



**November 2025**  
**Number 193**

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Dedicated to the preservation and continued airworthiness of  
Victa 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 21 December 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: Airtourer Family Photo at Tamworth, October 2025- First row, AESL Airtourer Super 150, Victa Airtourer 100, Victa Airtourer 115, AESL Airtourer T6, Victa Aircruiser, NZAI CT-4A, PAC CT-4B, PAC CT-4F, PAC CT-4E Airtrainer.  
 Photo: Adrian Pfoeffler



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# From the President

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

It was with great sadness that we needed to inform members of the passing of Cliff Tait, which was unexpected. His absence at the Tamworth event, where we were celebrating 50 Years of CT-4 in Australia, was greatly noticed. Our condolences along with flowers were sent to his funeral on behalf of the Association.

The news about Cliff Tait was discouraging, but on a cheerier note, our team of Angela Stevenson and Tony Self worked tirelessly in the lead up to Tamworth and during the weekend. It was wonderful to see so many Airtourer members, CT-4 owners, Air Force members and aircraft. Chad Summers' assistance was invaluable.

Each part of the weekend was wonderful but the Airtourer vs Airtrainer Armchair Dogfight with Mel Hupfeld and Mark Skidmore was very entertaining.

I would like to thank our supporters for the weekend: NZAero, Sydney Flight College, Tamworth Regional Council, Tamworth Aero Club, Agile Insurance, RAAF 100 Squadron, and Northwest Aviation Fuels. Larni Wallace - an employee of Chad Summers and Singapore Flying College - spent the whole weekend ready and willing to do whatever we asked at a moment's notice.

Our guest speaker for the gala dinner Don 'McZero' McNaught had everyone enthralled. Thank you, Don.

Angela and Tony have raised our expectations, when it comes to celebrating significant events. Our next momentous occasion will be the 50th Anniversary of the Airtourer Association.

Before our 50th Anniversary we have Convention/AGM and President's Fly-in for 2026 and 2027; planning for these is underway.

The winners of the 2025 New Zealand Association of Women in Aviation Victa Aerobatic Trophy are:

1. Stef Gwilliam
2. Laura Wagstaff
3. Breanna Coffe

Blue skies and tail winds

From our Airtourer Family aeroplane to yours, Merry Christmas!

Deb



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## THE LATEST NEWS



# Movements

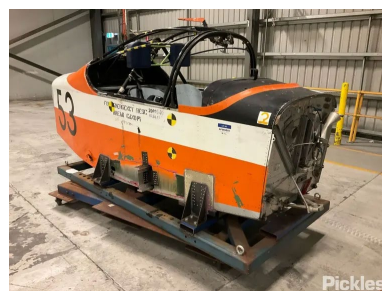
Airtourer T6/24 VH-XVV has changed hands, and is moving to Albury. X-ray hasn't flown for a few years, but looks like this will soon be rectified!

By the time you read this, VH-EQA will be back in the air after a major refurbishment by Chad Summers.

Work has recommenced on CT-4 Airtrainer C/N 242 at NZAero. This aircraft is an unfinished airframe from the Pacific Aerospace Ltd days (circa 2008), and may be completed as a G model.

CT-4B VH-YCX is up for sale through Plane Sales Australia.

Pickles are auctioning some ex-military equipment, including a CT-4A cockpit section training aid, believed to be 053.



# Aeroplane 50th and 60th Birthdays

## Airtourers

- VH-MTP (Mel Hupfeld) - 4 Nov 1965
- VH-MRL (Chris Gregory) - 1 Dec 1965
- ZK-CMD (Sam McCready) - 13 Jan 1966
- VH-DDZ (Cameron Kinnane) - 18 Jan 1966

## Airtrainers

- VH-ZCT 058 (Jake Naumann) - 20 Nov 1975
- VH-PGH 059 (Julian Szaters) - 20 Nov 1975
- VH-MQA 061 (David Chaplin) - 20 Nov 1975
- VH-CTQ 062 (Matt Denning) - 20 Nov 1975
- VH-WEY 063 (Darren McGilvray) - 20 Nov 1975



# Bumper Quiz Answers

In the September edition, a tricky Bumper Quiz was included. Answers were revealed at the Gala Dinner at Tamworth, but for those who couldn't make it, here are the answers!

