

AIRTOURER ASSOCIATION

August 1999
Newsletter No. 91



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

AIRTOURER ASSOCIATION

Welcome to the Airtourer Association Web Site

VICTA AIRTOURER

This web page established with the assistance of **VICTA**

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NEWSLETTER

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

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Articles for inclusion in the Newsletter should be submitted direct to John O'Halloran at the contacts listed above. Please enclose payment for any advertisement. The next Newsletter will be published in November 1999. Contributions and or advertisements are to be with JOH by 15 October 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 somewhat thinner than the last as the Annual Convention is behind us. Thank you to those who have submitted contributions, not all were able to be published this time but will make it into a future Newsletter.

This time of year is summer in the northern hemisphere and no doubt the UK contingent are making the most of the weather. We look forward to reading about these activities in the next Newsletter. In fact I'll be in the UK for a course in October and will be available to collect the reports personally !!

The weather on the east coast of Australia has been unusually wet this year which has curtailed Airtouring to some extent. This adds relevance to a couple of articles in this issue regarding instrument flying and imminent changes to Australian regulations. Nevertheless Alan Wood is off on his regular across the continent trip and the Knoxes have been seen up in central Queensland. We eagerly await a few words and photographs.

Doug Stott has put a lot of work into the 'unofficial' web site. It has now

(Continued on page 3)

Cover Picture: The initial or "Home" page of the new Airtourer Association internet site. It shows an original VICTA advertising brochure and acknowledges the support of the present VICTA Ltd.

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reached a very high standard and the Committee has agreed with Doug's suggestion of registering our own internet name. More details of the new 'official' internet site are included in an article on page 15. The cover picture of this issue is the initial or home page of the new internet site. It acknowledges the generous support from VICTA.

There have been a couple of 'letters' to the editor. Two from Bill Miller. Bill, your first FAX did not come through clearly enough to publish however I will send you the photo of you and the Belly Dancer. Your letter and photos of the safety briefing will appear in a future Newsletter. Thank you for contributing.

Cessna owner and member Ian Poyitt requested an article on aircraft identification. Particularly after his aircraft was described as a Cutlass rather than the correct designation of Cardinal. The error was entirely the fault of the author/editor, my apologies. An article on the differences between the various models of Airtourer will be published in the future. Additionally I look forward to an article on identifying the various models of Cessna.

We welcome a number of new members. Some of these no doubt have heard of the Association as a result of the publicity surrounding the recent Convention. The New Zealand contingent is growing and we look forward to hearing of your activities 'over the water'.

Safe Airtouring.

John O'Halloran

Vale Ken Sage

The Association was saddened to learn of the passing of Mr. Ken Sage. Ken was not a member of the Association, however his wife Elaine* and daughter Lyndall Macris are members.

Ken's association with Airtourers started when he joined VICTA in 1961. Initially he was involved with setting up and tooling in preparation for the first production aircraft. Once production commenced he worked on the final stages of production and production test flying prior to the aircraft being delivered to the customer.

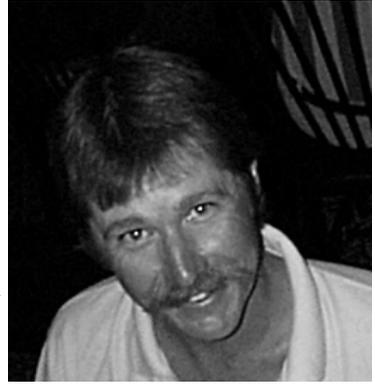
After VICTA ceased production he continued in aviation and for many years ran his own aircraft engineering business at Bombala. He continued his involvement with Airtourers and was rebuilding MBJ at the time of his passing.

The Association offers it's condolences to Elaine, Lyndall and the family.

* *Elaine was interviewed by the Sheriff in the February Newsletter this year.*

THE NULLARBOR AT 2000 FEET AGL

Ric Davies



Eight years ago I wrote an article called "The Nullarbor at 2 Feet AGL". Since then, slowly but surely, PHP has been growing into RIC. When the first thoughts of the Mildura 21st Birthday were mentioned, I think about July or August 98, I said to Veronica, "I think we could nearly finish in time if I get stuck into it".

