

# AIRTOURER ASSOCIATION

May 1999  
Newsletter No. 90



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



# NEWSLETTER

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

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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 August 1999. Contributions and or advertisements are to be with JOH by 15 July 1999.

Small advertisement (3 to 4 lines) \$10.00

Large advertisement \$20.00

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## EDITORIAL

This issue sees the largest newsletter published so far due entirely to the success of the recent Convention and AGM. I'll let the report and pictures speak for themselves however I would like to mention the efforts of those members who travelled long distances especially the UK visitors. Thank you for making the effort, it was great to see you. Also a special thanks to the organising Sub-Committee. The success of the weekend was a reflection of the work and attention to detail by the Sub-Committee.

In the last Newsletter I stated my views on the role of the Committee in the day to day running of the Association. The new Committee is listed on page 19. Space precluded listing all the contact details but please refer to the Membership Details Booklet.

Finally for those with internet accounts, UK member Ivan Brown has set up a UK Airtourer web site at <http://freespace.virgin.net/ivan.b> It's worth a look. Safe Airtouring.

*John O'Halloran*

*Cover photo:* Retiring Association President Tony Matthews in his aircraft EQA with wife Liz. Photo courtesy of Doug Stott.

## 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

A big thank you from the “Poms”.

Christine and I have just about recovered from “THE EVENT AT MILDURA” so I thought I would put pen to paper and thank you all for your wonderful hospitality. It was the first time “Down Under” for both of us and I certainly hope it won’t be the last. We were both very surprised by the great variety in the scenery on our quick tour of NSW and Victoria and the rate of exchange helped to make it pretty economical as well.

Much as we enjoyed the touring part of the holiday, it was the events at Mildura which put the icing on the cake. It is extremely difficult to pick out a single highlight but I guess Cliff Tait’s presentation on his round the world flight must come near the top. I was interested to hear that he was taking 2 miles to take off in his 115. I thought that was normal, perhaps I’d better check my compressions !! The flypast of 4 Airtourers was also good to see, particularly when I found out Christine was in Number 3.

After all the fun and games we both felt sad to see you all lined up to catch the Airport bus as we headed off to Adelaide in the Greyhound coach. You are all such a friendly bunch that we felt really at home from the word “go” and we look forward to seeing you all again either back in Oz or over here in sunny downtown Ashwell.

P.S. Since our visit to Phillip Island Christine now refers to our 115 as the “Little Penguin” because “it’s got short stubby wings and a lousy rate of climb”. Cheek !!

Herewith a brief note from the female of the species. I know they have a ‘Sun and Fun’ fly-in event in Florida but I have to say that, in my book, Mildura beat that hands down. Your welcome to us as we walked into the club house took my breath away (it’s the first time I’ve ever received applause for walking into a room - usually it’s the indication that I should leave!). I can only reiterate Chris’s remarks and thanks and trust that at some stage we will be able, in part, to repay your hospitality. Hope to see as many of you as possible next time we visit - don’t worry, we wouldn’t stay long as I believe Bill Beavis said ‘visitors are like eggs, they go off after three *days!*’.

*Happy Airtouring*

*Chris and Christine*

# 21st Birthday Convention & AGM

## The largest Airtourer Gathering Yet

*John O'Halloran*

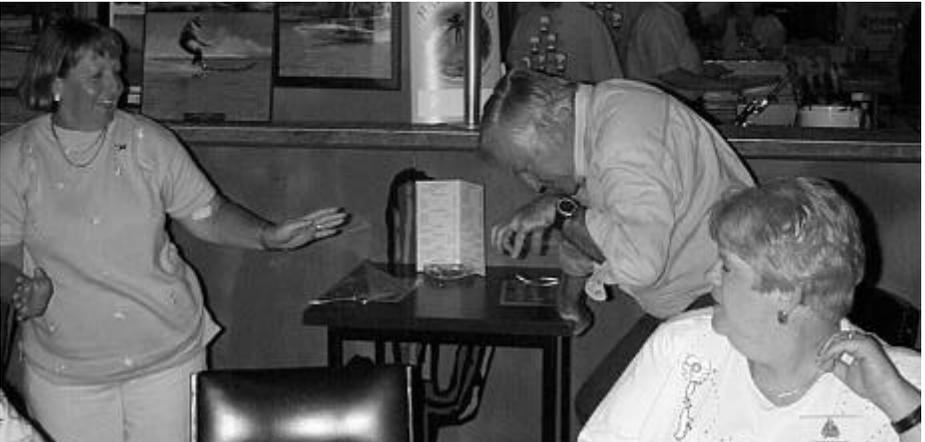
Traditionally the Airtourer Association return to the site of it's first AGM at Griffith every ten years. The second AGM, in 1978, was held at Mildura. Doug Stott, a resident of Mildura, wished to continue the tradition and requested two years ago that the 21<sup>st</sup> AGM be held there. Besides, it never rains in Mildura. Doug and other members felt that the 21<sup>st</sup> celebrations should be special and a sub-committee was formed to make this our largest gathering ever with a target of 50 Airtourers. While the target of 50 was almost reached the rest of the weekend was indeed our largest gathering.

A full three days activities were planned which may have been a bit ambitious considering many members may not get away on Thursday. We left "sunny" Queensland IFR and with weather improving through the day, arrived at Mildura late afternoon to see about 20 aircraft. A

good turn-up for a first night and even better considering it was Thursday.

Association members can generally recognise callsigns and voices so we were wondering who this RIC was arriving from the west. It was Rick Davies from Coorow in WA and RIC had been under reconstruction for some time. The result was a stunning yellow aircraft with red trim. I'm sorry Rick but the black and white limitations of the Newsletter don't do justice to your work.

The first night was an informal gathering at a Mexican bar and restaurant. (Well, we were just south of the border!) The locals were warming up for the weekend and the Airtourer Association crowd must have looked a little staid as members caught up on the news since the last fly-in. That all changed! As the night progressed and the food was well and truly washed down the Airtourer Association entertain-



Jan O'Halloran singing, Bill Pennell dancing (?) and Lorraine Howson looking on.

ment began with Jan O'Halloran and Pat Kelly performing their traditional serenading. Bill Pennell joined in with a Michael Jackson dance demonstration and Susie White danced on the table. Not being stage shy the trio performed in the corridor to the washrooms which ensured that most patrons were entertained at some stage during the evening.

