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Number 190



Dedicated to the preservation and continued airworthiness of
Vicia and AESL Airtourer and derivative series aircraft

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Articles for inclusion in the Newsletter should be submitted directly to the Editor at the contacts listed above. Contributions and or advertisements for the next issue need to be received by 19 August 2025. Advertisements are free for Association members.			

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.

Cover: Victa Airtourer VH-WAU takes off at Pooncarie (on the NavEx at the 2025 Sunraysia Convention and AGM) while AESL Airtourer VH-CRK holds. Photo: Tony Self



From the President

by **Deb Evans** (Vieta 115, VH-IOF)

For those members who were unable to attend the Sunraysia Convention and AGM, a wonderful time was had by all in attendance. Thanks to Angela Stevenson and Tony Self we mixed flying, education, and fun over the three days.



Congratulations goes to Beryl Marshall on being awarded Life Membership, it was pleasing to see Beryl's friends were in attendance to help celebrate her award.

Felicitations go to John O'Halloran who was a recipient of Queensland Day Awards 2025 for his work with the Sunshine Coast Riding for the Disabled (SCRDA) Inc. The following citation was read:

John has been a member of SCRDA since 2005 and has contributed in many ways. He has been a past President and Treasurer and currently helps at the monthly Bunnings Sausage Sizzles. He also manages all the IT for the organisation including website, computer back-ups, trouble shooting etc. In the wider community he helps with the IT at the Noosa Men's Shed and helps members with their computer troubles. John helps at the local Catholic church doing garden maintenance and as Mass Reader and Co-ordinator. Also, a volunteer JP in the local community, he can be regularly found at Noosa Civic, Noosa Court House and Coolum Library providing JP services, sometimes 3 or 4 times a week. John helps at the local Park Run in Noosaville either as a Park Run Director or other helper for timing etc.

The 2025 President's Fly in is only 108 days away. Again, I am grateful to Angela Stevenson and Tony Self for organising this weekend which is being held from 17th to 19th October 2025 in Tamworth. Get ready for a wonderful weekend. Keep an eye out on our Facebook page and website, further details will be announced soon. This weekend promises to be an exciting one, and is not to be missed.

Please remember, when it is time to renew your insurance, please look at Agile Insurance Brokers. I have just renewed our policy with Agile and have increased the value with it being cheaper than our previous insurer at the lesser value. Once you login to our webpage you will find the "button" to request a quote.

On a sad note, it was with heartache that I had to notify everyone of the passing of Susie White, you will be sadly missed, I was fortunate to see Susie just before she passed. Your laughter and stories will be missed. Thanks for all the amazing memories. May you have clear skies and favourable winds on your final flight.

Blue skies and tailwinds.

Deb



THE LATEST NEWS



Movements

Vale Susie White

We are saddened to advise the membership of the last flight of Susie White, also known as Susie Pink, because of her penchant for all things pink.

Susie was first involved with the Airtourer Association in the early 1990s with, then husband, Doug Stott, and Airtourer 160 VH-CTM. She quickly developed a reputation as the life of any party, and was a regular sight at our fly-ins with her large pink suitcase in the luggage compartment of CTM.



Susie held a commercial licence and was active with the Australian Women Pilots' Association, serving as their President during 2009-2010. Her administrative skills contributed to the success of one of our largest fly-ins, the 21st Convention and AGM at Mildura in 1999. It did help that she worked for the Mayor at the time.

In later years, Susie worked for the Australian Federal Police, primarily in East Timor, which provided her with the opportunity to indulge in her other great passion, scuba diving.

Susie lost her battle with cancer on 24 June 2025, six weeks short of her 68th birthday. She fought it to the end with her signature determination and good humour.



SAAM Victa gets a repaint

South Australian Aviation Museum's Victa 100, VH-BWT, is having a repaint, as the final stage of its restoration. BWT served with the Royal Aero Club of South Australia until 1975, when it was sold to Chris Sperou. It was withdrawn from use in 1980, and bought a few years later by Trevor Lynch. In 2023, BWT was donated disassembled to the Museum by the Lynch Family, along with the fuselage of sistership VH-BWS.



Airtourer Peeps at AWWA Conference

The Australian Women Pilots' Association Annual Conference was held in May this year at Busselton, Western Australia. Around 150 pilots joined together for four days of inspiring speakers, education sessions, a navigation trial, and serious networking. The 50s-themed 75th anniversary gala dinner was huge, and over \$100,000 of scholarships were awarded. One Airtourer (VH-FVV) made the long journey from the east coast, but there were plenty of Airtourer and Airtrainer people at the event. Below is that happy group at the gala dinner: Judy Riddel (ex-OVV), Robyn Stewart (ex-GBS), Tony Self and Angela Stevenson (FVV), Neil Young and Dee Bond (ZK-JDZ), and Lyn Butler (ex-Airtourer instructor).



Aeroplane 50th and 60th Birthdays

A lot of Victas are turning 60 over the next few years. And a few CT-4s will be turning 50! Here's a selection of aircraft that were first registered around this time 50 years ago, or delivered to the RTAF or RAAF in mid 1975, along with their current owners.