On the 6th of March 99 Graeme Hewitt climbed into the cockpit and, after one high speed taxi run, took off for a 45 minute test flight. That afternoon we took the aeroplane to Jandakot to fix a radio problem and continue the paperwork. The C of A was issued on the 11th and we flew it home on the 12th. I did about seven hours on the Saturday and Sunday before leaving for Mildura on Tuesday the 16th. The morning of the 16th dawned bright and sunny so I was up early ready for an 0700 departure. Bill White (brave enough to sign on as Navigator) who lives out close to the coast was fogged in. By the time he arrived (in his RV6) and we weighed and loaded RIC we had a 9:24 departure. Not knowing what the fuel burn was going to be we called on a farmer 40 minutes out to top up with AVGAS. On to Kalgoorlie, we thought, but the weather said that Southern Cross would be a good option. To get 50 litres of fuel we had to buy a full drum @ \$1.14 a litre, eventually on to Kal arriving about 5.00 PM.

Wednesday 17th at Kalgoorlie saw 10 tenths at about 200' AGL, so

there was plenty of time for a good,

big Aussie breakfast cooked by ourselves at the old pub, and yes we did the dishes too. Out to the aerodrome and the AVFAX said the cloud should lift to 600' by 10.00 am. Yes, they were right but we didn't leave until 11.40. With the cloud rubbing on top of the canopy we flew at approx 800 AGL for about half an hour and got progressively higher to 2000', arriving Caiguna at 1.57. Fuel, hot pies and we took off for Nullarbor, over the water of the Bight for about forty minutes, and with a hefty tail wind giving us in excess of 140 kts for nearly an hour. Arrival at Nullarbor 5.12 PM to find fellow aviators (in a Turbo Arrow) with whom we shared the bowser, parking, motel, runway and lots of hangar flying.

Being fogged in again till 10.33 am on Thursday led to a lot more hangar flying then more cloud rubbing on the canopy at about 500 AGL and slowly getting higher. 1.23 hours to Ceduna - more fuel and off over Spencers Gulf to Port Pirie in 2 hours. As we landed, a 172 was taxiing away from the bowser. Bill asked the pilot, who happened to be the local priest's wife, if she would take him into town to buy some sandwiches while I fuelled up. She did and said with a cheeky laugh (outside the deli) that

they would be starting a terrific rumour about the priest's wife and the stranger. On our departure there was a huge thunderstorm right on our track and another to the south with about 2 miles between them. It seemed to take ages to make any headway - a bit like watching the kettle boil - but eventually saw Waikerie almost on track and made for Renmark for a positive position. Dead easy from then keeping the river on the port and the road on starboard all the way to Mildura 2 hours and 5 minutes arriving at 5.00 PM.

We received a warm welcome from faces that were to become familiar over the next 3 days. No doubt others will describe in detail the weekend that was. For me the whole show was excellent!! I met a lot of the people that we've been reading about for the last 8 years, had my airtourer inspected, flown and approved by the Be-all, End-all and Know-all of Airtourers (Woodsy); took some others flying and on Sunday night shared with you some of the weather we had argued with on our way east.

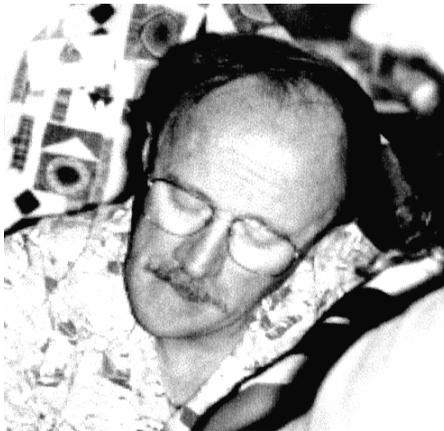
Bringing home the Shield and two Trophies was a really big hoot and rest assured they have done the rounds in my kids' class rooms, one of which plotted our progress over and back daily on a big map of Oz.

As for awards:

- Best Dancer would have to be Bill Pennell on half price Marguerittas, closely followed by Sue and Jan on Tables.
- Best Singers were the Saturday Night Choir Girls who just love their Airtourers.
- Best Talker on Single Subject - probably Bob McGillivray, but he didn't have much choice 'cos we all

kept asking questions about the new Millicer Airtourer. My wife wishes to interrogate the Sheriff of Lockington regarding an alleged congratulatory kiss on Saturday night, but Beryl is a long way away now and the bottle of wine I won had a soothing effect on my bride.