Friday saw a new activity for Association gatherings with a number of forums held during the afternoon. The first was Russell Kelly from the Mooney Pilots Association who gave an interesting and thought provoking outline of their Pilot Proficiency Program. The program has a number of advantages including lower insurance premiums for Mooney owners.

Jane and Andy Morris avoided the normal after lunch sleep tendencies and moved everyone out onto the tarmac for their presentation of the "new" KHP. An excellent restoration and a "better than new" aeroplane for anyone in the market

for an Airtourer requiring nothing more to spend. Finally Cliff Tait regaled us with his stories of endless hours over water on one engine and dealing with British bureaucracy as refined in former colonies. One memorable example was one unplanned stop due to weather. On wishing to depart he was told that he could not as he had not arrived. Cliff is often asked for copies of his books. He went on to explain that he had to comb the second hand book stores to find copies for his grandchildren. He is currently working on revised editions of the first two books as well as a third which he hopes to publish as a set.

An additional presentation from Bob MacGillivray about the MAI Airtourer was postponed due to time and Bob being delayed by weather. He arrived late afternoon to a backdrop of a storm cloud and lightning. It never rains in Mildura.

Friday evening commenced with a Civic Reception at the Woolshed. This is



Marg McMaster and Col Taylor enjoying a drink by the Murray River at sunset.



Mildura Mayor Eddie Warhurst welcoming President Tony Matthews as Sue White looks on.

he original farm buildings from the old Mildura homestead reassembled on the banks of the Murray River. The reception was in the old woolshed, however members were free to explore or just enjoy the sunset by the river.

Mildura Mayor Eddie Warhurst officially welcomed us and acknowledged the importance of aviation and the airport to Mildura. President Tony responded and acknowledged the support of the Council and thanking the Mayor and his Personal Assistant (Sue White).

Having been welcomed and 'watered' the crowd adjourned for dinner. By this stage of the weekend there were so many attending that two restaurants were required, an Italian and a Turkish. Those attending the later were in for a "Turkish Delight". After the first course was served

the music changed and a belly dancer appeared. The initial looks of delight from the male Association members changed to uncertainty / embarrassment / horror as the dancer singled them out for an up close performance. Some people attempted to "buy her off" by placing bank notes under pieces of her clothing. This appeared not to work as she kept coming back during the evening. Her costume was decorated with many coin sized discs which prompted Stu Hilsberg to comment that "she would be handy around parking meters". Any fantasies quickly disappeared at the end of the evening when her husband escorted her home. He works for QANTAS and someone suggested he could hold up a jumbo for a tyre change.

Saturday dawned a clear day after the rain the previous evening. Bob

MacGillivray gave his presentation on the MAI Airtourer, appropriately around the aircraft. Both the crowd's and Bob's enthusiasm ensured that he was engaged for some time with questions.

The Saturday saw much flying activity, both organised and impromptu. A local television crew interviewed various members and a quick formation was assembled for the camera. I took UK visitor Bill Beavis for a look at some slightly drier country than he is used to seeing. On landing I told the formation



**Above:** Left hand side of the table, Sue White, Robyn Kelly and Cliff Tait. Right hand side Alex Hood, Russ Kelly and Joyce Tait.

**Left:** Tony Matthews generously giving the dancer some money to buy more clothes !

**Below:** Stu Hilsberg about to ask the dancer to join him in the carpark. His parking meter was expired.

would be briefing in 15 minutes and by the way I would be leading. The main purpose was to obtain some photos with a backdrop of Mildura. It was an interesting combination of two 150s, a T6 and the Aircruiser in the box. Ground observation reported it looked good, well done to the wingman and especially Doug Stott who had to handle a vernier throttle in the Aircruiser.





**Above:** Part of the flight line. With so much flying activity it was not possible to photograph all the aircraft. **Above Right:** Christine Scholfield, one of the visitors from the UK. **Below:** Rick Davies' recently rebuilt RIC. The black and white limitations of the newsletter don't do justice to the brilliant yellow with red trim. RIC won both Longest Distance and Best Presented Airtourer.

The organised flying included a performance trial, navigation trial and spot landing competition. Some people will go to any length to win but asking a local aircraft over the radio about a Nav Trial question got zero points for stealth.

I tried, once again in vain, to talk Des Heffenan into selling me the Aircruiser. However he was quite happy for me to take it for a fly. Despite the different cockpit, particularly the controls, memories of the CT4 came flooding back.

The roll rate was particularly impressive for a touring aircraft.

Saturday evening was the main event. The Convention Dinner, presentation and birthday cake. By this stage the convention was a major affair and only careful planning could keep things running smoothly. Sue White had everything on computer including detailed instructions for the MC. The evening proceeded without a glitch.

The meal was interspersed with pre-



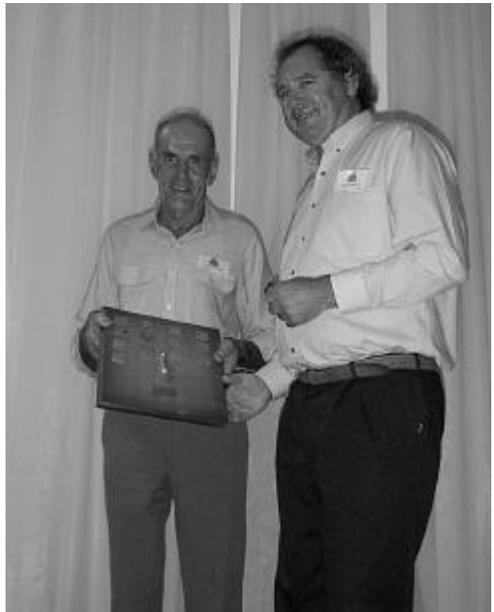


**Above:** Overseas Visitors L to R: Steve & Keith McCready (NZ), Chris and Christene Scholfield (UK), Cliff & Robyn Tait (NZ), and Marian & Bill Beavis (UK).  
**Below:** Alan Wood presenting Rick Davies with the award for best presented Airtourer.





**Above Left:** Lindsay and Berly Marshall with the Most Original Airtourer award.  
**Above Right:** Roy and Judy Riddle receiving the award for the first arrival from MC Mike Fisher. Roy's comment was, "Finally an award that recognises skill."  
**Below Left:** Max Thompson, winner of the Performance Award for a 100HP aircraft.  
**Below Right:** Lindsay Marshall and Greg Rutherford with the Nav Trial Trophy.





**Above:** Tony Matthews, Peter Bons and John Treble with the models that Peter made. **Below:** Doreen Treble and Liz Matthews with the Association Badge pendants.





