

AIRTOURER ASSOCIATION

August 2015
Newsletter No. 155



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



**President's Fly-in 2015 - Temora / Wagga Wagga
Details and Registration in this Newsletter
Registration Deadline - 11th September - Hurry!**

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.

The next Newsletter will be published in November 2015. Contributions and or advertisements are to be with JOH by 15 October 2015.

Advertisements are free for current members.

Editorial

The Airtourer Association has been going strong for almost 40 years and many members have been with us for a significant part of that time. The down side is that we are all ageing and unlike our aircraft that can be restored to better than new we must all eventually succumb to nature. This year has been difficult with the loss of John Treble and Bob Peak. Both were very active members and contributed much to the Association and the Co-operative. We will miss them but we hope to continue to see Doreen and Pat at future gatherings.

The main item in this issue is the result of Association Historian Doug Stott's connections with aviation historian Keith Meggs. Keith has kindly allowed us to publish the Airtourer part of his comprehensive history of Australian aviation. Chapter 1 is featured and future issues will include subsequent chapters.

There's always a lot of activity going on behind the scenes and your Events Committee has been busy with the President's Fly-in. There is an old saying, "plan early, plan twice". Having planned this year's fly-in, the Association was notified of the induction of Henry Millicer into the Australian Aviation Hall of Fame. As it is planned to be at Wagga Wagga over the same weekend as the President's Fly-in, a number of last minute changes were implemented to ensure the Airtourer community participated in this event. We look forward to seeing as many of you as possible at Temora and Wagga Wagga.

Safe Airtouring,

John O'Halloran

Cover Photo: Bob and Pat Peak taking off in their immaculate Airtourer Super 150 EQG. Bob passed away suddenly earlier this month. He'll be sadly missed at our gatherings.

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.

Vale John Treble



The Association lost one of its most steadfast supporters with the passing of John Treble in May after a battle with pancreatic cancer.

John gained his private licence in the 1970s and in a chance meeting with Doug Stott at the Galaxy Flying School on Essendon Airport John expressed his interest in the Airtourer. Doug encouraged this interest by taking John flying in CTM at Bacchus Marsh.

John's first Association event was the inaugural Yarrendale Fly-in in 1978 which he attended with Henry Millicer (Newsletter 4, Oct '78). Shortly afterwards he purchased Airtourer 115, KHP.

At the 1979 Convention in Mildura John took on the Committee position of Treasurer, a responsibility he discharged for the next 20 years.

After taking a break from the management of the Association he returned in 2007 to serve as President for five years.

In addition to the Treasurer role, John and wife Doreen published the Newsletter for 30 issues between 1983 and 1990.

John also served as a Director of the Airtourer Co-operative which required visits to Sydney for Board meetings at Narellan. It was during one of these visits when he had to leave CRK and return to Melbourne via commercial airliner that he coined the phrase, "If you've got time to spare, go by air". This prompted him to upgrade CRK to IFR and obtain an instrument rating. On being cautioned that the rating would be of limited use as the freezing level was usually too low around Melbourne he happily pointed out that it was not the Melbourne weather that was the problem but rather Sydney.

In 1985 his contributions to the Association were recognised by award of a Life Membership.

In spite of his leadership roles John will be best remembered by the longer serving members for his flying safaris, the most famous one being the crossing of the Simpson Desert by 18 aircraft in 1984. By this stage he had upgraded the 115 KHP to a Super 150 CRK and the Simpson Desert crossing was one of the few times the lower powered aircraft, with their longer range, would have been preferred. (See Newsletters 29 & 30).

Other safaris where John and Doreen assisted with the planning were the East to West visit over the new year of 1986 and the Innamincka / Tibooburra extension of the 1987 Parachilna fly-in. John and Doreen enjoyed their sightseeing and didn't always fly the most direct route between landing points. This generated friendly banter about his navigation skills, especially during the stop at Cameron Corner between Innamincka and Tibooburra when he landed last after approaching from the opposite direction to everyone else and ended up on the wrong side of the rabbit proof fence. (See Newsletter 41).

John and Doreen have played a significant part in making the Association the strong and vibrant community it is today. They have rarely been absent from our gatherings and the recent Bathurst Convention was a notable exception. John and Doreen were married for 38 years and our thoughts go out to her and the children at this difficult time.



A Note from Doreen

John's love of flying and being a member of the Airtourer Association was his passion over many years. He enjoyed the company of fellow enthusiasts, it meant a great deal to him to be able to share that part of his life with so many friends and we have wonderful memories.