- Now, last but not least, the Best Sleeper. This was hotly contested by a myriad of dozers on the return journey up river on Sunday Afternoon. Was it the dulcet tones of Bob McGillivray yet again expounding the virtues of Millicer Industries, or was it the gentle rocking of the vessel and the rumbly hum of the diesel slapping paddles through the water, or was it the effects of a generous amount of wine tasting!! and oh so many to choose from? Anyway, Doug Stott was the definite winner, dozing several times,



even seen talking during interruptions to his blissful slumber.

As usual Monday came and I'd only talked to half the people I would have liked to. We got away later than we hoped at 10.19 retracing our eastbound journey. The first day comfortably

Just what is VFR?

VFR – Of course we all know that VFR stands for Visual Flight Rules but the key word is VISUAL.

It is acknowledged in those flight rules that there can be varying degrees of visual. This depends in particular on altitude and the type of Airspace in which the aircraft is flying.

The minimum for Special VFR is visibility of 3000 metres and CLEAR OF CLOUD, but the most common or usual requirement is for 5000 metres visibility and 1500 ft above cloud or 1000 ft BELOW CLOUD.

Note the emphasis on the 1000 ft below the cloud base. It is often presumed that this gap is there to provide a safety margin for an IFR (Instrument Flight Rules) aircraft to sight traffic when descending out of cloud.

Well this is true but more importantly,

Unless you fly well below the cloud base your vision in the horizontal plane is seriously reduced.

Try this simple test. Get a tea tray or flat sheet of cardboard and hold it at eyebrow level. Look at the horizon and note what you can see. Now keep looking at the same view and raise the tray above your head. Note the vastly improved vision.

On a recent trip which involved a fleet of aircraft on an extended tour it was just plain good common sense that the leader stated that all flying would be conducted VFR.

Some complained of “Low cloud” and “Poor visibility” but I was concerned when a pilot made the comment that they

were in and out of cloud and were making a 180 degree turn and descending.

Concerned because the altitude quoted was **5500 ft** in a restricted valley **with mountains either side whose peaks, in cloud, were around seven to nine thousand feet.**

No doubt one other pilot in the group of aircraft following was equally concerned as the descending aircraft dropped out of the cloud rather close, travelling in the opposite direction.

As one of the group aircraft which retained the 1000 ft plus clearance below the cloud base, I can only comment that at the lower altitude there was still plenty of ground clearance and greater than the required **VISIBILITY**.

In other words the conditions were VFR below the cloud.

Maybe it was journalistic license that made that same pilot comment in an article written about the trip, that it was as well that his instruction had included 180 degree turns on instruments.

What the instructor probably also advised was to never deliberately get yourself into this situation of needing such a turn.

I was taught to fly in Tasmania. Here our mountains may be small but there are plenty of them and the weather is sometimes ‘interesting’. We also need to experience ‘over water’ flying if we are going to use our flying skills. These conditions, coupled with excellent instruction, is of enormous benefit for later enjoyable and safe flying.

Mind you, despite every care to

avoid the hazards, it is still possible to get caught.

Layered cloud can be dangerous.

One can be flying well below the cloud base but not notice that lower cloud is gradually building up below. What happens when the gap closes?

Many years ago on a "Special VFR" clearance out of Archerfield, to remain VFR, I flew higher and higher between the closing layers until I was above 8000 ft. Then the upper cloud started to break up and patches of blue sky appeared. I started to relax. That was until without seeing it, I flew into a freezing rain shower from one of the higher storm clouds.

The aircraft was instantly covered in ice and visibility was nil. The conditions had changed to IFR in a second and at that time I was not IFR rated.

I could not fly the aeroplane in those conditions but fortunately for me the autopilot could.

I should not have been there.

Beware also of the enticing bright hole on the horizon.

Again many years ago, when flying through the mountains, I was tempted into such a 'hole' by the brilliant sunlight beyond. I certainly burst into brilliant sunshine only to find that the sunshine was coming down a hole in the cloud with the cloud tops at least 15,000 ft high and the cloud base sitting the trees.

The 180 was performed in bright sunlight but this same sunlight meant that my 'hole' was totally lost in the white glare. Fortunately I knew my exact track in through the hole and could fly the reciprocal. As I flew back very low the hole reluctantly reappeared.

I should not have been there.

If you consider that conditions for VFR flying are marginal then stay slow – stay low and **stay visual**.