Airtourers

- VH-RNV (David Gebran) - 8 July 1965
- VH-MTI (Member Jeremy Jordan) - 22 July 1965
- VH-MFO (Ben Hart) - 30 July 1965
- VH-CTM (Member Doug Gould) - 3 Aug 1965
- ZK-CLD (W J & A Powell Syn) - 4 Aug 1965
- VH-MKL (Member Ian Donovan) - 6 Aug 1965
- VH-KGR (Member Andrew Clement) - 24 Aug 1965

Airtrainers

- VH-ANH 041 (David Gard) - 31 July 1975
- VH-LAH 042 (Member Murray Joel) - 11 Aug 1975
- N7083U 044 (Richard Slaney, USA) - 27 Aug 1975

Aircraft Insurance for Members

Agile Insurance have put together a special package for Airtourer, Aircruiser and CT-4 Airtrainer owners. This arrangement is for current Airtourer Association members only. There is a good chance you can reduce your insurance costs with this offer, and there's absolutely no obligation. To get a quote, use your member details to log in to <https://airtourer.asn.au/> and then click the Agile link on the home page.

 Airtourer Association Inc.Home How to Claim Contact Sign In

Cover your Airtourer Aircraft

Simple affordable hull and liability cover for your Airtourer Aircraft.

[Get a quote](#)

(This offer from Agile is only available to Airtourer Association members. If you're not a member, join up today and enjoy the benefits!)



Sunraysia Convention Reports

Escape to Wentworth

by **Murray Joel** (NZAI CT-4A VH-LAH)

The 2025 Airtourer Association Convention and AGM in Wentworth/Mildura from 16-18 May 2025 presented an opportunity to stretch 042's legs following the installation of a substantial avionics update, including the installation of an autopilot, in 2024. *[Editor's note: 042 is, of course, Murray's CT-4A, previously A19-042, now VH-LAH.]*

The original route planned was YGAS (Gatton Airpark) – YMOR (Moree) – YCBA (Cobar) to YWTO (Wentworth). More detailed planning substituted YNBR (Narrabri) for YMOR due the requirement for a BP carnet at YMOR for Avgas. Comfortable two-hourish sectors for the comfort of the driver, due to tankage limits (driver's, not aircraft)!

I departed from YGAS at 2110z with a reasonable forecast for YNBR and a helpful tailwind at A065. W/X during arrival in YNBR was not so pleasant, with rain and some low cloud. After managed a VFR approach (?), I refuelled in the rain before a VFR departure to the south-est. Twenty nautical miles later, the skies cleared nicely for the sector to YCBA. Smooth air and tailwind at A085. YCBA to YWTO was also pleasant at A085, however I needed a high speed arrival on to runway 26 to squeeze in ahead of Aircruiser MVR, and win the race to the bowser!



Beat the Aircruiser to the bowser, but no hard feelings! With Jon Pels and Mon Gillett.



A total of 6.3 flying hours for the day. A long day of flying is exhausting enough, but then there's the refuelling, aircraft securing, and transit from Wentworth to the Mildura Grand accommodation.



Squishy trip from YWTO to Mildura with Tony Self, Ross McBride, Mon Gillett, Jon Pels and myself

Prior history for me in Mildura consisted mostly of rocket arrivals and quick refuels in a former life when the steed at the time (Aermacchi MB326H AKA The Macchischmidt), didn't have sufficient Avtur (motion lotion?) to complete return to YPED (Edinburgh) from the east coast. So I hadn't seen much of Mildura beyond the airport fence. Consequently, I signed up for the Busman's Tour of Mildura and All Points Local on Saturday to view the wider community.

We were again lucky to be chauffeured by *[Ed: professional]* Stu Hilsberg. A very enjoyable and educational day had by all. Especially noteworthy was the very humorous running narrative from Mario at Orange World. While the bus was touring the district, five aircraft had departed Wentworth for lunch at Pooncarie, via an apparently cryptic navigational challenge. (They all got there, and got back.)





The very entertaining Mario, at Orange World

The Saturday was topped off with the Convention Dinner and historical insights from guest speaker Phil Goard from Brumby Aircraft.



Guest speaker Phil Goard from Brumby Aircraft



Sunday was notable for the AGM and PPP followed by JOH's recounting of the development of the Aircruiser. The following tarmac walk to illustrate the already explained features of MVR, and how it differed from the Airtourer, was enlightening; less pleasant was the chilly southerly breeze sourced straight from Antarctica and accelerated across a bare tarmac! Comparisons between MVR and LAH (CT-4A) parked adjacent plainly illustrated the CT-4A's parentage. ('Who's Your Daddy?' springs to mind!!).



A close comparative inspection of an Aircruiser and a CT-4.

A 'Brave Sir Robin' retreat (apologies to The Pythons) from the chilly southerly had us back at the hotel for defrost and apparel change [Ed: *you need to harden up, Murray!*] followed by the welcome curry dinner at Curry & Tandoor restaurant.

The only remaining item on the agenda was departure, and while a few aircraft departed from Wentworth on Sunday, I stayed on for an early departure next day.



CRK getting readied for departure while LAH is rugged up against the chilly wind.

Monday started by me donning almost any clothing item that promised warmth, necessitated by persistent chilly southerly, then transit by car to Y TWO for a



northward departure. Planned route was Y TWO – YCBA – YWLG (Walgett) thence direct YGAS. ATD YWTO was 2250z, from runway 17, climb to A075, then A095 looking for an elusive, and unfortunately undiscovered, tailwind. Very cold in the cruise, only partly addressed with the aircraft heater - ensured I kept awake at least!



LAH in cruise at A075, new friend George doing the business.

Quick turnarounds at YCBA and YWLG, helped by convenient straight in approaches on runways 05 at both airports saw me arriving in YGAS at about 0600z. 6.4 flying hours for the day, LAH to bed and a welcome cleansing ale to finish up.