**Above:** Guest Speaker Mr. Randy Green enthraling the audience with another story. **Right:** Lindsay Marshall cutting the 21st birthday cake. Lindsay has attended all 21 Conventions.



sentations, made by various selected members. The first recipients were our overseas visitors who had made such a special effort to join us. Appropriately they were presented with bottles of local wine. I trust this will help counter some of the UK jokes about Australian wine.

A special presentation was made to the outgoing President and Treasurer. John and Tony advised the Association a year ago that they would not be standing for re-election. Both were involved with the formation of the Association and have served on the Committee since. Tony as President for the last 10 years and Vice President prior to that. John as Treasurer for 21 years and a long time as Newsletter Editor. Peter Bons assisted in making two Airtourer models of EQG and CRK. The accuracy is a reflection of Peter's attention to detail. We all know of the support and efforts of Liz Matthews and Doreen

Treble. This was recognised by presentation of the Associations Badge in gold relief that could be worn as a pendant or brooch. This was understandably an emotional time for them. Well done and thank you for your efforts Tony and Liz, and John and Doreen.

No birthday would be complete without a cake. Doug and Sue had one made in the design of the convention badge. Lindsay Marshall had attended all 21 conventions and had the honour of cutting the cake.

Finally the highlight of the evening, a talk by Mr. Randy Green. Randy was a test pilot in the RAAF flying a variety of aircraft including the AVRO 707A when he was tasked with test flying the wooden Airtourer. He went on to test fly the metal Airtourer and other types under development by VICTA. A natural entertainer he had the audience spellbound with tales

ranging from spinning VAMPIRES to jumping autogyros. Eventually the MC called a halt to the questions as the staff were making hints about going home, but not before singing the Airtourer song.

We awoke next morning to the sound of rain. Luckily flying was off the program that morning for all but one member. We assembled at the wharf at 0900 in the drizzle waiting to board the paddle steamer Rothbury. Departure was delayed till 10AM because someone was late, but that's another story! (see page 18...Ed)

The AGM was conducted on the lower deck with the engine providing the Chairman with noisy competition. The minutes and reports are included else-

where in this issue.

Bill Miller had brought along one of his propellers and presented it to John and Doreen Treble. However, after realising the effort the UK visitors had made to attend he wished to make a similar presentation to them. Having only one propeller he then borrowed it back and presented it to Chris and Christene Scholfield with a promise to send another one to the Trebles.

Lunch was at the Trentham Cliffs Estate Winery with pre-lunch drinks in the tasting rooms. Over the counter sales were doing a brisk trade to supplement the ample BBQ provided by the winery. Some members who had to leave that afternoon returned to the airfield by bus



The Association Choir leading the members in the Airtourer Song. L to R: Mike Fisher, Jan O'Halloran, Liz Matthews, Hugh Knox and Beryl Marshall.



The Annual General Meeting. **Above:** Counting the votes, outgoing members John Treble and Tony Matthews being observed by Ron Stiebel and Berly Marshall. **Below:** Outgoing President Tony Matthews handing over the Association whistle to new President Hugh Knox.





was to have 50 Airtourers at the Fly-In. The final tally was 41 Airtourers and 10 other types. However, at least 12 other Airtourers were represented by their owners who were unable to fly them in using excuses such as it is hangared in the UK!

Congratulations and thanks to the organising committee for such a successful weekend.

*Left:* Bill Miller presenting Christine Scholfield with the propeller he just 'borrowed' from John Treble. *Below:* Bob Mac Gillivray detailing MAI's plans for the Airtourer.

having avoided the tasting room.

The return journey was both rowdy and quiet depending on your location on the paddle steamer. Downstairs Bob MacGillivray continued detailing the status and future plans for MAI while upstairs the Phantom was in fine form with his harmonica and PA system.

The final evening started quietly at the local RSL. Members Ian and Lyn Poyitt own a Cessna Cutlass which is more comfortable for them than an Airtourer. To emphasise the point they provided a modified version of the Airtourer song with instructions that it was to be sung that evening. Both versions are included elsewhere in the newsletter.

Monday saw the remaining members returning home after a magnificent weekend. The aim





**Left:** The final song. Liz Matthews, Jan O'Halloran and Berly Marshall sing the Poyitt's version of the Airtourer song.

**Below:** Those responsible for the weekend. The Convention Subcommittee, L to R John Treble, Mike Fisher, Sue White and Doug Stott



### THE AIRTOURER SONG

(Sung to the tune "I like Aeroplane Jelly" with apologies to Hugh Knox and Aeroplane Jelly)

*I like Victa Airtourers  
Victa Airtourers for me  
We fly North and South  
And some use GPS*