It's sometimes much more comfortable to stay at home.

President's Fly - In Cowra

We have some 23 planes booked for the Cowra fly-in. Should anyone be keen to be a late starter please arrange accom first then let me know and we will endeavour to fit you in.

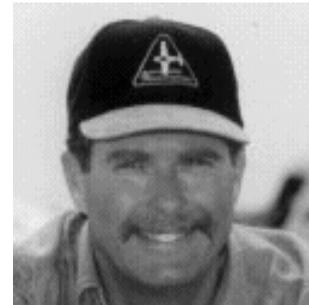
The weekend will be busy with plenty of activities both from a flying perspective and the fact that Cowra is a popular tourist destination during October.

Another event in planning is a Bristol Car rally I am organising on Friday the 29th October to Cessnock and beyond. Please call me if you would like to attend on the Friday as thanks to the Murrays we are planning lunch at the airport and overnight in Cessnock before departure to Armidale Sat and Port Macquarie Sunday. It may be interesting for perhaps the NSW based pilots to come along?

Finally I am also pre planning for the 2000 AGM in March next to be at the old Inverell Airport, no excuses for those north of the border! See you at Cowra on the 8th.

Australian Private Pilot's Instrument Rating

John O'Halloran



One of the major considerations when planning a fly-in is the weather. Despite the best planning the vagaries of the weather can still turn a fly-in into a drive-in. This has been particularly the case with the unusually wet weather on the east coast this year. It is even more frustrating when the origin and destination are VMC yet there is cloud on the ranges in between.

The alternative to being trapped by weather is to obtain an instrument rating. This option is not realistic for many private pilots due to the cost of the rating, (a minimum of 40 hours flying), and the cost of upgrading their aircraft, particularly when this cost could involve up to \$5,000 for a mandatory IFR ADF of questionable accuracy. Many of the skills required for the rating are not required to transit cloud on the hills enroute. Sadly every year we hear of non rated pilots who unsuccessfully attempted to push on when the weather was less than VMC.

The second report of the Air Safety Regulation Review Task Force in May 90 recommended the implementation of an Enroute Instrument Rating. The purpose of the rating was to allow private pilots to obtain an instrument rating with privileges limited to the enroute part of the flight. The proposal was released as a Notice of Proposed Rule Making (NPRM) 9804PL in May 1998. As a result of the subsequent industry input a number of changes were

made and a revised NPRM was released. A summary of responses and the revised NPRM are available on the CASA internet web site. Comments were to be submitted by the end of February this year and articles in CASA publications suggest that the final Civil Aviation Order (CAO) should be issued soon.

The rating will be called the Australian Private Pilot Instrument Rating as it will be unique to Australia and does not conform to any ICAO rating.

The present form of the proposal incorporates another change of emphasis with the Government and CASA rulemaking. The change is away from prescriptive and towards competency based training (CBT). In the past the rules laid down detailed training and recency requirements however with CBT the minimum training requirement is reduced and the rating can be issued when the required level of competence is attained.

Another objective is to align pilot standards with operational standards. Presently an aircraft operating on private operations is not required to be equipped or maintained to the same standards as a commercial aircraft. However, if the pilot wishes to fly private IFR he must have the same Command Instrument Rating (CIR) as a pilot operating commercial IFR. The new rating acknowledges that commercial standards are not required for private operations.

The rating will be applicable only to private operations and only within Australia. Airwork is excluded except training for the rating. Initially a minimum of 20 hours instrument time will be required and the initial issue of the rating will be for enroute IFR only. However, the privileges of the rating may be expanded subsequently with endorsements. These endorsements will include IMC Departure, night, holding and various approach procedures. The present CIR requires a minimum of an NDB endorsement with holding procedures. The new rating acknowledges that many private flights will operate on routes without holding requirements and hence this will be a separate endorsement. The NDB endorsement is no longer mandatory and VOR or IFR GPS may be used instead.

The APPIR will remain current as long as the holder maintains a private licence. Ongoing proficiency will be the responsibility of the holder but a competency check will be part of the Biennial Flight Review. Any pilots currently holding a CIR will be eligible for automatic issue of the APPIR if they hold a private licence.

There are some areas that will not change. Since the holder of an APPIR will be operating in the same airspace as commercial aircraft the current airworthiness requirements remain and the test will be to the same standards as tolerances as the present CIR.