LAH performed well during the trip, and appreciated an extended time in the cruise, evidenced by the light grey tetra ethyl lead deposits on the zorst pipes. I managed to turn approximately 650 litres of Avgas into noise and fun for the outing there and back. The new avionics, still a bit of a learning curve for me, worked particularly well. The autopilot was a welcome extra set of hands during a navex like this, enabling lunch on the run (Look Ma, no hands!) and an enabled enhanced lookout for any conflicting traffic, without rolling inverted!



Finally – a big vote of thanks to the organisers of the weekend, especially those on the Committee and the faithful transport captains. Bring on Tamworth!!.....



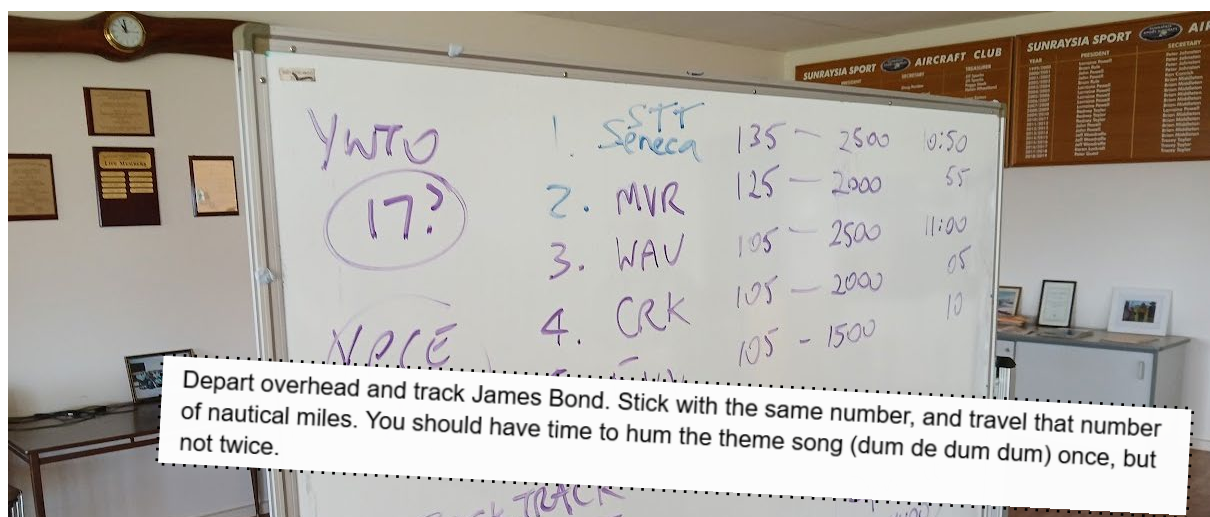
Pooncarie via James Bond?

by **Angela Stevenson** (Airtourer T6/24, VH-FVV)

There are two things to point out first: Pooncarie is a great place to visit for lunch, and Tony Self has an evil streak!

At the Sunraysia Convention and AGM, participants could choose between touring local attractions in the bus driven by Stu Hilsberg (he's a professional), and joining a "NavEx" with an unlikely James Bond theme. I think? It was a bit tenuous, but it turned out it was lots of fun!

Briefing was in the Sunraysia Sport Aircraft Club rooms (wow, they were so helpful to us all weekend!), and we were given the NavEx instructions/clues as well as safety information.



There were five crews, departing fastest to slowest, or thereabouts, and with 500 ft vertical separation. First off was Piper Seneca STT with Doug Gould and Sally McDonald. Next was the spacious Aircruiser with Mon Gillett and John O'Halloran in the front and Jon Pels relegated to the back seat. Third off was WAU, with David Wearne and Chris Kinnane in the front. Next was CRK with Marty Moore and Kerrie Klein looking focussed. Finally, there was Tony and I in FVV.

Now, Tony had invented the challenge, but hadn't shared the answers with me. However, I found the complete flight plan on the iPad, so at least I knew where we were meant to be heading.

Departure from Wentworth was meant to be with three minute intervals, but of course it suddenly became busy as soon as we started taxiing. And the wind changed so that we had to use a different runway to that briefed. To avoid the embarrassment of losing aircraft, each crew had been given a confetti-filled emergency envelope with proper instructions, but it turned out they were not needed. After all, we were Airtourer Association members, right? So everyone arrived safely at Pooncarie, with



Doug and Sally serving as the roo and goat scarers. (Bob and Barb, the owners of the Wharf Cafe, normally do a “roo run” in a Landcruiser to clear the runway.)

A couple of shuttle runs from aerodrome to cafe were needed, with Sally taking over as chauffeur. It was a great spot for lunch, but I think we’d overstretched the kitchen, and it took some time before we were all fed.

Returning to the aerodrome required once again borrowing the Wharf Cafe Landcruiser, and return to Wentworth required some more lateral thinking to find the turning points. When we were all on the ground, there was a hurried tie-down followed by a rush to the bus meeting point to join the rest of the gang. (Professional) driver Stu Hilsberg sticks to his schedule like a bindii to a shoe.

The winner was announced at the Convention Dinner: Marty Moore and Kerrie Klein in CRK. Congratulations!



On the ground at Pooncarie.

A big thank you to our (professional) driver Stu Hilsberg, and also to Doug Gould, our backup driver (who was not needed in the end), and our important emergency backup backup driver Jon Pels (who was needed even though we didn’t think he’d be needed).