*But fly-ins with friends are what we like  
best*

*They do loop the loop and they fly upside  
down*

*And you'd better watch out if they come  
to your town*

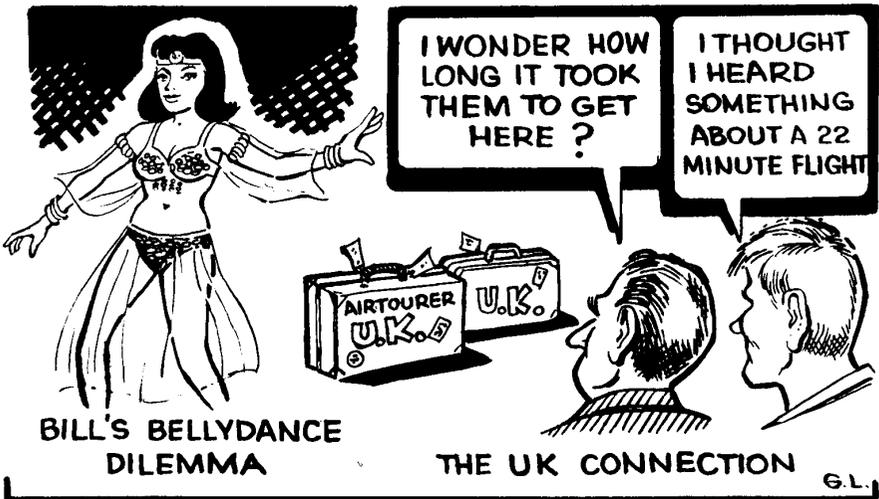
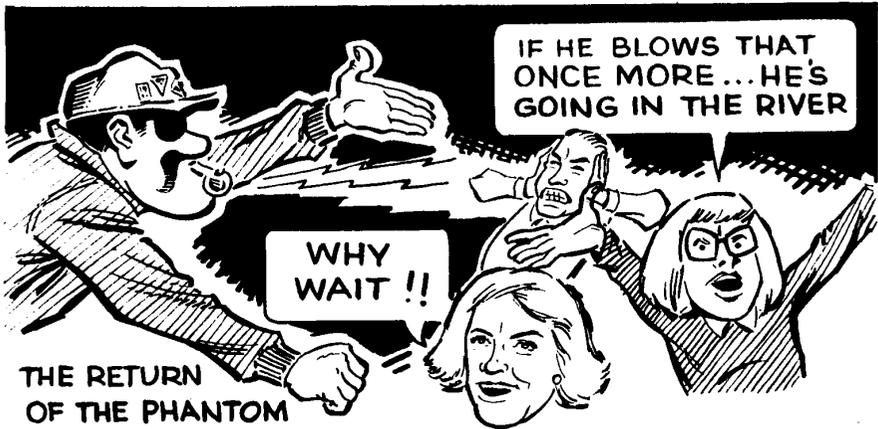
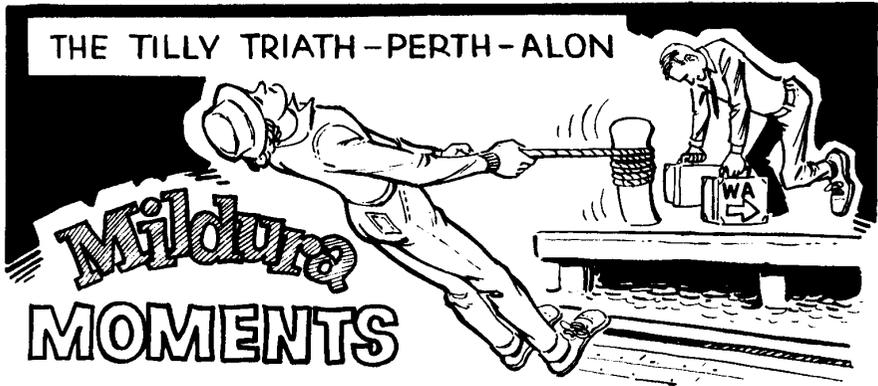
*I like Victa Airtourers  
Victa Airtourers for me*

### The Poyitt's Version

*I con't sit in Airtourers  
Excessive weight difference you see  
I fly in a Cessna it's bigger by far  
and sit in great comfort beneath it's  
great spar*

*The door is so wide just to get me inside  
That there is the spot I can in safety hide*

*I can't sit in Airtourers  
They're too bloody tiny for me*



## Attendance List

Ray Abernethy	Diane Kovacs FVV
Clin Ashton-Martin EUN	Stuart Krichauff MVI
Bill & Marian Beavis RPT (G-AZOE)	Carolyn Kuchel CAR
Doug & Fran Beckwith XAF CT4	Gery & Pam Lawson MTI
Kenneth Bell & Jim Kalis RQH	Bob MacGillivray & John Preece BWG
Hector & Wendy Blemings YVV CT4	Lindsay & Berly Marshall MRF
Claire Bond & Russell Muller JVV	Tony & Liz Matthews EQA
George Bond-Muller (2 months) JVV	Steve McCready FOX -B58 Baron
Peter, Carol, Travis and Gemma Bons RPT	Keith McCready FOX -B58 Baron
Paul & Olive Cary	Jan McCready FOX -B58 Baron
Harry Couzin & Ralph Emery TPY	Robert McCready
Richard Davies RIC	Scott McMullen
Drew & Judy Done DJD	Alan McWhae
Ian Donovan MKL	Jenny McWhae
Doug & Sandra Dow BQK	Brian McWhae DJD
Lindsay Dyer MUY	Christine Meadows CAR
Steven Elward FVV	Roger \$ Nereli Merrideu ECI
Frank Fankhauser UQX	Bill Miller GMG C172
Mike Fisher & Dot Ross CND	Jane & Andy Morris DDZ
Bob & Bev Gilmour Car	Anthony Morrison FTC
Randall Green RPT	Frank & Jean Murray CKE
Col Hazell DJD	Jack & Colleen Murray MTP
Des Heffernan MVR	John & Jan O'Halloran COI
Val Heffernan MVR	Rodney Oates EJF (PA28)
Lindsay Heffernan MVR	Bob & Pat Peak EQG
Morag Heffernan MVR	Barbara Pearce EUN
Stuart Hilsberg RQLCAR	George Penfound SHR
Alex Hood GUS	Bill Pennell XVV
Jack Hopgood IGL	John Plummer BQW
Lorraine Howson XVV	Ian & Lyn Poyitt
Tony & Faye Jakson Car	Phillip Reiss HPR R114
Daniel Keas CAR	Roy & Judy Riddel OVV
Rowan Keeble- Mildura Aero Club	Geoff & Janette Roberts IOL
brother of Pat Kelly CAR	Peter & Marjorie Roche MOI
sister in law of Pat Kelly CAR	Andrew Ronald & Bernice Martin LVV
Pat Kelly CAR	Greg Rutherford & Glenis Andrew KIA
Cath Kelly CAR	Chris Scholfield RPT (G-AWVG)
Russell Kelly MZY	Christopher Scholfield RPT (G-AWVG)
Robyn Kelly MZY (M20K)	John Sheehan
Jim Kemp	Patrick Sheil SHR
Graeme King MUP	Ron Stiebel & Denise Scrusse MOH
Warren Kirkup WLK	Doug Stott MQL (but not permanently!!)
Betty Kirkup WLK	Glenn Sturges EJF PA28
Hugh Knox MWR	Cliff Tait RPT
Maureen Knox MWR	Joyce Tait RPT

Col Taylor & Marg McMaster MRL  
Fred Teiffel BQW  
Max Thomson MUY  
Bonnie Tilley KHP  
Stan Tilley PA28  
John & Doreen Treble CRK  
Greg Wardman & Chris Cabot MOG  
Susie White CTM

Gwen Williams UQX  
Alan & Merle Wood MUL  
Graham & Rowan Wood CAR  
Robert Zweck CAR

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## Your Committee



**President**  
Hugh Knox



Stu Hilsberg

### Vice Presidents

Hector Blemings



**Treasurer**  
Mrs. Colleen Murray

**Secretary**  
John O'Halloran  
(also newsletter editor)



Alan Wood

### Committee

Stan Tilley



Andy Morris

## Minutes of the Annual General Meeting of the Airtourer Association (Inc.) held at Mildura on 21<sup>st</sup> March 1999

**Present:** Mr. Tony Matthews President  
 Mr. John Treble Treasurer  
 Mr. John O'Halloran Secretary  
 Mr. Stan Tilley  
 Mr. Alan Wood  
 Mr. Stuart Hilsberg  
 and 59 members. (List attached as Annex A)

**Apologies:** 18 members.

The President opened the meeting at 10:00AM.