I thank you for the cards, letters, flowers and messages of condolence that have brought great comfort to me and my family.



John and Doreen enjoying the company of Airtourer Association members Doug Dow (L) and Col Taylor (R) at Deniliquin.

More Sad News

Just when we had farewelled John Treble we received the sad news that another very active member of the Association, Bob Peak passed away unexpectedly. We'll give Bob a proper send off from the Association in the next Newsletter but our thoughts go out to his wife Pat and their sons Jon and Chris. The Association was represented at Bob's funeral in Temora by members from Queensland, NSW, the ACT and Victoria.

The other sad news we received was the passing of the husband of Association member Dot Ross. Dot and Bruce attended a number of our gatherings up until recent years when illness restricted their ability to travel. Our thoughts are with Dot and we hope to see her again at future events.

Australian-built Aircraft, and the Industry

The following is an introduction to what Keith Meggs has written specifically on the Millicer Airtourer since the design competition announced in March 1952. I first met Keith when he worked at Moorabbin in the 60's and 70's when he was a well-known freelance charter pilot. His writings on the Airtourer are scheduled for inclusion of Vol 4, Chapter 19 of his works, which at this time may be two years away. Details can be found on the web. Keith has given approval for his text on the Airtourer to be included in our Newsletter over a number of editions and he has invited comment and any corrections from members. Please direct your comments to: historian@airtourer.asn.au and include your contact details. They will be passed on to Keith. More in the next Newsletter.

Doug Stott
Historian

An encyclopaedic, four-volume work on every aircraft type proposed, designed or manufactured in Australia from 1884 to the mid-1980s!

By Keith Meggs

Aircraft enthusiasts, pilots, aero engineers, manufacturers, industrialists, universities, and other technical institutions, Australian-Built Aircraft, and the Industry is a 'must have' for your reference library.

Exhaustively researched over the past 40 years by the well known aviation personality Keith Meggs, a man uniquely placed to write on all aspects of Australian aviation from construction through to operational flight.

The volumes include, along with the text, the most comprehensive collection of photographs, technical drawings, and diagrams yet assembled into the one reference work.

Overview

The four volumes in the series cover every known powered aircraft designed or built, from Lawrence Hargrave's experiments in the 1880s through to Keith's self-imposed cut-off point in the mid-1980s.

The books list over 540 aircraft types as well as detailed histories of the companies involved in their construction. Coverage is multi-faceted being technical, operational, historical, industrial, sociological, biographical, and political. Each volume contains numerous photographs and technical drawings, many of which have never before been seen outside the original source. The drawings include many originals from the early Australian aircraft projects.



Australian Built Aircraft and the Industry by Keith Meggs

Victa Aviation

Millicer and Pacific Air Tourer, Victa Airtourer

For an award sponsored by the Lord Kemsley Flying Trust, the Royal Aero Club of the United Kingdom announced a design contest early in March 1952. The object was to provide a stimulus to the development of light aircraft in two categories, and offered the possibility of production of the winning design in England. The first was for a single-seat racing and aerobatic aircraft, and the second was for a two-seat light aircraft suitable for club and private use, and to make use of a Blackburn Cirrus Minor engine, derated to 75hp. Although 104 intentions to enter were notified, at the closing date of 31 December 1952, only 14 entries in the two-seat category were on hand for judging, which was by a team headed by two Air Registration Board members.

The decision was announced on 18 March 1953 in favour of a design called the Air Tourer, for which Messrs Henry K. Millicer MSc, ME, AFMeS, Gordon D. Bennett, BSc, AFMeS, and James M. Tutty were responsible. They were all employed at GAF, as Chief Aerodynamicist, Chief Stress Engineer, and Detail Draftsman respectively. Their prize was £100, and was the more commendable because the contest had been announced only in English aeronautical publications, so that the team members knew nothing of it until they saw a factory-circulation copy of Flight on 31 July, some nine weeks after its publication - they therefore suffered a serious time disadvantage in preparation

of their entry, bearing in mind also the need to post by 15 December to guarantee its arrival in England by closing date.

Previously, Millicer had been engaged in the group design (with Murray Evans, Gordon Bennett, Don Brown, Wal Burgess, and Derek Reid) of a high-performance two-seat sailplane with a laminar-flow wing using Australian timber, as a spare-time project, for which, structural and aerodynamic test of sample components had taken place. Named the Olympic, construction was undertaken by Reg Todhunter of Glidair Sailplanes, Bankstown, but it was not completed, and Millicer began the initial design study on his competition entry at the end of August, after having written for details and being allotted identification number 98 for his entry. (The trailer built for the Olympic, in advance of its completion, was still in use at Benalla by the GCV at 1993).