1. What was the proposed CT-4G variant from a few years ago?  
**Garmin-equipped glass cockpit CT-4E.**
2. The ICAO type code for an Airtourer is TOUR. For an Airtrainer it's CT-4. What is it for an Aircruiser?  
**ACSR**
3. What is the origin of the CT-4 park brake handle?  
**Same as Airtourer handbrake handles, from FE Holden.**
4. How many CT-4 prototypes were there (not including the Aircruiser)?  
**2. They were the only CT-4 aircraft (no variant letter) built.**
5. What year did a CT-4 first touch down on Australian soil?  
**ZK-DIM, the second Airtrainer prototype, was delivered to Thailand by Cliff Tait. First stop after Norfolk Island was Brisbane. 2nd December 1972.)**
6. What was the name of the RNZAF Formation Team that operated CT-4s?  
**Red Checkers**
7. Name the three Airtourer and Airtrainer variants operated by the RNZAF?  
**Airtourer T6/24, CT-4B Airtrainer, CT-4E Airtrainer**
8. True or False? The CT-4's wingspan is exactly the same as an Airtourer's.  
**True**
9. What is the fuel flow (litres per hour) in cruise of a CT-4E?  
**Around 65 litres per hour**
10. Which company manufactured the first CT-4: Victa, AESL, NZAI, PAC, PAL or NZAero?  
**AESL**
11. Which company manufactured the last (to date) complete CT-4: Victa, AESL, NZAI, PAC, PAL or NZAero?  
**PAL**
12. Why was the Swiss company Breco's order for CT-4s not fulfilled?  
**It was discovered that the 14 CT-4s ordered by Breco were to be on-sold to Rhodesia, which was under an international embargo. The RAAF ultimately bought these aircraft.**
13. What colour were Singapore's CT-4Es?  
**Blue and blue and yellow**
14. What has the fastest cruise speed... Winjeel or CT-4E?  
**Winjeel 143 kts according to the brochure, CT-4E 152 kts.**
15. What is the connection between the GAF Jindivik and the CT-4?  
**At one point - in the 1990s, ASTA (which was the successor to GAF) controlled PAC Ltd. An order for Jindiviks came in from the UK,**



and airframe production work was shared between ASTA and PAC. The electrics of the Jindivik were updated for this order, and PAC did most of that work. And also, Henry Millicer was involved with the Jindivik project when he was GAF's chief aerodynamicist, and was the designer of the Airtourer and Aircruiser.



16. What was the last piston-engined aircraft operated by the RAAF?  
**Trick question... you thought the answer would be CT-4A, but the Caribou was operated until 2009.**
17. The RAAF Museum owns the first of the RAAF's CT-4s, 027. Who owns the last of them?  
**077 is also held by the RAAF Museum (100 Squadron).**
18. The CT-4E is the Royal Thailand Air Force Type \_\_\_\_?  
**Type B.F.16A, also referred to as F.16A or F16k. B.F.16 - without the A - was the CT-4A and -B type.**
19. True or False? The Airtourer has a wing fence like the CT- 4.  
**False**
20. What is the CT-4B fuel capacity in litres?  
**Around 200 litres.**
21. True or False? CT-4s replaced Winjeels in the Forward Air Controller role.  
**False**
22. True or False? Santa was injured in a CT-4 accident.  
**True. In Dec 1978, CT-4A (057) carrying Santa crashed and burned at a party in East Sale. Santa was injured.**
23. True or False? Ansett operated CT-4s.  
**Truish. Ansett established a Pilot Training College in Tamworth in partnership with British Aerospace in 1989. This partnership then won the ADF pilot training contract as BAe/Ansett.**
24. Fake or fact?



**Fact, though only fitted to the first prototype.**



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# 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](mailto:editor@airtourer.asn.au).

## For Sale: Propeller

Propeller - original 115 McCauley fixed pitch propeller with 300 hours of life before requiring refurbishment. Contact Ray Abernethy, [rayabernethy@gmail.com](mailto:rayabernethy@gmail.com), 0409 411 940.



## For Sale: Tyres and Seat

3 only 500x5 brand new old stock tyres suitable for Airtourers.

Seats are original in excellent condition - vinyl only requiring dusting off and cleaning due to storage.



Contact Ray Abernethy, [rayabernethy@gmail.com](mailto:rayabernethy@gmail.com), 0409 411 940.

***Advertise here! Buy, Swap and Sell advertisements for Association members are free!***



## For Sale: Victa Airtourer VH-MRJ

Serial number 107. Made in Australia in 1965.

150 HP Lycoming Engine O-320 E1A installed 10/01/2020 @ 2405.5 AFTT (brand new engine, not an overhauled engine). Engine 178.1 TSN.

Constant speed propeller. Propeller 12.6 SMOH.

The numbers on the prop and engine are at the last M/R issue Dec 24.

Total time on airframe 2595.5 hours as of 19/08/2025.

Always hangared. Never used by flying school. Brand new paint done in September 2022.

### History

150 HP Lycoming engine installed in 2004 when aircraft was registered VH-LVW.

### Instruments and avionics

1 x 430 Garmin GPS, 1 x GTX 327 Garmin Transponder, 1 x PS Engineering audio panel, Fuel scan FS-450



Contact Sandra Cabot, 0416 170 946, [doctorcabot@liverdoctor.com](mailto:doctorcabot@liverdoctor.com)

## 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



## 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](#).



# Calendar of Events

7-9 November	Formation Camp, Yarrawonga	FULLY BOOKED!! Get in early for 2026!
7 December	Victorian End-of-Year get-together, Nagambie area	Fly into Warring (YWHG) or drive for a 1200 Lunch time. For more details contact Gerry Pels, 0418 174 199, <a href="mailto:gerrypels@bigpond.com">gerrypels@bigpond.com</a>
15 December	Narracoorte Fly-in, SA	Joe 0418 743 279 or Emily 0475 414 473
13-15 March 2026	Airshows Downunder Shellharbour	Interested in attending? Let the <a href="#">committee</a> know!
28-29 March 2026	Warbirds Over Scone	Interested in attending? Let the <a href="#">committee</a> know!
11 April 2026	Beverley Airshow, WA	<a href="http://www.beverleyairshow.com.au">www.beverleyairshow.com.au</a>
May 2026	Airtourer Convention and AGM	Temora

## Puzzle

In 1984, three Airtourers entered the Southern Cross Air Race. This 16-day event was part of the official celebrations to mark Victoria's 150th Anniversary. Three Airtourers entered: VH-PCC, VH-FME and VH-CHP. The Army entered a Turbo-Porter, a Nomad, and a Kiowa. What was the type and serial number of the RAAF's only entry? Answer page 35.