Sunraysia Photo Album

Photos by John O'Halloran, Jan O'Halloran, Angela Stevenson and Tony Self

Arrivals at Wentworth



Airtrainer, Aircruiser and Airtourer



FVV, CNO, CRK, LAH and MVR

Friday Dinner at Mildura Aero Club



President Deb presenting Gary Keller with a commemorative plaque



Lorraine Wood - one of the winners of the Aero Club's wine raffle

Saturday Bus Tour



Garry, Jan, Lorraine, Graham, Beryl and Ross at the Holden Museum



Deb, Murray, Ian, Rick, Sue, Jane and Janice





Garry and Graham and an old Holden ute.



Magenta Woodshed at Inland Botanic Gardens



Sturt's Desert Pea at Inland Gardens



Orange World's Mario demonstrates an orange peeler under Janice's supervision



Garry and Beryl on the Orange World tour



The confluence of the Darling and Murray Rivers





Where two of Australia's great rivers meet



Pioneer Museum at Wentworth

Saturday NavEx



Parked up at Pooncarie



Finding Pooncarie despite the clues



Don't they look lovely?



Lined up for a family photo

Saturday Dinner



Guest speaker Phil Goard from Brumby Aircraft



Best presented Airtourer award





Impressive menu at Mildura Grand



Food!



Tony presents the NavEx prize to Marty and Kerrie



Bill and Jennifer Graham joined the dinner



Jan found the hidden duck pilot on the bus tour



2nd place in the NavEx were David and Chris





Angela outbid everyone for a Mangalore 84 t-shirt in Beryl's RFDS auction



Themed table settings in Airtourer Association colours

Sunday AGM and PPP



Full house for the AGM at Wentworth



President Deb with new Life Member Beryl



Deb presents a thank you plaque to Bryce Walshe of Sunraysia Sport Aircraft Club



Beryl gives a heartfelt speech after her Life Membership award





Paying close attention at the PPP



Sunraysia Sport Aircraft Club rooms were impressive



One of the educational videos within the Pilot Proficiency Program



David has a chat with Jane prior to departure in WAU

Group Photo



Supporters



Sunraysia Roll Call

Deb and Rick Evans	Airline then car
John and Jan O'Halloran	Airline then car
Murray Joel	Airtrainer VH-LAH
Graham and Lorraine Wood	Car
Stu Hilsberg	Airline then bus
Jane Morris	Airline
Marty Moore and Kerrie Klein	Airtourer VH-CRK
Angela Stevenson and Tony Self	Airtourer VH-FVV
Ross McBride	Airtourer VH-CNO
Ian Close and Sue Harris	Airtourer VH-VVZ
David Wearne and Chris Kinnane	Airtourer VH-WAU
Mon Gillett and Jon Pels	Aircruiser VH-MVR
Doug Stott and Janice Landells	Airline
Doug Gould and Sally McDonald	Seneca VH-STT
Beryl Marshall and Garry Butcher	Car

AGM only: James McNamara

The AGM minutes are available to members on the [website](#), after they login, under *The Association > Administration*.

Puzzle Time!

What is the connection between this aircraft (a Let L-410 Turbolet) and the Airtourer family of aircraft?

Hint: Its tail number is S3-AVA.

Generous second hint: The connected aircraft was S3-AAK.

Answer on page 26.



The Sheriff Thanks You All

by **Beryl Marshall** (previously Victa Airtourer 100, VH-MRF)

You all are rather amazing for your selfless contributions to the Royal Flying Doctor Service at various times, and in my awareness, contributions made at the Sunraysia Convention and AGM. I didn't have to fine anyone, members came forward with donations or paid \$155 at the silent auction which consisted of some of my late Lindsay's ATA/aviation items.



The Aero Australia magazine featuring: *Henry Millicer & The Victa Story* created some competition between Jon and Martin, with Martin coming out the winner. Also, thanks to our Treasurer, a QR code could be scanned to make donations – modern technology worthwhile. Tuesday following the weekend, RFDS had the offer of having donations doubled so I deposited \$365 given at the weekend, which doubled to \$730!! Win, win!!

I'm most humbled at being nominated to receive Life Membership, I thank you for the love you have given me and seeming I'm worthy of such an honour. Of course, I would not have become a member if it hadn't been for my dear late Lindsay, his love for the Airtourer and attending as many fly-ins and safaris as possible, plus his support of me taking on the role of the Sheriff. (Veronica Davies laughingly said recently I must have interrogated people to get this award!) I think I stated, on receiving the award, I'm thankful, when at the beginning of my relationship with Lindsay, he asked me if I liked flying to which I replied, "Yes". He later told me he was doubtful if the relationship would have continued if I didn't like flying – phew! So, I'm the one who has received all the awards with flying experiences including aerobatics, ATA meetings and friends, and the ease it has been to gain donations for the RFDS.

Please forgive me if my attendance at future fly-ins isn't as regular as in the past, not having an aircraft being a major factor (No, I'm not going to buy one!), distances to cover by road, and my availability for various reasons.

I thank you all, and encourage you to keep on enjoying the Victa Airtourer, making and sharing friendships, and the variety of aviation experiences.

With love and thanks, Beryl, aka The Sheriff.