Data and experience from an earlier design study which he had done while working in England for Percival, and which had resulted in the Provost, was used in the entry, and some similarity in layout was apparent, although to a much smaller scale - Millicer in fact stated that the latter was a two-thirds Provost. The other two members then joined the project, and work proceeded at high pressure on a part-time basis, although Millicer at least took his annual leave to spend more time on it. The M-B Design

Group Co Ltd was formed, and was given Design Approval by DCA early in 1953, to cover light aircraft and gliders.

The terms of the competition required preparation of each design to the stage that the material could be handed over to an independent design organisation for completion, without further reference to the designer, and five copies of all calculations and drawings were required. To meet this demand, without the use of a copying machine, and to save on costs, approximately 100 pages of calculations were typed, and the Millicer family was called in to help to sort and compile the 500 pages in time to meet the mailing deadline. With the 20 drawings which had to be prepared and copied, over £100 was spent in the preparation of paperwork.

Following despatch of the material to England, further Air Tourer work was dropped completely, partly because the team was heavily involved in Malkara design work at GAF, which required them to work right through Christmas 1953, and long thereafter, at a rate precluding out-of-hours programs. The entry was an all-wood low-wing monoplane with two seats side-by-side, but with provision for a third seat if required, a large bubble-type canopy (but hinged along the centreline), and a fixed nose-wheel undercarriage. The two-seat competition version had the specified 75hp Cirrus Minor, but the alternative with the third seat had the standard 100hp engine.

The fuselage was a ply-covered spruce-framed structure, with ply and paper honeycomb sandwiches in the cockpit area to form the floor, the seats, and the rear bulkhead. The wing was a one-piece cantilever with a built-up spruce and birch

box main spar and a single-web rear span. From the mainspar forward, ply covering was used, with fabric to the rear, and a combination flap/aileron system stretched from wingtip to wingtip; operating in conjunction for both lateral control and aerodynamic braking. (It is likely that Millicer may have been the instigator of the word 'flaperon' which had not previously been used to describe similar applications in such as the Lockheed 12. It later came into more common use, as did ruddvator and elevon. However, on a detailed drawing of the later production version, drawn by 'JWH', it was spelt 'flapperon'.) Paper honeycomb was also used in the inboard ends of the flaps to provide walkways.

A detailed description of the winning entry was published in Flight for 10 April 1953, wherein it was labelled the Millicer-Bennett-Tutty 2-seat design, and it included a detailed costing giving a price of £1,528/10/- per aircraft for a run of 50. It was stated that costing was a major source of trouble to the competitors, and their figures varied between £600 and £4,000 - Flight's opinion was that the Australian entry appeared to be fairly close to what might be achieved in England.

As mentioned, the terms of the competition provided for the manufacture of a prototype of the winners in each section, but, after receiving the prize money, no mention was made of such a commitment, and even although Millicer subsequently sent three registered letters to the RAeC to enquire about it, no reply was ever received. The reason advised, many years later, was that the RAeC were aghast at the thought that the winning design was by 'bloody colonials'.

The decision was made during

1955 to develop the design locally, and to proceed with a prototype, whereupon Millicer and Bennett continued without Tutty, who had left the group.

Early arrangements to manufacture two prototypes had previously been discussed between Millicer and John T. Brown of Kingsford Smith Aviation Service at Bankstown, and, on 7 January 1954, Brown requested DCA authority to proceed along such lines, using the Cirrus Minor II or, as an alternative, the 125hp Continental. On 1 February he was advised that a Workshop Approval Rating of M1(a) was required for such a task, whereas his organisation was only rated as M2. A recommendation that a firm arrangement be made with Millicer to handle the drawing and design aspects, while the company built a prototype, was made in the letter of that date, but Brown stated on 10 February that he considered company facilities adequate to manufacture the prototype Air Tourers.

However, the company staff members were experienced only in maintenance work, and not in manufacture, and DCA supervisory and approval facilities at that time have been described by one of the DCA people as being in a shambles.