Since there is a lot more responsibility placed on the holder to ensure that they can safely conduct an IFR flight CASA will publish guidance material in the form of Advisory Circulars.

CASA has published a summary of the responses to the NPRM and some

of the rationale behind the development of the requirements. Some respondents felt that non IFR standard equipment should be allowed or that Night VMC with a heated pitot should be allowed. Since the aircraft would be operating in the same airspace as presently equipped IFR aircraft and the IFR separation standards are based on an IFR standard of equipment then private IFR operations should be to the same standard. This will involve some expense for those wishing to upgrade. The actual requirements are listed in CAO 20.18 and in particular Appendix IV. Contrary to some beliefs an autopilot is not required for private operations.

Present NVFR experience will not be credited towards the experience requirements. While some respondents felt that this should be the case CASA felt that the operational environment and total absence of external reference were sufficiently different not to allow this credit.

There were the expected concerns that private pilots would not be sufficiently trained or experienced to cope with IMC operations. CASA pointed out that the 20 hours was the minimum instrument flying requirement and the applicant would have to demonstrate sufficient competency and skills to the current CIR standards.

There were a number of other concerns which were not agreed by CASA as they applied equally to the present CIR.

Overall this is a welcome move that will give private pilots the opportunity to confidently and competently handle weather which at present would preclude flying or force them into operating with reduce safety margins.

Maintaining Competency at Minimum Cost

The new competency based training has the potential to save private pilots money in attaining and maintaining their standards. The old system prescribed a minimum of 40 hours before issue of the Command Instrument Rating (CIR). Additionally there were many requirements that attempted to ensure that a pilot was sufficiently competent to operate. This was a generalised and possibly arbitrary approach that failed to take into account individual pilot's skills.

Some pilots will reach the required standard in less than 20 hours but as this is a minimum requirement then some may need more. Any flying over the 20 will incur additional expense. Also practise will be required to maintain the necessary competency after the rating is achieved.

Any training or practise in the aircraft is expensive. Any training tools that enhance the value of the time in the aircraft can lead to reduced flying time and thereby cost savings. One common training tool that saves money is flight simulation. Most IFR training organisations will have some form of synthetic flight trainer. Some of these, if approved, may be used to credit hours towards the minimum requirement. Nevertheless some devices, although not approved, still provide sufficiently good training that the time in the actual aircraft is more productive.

Personal Computers are found in many households and it is now possible to

have a simulator at home.

Flight simulator programs have been around for some time, however were aimed at the entertainment market rather than serious flying practise. There were a small number of IFR trainers but these cost hundreds of dollars. However, recently Jeppesen broke the US\$100 barrier and released their FlitePro program. This provides a C172 or A36 photorealistic instrument panel that can be flown through a standard computer joystick. It comes with a world wide database which includes nav aids and terrain. At least one other software company has responded with a competing product at a similar price.

Although I have three instrument ratings that cover Airbus A320 to Boeing 747-400 I still need to do an Australian CIR each year in a light aircraft. I find the P.C. based IFR training provides excellent preparation for the test as well as Airtourer IFR, especially NDB approaches with a fixed card ADF! Additionally if I know I'll be filing IFR for a trip I'll practise the approaches before flying.

I believe that the present technology provides the tools to maintain competency using software that costs less than two hours flying. Although they are not approved for logging instrument flying hours they do provide sufficiently good practise that will increase safety and reduce the cost of maintaining IFR capability.

Airtourer Glider Tug.

Does anyone know of an Airtourer being used as a glider tug. If so, could they contact member Sandy Walker C/- 16 Little Cove Road, Noosa Heads, QLD 4567 or email sandyw@ozemail.com.au

THE SHERIFF OF LOCKINGTON INTERROGATES...

Christopher and Christine Scholfield

(Known as Mr. & Mrs. Chris.)...

(at the Association's 21st Annual Convention at Mildura, on 20th March, 1999).

When were you 'deported' from England, and for how long a sentence?

On 3rd March for 3 weeks.

When did you become involved with the Airtourer Association? 1985.

Mr. C's Role in the Airtourer Association? U.K's Airtourer Secretary. I do quarterly newsletters and organise Fly-Ins etc. The best fly-in, we had 8 of the 12 Airtourers flying attended. There are a total of 14 AT's in the U.K.