Buy, Swap and Sell

Don't let your unneeded Airtourer and CT-4 bits and pieces collect dust! Put them up for sale here! Or do you need a particular part or instrument? Ask here! Why not try to swap for something you no longer need? Or is it time to re-home your aircraft, or are you looking to buy? *Buy, Swap and Sell* is your Airtourer and CT-4 marketplace! It's free to advertise... just send your ad to editor@airtourer.asn.au.

For Sale in NZ: Stripecy

"STRIPEY" T3A Airtourer.

Upated to T4 spec, with O320 150hp engine. Annual completed in January. +6G/-3G aerobatic capable.

Lovely plane to fly.

NZD60,000 ono.

Phone Pete +64 021 572901 for more details.



For Sale: VH-RQH Airtourer 150 Fixed Pitch

The rebuild project is almost complete and will be sold with maintenance release. Reluctant sale due to health and hangarage challenges.

Contact Rod Swallow 0427 521 803



Wanted: Chrome Spinner for Piper Archer

I know, I know, why would someone be asking for a Piper part in the Airtourer Newsletter! There is a reason! The Aircruiser needs a new spinner, and apparently an Archer's spinner is a good match. If you can help, please get in touch with Jon Pels on 0418 174 199.



Victa Airtourer 115 VH-MVF

We are selling MVF! Aussie built 115, serial number 19. MVF was a demonstrator for Victa and was on static display at Sydney Royal Easter Show in 1963. Call or text Mark Barnett for details Ph: 0400 051 528



Share in TPY

A syndicate share of TPY is up for sale, \$6500. Near new Lycoming, recently overhauled, and new paint and tyres.

Located Gympie, Queensland. This share is only being sold due to not being flown regularly by the owner.

Contact Michael Smith via Facebook or [Plane Sales](#).



50 Years of CT-4: 17-19 October!

Mark it in your calendar! This is a big one! The Airtourer Association President's Fly-in will be a celebration of 50 years of CT-4 operation in Australia. Get your Airtourer or CT-4 to Tamworth! Invite the family!



Formation Camp 2025

Yarrawonga - Nov 2025

It's on again! Current, rusty or prospective formation pilots with Airtourers or CT-4 Airtrainers are invited to a formation flying weekend hosted by the Airtourer Association at Yarrawonga, 7-9 November 2025.

This is not a general fly-in or a social get-together, but a weekend focussed on formation flying in Airtourer, Aircruiser and Airtrainer (CT-4) types. For non-endorsed prospective formation pilots, instructors will be available to get you started on your training. Likewise, if you are endorsed, but rusty, and would like some refresher training, the instructors can also help out too. And, if you are current with formation flying, but would like to fly with aircraft of the same type, then this will be a great opportunity to do that, while providing a "target" for others to follow.



If you are ready to lock in, [register now](#) to ensure you don't miss out! To find out more, contact Tony Self at tony.self@hyperwrite.com.



Uncrewed Airtourer!

by **Tony Self** (AESL Airtourer T6, VH-FVV)

A new Victa Airtourer is taking shape in a living room in south-east Queensland. Yes, you read that right. A new Airtourer. Brand new. The aircraft will bear the registration VH-TPY. Yes, you read that right too. But many will know there's already a perfectly airworthy Victa Airtourer 115 TPY that has been on the register since 1963. The new TPY is going to be an exact replica of the original, only it will be one third of the size.

Daniel Wheeler is the builder of this aircraft... this piece of art... this engineering marvel. He probably has around 200 hours of work remaining before the radio-controlled aircraft can fly, but needs to get that done in time for the Scale Nationals in Bairnsdale in October. If all goes well, Daniel is confident he will qualify for the world championships in Shropshire, UK, in November. Scale ModelWorld 2025



(<https://ipmsuk.org/ipms-scale-modelworld/>) will feature thousands of models from 190 clubs from around the world.

Daniel is an experienced, third-generation scale modeller, and his specialty is aerobatics. He's been flying remotely since he was five. The class he is entering is F4H, which requires building a scale model less than 14 kg of a currently operational actual aircraft. That means Daniel's model will have a cracked green navigation light, just like the full-size TPY. The number and shape of each rivet will match the original.



The engine will be a two-cylinder Desert Aircraft DA-70 of 70cc. The fuselage is fibreglass, and the wings foam core sheeted with plywood. Apart from the accuracy, the challenge will be to keep the weight under 15 kg. Someone else built a similar aircraft, and it came in at 17 kg, so Daniel's is searching for weight savings everywhere. He is sourcing lighter control servos from China; they have plastic cases rather than



metal. He is using 0.4 mm plywood instead of 0.6 mm. He's using a bladder fuel tank instead of a plastic tank.



Daniel chose the Airtourer because it suits his flying style, and it's aerobatic. The World's will be held on a tarmac runway rather than grass, and a tricycle undercarriage has better authority on take-off and landing. The Airtourer also has good upwind penetration, and presents well in the sky.

I'm sure every Airtourer nut in Australia will be wishing Daniel the very best when he takes on the very best with the very best aircraft design!



Daniel with his father Bill inspecting the full-size TPY to record every detail.

Puzzle answer:

The Turbolet pictured is part of the Bangladesh Air Force (BAF) fleet. The connection to the Airtourer family is that the BAF at one time operated three Airtourer T6/24s as basic trainers. In fact, the Airtourer was one of the first aircraft to be operated by the BAF. One of these aircraft (the last Airtourer ever built, c/n B580) is S3-AAK, on display at the Bangladesh Military Museum in Dhaka.