### Members Only Offer!

Punkin Head Air Sports are offering Airtourer Association members a 5% discount on all canopy, propeller and pitot/intake covers for Airtourers and CT-4s. Dianne has the patterns for all models, and can provide covers in different materials and weights. Phone Dianne on 0429 938 426 or visit [www.punkinheadair.com.au](http://www.punkinheadair.com.au)



# Six Degrees of Kevin Bacon

The Six Degrees of Kevin Bacon Rule says that every actor in Hollywood can be connected to prolific actor Kevin Bacon through having worked together. It's easier to explain with an example: Michael Caton (The Castle) was in *Never Tell Me Never* with Joel Edgerton who was in *Black Mass* with Kevin Bacon. This gives a Bacon Number of 2.

There is a Web site that you can use to find the Bacon number.

<https://www.oracleofbacon.org/index.php>

In the September edition of the Newsletter, we asked for the Bacon Number of the **Edgley Optica**. *Photo: Nigel Ish*

An interesting answer came from John O'Halloran with the aid of Murray Joel.

John O'Halloran: *The Edgley Optica was manufactured at Old Sarum Airfield in Wiltshire. Old Sarum was about 5NM south of Boscombe Down, where I was on course in 1984. It was not uncommon to share the airspace with an Optica.*

*Another Association member, Murray Joel, was also on course at Boscombe that year, may have a closer connection. I have a vague recollection that the rotary wing part of the school visited Edgley, or an Optica was flown into Boscombe.*

Murray Joel: *Yes - (my) Rotary Wing Flight spared no expense when it came to factory visits in exotic locations! Interesting visit and concept - how to do low level helo jobs at a fraction of the cost. Never gained critical mass, unfortunately.*

That seems to be a tenuous Bacon Number. There may be a few better connections. One is that old Airtourer hand David Pilkington (then at GAF) was involved with the Optica in Australia. There was a plan to build the Optica "Scoutmaster" at GAF (by then, called ASTA), and in return, Brooklands Aerospace was going to produce the GAF Jindivik pilotless aircraft.

But the best connection seems to be that a cockpit section imported by ASTA for pre-production equipment configuration is now at Moorabbin Air Museum. And another machine on display is Victa Airtourer 100 VH-BWI.

Here's another Bacon challenge... ***Transavia Airtruk***.



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# Origins of the President's Fly-in

by **John Wynn** (AESL Airtourer Super 150, VH-EQA)

*The President's Fly-in has been running almost every year since 1978. It is so-called because our first President, Sonny Rankin, annually invited everyone to fly in to his property "Yarrandale", near West Wyalong. In the inaugural Yarrandale fly-in, 13 Airtourers, the Aircruiser (then owned by Sonny), and four RAAF CT-4As (29, 36, 44 and 52) made the event memorable.*

Here are some photos from some early (1982 and 1985) President's Fly-ins.



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# Videos

## **Gala Dinner**

<https://youtu.be/YZWMUjGDZhw>

## **Elephant Walk**

<https://www.youtube.com/watch?v=j8tw90TYBYY>



# Tamworth Report

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



July mailout to every CT-4 owner in Australia.



Preliminary work... checking out the venues back in August.



First arrival - just in time to see the Vampire being moved to make room under the shade cloth for the incoming fleet!



Local member Chad Summers was inundated with deliveries in the weeks before. (Thanks, Chad!)



The fitting logo full of meaning was the brainchild of Doug Gould. Now a part of history... it's even on wine glasses!





ABC Radio reporter Nat Little chatting to Terry Green about the fly-in, and marvelling at Terry's Victa.



The first of the CT-4s arrive: Christine and John Gallagher.



Night vision photo of the Souvenir Packs being, well, packed!



NZAero's SuperPAC in front of Chad Summers' Super 150.



Mark and Caroline Skidmore arrive in 046.



Next in was 054, with Margot Rayner and Sheldon Jones.



The shade sails starting to fill up by the (very hot) Friday afternoon.

*Photos on these pages by David Jones, Adrian Pfoeffler, Doug Stott, Tony Self, Jan O'Halloran, Bryan Greenfield, Joe Liao, Angela Stevenson, Julian Szaters, Monique Gillett*





One of the last Friday arrivals: Mon Gillett and John Pels in the Aircruiser.



Armchair Dogfight: Mel Hupfeld and Mark Skidmore making their cases for which is better: Airtourer or Airtrainer.



Full house enjoying the Dogfight.



There was a great vibe in the Tamworth Aero Club bar; lots of laughs and stories.



