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Newsletter No. 159

AIRTOURER ASSOCIATION



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



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 2016. Contributions and or advertisements are to be with JOH by 15 October 2016.

Advertisements are free for current members.

Editorial

Winter is in full swing which can produce some nice crisp flying weather or the worst of the cold fronts passing through the southern states. This was the case for the Victorian mid year gathering where even IFR would have been problematical with a low freezing level. Queensland has also seen some unseasonal rain during what is traditionally the "dry" season.

Member Phil Cooper is involved in organising the Brisbane Valley Airshow at Watts Bridge Memorial Airfield at the end of August, see the Calendar of Events on the last page for more information. This would be a great opportunity for the Queensland members to gather and show off the Airtourer. Unfortunately the Editor is likely to be overseas which is also a reason for this issue to be published a week early.

Please remember that this is your magazine and we need your contributions. This issue we are fortunate again to have Keith Meggs continuing his history of the Airtourer. No doubt this will bring back some memories for Alan Wood. Thanks also to Doug Stott for his ongoing liaison with Keith.

Safe Airtouring,

John O'Halloran

Cover Photo: VH-MVC, Airtourer S/N 002 seen here at Parafield in September 1962. The Airtourer had received Type Certification in January 1962 and this aircraft was used by Randy Green to demonstrate the Airtourer to the public at the Bankstown Airshow in April 1962. See the continuation of Keith Meggs history of the Airtourer on page 5.

Photograph courtesy of Robert Zweck.

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.

From the President No.13



Each year in May the Kyneton Aero Club conducts a fund raiser to aid in the fight against cancer through holding a Kyneton Airfield “Australia’s Biggest Morning Tea”. Magnificent flying weather allowed many to fly in from as far as Cobram to our north, Peninsular Aero Club to the south, Royal Victorian Aero Club at Moorabbin and Barwon Heads. With around 60 Aircraft and over 300 people contributing, the KAC were collectively successful in raising “\$3646.70” towards the fight. A number of Airtourer Association members based at Kyneton contributed to the success of the event, not least Andy and Jane Morris, Neils Jensen and Murray Wallace.

Murray and I are always the “parking attendants” which means we get to see all the landings and check out the arriving aircraft.

One aircraft that attracted our attention was CNO flown by Ross McBride and Junko. This recently overhauled Airtourer, and latest of the breed to return to flying condition, was in outstanding condition and is a welcome addition to the fleet.

More recently we Victorians held our traditional winter gathering for Sunday lunch at the Yarra Glen Grand Hotel, a very active venue which hosted our group with ease in our own room with open fire.

This year winter has descended in the south with force, so any chance of flying in to the nearby airfields was just a dream. The drought is officially over!

Be optimistic about the weather and look forward to the spring and hopefully the return of predicable flying weather. Vice President John Day has visited Leeton and put a big effort into organizing an entertaining Presidents Fly-In program, striking a balance between the social, cultural and aviation!

There will be a small television crew on hand to capture the event and create some publicity for the Association and our Airtourers. Is there a chance for you and your aircraft to achieve celebrity status?

More details are to be found elsewhere in the newsletter and on the website. Let’s make our media guests welcome and everyone enjoy the 2016 Presidents Fly-in.

And lastly,

The reputation of the Boogaloo University Press has reached worldwide promi-

nence with the publication of “My life in politics which particular emphasis Aviation Regulatory reform the untold story” by Warren Truss. In a recent news broadcast it was announced that North Korea is holding its first Workers Party Congress in nearly 40 years, as leader Kim Jong-un seeks to cement his absolute rule in the country. The congress drew thousands of selected delegates from across the country to the capital, Pyongyang. In his short 4 hour opening address to the congress Kim was quoted as saying “ I have read the writings of a great statesman, Mr. Truss, I will direct that every home and village in Korea must have a SIDS program”.

We are so fortunate, to live in free and democratic Australia, where the chance of unelected, faceless, bureaucrats imposing their pet theories on us would just not happen.

Airworthiness Directive - AD/GEN/87 Primary Flight Control Cable Assembly Retirement

Aircraft owners are reminded of this AD which requires primary flight control cables to be replaced after 15 years. Initial compliance is required by 1st January 2018 and applies to the rudder control cables on the Airtourer. This requirement has come about partially due to a serious incident one of our members experienced in a Beechcraft aircraft when a primary control cable failed. The subsequent successful landing was due in no small part to the skill and experience of our colleague.

The Co-op did have some cables manufactured but after an angry response from a member who discovered that they could have them manufactured cheaper it was decided to let owners and their LAMEs source replacements individually.