More Memories of Bundy and Beyond

by **Andy Anderson** (another with fond memories of Victa Airtourer 115, VH-MTN)

Readers of the previous (May 2025) edition who enjoyed a lovely journey back in time with Mike Hetherington (*The Misadventures of Mike Tango November*) will also have been touched by the gorgeous period photos taken by Andy Anderson. Now, Andy is back with his own memories from Bundaberg Aero Club and beyond.

Well!!!

Did that article cause the memories of this old fella to flood back from almost 50 years ago. I remember Mike well and after a rapid promotion to become the Bundy Aero Club CFI the year before, I did his final Nav Test on 30 May 1979.

Before that, going back a couple of years as Mike mentioned, I did some of his RPL training, as per this page from my logbook.

(Given my inexperience, I was fortunate to still be alive at the end of that month after a rather frightening encounter with bad weather on the 2nd. In fact, the same day, someone was not so lucky with the weather, and ran into hills in the "Lane Of Entry" trying to get to Archerfield in a PA-24 VH-GAS).

FLIGHT RECORD																
YEAR 1977		AIRCRAFT		Pilot in Command	Journey and Remarks	INSTRUMENT FLIGHT		Passenger Number	SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT			
Month	Day	Type	Reg. No.			In Flight	Ground Training		Day	Night	Day	Night	Day	Night	Co-Pilot	In Command
Totals Brought Forward						15.25	477.15		94.35	6.10	599.45	18.35	11.25	1.00	10.25	
Mar	1	C-172	WY2	SEVE	DI - L. MANICARD (BU-ME-BPI)			3.05		3.05						
	2	"	"	"	BPI - LIN					.25						
	2	"	"	"	LIN - BPI					.30						
	2	"	"	"	DI - L. MANICARD (BPI-RE-BUS)			3.05		3.05						
	5	"	"	"	" - W. SHERRARD, R. BONGERMAN			1.25		1.25						
	7	"	"	"	" - G. STIMPING			.40		.40						
	7	C-182	S2C	"	" - J. GUNTER			.55		.55						
	8	C-172	WY2	"	" - M. KACOROVICH			.10		.10						
	13	"	"	"	" - V. HANSEN (NEW), G. NICHOLS			3.00		3.00						
	13	"	1EL	"	" - W. SHERRARD			.30		.30						
	14	"	WY2	"	" - L. MANICARD			3.10		3.10						
	15	"	"	"	" - G. WILKINSON, M. HETHERINGTON			5.25		5.25						
	18	"	"	"	" - R. BONGERMAN, K. P. JONES, J. HAYNES, M. HETHERINGTON			5.45		5.45						
	18	"	1EL	"	" - W. SHERRARD, J. HAYNES			1.30		1.30						
	18	"	"	"	" - G. T. JONES, K. P. JONES			1.15		1.15						
	19	"	WY2	"	" - R. BONGERMAN, M. HETHERINGTON			3.05		3.05						
	20	"	"	"	" - P. ROBERTS, K. P. JONES, M. HETHERINGTON			4.50		4.50						
	20	C-182	S2C	"	" - M. GUNTER			.55		.55						
	21	C-310	TDS	"	BU - GAV - BU CHARTER FOR MOVIE "THE MURDER TRAIL"			1.25								
	21	C-172	WY2	"	DI - M. GUNTER, M. HETHERINGTON			1.35		1.35					1.10	
	22	C-172	"	"	" - M. KACOROVICH, V. HANSEN (300)			3.15		3.15						
	25	"	"	"	" - G. NICHOLS, M. HETHERINGTON			1.05		1.05						
	25	"	"	"	" - R. BONGERMAN (2.00)			2.20		2.20						
* Total Aeronautical Experience						TOTALS	15.25	524.55	94.35	6.10	647.05	19.50	11.25	1.20	13.35	
									(1)	(2)	(3)	(4)	(5)	(6)	(7)	
															(8)	
															(9)	
															(10)	
						</										

Here are a few miscellaneous bits and pieces - starting with someone that looks a bit like me back in 1978.



and some old guy about 40 years later...



A pic of VH-APV getting a new paint scheme with instructor Neil Rutherford on the left and Neil Robson - who established Burnett Airways - on the right.





Allan Peterson - his flying career started in 1938 at Bundaberg, then the RAAF in WWII, Aero Club CFI/Instructor from 1951 to 1964 - in association with the RQAC - then he became CFI of the independent Bundy Aero Club until about 1976 but continued instructing until 1980.



A couple of newspaper pics.

D. S. D. COMMON
Next to Kings, opposite Queens.
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BUNDABERG

WEDNESDAY, FEBRUARY 28, 1973
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Ask for
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The Beer of Distinction
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Student pilot

Bundaberg Aero Club flying instructor, Don Crittenden, pictured with pupil Pam Robertson, at the propeller of the club's Victa Airtourer, at Hinkler Airport.

The Sunday Mail

OCTOBER 3, 1971



SCRAMBLE TIME atmosphere at Archerfield early yesterday as Bundaberg entrants for the Warana air race, navigator Robert Thompson (left) and pilot Graeme Stielow, kept a close watch on the starter for the signal to run their Victa 115 to the line for their first air race attempt.