Your occupation Mr. C? Semi retired. Worked in Kenya 1968-76 as a Civil Engineer, then went to Frankfurt, Germany in 1982 for 3 years. Was National Distribution Manager for Dupont. Now Events Manager for Classic Wings at Duxford, which is the Imperial War Museum.

Mrs. C? A Customer Services Manager for a company that sells land/sea/air based activities to the Public, eg. Formula 1 motor racing, power boat racing, aerobatics, etc. Have worked various jobs - once did Voice Overs, even for Miele Kitchens Australian adverts. Was a Dental Nurse.

Where do you live? Ashwell, North Hertfordshire, 18m south of Cambridge, England.

When were you married Mrs. C? In 1966. Chris said "Marry me and see the World". He took me to the death hole of Libya, and lived through the Arab/Israeli Seven day war in 1967!

What family do you have? 1 son, Myles aged 26.

Aircraft Type & Registration? Vic-Airtourer 115 G-AWVG

When did you buy this Airtourer? 1986

Any interesting stories about the Aircraft's history? The previous owner wanted to build a small twin engine, Cri Cri, and needed the money. After a few beers Mr. C knocked him down to 4,500 pounds. Incidentally Victas were exported to the U.K in the mid 1969s, the agent being Jeffrey Worth.

Have you owned any other Airtourers? No, had shares in a 172.

Mr. C What year did you gain your pilot's licence? 1969, learned in Kenya.

Total hours flown? 500.

Trips flown? All U.K based.

What was one of the most memorable flights you have done? Just after learning to fly in Kenya, I was in the Co-Pilot's seat. The magic of the snows on Mt.

Kilimanjaro led to a lack of concentration by Pilot and Co-P., resulting in a 40o course deviation, and loss of about 3000 ft! But we got a good view of the game underneath! (*Game - animals, not football!!*)

Mrs. C? - In Kenya, in a Cherokee 180, we were going to take off and fly the Rift





Valley, Nairobi @ 5000 ft. Like idiots - full tanks, 3 people, mid-day, temp 85oF, and we took off, and we took off, and we took off. We passed the Aero Club 3 times! We literally just scraped the top - 10 feet each 1/4 mile.

Most humorous moment in flight? In Kenya, with our 3 1/2 year old son who wanted a "wee wee", so we got a plastic bag and he did it in that. Mrs. Chris held the bag 'very gingerly', and Mr. Chris landed very gently - we didn't want a respray!

Other interests/hobbies? Mr. C - My charming child bride (*tongue in cheek*), Ferrari, Folk Singing.

Mrs. C - A published poet, Amateur dramatics, Chairman local Conservative Party. (*We should have had them on the stage at Mildura entertaining!*).

Favourite Food? Mr. C - A leaning towards Italian (not just food!!).

Mrs. C - Anything that's dead!

Favourite Drink? Mr. C - Good old Oz Shiraz.

Mrs. C - Gin and tonic with ice and a slice.

Favourite Music? Mr. C - Traditional Jazz (Dixieland).

Mrs. C - A very eclectic taste.

Favourite Sport? Mr. C - Used to be cricket until your lot took over!

Mrs. C - Once played squash.

Do you, or did you, have a nickname, and what is it?

Only Mr. Chris scored one, that was 'Scaz'.

If so, how did you acquire that? The School Form Master was dyslexic and got me and a class mate mixed up!

If you were Prime Minister of England for ONE day, what would you change for the betterment of England? Mr. C - To do what previous PMs haven't done - Bring back the technological and engineering skills that we used to have.

Mrs. C - Get rid of the Anti-light Aircraft lobby!!

What is/was your greatest extravagance? Mr. C - My 1986 Ferrari 328 GTS.

Mrs. C - Losing my virginity!!! (Cheaper than a Ferrari?)

If you had a spare million dollars what would you do with it? Mr. C - Buy a small airstrip and try and make flying affordable for people who currently can't access it.

Mrs. C - I would set up a home in Cambridge for the street sleepers.

Any further comments you wish to add? Mr. C - A ridiculous little aeroplane draws people of Australia, U.K, and New Zealand together in a sense of fellowship, and we look forward to seeing more Aussie owners in the U.K.

Mrs. C - Having travelled a lot I realise that life's too short to have enemies.