### Minutes of the previous Annual General Meeting.

The Minutes of the previous Annual General Meeting were published in the Association Newsletter and also copies were distributed prior to the meeting.

Moved Ken Bell, seconded Bill Miller that the Minutes be accepted as a true and correct record of that meeting.

*Carried.*

### Business Arising From The Minutes

There was no business arising from the minutes.

#### President's Report

Mr. Tony Matthews presented his final President's Report, included as Annex B. Moved Ron Stiebel, seconded Beryl Marshall the President's Report be accepted.

*Carried by acclamation.*

#### Treasurer's Report

Mr. John Treble presented the Statement of Receipts and Expenditure, included at Annex C.

Proposed Bill Miller, seconded Ron Stiebel that the Statement of Receipts and Expenditure be accepted and that any two Committee Members be authorised to make the necessary certifications as required by the Department of Fair Trading.

*Carried.*

John Treble was not standing for re-election and thanked Tony Matthews for his help and support over the twenty years that they has been working together on the Committee. He noted that in the past he and Tony had organised most of the AGMs. This year had been different with a sub-committee which he noted had "raised the bar" in the standard of the weekend. Finally John thanked his wife Doreen for her support. Doreen has been a regular at Association gatherings managing the registration and collecting the fees as well as the behind the scenes work assisting John.

## Election of the New Committee

A postal ballot system had been instituted via the Newsletter. Tony Matthews advised that 44 postal ballots had been received and called for all remaining ballots to be cast. The meeting was adjourned at 1025 to count the votes.

When the meeting was reconvened Tony Matthews announced that Mr. Hugh Knox was the new President and that the executive was as follows:

President	Mr. Hugh Knox
Vice Presidents	Mr. Hector Blemings Mr. Stuart Hilsberg
Treasurer	Mrs. Colleen Murray
Secretary	Mr. John O'Halloran

There were two remaining non-executive Committee positions and three candidates. Proposed Ron Stiebel, seconded Graham Wood that the non-executive Committee positions be expanded to three for the next year.

*Carried.*

The remaining Committee positions were filled as follows:

Mr. Alan Wood  
Mr. Stan Tilley  
Mr. Andy Morris

Hugh Knox took the chair and thanked the membership for their confidence.

### **Destruction of Ballot Papers.**

Moved Liz Matthews, seconded Lindsay Marshall that the ballot papers be destroyed.

*Carried.*

## General Business

### **Mr. Barry Gray.**

John O'Halloran noted that Barry Gray was retiring from the Committee after serving for ten years, much of that time as Secretary. He commented that after reviewing the files he can attest to the significant time and effort that Barry had given to the Association.

Moved John O'Halloran, seconded Ron Stiebel that the Association formally record their appreciation to Barry for his efforts during his time on the Committee.

*Carried by acclamation.*

There being no further business the meeting was closed at 10:45 AM.

### **Annexes:**

- A. List of Attendees and Apologies (Not included in Newsletter)
- B. President's Report
- C. Statement of Receipts and expenditure

## PRESIDENT'S REPORT - MILDURA 1999

Before beginning my annual report, I would like to have my welcome to you all recorded in the Minutes.

Although, the inaugural Airtourer Association AGM was held at Griffith in 1978, it was to Mildura that we first came to an AGM, although we had become acquainted with many members at the first Yarrandale fly-in. Some have passed on but so many are still with us.

So for Lizzie and me it is the 20th anniversary and marks an ending and a new beginning. A new Millicer aircraft is parked among our faithful Airtourers and their kin, and I hope that the future owners of these aircraft will join us and continue to promote flying and fellowship in our own special way - upside down and inside out!

A very warm welcome to all of you, especially those who have come half way across the world to share this special occasion.

I am pleased to report that your Association has achieved yet another successful year. You will see from the Treasurer's Report that our finances are sound and that we have made a slight increase in our funds without increasing our membership fees.

Our membership has remained constant with 162 financial members. I trust they will continue to enjoy the fellowship of the Association for years to come.

During the year we had fly-ins at La Trobe Valley, Noosa, Tewantin and Parkes. Unfortunately, the weather interfered at some of these but those who persevered enjoyed the reunions.

As I indicated last year I will not be standing for re-election so this will be my final report. I cannot finish without recording the Association's thanks and my appreciation to the following:

1. Our Secretary/Newsletter Editor, John, and his resident assistant, Jan.
2. The members who have contributed articles for inclusion in the Newsletter - long may they continue to entertain and inform us.
3. The members of the Committee for their continued support and encouragement.
4. The Sub-Committee comprising Mike Fisher, John Treble, Sue White and Doug

Stott who have organised this Mildura Fly-in so efficiently.

5. To John and Doreen Treble who have so capably looked after our finances over the past twenty-one (21) years; and finally
6. The friendship and loyalty of all members who have made the past twenty-one (21) years so enjoyable for me.

*Tony Matthews*

### Statement of Receipts and Expenditure 1 March 1998 to 28 February 1999

#### Receipts

Credit Balance	3,340.31
President's Fly-In	2,085.00
AGM (Griffith)	2,770.00
AGM (Mildura)	1,660.00
Mildura Shirts	1,760.00
Membership Fees	3,109.52
T Shirts etc.	484.00
Adverts	50.00

**\$15,258.83**

#### Expenditure

Newsletter	3,078.49
President's Fly-In	2,300.00
AGM (Griffith)	2,730.00
AGM (Mildura)	600.00
Mildura Shirts	1,304.80
Insurance	247.62
T Shirts etc.	329.55
Postage	157.05
Dept. of Fair Trading	35.00
Trophies	82.00
Bank Fees	36.09
Credit Balance	4,358.23

**\$15,258.83**

#### Reconciliation

Credit Balance	4,358.23
Term Deposit (12/4/99)	16,368.84
T/Shirts etc (Approx)	2,000.00
1 A/D VAT 28	120.00
	<b>\$22,847.07</b>

#### Assets At Cost

Typewriter	400.00
Label Printer	761.00
Filing Cabinet	267.00
	<b>\$1,428.00</b>

*John Treble*

Treasurer

# REBUILDING AN AIRTOURER

*Jane and Andy Morris*

We found there are a number of points to consider before starting a project. Good planning at this stage saves a lot of time and messing about later!