A construction team was formed among GAF personnel, with the title of GAF Group, prior to the registration of the ULAA. Its 12 members included President Gordon Appleby (GAF Chief Draftsman), Millicer, John Biggs (apprentice Aircraft Fitter), Brian Stagg (Aircraft Fitter and Student Pilot), and Nicholas O'Keefe (Cadet Aircraft Engineer), who was the Honorary Secretary of the Group. He wrote to Vic/Tas Region on 8 February 1956 to seek approval to begin construc-

tion of the Air Tourer, pending adoption of the new ANO 100.18 to cover the homebuilding of light aircraft, and also advising that the Group's name was to be amended to Air Tourer Group within the ULAA organisation.

The answer, on 7 March, was that no work on it could be done until the ANO was issued – that took another 10 months to happen, after its promulgation in December 1956, and interest lapsed in the meantime.

Soon after the inaugural meeting of the ULAA in Melbourne in the office of the Military Attaché at the Indonesian Embassy in St Kilda Road, on 1 October 1955, and attended by Peter McKeig, Peter Carr, Tom Keeble, Walter Watkins, and Millicer, the latter had proposed that a group be formed to build his design within the Association. He considered that six months would be sufficient, if such a group consisted of capable personnel and was well organised. Response was enthusiastic, and the first meeting of the Air Tourer Group was subsequently held at Carr's home at 22 Robinson St, East Malvern, with 30 in attendance - Carr was elected to the post of Group President. It eventually consisted, in April 1956, of 20 working members, of which Millicer, Carr, and Dick Chandler acted as a design committee, while Ellis Walker (a group member) offered the use of his Perfectus Airscrew Co workshop in Mason St Newport, as the building centre, outside of normal working hours. Bennett also left the project after some further design work on the competition entry.

Dick Chandler had graduated from the MTC on 14 September 1949 with an Associate Diploma in Aeronautical Engi-

neering, and became a Design Draftsman with the Molyneux Helicopter Co at Essendon Airport. While there, he became aware of the ULAA and the Air Tourer project, leading to his involvement in both woodworking and drafting activities. At the stage of Millicer's later negotiations with EWA, he offered Chandler the Project Engineer's position in the team, for the aircraft's further development, but he declined the offer, and Peter Carr eventually took the position. At some stage, 'Bing' Molyneux, as a Consulting Engineer, was invited to establish a production organisation, with no known result.

Membership of the Group was open to anyone in the ULAA who would pay a regular fee, and who would provide labour and skills as required. Forty positions were available, but the number involved did not exceed perhaps 25 at any time. The reward was to be cheap flying training upon completion and approval of the aircraft, with instruction provided on a group basis, under RVAC supervision, by an independent instructor, Graham Phil-

lips. (DCA insisted that members join the RVAC, which then gave any training the coverage of an Approved Organisation). At that stage, the aircraft was the property of Air Tourer Group 1, and Millicer was confident that further like-groups would be formed in time.

Considerable redesign took place before construction began, and Millicer's sketches were converted into fully-drafted and lofted drawings by Carr and Murray Adams (of Moore Road Machinery), at the former's address, over the next six months or so, and then by Carr and Dick Chandler behind the Perfectus workshop.

Eventually, a total of 37 draftsmen were hired on a sub-contract basis, nominally at 10/- per hour, to complete the detail design, and some 56,000 hours were expended overall, towards which Millicer contributed 1,800, while Bennett did most of the stress calculations. It was agreed that payment would be subject to eventual sale or production of the aircraft.

To be continued.

(Copyright Keith Meggs)



A 1952 model of the "winning design", photo courtesy of Museum Victoria.

Heard at the Hangar Door

This year's President's Fly-in is likely to be wilder than normal as the "Sheriff" will not be attending to keep law and order. Last heard of, **Beryl Marshall** was in Scotland and plans to be in Istanbul on the weekend of the Fly-in.

Cliff Tait's books have been converted into PDF format and were available on the internet. However, the original location has moved, apparently there is another book titled "Flight of the Kiwi" but this one is a children's graphic novel. Cliff's three books can now be downloaded from:

<http://cliff-tait.com>

If you're also into Microsoft Flightsim there is a model of his Airtourer 115, Miss Jacy that can be downloaded from the same site.

Airtourer 115 **SHR** has changed hands with **John and Margie Walton** upgrading (at least in performance) to a Cessna 182. To quote Margie, "We are sorry to see the Victa go but we are not that rich to be able to maintain two aircraft." John and Margie, please keep in touch and your C182 is still welcome at our fly-ins. The new owners, Wendy and Tony Peters, are well versed in Airtourers, see the "Welcome" on the last page.