CT-4 Film night included footage from RTAF, RAAF, RNZAF and NZAero.

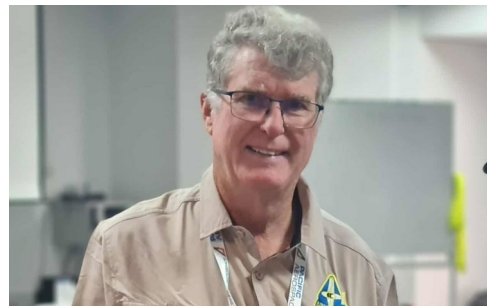


Most stayed at Best Western Sanctuary Inn.

## Saturday



Stephen Burrows and Dee Bond explain the SuperPAC 750



John O'Halloran gave a thorough talk showcasing the amazing Aircruiser.





Camper formation briefing, clockwise from left: John Gallagher, Sheldon Jones, Gary Thomas, Andrew Clement, Julian Szaters, Martin Hughes, Joe Liao, Bryan Greenfield.  
39 (John/Joe), 54 (Sheldon/Gary), PGH,



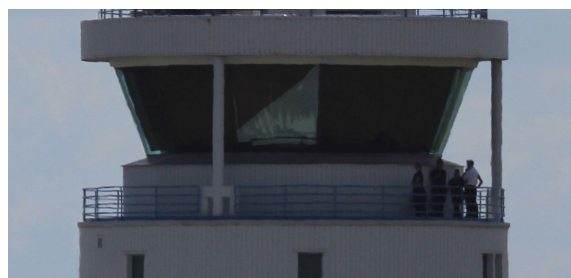
Monkey formation briefing, clockwise from right: Matt Handley, Matt Denning, Murray Joel, Mark Skidmore, Phil Munro, Adrian Burge.  
CTZ, DMI, LAH, CTQ, MCT, o77



The Elephant Walk underway. Lots of colour and noise!



Aircraft were arranged from oldest (PJR) to newest (CTZ).



The controllers were literally all on deck for the Elephant Walk!



Special souvenir keyring with the reverse showing the roundels of the countries with pilots trained on the CT-4 over the decades.



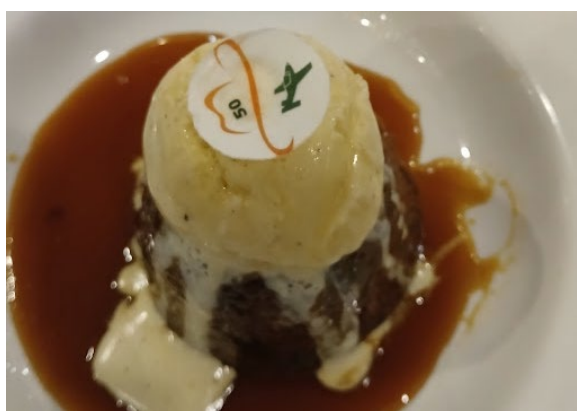
## Gala Dinner



Mel Hupfeld topped off a moving tribute to Cliff Tait with a New Zealand piece, before Zip-A-Dee-Doo-Dah (the Victa song).



Don McNaught starts his presentation on 60 year of flying Airtourers



Even the little things: edible 50 Years of CT-4 cake toppers on the desserts!



A very Gala Dinner: Angela Stevenson with Mayor Russell Webb.



## Sunday



Campers Julian Szaters, Bryan Greenfield, Andrew Clement, Gary Thomas, Sheldon Jones, Joe Liao, John Gallagher and Martin Hughes.



Christine Gallagher gave an insightful and personal talk on the Avro Anson.



The Family Photo involved lots of shuffling aeroplanes for a unique photo.



Camper formation put in a good flight in the morning.



Monkey formation setting off on their tribute flyover of Tamworth.



Brass Monkeys formation starting their pitch and break on return.



Matt Denning puts in some aerobatic practice over Tamworth Airport.





Mayor Russell Webb unveils the plaque presented by the Airtourer Association and NZAero.



The commemorative plaque, affixed outside the International Flight Training Tamworth (IFFT) building.



Jane Morris making sure everyone is well-fed at the Sunday BBQ at SFC.



Stu Hilsberg on the tools at the BBQ lunch.



After lunch, there was a well-attended Pilot Proficiency Program education session presented by Chad Summers.

And with participants and aeroplanes departing, the celebrations were almost at an end. Just one more stragglers dinner!



## Group Photo



## Airtourer Family Photo



# Elephant Walk

An Elephant Walk is basically a mass taxi of aircraft in a big congo line. We wanted to have about 20 aircraft for Tamworth, but the hot weather made it difficult for some. In the end, we had an amazing “Jumbo” line-up of:

1. PJR (Terry Green - with Ringmaster Bryan Greenfield) - 1962 Victa 100
2. RQL (Robin Hilliard and Sarah McNaughton) - 1964 Victa 115
3. KGR (Andrew Clement and Jon Pels) - 1965 Victa 100 converted to 160
4. EQA (Chad Summers and Christy Summers) - 1969 AESL Super 150
5. FVV (Tony Self and Larni Wallace) - 1970 AESL T6/24
6. MVR (Monique Gillett, Amelia Shields, Joe Liao) - 1966 Victa Aircruiser
7. LAH (Murray Joel) - 1975 CT-4A
8. PGH (Julian Szaters) - 1976 CT-4B (converted from an A)
9. CTN (Sheldon Jones) - 1975 CT-4A
10. AOF (Martin Hughes and Sally Hughes) - 1982 CT-4A
11. CTZ (Matt Handley and Nic Galea) - 1999 CT-4E



Aircruiser looking forward



Tail-end Charlie with an impressive view ahead!