## SETTING UP

Your workshop location is important. It has to be convenient, within reasonable travelling time, have access to take your aeroplane in (and out again on completion) and not create too much noise for the neighbours.

For workshop facilities, you need to consider security, power (3 phase might be handy) and a means of transporting parts (an Airtourer wing is 24 ft long without wingtips). You will need enough space to work around large components such as fuselage and wing. You also need space to store parts before and after restoration. And for tools and equipment. What ever you do you will probably wish you had more space!

A project is a great excuse to buy more tools and equipment! You can now justify that new compressor, air tools, drill press and bench grinder you always wanted. You will also need a pneumatic riveter, drills, die grinder, good supply of air hose, blow gun, skin pins & pliers as well as a normal AF tool kit.

A supply of hardware (nuts, bolts, washers, spilt pins, and rivets) will be necessary so buy these as required. Approved aviation quality is essential.

All work must be done under the coverage of an approved maintenance workshop and be supervised by your LAME. Your workshop (Garage?) has to be covered by workshop approval and this can be arranged with your LAME.

Get this organised before you start or you could face real difficulties later on.

## THE PROJECT

Choose a project that you can cope with and with an end result of what you want to achieve. Bear in mind it's an indulgence! Make a plan of the order in which you will do the various parts and complete one area at a time. This way you get a sense of progress and achievement.

If you take lots of photos as you take things apart, it is much easier to figure out how to put them back together again!

Get the engine ready late in the project to reduce the chances of corrosion and to avoid having to backtrack due to new airworthiness directives. This also delays some of the expenditure.

## **It always takes longer than you expect!!!!.**

We found we could average 1 weekend in 2 over 5 years due to other activities such as fixing cars, house etc and family commitments. We thought KHP would take 2 instead of 5 years! It is a great way not to keep in touch with people and to miss out on Sunday lunches, but this is the price you pay to reach your objective. (It's worth it).

By the way, Murphy decrees you will find a lot more to fix once you pull things apart!

## PAPERWORK

Documentation of all work undertaken is essential and your LAME will tell you what is needed. You need release notes for all repaired and overhauled items and components.

For some items you will need engi-

neering orders and drawings. Organise drawings as you go. Organise specific drawings/EO's by an Aeronautical Engineer for each repair/modification as required, to be issued to and in your name and be paid for by you, or they become the property of the workshop but you still pay! If you ask around, the drawing may already exist and for a negotiated sum, you may be able to just get an engineering order to apply it to your project. This

approach could save both time and money.

Finally, if you think you should rebuild an aeroplane, stand in a quiet corner of a room and shake your head vigorously from side to side. If you hear rocks, you need to do it!

P.S. We are about to start the next one!



## **VICTA Airtourer 115.**

**Just restored.**

Eng 575 since new, Prop TSO 20.

IFR radios. \$50,000.

Call Andy on 0409 852 087 BH or 03 9803 2720 AH

**YOU ARE LATE** *or how to be in two places at the same time!*  
**Stan Tilley.**

I could not believe it. The date for the Aust. Light Aircraft Championships, to be held in Perth WA, was announced. It was the same weekend that had already been chosen for our great 21st Birthday Celebration AGM at Mildura, 3750 kilometres distant. A quick fax to WA. "No the date could not be changed as it was an International event and competitors from NZ and the USA had been notified." I was in a quandary. I had promised the Aero Club that I would be in the team but I just had to catch up with the 'Airtourers'.

March the 13th was the day we, myself with co-pilot, Club member Peter, set off for WA. As we departed we listened to the radio chatter from four other Club aircraft leaving Hobart. The weather was a little interesting but it was immediately obvious that to fly in company with the Club contingent was going to be an adventure. We had not been in the air for 30 minutes before Peter and I were taking bets as to when and what would be the next broadcast comment and would the Club mob reach their first overnight stop?

Our first landing was at Lilydale where we met up with Andy and Jane. All go. A couple of circuits in their Cherokee Warrior just to familiarise myself and then into the T6 FVV to fly in company with DDZ to Mike's hangar at Kyneton. Wow! There was KHP looking magnificent. Congratulations Andy and Jane. You have done a wonderful restoration. Then it was back to Lilydale with the three Morris Airtourers, followed by a magnificent dinner at Hector and Wendy's. To top it off none other than Colleen and Jack were there as well. What a wonderful day.

Next morning as we cruised along

towards Aldinga, SA, the proposed overnight for the Club aircraft, Peter and I mused, "Did they get there?" Well the answer was "No" but it wasn't their fault as one of the 172's blew an oil cooler and the delay whilst waiting for a replacement aircraft from Hobart put them into a massive front over King Island. I gather that it will take some time to replenish the depleted red wine stocks at Smithton.

So we stuck with the team. What a laugh. Peter was delighted to land on the road at Nullabor and as for the 'skimpies' at Kalgoorlie, well enough said, we had a fun trip.

The competitions were very successful despite bad weather. Australia won the International bit and our Club members finished up with two silver medals and two bronze medals and the Club was 4th overall.

Saturday the 20th was a busy day.

Up at 5.30 AM, out to Jandakot for breakfast. Compete in the aerobatics and spot landing. Shower and change at JT then away to the Presentation dinner.

"Champagne for you?" "No thanks I'm driving."

Taxi ordered for 10PM. It's late. Well just as well as I have time to collect a silver gong for the aerobatics and the 4th Overall Individual award and then catch the 'redeye' special for Melbourne. Children everywhere. Two sitting in my seat.

"Sorry - no chance, the aircraft is full." Then a last minute reprieve. "We have just one seat up front."

At least I had a reasonably comfortable and quiet trip. Melbourne at 5.15 AM. Low cloud and trying to drizzle. Clutching my overweight cabin baggage I

grab a taxi for Essendon. So far so good. Through the terminal and out in to the pitch black. But the directions were good. I found an aeroplane and the key fitted. Now back to the terminal for a dectalk weather (should not have bothered as with low cloud, drizzle and HEADWINDS it was quite depressing) and a flight plan and back to do a daily (or was it a nightly?).

