Incidentally I haven't had a cold in 30 years - the air is great there.

*Favourite Food?* Sydney Rock Oysters Natural.

*Favourite Drink?* Gin and Tonic.

*Favourite Music?* Orchestral. My whole family has a history of music.

*Favourite Sport?* 1st Flying, 2nd Bush walking, 3rd Tennis, I have an occasional game with my grand son, and then the bones ache!

*When and where did you marry Ken?* In 1950 in Sydney.

*Any children?* One daughter, Lyndall. She once held a licence, and once owned

BQK.

*If you were Prime Minister of Australia for ONE day, what would you change for the betterment of Australia? Bring back National Service, School Cadets, and Capital Punishment for proven, horrific crimes.*

*What is/was your greatest extravagance? Flying to Victa and Women's Pilots Fly-Ins. I've been a member of the Women's Pilots Association for approx. 10 years and get a deal of pleasure from it also.*

*Any further comments you wish to add?*

*I've appreciated the interview and the interest shown in me. I thank my parents, they gave me music and my physio training, and I thank my husband Ken, who gave me aviation.*



*What a delightful person you were to "Interrogate" Elaine, thank you. Even though you are guilty of a deep involvement with Victa's I recommend you be treated with leniency and given many more years of happy, safe flying. (The Sheriff).*

## **NOTICE OF ANNUAL GENERAL MEETING Airtourer Association Inc.**

The Annual General Meeting of the Airtourer Association will be held on the rear lower deck of the Paddle Boat Rothbury at 9:45 AM on 21st March 1999.

### **Agenda:**

- Presentation of Minutes of the previous Annual General Meeting.
- Business Arising from the Minutes.
- Presentation of Reports
- Election of Office Bearers
- Other Business

Note: The Minutes of the last Annual General Meeting were published in the August 1998 issue of the Newsletter.

---

# Airtourer Association Committee Elections

The procedure for election of the next Committee was described in the last Newsletter. A nomination form was included and nominations closed on 15 January 1999.

The following nominations were received:

<b>President:</b>	Mr. Stuart Hilsberg Mr. Hugh Knox
<b>Vice President (two vacancies):</b>	Mr. Stuart Hilsberg Mr. Hector Blemings
<b>Secretary:</b>	Mr. John O'Halloran
<b>Treasurer:</b>	Mrs. Colleen Murray
<b>Committee (Two vacancies):</b>	Mr. Stan Tilley Mr. Andy Morris Mr. Stuart Hilsberg Mr. Alan Wood Mr. John O'Halloran

The positions of Treasurer, Secretary and one Vice President have been filled as only one nomination was received for the position. Also since John O'Halloran has been declared as Secretary then he is no longer eligible for another Committee position. Therefore ballots will be required for President and the two Committee positions. The ballot paper is included on the reverse page. Please either copy or tear off the page to cast your vote.

- Since there are only two candidates for President please tick only one. However, since there are a number of candidates for the Committee, and one may be eliminated if successful for a higher position please number candidates in your preferred order with #1 being your most preferred. When counting the votes the two highest preferences out of the remaining candidates will be counted.
- Please fill in your votes and place the ballot paper in the small yellow envelope.
- To ensure your vote is secret please seal the yellow envelope and do not mark it.
- Place the yellow envelope in the provided white envelope addressed to Tony Matthews.
- Complete the section on the reverse of the addressed envelope and post, (with stamp).
- Tony Matthews will log all returned envelopes and hold them till the AGM. They will then be combined with votes cast at the AGM and counted by Tony and John Treble.
- If you are certain of attending the AGM you may cast your votes there, additional (identical) ballot papers will be provided.

## Airtourer Association - Committee Elections Annual General Meeting 1999 Ballot Paper

**President:** (tick only one box)

Mr. Stuart Hilsberg

Stuart was a founding member of the Association and has served on the Committee since 1988. He is presently the outgoing Vice President. In particular he has served as the Airworthiness Representative and in that role has negotiated with CASA and it's predecessors to the advantage of Airtourer owners.

Mr. Hugh Knox

Hugh Knox has been a long serving member of the Association, Committee and Director of the Airtourer Co-Operative. He is a regular at Fly-In and has organised Fly-Ins, Fly Aways and navigation trials for the Association.

**Committee** (Two vacancies) Please number your preferred candidates with # 1 being most preferred)

Mr. Stuart Hilsberg

See above

Mr. Andy Morris

Andy has been a member since 1988. He owns 3 Airtourers, 1 Cherokee and maintains aircraft as an AME. He and his wife Jane, also an Association member and pilot, rebuilt KHP.

Mr. Stan Tilley

Stan has been a member since 1979 and a long serving Committee member. He maintains a high profile for the Airtourer in various competitions and Sky Race. Also a regular contributor to the Newsletter.

Mr. Alan Wood

Alan worked with Victa during the development of the Airtourer and was a founding member of the Association. He is a board member of the Co-Op and carries out much of it's day to day work of providing spares to owners.