# Roll Call - President's Fly-in Tamworth 2025

## Aircraft with People

VH-DMI	CT-4A Airtrainer	Philip Munro and Maria Boyd
VH-PJR	Airtourer 100	Terry Green and Louise Green
VH-LAH	CT-4A Airtrainer	Murray Joel
VH-FVV	Airtourer T6/24	Angela Stevenson and Tony Self
VH-MCT	CT-4A Airtrainer	Mark Skidmore and Caroline Skidmore
VH-RQL	Airtourer 115	Robin Hilliard and Sarah McNaughton
VH-CTQ	CT-4A Airtrainer	Matt Denning and Simone Ricketts
VH-PGH	CT-4B Airtrainer	Julian Szaters
VH-CTZ	CT-4E Airtrainer	Matt Handley
VH-MVR	Aircruiser	Mon Gillett and Jon Pels
VH-XFR	CT-4F Airtrainer	Dean Davidson and Greg Osborn
VH-DAP	CT-4B Airtrainer	Nic Galea
VH-WCT	CT-4A Airtrainer	Christine Gallagher and John Gallagher
VH-EQA	Airtourer Super 150	Chad Summers and Christy Summers
VH-AOF	CT-4A Airtrainer	Martin Hughes and Sally Hughes
VH-CTV	CT-4A Airtrainer	Gary Hearne
VH-CTN	CT-4A Airtrainer	Margot Rayner and Sheldon Jones
A100-077	CT-4A Airtrainer	Adrian Burge and David Jones
VH-KGR	Airtourer 160	Andrew Clement and Sharon Clement
VH-TPY	Airtourer 115	George Palmer and Adrian Smith
VH-VVZ	Airtourer T6/24	Ian Close and Andrew Merrett
ZK-EPO	SuperPAC 750	Dee Bond, Gary McNeill
VH-ZCZ	RV-6A	Chris Wilson and Sheridan Wilson



## More People

- David Tait
- Russell Webb
- Gail Webb
- Lyn Butler
- Graham Wood
- Lorraine Wood
- Judy Riddel
- Janice Landells
- John O'Halloran (LM)
- Jan O'Halloran
- Doug Stott (LM)
- Sebastian Hempel
- Jane Morris
- Chris Camier
- Brodie Shields
- Larni Wallace
- Elizabeth McNaught
- Don McNaught
- Mel Hupfeld
- Stu Hilsberg
- Deb Evans
- Rick Evans
- Gary Thomas
- Adrian Pfoeffler
- Stephen Burrows
- Kelda Burrows
- Joe Liao



## Apologies

- Doug Gould
- Sally McDonald
- Stephen Bowtell
- Nathan Bowtell
- Susan Harris
- Bob Page
- Helen Page



# Every Airtourer Family Aircraft

VH-DMI		VH-DAP	
VH-PJR		VH-WCT	
VH-LAH		VH-EQA	
VH-FVV		VH-AOF	
VH-MCT		VH-CTV	
VH-RQL		VH-CTN	



VH-CTQ		A100-077	
VH-PGH		VH-KGR	
VH-CTZ		VH-TPY	
VH-MVR		VH-VVZ	
VH-XFR		ZK-EPO	



## New Member's Perspective

by **Joe Liao** (future Airtourer Family aircraft owner)

*Joe works at Singapore Flying College in Tamworth as an instructor and commercial pilot.*

The capital of country music swapped guitars for the hum of CT-4s, the Aircruiser, and Airtourers as they descended on Tamworth to celebrate 50 years of the CT-4 operating in Australian skies. The first evening set the tone as old friends and colleagues reunited over beers at the Tamworth Aero Club. The night's highlight was a light-hearted "armchair dogfight" of words, a spirited debate on the merits of the CT-4 versus the Airtourer. After a few clever jabs and plenty of laughs, the contest ended in a gentlemanly draw.

Day two began with a nostalgic tour of the old BAe facilities, now home to SFC Pilot Academy and Singapore Flying College, a welcome sight for many who remembered the site's RAAF days. The afternoon brought formation briefings, an up-close look at the impressive Super PAC 750XL (which flew all the way from New Zealand) and an engaging presentation from NZAero on modernising the CT-4 with state-of-the-art avionics.

That evening, attendees swapped flight suits for formal wear and enjoyed an elegant dinner and perhaps one too many wines, at Rydges Powerhouse.

The final morning delivered the main event: the thunderous sound of CT-4s and Airtourers in formation. Team Campers cruised over the serenity of Lake Keepit, while Team Monkeys performed a lap of honour above Tamworth, a salute to 50 years of CT-4 heritage. A plaque unveiling and relaxed BBQ brought the weekend to a close as aircraft slowly departed one by one, leaving Tamworth's skies peaceful once again.