We were sorry to hear of news from the UK of the forced landing of Airtourer 115, G-AZRP. Association member **Brian Strawford** suffered an engine failure while flying near Cathedine in the Brecon Beacons. While the countryside may be very picturesque with rolling hills, hedgerows and stone walls it doesn't give many options for a forced landing. Nevertheless, Brian managed to find a field but suffered serious injuries to his ankles and wrists. He's currently in a wheel chair but hopes to be back to normal in a couple of weeks. We wish him well and a speedy recovery.

Airtourer Super 150 VH-EQG (photo on front page)

One of the best presented Airtourers currently flying.

NZ built S/No A538 AESL

Total airframe hrs 4827

Propeller hrs 151 TSO Overhauled Aug 2011.

Engine hrs 741 TSO Overhauled August 1995. Engine has recently undergone a bulk strip with replacement of many components. Unfortunately the bulk strip does not count as a complete overhaul and new life.

Overall excellent condition. Currently undergoing an Annual Inspection and will be sold with a fresh Maintenance Release.

\$73,000

For further details contact Rod Luke, Phone: 02 6973 1288 Mobile: 0423 467720

Email: eqg@airtourer.asn.au

Airtourer Co-operative News

John O'Halloran, Chairman.

Much as been going on behind the scenes with the Airtourer Co-operative. Probably our biggest challenge is taking over from Alan Wood. This is a gradual process and started a couple of years ago with a weekend meeting at Tocumwal. In July the Chairman spent time with Alan and Hugh Knox, who has been looking after the accounting for many years.

I am happy to report that Hugh can now finally retire as I have taken over the management of the accounts in the short term. To that end, the correspondence address of the Co-op is now:

P.O. Box 778
Tewantin, QLD 4565.
Australia

The dispersed nature of the Board means there will be more emphasis on electronic banking with multiple approvals of payments in keeping with standard business practise.

Alan maintains a small supply of parts at his home in Sydney with additional parts at Wedderburn. While he is happy to continue with the parts supply in the short term we must be ready to take over on short notice as more and more of his time is committed to looking after Merle.

The Chairman also visited Bankstown and met with Auto Avia Design, our design organisation. There are many challenges in fulfilling our responsibilities to both CASA and the NZ CAA. However, nothing that can't be addressed with large

amounts of money. Since that money is not available we discussed options where as much of the routine work can be done by Co-op volunteers. We are fortunate to have a design organisation that is willing to work with us in this way.

The Chairman also visited some of the engineering organisations that make parts for us. It's always valuable to meet face to face and a number of items were discussed, mainly in relation to documentation supplied with manufactured parts.

Stan Tilley has been running a project to manufacture control surface skins. The Airtourer fluted design is quite clever in achieving strength without excessive weight. However, it is a challenge to manufacture. This is complicated since the original sheet metal material is no longer available. Stan has been in contact with Pacific Aerospace who manufactures the CT4 looking at the possibility of using the control surface skins from the CT4. Since the materials are different there has been extensive engineering work required and we are approaching the point of conducting flutter flight testing. The engineering work has been done using the original Victa type certification data so the initial approvals will only be applicable to Victa's not AESL aircraft. This will then form the basis of expanding the approval to all the Airtourers.

There's much more going on behind the scenes and I'll give a further update in the next Newsletter.

President's Fly-in 2015

Program

Friday 18th September

- Arrival at Temora in time for an informal dinner. Details TBA.
- As always, refer to current operational documents for local procedures. A guide to airspace activation can be found on the Aviation Museum website www.aviationmuseum.com.au.

Saturday 19th September

- The Temora Aviation Museum is having a Flying Day. The Museum is open from 1000-1600 (\$20) and will fly its Hudson, Wirraway, Spitfire and Ryan aircraft. For more information visit their website at www.aviationmuseum.com.au
- **Be aware that R406 will be active for part of the day so check NOTAMS if arriving on Saturday.**
- Afternoon departure for Wagga Wagga and the AAHOF dinner. For those not wishing to attend the dinner an alternative evening meal has been arranged at the Rules Club.
- For those wishing to dine at the Rules Club there is a booking at 1900 under Airtourer Association (pay as you go). The Club provides a free pick up service by calling 02 69311511. There are regular drop offs around town after dinner during the evening.

Sunday 20th September

- Breakfast at Jamaica Blue at 0900 (pay as you go) located at Sturt Mall, 135 Bayliss St.
- Following breakfast we will be off to visit RAAF Base Wagga. RAAF Base Wagga is the home of the RAAF School of Technical Training and they are kindly going to show us over their facilities including the instructional airframes (CT4A's, Macchi's and Iroquois'). The Base is also home to a preserved F111 which we will also be having a look at.