Then things start to get a bit involved. The ATIS frequency was not as published and there was no 'PAL' frequency to turn the lights on. Back to the terminal to ring briefing.

"Lights ? They are on 24 hours a day." Some time later, "Sorry they must have changed the system. Try this frequency and ask someone to turn them on."

Back to the aircraft when 'magic' the lights go on and the ATIS is different again. Somewhat confused I try a call to Essendon ground. Yes, they are there even though the book says they don't open for another 45 minutes.

Just go. Departed at 6.30 with an ETA of 9.30AM, I was already running late. A couple more PIGs (pilot induced 'glitches'). "Not identified - Confirm squawking 2468 and check altitude" Whoops - it gives a better reading if that little switch is turned on and where did I get that altitude from? Then it was just settle down and fly and occasionally catch the GPS which wanted to keep leaping about.

Nothing to see at all at first but gradually the pale misty grey light increased and eventually the visibility improved so that I could even see the ground. But what's this. A ground speed of only 78 knots. Revised ETA of 10 AM. Now I really will miss the boat. A 'phone call to Andy. Then a wonderful reply from Sue".

"We have made an executive decision

- We will wait for you". Fantastic Sue. "Thank you"

The weather continued to improve and was great when I arrived. There was Stuart waiting so it was "Off- with a hiss and a roar" as Alan is wont to say but what is this?

The paddle steamer was there but was it the right one?

*AND ALL THROUGH THE HOUSE,  
NOT A CREATURE WAS STIRRING,  
NOT EVEN A MOUSE - NOT A  
SOUND TO BE HEARD  
NOT A SINGLE PERSON IN SIGHT.*

Then as I stepped on the gangplank the place exploded as a hundred plus friends shouted

**'YOU ARE LATE' !!**

And so I joined Bonnie and the happy throng. What a welcome. What a fabulous weekend. I was so happy to at least share a bit of the fun. By the time I retired that night I decided that I had been awake for nearly 40 hours, but felt it was all so worthwhile. I could not have missed it.

The following day it was fly back to Lilydale and then commercial to Hobart. A couple of weeks later Bonnie and I returned to Perth to spend Easter with family and to 'rescue' MTL. But that is another story.

Needless to say I could not have done all this rushing about without the assistance of our wonderful friends, particularly Andy and Jane. "Thank you"

Congratulations also to the organising committee, especially Sue. You all did a fantastic job. Congratulations too to our new President and committee.

But one thing continues to puzzle me.

**"HOW DID YOU KEEP ALL THAT  
NOISY AIRTOURER MOB QUIET?"**

## Airtourer Proficiency Course

During my attendance at the Mildura fly-in I had the opportunity to fly with a dozen different Airtourer pilots, a Victor experience I hadn't enjoyed for 30 years. I was suitably impressed at all the greaser landings by devoted owners and the immaculately restored aircraft.

While flying I pondered as to whether a pilot proficiency program (PPP) similar to what I am involved with in the Australian Mooney Pilots Association would benefit the safety and enjoyment of Airtourer owners. Interestingly, although the landings were all excellent, there were a variety of approach speeds and of particular note, very different pre-takeoff check lists. One pilot didn't do a mag check, several others missed some important items.

When we started the Mooney program, some seasoned Mooniacs with more than 4000 hours on type thought that with all their experience a PPP would have been a waste of time. We did manage to convince them to attend and some have attended more than once and now publicly laud the program. Several ATP-PLs with over 18,000 hours have gained much enjoyment and knowledge and vowed to return for their two-year update.

The PPP has many benefits. We Mooniacs convinced the two major insurance companies to support the programs. Now they offer around \$400 discount on annual premiums to successful course graduates. This means that the insurance companies actually cover the cost of the course.

Moreover, we now have a standardised way of flying our Mooneys and have eliminated many of the myths associated

with flying Mooneys and getting the best out of our aircraft.

We have built up a bank of instructors who have attended the course and have been approved to take part in the PPP training and type endorsements when required.

Our Mooney PPP runs for three days, with a ground school course of ten subjects and 4-5 hours of flying sequences. All participants must pass a written theory exam and the flight sequences to receive certification for the course.

So would a PPP be of benefit to Airtourer owners? I would suggest starting in a modest way, maybe a half-day of forum covering issues of performance, systems, accident analysis and human factor issues. Remember that human factors account for 72% of all Australian aircraft accidents.

There will be those who "think they know it all". Our Mooney courses have clearly demonstrated that the most experienced pilots are the first to line up. We have also failed one 1500 hour (on type) pilot who shouldn't have been flying at all! Our challenge is to attract the doubters and sceptics before the insurance companies force their hand.

In the meantime I commend the methodology as being personally worthwhile and satisfying and I'm ensure it would equally enhance the enjoyment and knowledge of Airtourer owners.

Happy & Safe Flying

*Russell Kelly*

wombat@albury.net.au

**Y2K, Week 1024 Rollover and the end of time as we know it!***John O'Halloran*

The headline may be a bit dramatic but probably not as bad as some of the more pessimistic commentators who are predicting aircraft crashing, electricity, water and phones failing and generally chaos in the community. Much (sensible and reliable) information has been written about the Y2K problem so I will confine my comments to our type of operations and in particular GPS.

**What is the Y2K problem?** The basic problem is only recording the last two digits of the year. However, this alone is not a problem until some calculation is required involving years and the change from 99 to 00 is interpreted as going from 1999 to 1900. In day to day life we can look at only two digits and intuitively know that 00 means 2000, eg. the expiry date on a credit card of 3/00 is obvious to us as March 2000 and not March 1900. Computers may not be as clever. The real cause of the problem was in the early days of computers where memory was scarce and programmers had to be efficient with programs content. By using two digits for the year the memory requirements for the year was halved. Continuing the efficiency theme, as years went by programmers used successful bits of old programs in their latest creations. Therefore as the millennium approached bits of program using a two digit year lurked deep within new programs. The logical solution is to replace all the old bits of code. However, some might be missed or some of the data may be old and stored in the two digit format. Another solution is to add extra code so that for example, a year less than 70 would be interpreted as in the 21<sup>st</sup>

century and a year greater than 70 will be in the 20<sup>th</sup> century.