*(Thank you Mr. & Mrs. Chris. for giving your time to be 'interrogated' it was great fun. We are so grateful to you for joining with us at our 21st AGM, we enjoyed your company and friendship and what you shared with us. I hereby sentence you to many hours of reporting and showing photographs to your English Colleagues. You **are** permitted to visit us again, you no doubt will have free cells with us all around Australia - 'The Sheriff')*



Calendar of Events

President's Fly-In Corwa

8-10 October 1999

Details Last Newsletter or Contact Hugh Knox PH: 02 99732249

Bristol Car Rally

29 Oct - See article Hugh Knox's Cowra article page 8.

Victorian Fly-In

27-28 November 1999

See Article page 6.

Annual General Meeting 2000

Old Inverell Airfield Date TBA

South Australian Iron Triangle (and Glen Sturges's 60th birthday) Fly - In

Australia Day long weekend 26/1/2001

New Internet Web Page For Association

Doug Stott

During the last few months we have been working on a new web page for the Association. It won't be complete for some time, as there is always something new to add or to change, but that is the way web pages are.

The new page has a 'framed' index and includes lots of photos. A new database of all Airtourers has been made up and surfers can select to view the list either by registration or serial number. File photos of many Airtourers have been linked to the database. Contact details, an application form for membership and a list of all Victa/AESL ADs is included.

With the support of Sunbeam and Victa Ltd., the Association is now in the midst of processing an application for its very own domain name. The name we have applied for is

www.airtourer.asn.au

We hope that the process of registering the 'asn' (Association) domain name will not take more than a week or two and if it all falls into place, then we should be up and running with the new web page by the end of August.

We welcome any comments or perhaps corrections to the page and of course photos are always welcome.

If you have trouble finding the page, please email [<airtourer@mildura.net.au>](mailto:airtourer@mildura.net.au) and you will be sent the latest info on the page.

Remember that we also have a well established email list of members which we use to inform you of the latest news as it happens. So, if you are now on the net, please send us an email so that we can place you on our list.

WELCOME

On behalf of President Hugh Knox we offer a warm welcome to the following new members.

Christine Gallagher from Loftus NSW who has owns Airtourer CHP and also Fairchild 24, VH-ALF.

Nevill Kennard of Palmerston North NZ who owns an O-240 powered airtourer ZK-DLO.

Dave Currie from Noosa QLD who owns a Hawker Hunter jet fighter!

Christopher Day from Mt Colah NSW who flies Airtourer MVP from AFTS at Bankstown.

Colin Grounell from Hikutaia NZ who is restoring ZK-JBZ.

Steve Roberts of Noosa QLD who joined us at Parkes last year in his Maule 180.

Bill Beavis from Tynmouth in the UK who flies GZOE from Newcastle.

Dick Crutch from Deniliquin NSW who flies MFP with the Moulanein Flying Group. Bill and Dick joined the Association at Mildura.

Craig Marshall from Camden who owns the 180 HP Airtourer MVP.

Association Items For Sale

Polo Shirts	Good quality short sleeve knit shirts available in either white or navy. Collar and cuffs in navy with aircraft design. Association badge embroidered on the shirt. Pocket optional. Hugh Knox will have samples at Cowra.
<i>Cost</i>	\$36
Caps	Navy with tan suede visor and Association badge embroidered .
<i>Cost</i>	\$18
Overnight Bags	54 x 28 x 32 cm. Blue with Association badge and owners name embroidered on side.
<i>Cost</i>	\$36
Cloth Association Badge	\$9
Metal Lapel Badge	\$6
Tie Bar	\$6
Vinyl Sticker	\$1
Stubby Holder	\$3

All prices in Australian Dollars and includes postage within Australia.

Order Form.

Name: _____

I wish to order _____ Polo Shirts with the following options:

Size: S/M/L/XL	Pocket Yes/No	Navy/White
Size: S/M/L/XL	Pocket Yes/No	Navy/White
Size: S/M/L/XL	Pocket Yes/No	Navy/White
Size: S/M/L/XL	Pocket Yes/No	Navy/White

Total Cost for shirts @ \$40 each \$

I wish to order _____ Caps @ \$18 each, total cost for caps \$

I wish to order _____ Bags with the following names embroidered:

Total cost of bags @ \$36 each \$

I wish to order the following other items

Total cost of additional items: \$

Total Cost **\$**

Please send this form or all the necessary information if you do not wish to cut up the newsletter to the address inside the front cover. Please make cheques payable to Airtourer Association.