- Following the RAAF Base we are going to have a look at the RAAF Wagga Heritage Centre prior to returning to the Aero Club for lunch and departures.

NOTE: A visitors pass is required for Base access so you need to have photo ID available. Names will be required by the 11th September otherwise a pass will not be available, so make sure you register for the weekend.

After the Base visit, the Wagga City Aero Club will be providing lunch prior to departures.

Accommodation.

Temora

We have also reserved 6 rooms only for Friday 18 September at:

Aromet Motor Inn,
132 Victoria Street
Temora
02 69771877

- These will be held until one week prior (mention Airtourer Association).

Wagga Wagga

15 “reasonably priced” rooms have been reserved at the:

Club Motel
73 Morgan Street
Wagga Wagga
(This is central to the Wagga Wagga town.)
02 6921 6966

- Reservation is under Airtourer Association for the 19 Sept.
- 10 x Double \$102-117
- 5 x Single \$97
- Members need to mention the Airtourer Association when booking to have a room released to them.
- Cutoff date for reservation is 7 days prior, after that you are on your own.

Accommodation is tightening up for this weekend so we advise early booking.

President's Fly-In Wagga Wagga

Registration Form

18,19 & 20 September 2015

Registration Deadline – 4th September

Accommodation has been arranged and we recommended you secure your accommodation at the motels listed below ASAP in order to avoid disappointment.

Club Motel 73 Morgan Street Wagga Wagga NSW 2650 Phone (02) 6921 6966

Email: stay@clubmotel.com.au

Please mention you are part of the Airtourer Association group booking, [there is a limit of 15 rooms]

Aromet Motor Inn 132 Victoria Street Temora NSW 2666 Phone (02) 6977 1877 (6 rooms only booked). Please mention Airtourer Association group booking.

Captain and Passenger name.....VH-.....

Accommodation details:

Temora:.....

Wagga Wagga:

Arrival day.....

Departure day.....

If attending functions the cost will be pay as you go.

For catering and venue requirements, complete the following details

Will you be attending informal dinner (Temora) Friday? Yes/No

Will you be attending Temora Aviation Museum on Saturday? Yes/No

Will you be attending AAHOF dinner on Saturday at CSU?
(Alternative dinner will be at 'Rules Club') Yes/No

Will you be attending the Sunday Breakfast 'Old Empire Tea Rooms'? Yes/No

Will you be attending RAAF Museum & Sunday Lunch, Wagga Aero Club? Yes/No

Please complete this registration form and either mail it to:

**Gerry Pels,
84 Santa Rosa Boulevard
East Doncaster, 3109**

or

email to: treasurer@airtourer.asn.au

Alternatively, complete the online registration on the website.

Calendar of Events

President's Fly-In 2015

Temora / Wagga Wagga

18th to 20th September 2015

Details on pages 13 to 15.

2015 End of Year Function

28th & 29th November 2015

For this year's function we are looking at some activities at Mansfield but keep checking the website for updates after September.

Convention & AGM 2016

The 2016 AGM will be held between the 18th and 21st March in and around Goulburn NSW. Keep an eye out for additional details.

Welcome

Damian Parslow who is in the process of purchasing an Airtourer. Damian is about to leave the Airforce where he started as an Avionics Technician working on F111s. He started his flying in RAAUS as there was no GA training at Wagga Wagga but to use his own words, "...has been corrupted by some local Airtourer fanatics". He is currently looking for an Airtourer to move over to GA.

Welcome back **Tony and Wendy Peters** from Sale in Victoria. They operate Gippsland Flight Centre and have recently purchased Airtourer 115 SHR. They also have an Airtourer 115/A1 upgrade project for sale. (See below). Tony has had long experience with the Airtourer and in 1994 commissioned a professional survey into the demand for two and four seat training aircraft. The end result was the formation of Millicer Aircraft Industries with the intent to put into production a development of the four seat Aircruiser. Unfortunately the venture was not successful.

Airtourer 115/A1 Project

Airframe Total Time: 5674 hours

Engine: Lycoming O320-A2B, 150hp

Propeller: Sensenich, Fixed Pitch

Engine and Prop hours since overhaul: 0

New components list available (used in overhaul)

VHE, ADF, Transponder, Intercom

Aircraft dismantled for AD inspection. Most parts inspected, treated and ready for re-assembly.

1000fpm ROC, ISA @ gross weight, Continuous aerobatic sequence 2 up.

Tony 0412 474 016, email tonypete2@bigpond.com