**Implications.** The main piece of computer equipment that we use as Airtourer pilots is the GPS. Time is fundamental to GPS calculations. There are three main parts to the GPS system: the satellites, their ground based control system and the receiver we use. The controlling authority has certified that the satellite and controlling system will not be affected by Y2K. The receivers are another matter. The computer programs in the receiver are the individual manufacturers interpretation of the GPS specification and may cause a Y2K problem. These programs are contained in what is called firmware and held within the receiver in PROMS (Programmable Read Only Memory). In some receivers these may be easily changed by loading new firmware via a personal computer connected to the GPS unit. Some however will need a new chip to be soldered into the receiver. I cannot list all the makes and models of receiver here so to determine the Y2K compliance of individual receivers either contact the distributor or manufacturer. An easy way to do this is via the internet and I have listed some of the internet addresses below. GARMIN included the following statement on their website. "GARMIN took Y2K considerations into account from the beginning of it's product development. As such GARMIN products should continue to operate after the year 2000. Products that display two digits for year will display 00 for the year 2000, 01 for the year 2001, and so on."

Another aspect of GPS that may

cause a problem is the navigation database validity. When the GPS unit starts it checks to see if the database is current and displays a warning message if it is not current. I know of at least one case where the display of the date was corrupted but the set navigated correctly. Given that the majority of Airtourers GPSs are VFR with long expired databases, and are currently navigating successfully, I would not expect any problems in 2000.

**Week 1024 Rollover.** There is one additional issue for GPS this year. In determining the date GPS counts weeks from when the system started. The counter started on 6 Jan 80 and counts up to a maximum value of 1024 whereupon it will reset to 0. This will occur on 22 Aug 99. Some GPS receivers may see this 0 as 6 Jan 80 on 22 Aug 99. Since time and

date are fundamental to GPS calculation this date error could cause some navigation errors. Without a GPS simulator there is no way to test for this problem and the best approach is to contact the manufacturer. The following is from the GARMIN site again. "Some older GARMIN products will need to perform an auto locate or search the sky operation in order to acquire satellites and perform navigation functions after the GPS week number rollover occurs."

The following are the internet addresses of some of the more common aviation GPS manufacturers.

[www.garmin.com](http://www.garmin.com)  
[www.iimorrow.com](http://www.iimorrow.com)  
[www.magellangps.com](http://www.magellangps.com)  
[www.oncore.motorola.com](http://www.oncore.motorola.com)  
[www.trimble.com](http://www.trimble.com)



## Calendar of Events

President's Fly-In Details next page.

Note: The Motel pre-bookings will be held only till 30th June

### O-200A engine

TSO 1090, 4 new cylinders 290 hours ago,  
 2 new mags 20 hours ago.

**\$10,000 ONO,**

Also Prop 930 TSO, \$900 ONO.

Both ex VH-DDZ due 160 engine conversion.

Ring Andy 03 9803 2720 AH or

0409 852 087 BH

## PRESIDENTS FLY-IN 1999

*Please join us for Sakura.....Cherry Blossom Festival at COWRA*

**Friday 8th to Sunday 10th October**

**Friday 8th October.** For the early arrivals, the Aero Club will be open for members to have a cold drink, tea or coffee with their lunch (bring your own sandwich). Transport has been arranged to be at the airport at 3.00 p.m. for those people wishing to sample some excellent Cowra District Wines at the MILL at 3.30 p.m. or perhaps view the excellent Hologram (regarding the history of the Cowra Breakout) at the Visitors Centre. The bus will drop you off at your accommodation, then at 7.30 p.m. we will walk across the street to the Hong Kong Restaurant for a banquet dinner at \$16.00 per head.

**Saturday 9th October** Breakfast at leisure followed by a walk down Kendall Street and for those who didn't get the chance yesterday to see the Hologram a visit to the Visitors Centre.

*(Continued on page 32)*

### Acknowledgments

***The Airtourer Association wish to thank the many individuals and companies who contributed to the success of their conference (in alphabetical order)***

Aeroplane Jelly	Airservices Australia
Air BP	Angas Park Fruit Company
Australian Aviation Underwriting Pool	Commodore Motor Inn
McDonalds Family Restaurant	Mildura Aero Club
Mildura Airbus	Mildura Airport Refuellers
Mildura Grand Hotel Resort	Mildura Printing Services
Mildura Rural City Council	Mildura Screen Print
Millicer Aircraft Industries	Murray Valley Citrus Marketing Board
RAAF Museum Point Cook	Southern Australia Airlines
Southcorp Wines Lindemans	Sunbeam Corporation – Victa Ltd
Karadoc Winery	Wingara Wine Group Deakin Estate Wines
The Mildura Balloon	

(Continued from page 31)

12.00 noon the Bus will pick up from motels to take us to Japanese Gardens for a light lunch at 12.30 p.m. followed by a tour of the gardens (some surprises here!). Lunch approximately \$6.50 per head plus \$6.00 per head for the tour.

4.00 p.m. Bus will return us to motels.

6.00 p.m. Bus will take us to the Aero Club for a BBQ organised by the local club members.

**Sunday 10th October** Bus will pick up from motels at 10.00 a.m. for departure to the airport for a Nav Trial to secret destination for lunch and flying activities. Those persons wishing to depart for home may do so from here or return to Cowra for the evening dinner. The bus will take the stayers back to the motels where after some leisure time we will take a short walk to the historic Ilfracombe Restaurant for a fixed price dinner.

**Monday 11th October** Departures to suit. Make your own way to the airport (taxis available).

The following motels have been reserved and rooms will be held only until JUNE 30th as this is a very busy weekend at Cowra so please book NOW .

- **Aalana Motor Inn**, (02) 6341 1177, B & Cont. B Family suite available
- **Cowra Crest Motor Inn** (02) 6342 2799 Double \$59.00 Queen \$64.00 This motel has a pool.
- **Countryman Motor Inn** (02)63423177 Economy \$65.00 Motor Inn Standard \$79.00 Deluxe \$89.00 This motel has a pool.

Fuel will be made available at the airport by the Aero Club who will only take cash or cheque (no cards).



## Accommodation and other details.

I have booked the.....Motel  
for.....Persons.

- Friday I will/will not be at Cowra by 3.00 p.m. Friday
- I will/will not be attending the Chinese banquet Friday
- I will/will not be visiting the gardens
- I will/will not be attending the BBQ Saturday
- I will/will not be participating in the Nav. Trial and lunch
- I will/will not be dining at the Ilfracombe Restaurant
- 

NAME.....REG. AIRCRAFT.....

Please complete and post together with a \$30.00 deposit per person payable to:

**Airtourer Association**

**C/- H. Knox**

**PO Box 672 Avalon Beach NSW 2107**