The weekend was a fitting recognition of the CT4's legacy in Australian aviation and the people who have kept it flying for half a century.



## Afterwards

At the Gala Dinner, two of the special artwork prints by Graeme Molineux (Grubby Fingers Aircraft Illustration), commissioned by the Airtourer Association for the event, were signed by all the visiting pilots. These prints were then framed and presented to Sydney Flight College and to Tamworth Aero Club, in appreciation of the assistance both those organisations provided to make the President's Fly-in a success.

Airtourer Association President Deb Evans presented the artwork to SFC Pilot Academy's Andy McIntosh and Nydean Felsted.



Chad Summers (who was the Association member who selflessly provided local support for the preparation and execution of the event) presented the artwork and a commemorative plaque to Chris Englebright, President of the Tamworth Aero Club.



# Vale Cliff Tait

by **John O'Halloran** (AESL Airtourer Super 150, VH-COI)

It is our sad duty to advise of the passing of an Airtourer Family legend.

Cliff Tait passed away in New Zealand on 9 October after a short illness.



Cliff was awarded life membership of the association for his extensive contributions to the Airtourer, in particular, his around the world flight in Airtourer 115, ZK-CXU, Miss Jacy.



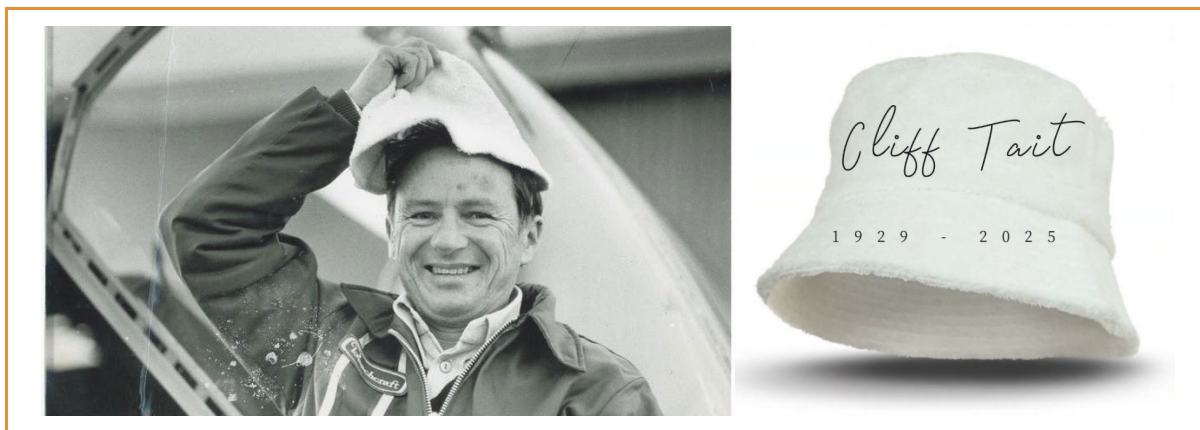
He went on to become a delivery pilot for AESL, NZAI and PAC, flying 110 new single engine aeroplanes to their new owners in various countries. These included CT-4s for the RAAF.

This year marks 50 years since the CT-4 entered RAAF service and Cliff was scheduled to join the Airtourer Association celebrations via Zoom. As a tribute, participants at the Fly-in took to wearing floppy white hats as a mark of respect. (Cliff's white, floppy terry-towelling hat was his understated Kiwi trademark.)

Our thoughts are with his wife Joyce and the family.

Cliff would have celebrated his 97th birthday this year.

Farewell and tailwinds, Cliff.



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# Hypoxia and Carbon Monoxide Poisoning

by **Doug Gould** (Victa Airtourer 160, VH-CTM)

Not many Airtourers cruise in the flight levels – although I am aware of a guy who routinely cruised his Cherokee 140 at FL140! Hypoxia is not a huge concern for most Airtourer pilots, but CO poisoning is!

Hypoxia is an interesting subject and ever since I bought into a turbocharged twin capable of cruising well into the mid teen flight levels, I've been interested in hypoxia. I take regular readings with a finger pulse oximeter when I'm above about 8,000ft. I've read widely on it and done a hypoxia training course. I'm recorded as having 4 minutes and 15 sec of useful consciousness at FL280. If you get the opportunity, hypoxia training is an interesting experience.

But it's difficult to find any prescriptive recommendations on oxygen use or blood oxygen levels that trigger oxygen use.

Martin Pauly posted a really excellent, informal interview on YouTube with Dr Brent Blue – a respected and senior FAA aviation medical examiner (see <https://www.youtube.com/watch?v=pOEBoeuyRoU> or search for Dr Brent Blue hypoxia ). It runs about 20 min and is the best, most succinct guide to hypoxia I've seen. I'd highly recommend watching it regardless of whether – or - not you fly in the Flight Levels.

The second half of the interview deals with Carbon Monoxide poisoning which should be of real interest to Airtourer owners. Those of you who are impatient can scroll to the 11 min mark.