For Sale



TTAF 4660, 1st Life ENG 1600HTR.

1st life prop 1900 HTR. Also spare 1st life prop 307 HTR.

Com1, Com2, VOR, ADE, GPS, Txpdr.

Always hangared. Paint/interior good condition. Maint Release reqd.

See Website for cockpit photo.

Estimated a/c value \$38,000.

Ph 0409411940.

Australian Built Aircraft and the Industry by Keith Meggs

Victa Aviation

Millicer and Pacific Air Tourer, Victa Airtourer

This is the forth part of a series of articles written by Keith Meggs on the history of the Airtourer. Published here with the kind permission of the author.

See Newsletters 155, 156 & 157 for the first three parts and more about Keith's encyclopaedic, four-volume work on every aircraft type proposed, designed or manufactured in Australia from 1884 to the mid 1980s!

Rumours were running throughout the industry about the future of Victa Aviation and led to a letter from Chairman of Directors Richardson to the RFACA on 26 April 1961, to dispel them and clarify the situation. A Newsletter was enclosed, to describe the stage reached in the new factory building, and listed the following points:-

All machine tools had been installed, and large quantities of material had been purchased.

It had been decided to use production tooling right from the first metal aircraft, disregarding the delay which would result.

Wing-rib and spar tooling were commenced first, and many were then completed, with production of some parts ready to commence, and assembly of the spar and nose section of the wing starting within two or three weeks.

The first aircraft was scheduled for completion in August, with production

models available for delivery during the last quarter of 1961.

In the event, the first Airtourer, -MVA, made its first flight at Bankstown on 12 December 1961.

'Randy' Green reported a satisfactory half-hour flight, with an achieved 106 knots at 2,600rpm. Some eight hours of flying was achieved in the next week, and submission for Type Approval testing was then expected late in January 1962. These tests were flown for DCA by Bob Jarvis, with Ted Barden as Performance Engineer with the program being completed in only 30-35 hours. In anticipation of Type Approval being gained, three production aircraft were being processed on the line so that deliveries could be effected immediately such Approval was granted. An export market was then being sought, and the achievement of a production rate of one aircraft per week was aimed at within the following few months.

A press demonstration was given on 29 March 1962, and participation at the Bankstown Air Show on 1 April consisted of aerobatic displays by Green in -MVC, and static display of c/n 3 (later -MOA), respectively the first and second off the production line. By the beginning of May, -MVA had 106 hours 30 minutes flying time, and a dorsal fin fillet had been added to improve spinning characteristics. The second aircraft was then on display at the Royal Easter Show in Sydney, and number



An early photo of MVA during the test program without the now distinctive dorsal fin.

three was almost ready to fly.

A Type Certificate (34-1) was granted on 4 July 1962, (using the incorrect designation Air Tourer, instead of Airtourer) and a ceremony at Bankstown marked the occasion. The relevant publicity incorrectly claimed that this was the first Australian-designed and manufactured aircraft to be given Type Approval, however the Genairco, Gannet, Ceres, and Cropmaster were well ahead.

Selling price was listed as £3,998 for the standard aircraft.

After demonstrations at Morwell on 18 June 1962, and a delivery flight on 17 July from Bankstown following a hand over ceremony, the Latrobe Valley Aero Club was the first club to put the Airtourer into service having placed its order for two on 30 August 1960. It purchased the second production aircraft, (c/n 3 -MOA), and this, with c/n 6 (MOE), delivered early in October, flew 1,500 and 1,000 hours in the first 18 and 15 months of service respectively. They impressed the club with their serviceability and ability to handle the consistently hard work of training

operations. Over this 2,500 hours, the average fuel consumption was calculated at 3.5 gph.

VH-MOA went back to Victa for the first CofA renewal, and, to allow the pilots elbow to be rested on the middle console while holding the control column, the latter was shortened by some three inches. This made for much more comfortable handling, and altered the handling characteristics of the aircraft by increasing stick force-per-g, moving even further away from the soft docile characteristics common to the United States trainers then in use. The modification was subsequently incorporated in all aircraft.

Following initial design work begun in parallel with the Continental C90 installation, a further power increase was engineered in 1962, and -MVA was being re-engined during July, with a 115hp Lycoming O-235, and fitted with new fibreglass cowlings. First flight in this form was made on 19 September, Type Approval tests were finished in mid-February 1963 and, while awaiting issue of the certification, (effected on 6 July 1963) a few of these series were completed and held in the factory for later delivery. At a price of £4,498 the 115HP was offered as an alternative to the 100hp model. The first production version was -RQH (c/n 9), built for the RQAC. RQAC had initiated the requirement because it had stocks of O-235's available through its assembly of Piper Colts for Commerce International of Brisbane, the Australian Piper distributors at that time.