Calendar of Events

21-27 July	EAA AirVenture, Oshkosh	If you're going, the Editor needs an article from you!
6 September	Youth in Aviation Day, Temora	Hosted by Temora Flyers. Temora Flyers Inc- Youth in Aviation Discovery Day
21 September	Tocumwal Airshow	Interested in attending? Let the committee know!
17-19 October	President's Fly-in, Tamworth	50 Years of CT-4 in Australia. Don't miss this one!
7-9 November	Formation Camp, Yarrawonga	Contact Tony Self tony.self@hyperwrite.com
13-15 March 2026	Airshows Downunder Shellharbour	Interested in attending? Let the committee know!
28-29 March 2026	Warbirds Over Scone	Interested in attending? Let the committee know!
May 2026	Airtourer Convention and AGM	Temora

Video

This edition's video is from the Airtourer Association's Pilot Proficiency Programme session at the Sunraysia Convention. <https://youtu.be/QpuRkmz5-lU>



Winter Lunch at Trentham

Pig and Whistle Hotel East Trentham, 14 June 2025

by **Mike Fisher** (Victa Airtourer 160, VH-BNV)

What a great day not to be flying! Fog, low cloud, grey and cold, yes a very cold 4 degrees.

So this was an ideal day for the traditional Winter Lunch at the lovely Pig and Whistle where we had the front bar almost to ourselves, drinks on one side and a warming wood fire on the other. With 22 in attendance and 6 apologies, we may have run out of room, or at least had to spend less time standing in front of that fireplace, glass in hand. A very satisfying day.



Roll Call

- | | |
|---|---|
| <ul style="list-style-type: none">• Nola and Ivan Porteus• John and Becky Day• Jon and Monique, Amelia and Atticus Pels• Dot and Peter Ross• Gerald and Sue Smith | <ul style="list-style-type: none">• Gerry and Denise Pels• Mike Fisher and Jackie Brown• Jane Morris and Chris• Andrew and Sharon Clement• Beryl Marshall and Garry Butcher |
|---|---|





From top row: Nola and Ivan Porteus (RSJ), John and Becky Day (VRT), Pels/Gillett family (MVR), Dot and Peter Ross, Gerald and Susan Smith, Mike Fisher and Jackie Brown, Gerry and Denise Pels.



Around the Grounds

What's happening on social media?

It's been another busy couple of months in the Airtourer Association's Facebook Group.

Lake Eyre is full of water, and Jules Szaters took his CT-4B VH-PGH for a tour, sharing lots of photos and videos from his enviable trip using his fancy 360 camera.

Gary Thomas shared some nice photos of CT-4s VH-WTC and VH-WCM from an Anzac Day flypast earlier in the year. Phil Munro from Byron Air Adventures shared some CT-4 photos from the David Hack Classic in Toowoomba.

Peter Cooney and Doug Gould have been providing updates on their Airtourer projects. Peter has managed to get a new prop for his Airtourer T6/24 VH-BVV, and Doug showed off his new interior upholstery.

Ric Davies regularly shares some jealousy-inducing photos of him out and about in VH-RIC in WA. In Tasmania, Marcus Skinner has been doing the same in VH-PUR.

Peter Kelly has been busy scanning some of his old negatives, and has been sharing plenty of amazing photos that he took in the 1960s and 1970s, including Airtourer, Aircruiser and Airtrainer formations at the 1979 President's Fly-in.

Not to be outdone, aviation historian Roland Jahne has been digging up some old photos of Airtourers, including a beauty of VH-CTM in Moree in 1991, and a much older black and white photo of VH-MFO in formation with CTM way back in 1972.

And it's hard to beat Barry Edmondson's post announcing the first flight of his restored Airtourer G-AZTM on 13 May in the UK. AZTM is an AESL-built, Glos-Air assembled Airtourer 115, first registered in 1972. It last flew in 1976 after being written off in a landing accident. The resurrection is a massive achievement for Barry... congratulations!



The Treasury

by **Angela Stevenson** (Airtourer T6/24, VH-FVV)



It was wonderful to see a bunch of fun members turn out to the Sunraysia 2025 Convention and AGM - an event that once again affirmed my determination to be unyielding in my efforts during my tenure as the Association's Treasurer, to focus on the objects of the Association.

Presenting my first complete set of financials to the Association membership was an absolute pleasure. We'd worked hard on ensuring that MYOB did what we wanted it to do; provide transparency and be a full and accurate record of the Association's finances, and it was nice to see that everything balanced - to the cent!

As we move forward from the difficulties of the 2023 Financial Year, I have reflected on what it means to be your Treasurer.

My job on the Committee is not to 'be in charge of spending', or to 'control what happens to the Association's money', but to ensure that our financial accounting and reporting legal responsibilities are met, that you are kept informed, and that we (as an Association - committee and members) are adhering to our Charter from a finance perspective; the preservation and continued airworthiness of Victa and AESL Airtourer series aircraft.

Sunraysia Income and Expenses

I am in the process of consolidating the income and expenses for the Sunraysia Convention and AGM, where the aims of the Association were again, clearly front and centre - and it looks like all is well with the event budget!

Term Deposits

The Association now holds three term deposits. \$34k, \$18k and 18k. The term deposits have been set to mature at different times during the upcoming year giving the Association some flexibility to access funds on a more regular basis.

On a personal note...

Many thanks to Tony Self, Secretary John O'Halloran, President Deb Evans, VP Doug Gould, and Stuart Hilsberg for their assistance in the organisation of the Sunraysia Convention and AGM. We did it! On to bigger and better things that help our Airtourer to survive.

Well that's it from The Treasury, blue skies and tailwinds everyone!