The take-outs from Dr Blue's discussion are:

Pulse oximeters will give false high (healthy) readings with CO in your bloodstream. The old "stick on" black dot CO detectors that we've used for decades are useless and should be discarded. A) they have a threshold detection level that is too high B) the response time is too slow C) they are susceptible to age and have a short shelf-life D) most aircraft owners don't replace them when they are supposed to.

CO has a half life in our system of over 8 hours. This means that we can do repeated flights within a day or so and have the CO level in our blood increase in a compound fashion.

Most home CO detectors are set with a warning threshold far too high for aviation use.



It's worth also looking at this 3 minute comparative test between an electronic detector – search: “ Digital CO Detector vs Cockpit Sticker CO Detector Pad”

Martin Pauley refers to Bill Bass who survived a CO induced accident in a Mooney and waking up some 30 minutes after the crash. It's a bit chilling to hear the pilot himself describe it. See <https://www.youtube.com/watch?v=MfzfP5CZBj8> or search for “Plane Lands Itself!! Pilot Dan Bass Unconscious CO Poisoning – InTheHangar”

Dr Blue also discusses points of entry of CO. I recall that during (I think) military testing of the Airtourer that there was concern about CO entering from the lower fuselage inspection flap and entering the cockpit in the area of the control column. Based on this, if nothing else, we should have an awareness of CO in our Airtourer cockpits.

I have a handheld detector I bought from RS Components for around \$100. I no longer see it there but there are others at around \$50 - \$90 now that look reasonable. I don't know the real accuracy of mine, but it reads levels below 10 ppm and responds rapidly near car exhausts and appears to give repeatable readings. For this article, I bought a couple from eBay, basically none of them read low enough levels or and nearly responsive enough. If you are going to get a CO monitor, get a good one.

I've also installed panel mounted Guardian CO monitors on 3 aircraft now. They are not all that expensive to add if you are doing any avionics work.

As a corollary, Dr Blue says, in the interview, that engines running lean of peak do not produce CO. This is incorrect. Firstly, Lean of peak does not equate to full combustion, so there still are some remnants of imperfectly combusted gas and secondly, CO is a by-product of normal combustion. Euro 6 for cars (which is not yet implemented in Australia) allows 1g per km. Modern petrol engines typically run lean of peak.



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# Around the Grounds

What's happening on social media?

There was lots of activity relating to the 50 Years of CT-4 President's Fly-in, and the Airtourer Facebook group picked up plenty of new members. (We now have over 400 Facebook Group members!)

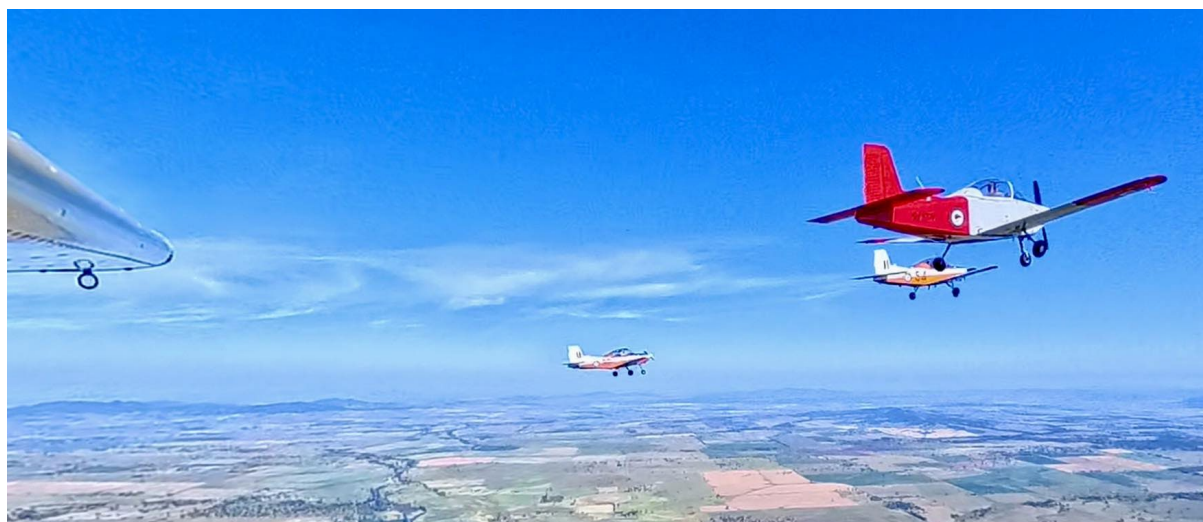
Lots of photos were shared from Tocumwal Air Show, Temora Youth in Aviation (Airtourer and CT-4), and Toowoomba. South Australia Aviation Museum has completed the restoration work on Victa 100 VH-BWT (once one of a huge fleet of RACSA Airtourers).



Doug Stott shared some amazing photos of 20 Airtrainers in formation at Point Cook in 1978. Kevin Curnow followed Doug's lead and dug up some RAAF CT-4 photos from 1975. Stuart Lee sought some well-deserved sympathy in documenting his battle replacing the canopy perspex for MRL. Peter Cooney sought some help on positioning an iPad in the cockpit, and finding cowl latches.

Adrian Pfoeffler shared some photos from an Antiquers event in Echuca, including SZK and WAU.

And then there were the shares from Tamworth! Videos from Deb Evans, Aerotec, Julian Szaters, and even the ARO Len Klumpp. And Jules also showed off footage from his CT-4's hardpoint-mounted 360 degree camera!

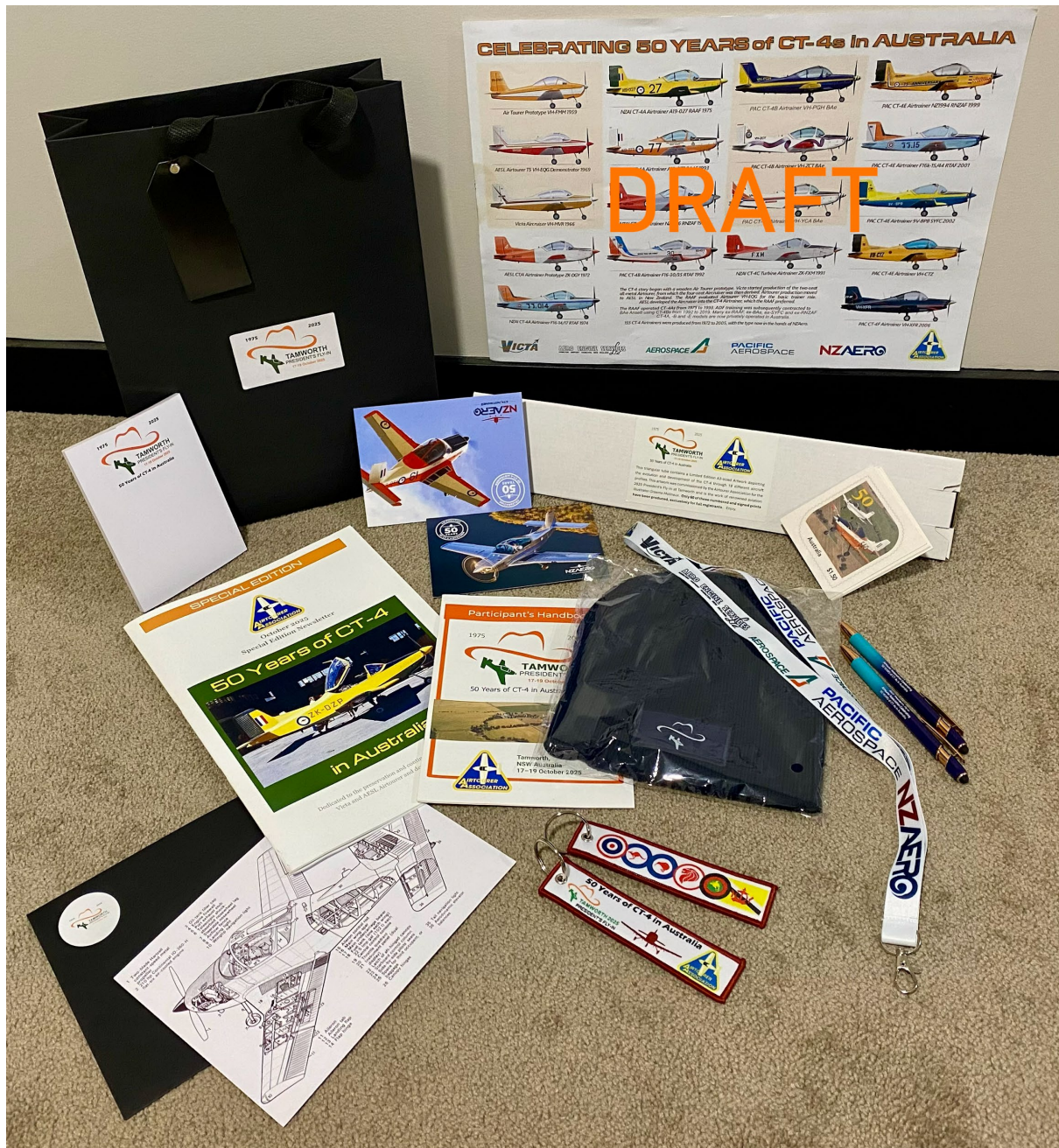


And Angela Stevenson posted some great videos with plenty of engine noise! And Simone Ricketts captured the flypast over the ANZAC Memorial Gates in Tamworth! If you're not on the Facebook Group, you're missing out!



# You snooze, you lose!

50 Years of CT-4 Souvenir Pack



If you weren't a full registrant to the Tamworth 50 Years of CT-4 celebrations at the President's Fly-in, one of the things you missed out on was a very exclusive souvenir pack. The centerpiece in the pack was a limited edition signed exclusive artwork print by Graeme Molineux, showing the history of the CT-4 through 18 precise aircraft profiles, from Foxtrot Mickey Mouse to the CT-4F Akala. Other inclusions were a printed special edition Newsletter, beer mats, one keyring (both sides shown above), lanyards, a detailed laminated cutaway drawing, and even a 50 Years of CT-4 beanie!



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## Puzzle Solution:




*Photo: Tony Arbon*

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## 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.



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# From the Archive



Stan Tilley in EQH, inverted over Hobart airport. Photo by Davies Brothers via Chris Peak.



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