From the Archive

THE AGE

Monday 28 June 1982 250 Spencer St., Melbourne 60 0421 (Classified 60 0611) 28 Pages Price 40c World Section 128th Year 25c



Mr Haig: became a liability

US policy 'steady' after Haig

No fears of change, says Fraser

From PETER COLE-ADAMS

WASHINGTON, 27 June. — As a worried world weighed the implications of Alexander Haig's sudden resignation as US Secretary of State, Reagan Administration officials stressed yesterday that there would be no departure from established policies.

President Reagan yesterday held a two-and-a-half-hour meeting with George Shultz, the economist and businessman he has chosen to succeed Mr Haig.

Mr Shultz, who had flown in from London, told reporters later he believed he could work "sympatico" with the Reagan team.

This will not be much consolation to the Israelis, who regarded Mr Haig as their staunchest ally in the Administration, or to some West European leaders, who had relied on him to moderate Mr Reagan's Cold War instincts.

Mr Shultz, president of the giant international Bechtel engineering and construction group, had wide experience of government in three Cabinet posts under President Nixon, but has no direct claim to foreign policy expertise.

The fear in Israel is that his contacts with the Arab world on behalf of Bechtel — which has major contracts in Saudi Arabia — will lead him to try to "tilt" US policy away from Israel. The Defence Secretary, Mr Weinberger, whom they regard as pro-Arab, is also a former Bechtel executive.

They also remember that last September Mr Shultz indicated that he differed with the Reagan Administration on Middle East policy.

Such fears may prove to be misplaced, partly because Mr Reagan remains a strong supporter of Israel and partly because Mr Shultz, unlike the prickly Mr Haig, proved himself a loyal team player under Mr Nixon, earning a reputation for competence and integrity.

West Europeans are less worried about the choice of Mr Shultz, who is known and well liked there, than their suspicion that Mr Haig's departure is a sign that the Reagan Administration is about to adopt a much tougher attitude towards them in its determination to bring the Soviet Union to its economic knees.

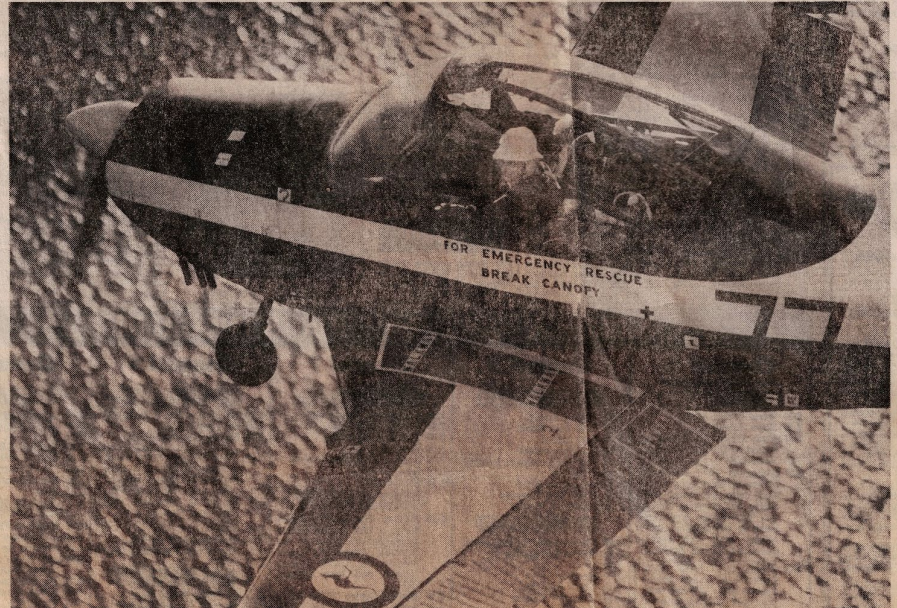
Mr Haig is known to have strongly opposed President Reagan's decision to impose rigid sanctions against any European company that tries to sell American technology for the construction of the proposed pipeline from Soviet Siberia to Western Europe.

Inevitably, however, the question absorbing Washington attention is just why Mr Haig chose to quit.

Reports last night, 24 hours after the event, suggest that the Secretary of State became the victim of his own impetuosity.

Angered over what he regarded as encroachments on his foreign policy "turf" by White House officials, he offered his resignation to Mr Reagan last Thursday — little knowing that a small group of senior White House advisers had discussed replacing him with Mr Shultz a few days earlier.

Continued: PAGE 7



FOR EMERGENCY RESCUE
BREAK CANOPY

Picture: PETER MAYON

The RAAF's last CT-4 trainer flies over Port Phillip Bay towards Point Cook air force base at the weekend, after a 19-hour flight from New Zealand. The plane, piloted by New Zealander Mr Cliff Tait, of Hamilton, was the last CT-4 built by

New Zealand Aerospace before the company closed because of lack of orders.

For Mr Tait, 53, the flight was his last solo across the Tasman. He has delivered 44 of the 52 trainers, bought by Australia since deliveries began in 1975. "My

wife and friends have advised me to give it up," he said yesterday, although he will continue to ferry aircraft within New Zealand. He has also delivered planes to England, Egypt and Iraq.

Mr Tait took off for his 110th trans-Tasman flight on Friday and spent the night at Norfolk Island before continuing to the mainland via Lord Howe Island on Saturday. "I've had seven complete engine failures and innumerable engine stoppages on delivery runs — but I've been lucky," Mr Tait said.

The CT-4s, used to train air force and army pilots at Point Cook, are due to be replaced by Australian-built turbo-prop trainers at the end of the decade. Mr Tait will take a commercial flight home.



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