By buying airframes only, it was sub-

sequently able to fit its own engines, which required design changes to the oil system to permit inverted flight in the Airtourer. Complaints about cockpit noise level from the first operators brought about a redesign of the exhaust system and the fitting of silencers. The early short ejector pipes fed into venturis which generated a net thrust when combined with the cooling airflow. Unfortunately this design induced pulsations which made the cowls vibrate, and generated excessive noise. DCA carried out an assessment of their effect on performance, which proved to be negligible, and they were deleted from further production models. A marked improvement resulted, and retrospective modification to all aircraft was then carried out at company expense. A new silencing system and a redesigned cowling, which featured new entry ducts, were later developed to suit the 0-235 installation, and these were also fitted retrospectively to aircraft then in service.

Arrangements were made to demonstrate an Airtourer 115 (which was sold to the local agents) throughout Malaya in May/June 1963, and a marketing agreement was concluded with Trade International Pty. Ltd. which expected to be able to build up a considerable sales market in Japan, Korea, Formosa, Burma, Thailand, etc. However, lack of certification prevented the tour at that time and a second arrangement was made to cover the Southeast Asian territories in the following November. There was some thought that the Royal Malaysian Air Force might adopt the type for initial training. However, at the time the company was unable to exploit the potential offering in exports, because of the heavy

demand upon its resources in trying to cope with the domestic customers.

The Industrial Design Council of Australia had selected the Airtourer as one of the first Australian industrial designs to be exhibited in Europe. The Formes Industrials Exhibition in Paris in June 1963 was the venue and featured drawings and photographs of the aircraft. By the end of that month, there were 18 on the Australian Register.

By August 1963, 29 had been delivered, and orders for another 24 were held with production of both models reaching four per month, and this was to be increased to six by the beginning of 1964. To convince the cross-Tasman neighbours that the aircraft had been completely upgraded, a demonstration tour of New Zealand had been under way since the beginning of July, with ZK-CFB (ex -MVT, c/n 17) and the first two sales were subsequently made to the Otago and Auckland Aero Clubs, with -CFB and c/n 27 (ZK-CFJ) respectively. By October, six were on the New Zealand register, and by mid-1965, orders from across the Tasman totalled 32, with eight sales in one week in about May/June 1965. A quote from that time:

'A year ago the Victa Airtourer was regarded as a bit of a joke in New Zealand aviation circles. How could an aircraft built by a motor-mower company compete with the Rallye and Cessna 150, which were being snapped up by aero clubs hungry for new aircraft? Even if the Victa was any good, argued the critics, it would be too late to get any good orders from New Zealand. And they remembered the wooden prototype that toured New Zealand during 1960-1. It had a sizzling performance, but,

good heavens, what would it be like made of all metal?

This was the thinking in New Zealand that Victa had to contend with when they made their second bid for orders here, with the all-metal Airtourer 100. So well did the sales team and the aircraft perform that recent registration allocations have been dominated by Victa's.

The Air Tourer's first big public debut was at the final air pageant at Mangere Aerodrome, which, after being the home of the Auckland Aero Club for more than 30 years, was closed and has been rebuilt into Auckland's international airport. It caused much comment and really drew attention to itself when it won the air race. Earlier it had stunned engineers by giving off wing-tip vapour trails during aerobatics.

But it was wooden and the finish was bad and in spite of its performance it got the "Thumbs down" from many quarters. It was shipped back to Australia and within a few months interest had almost died out.

ZK-CFB, New Zealand's first Airtourer 100 (there have been no 115s so far) was assembled at Ardmore Aerodrome late last year. The publicity pictures were right, it was indeed a smart little bus. Test flights proved the performance to be most adequate, but looks and performance alone don't sell an aeroplane. It was Sales Manager Shand's job to convince the customers about the one-hundred-and-one other things one worries about when buying an aircraft- particularly after-sales service.

By the time he returned to Auckland, Reg Shand's order book was already filling. Like with the Rallye, it was little clubs

which were first in for Victa orders.'

The first firm order for more than one Victa came from the Wellington Aero Club which ordered two and sold its Cessna 150. The Auckland Aero Club which three years earlier had ten Victa's on order placed an order for one and is said to be getting another one soon.

The Airtourer has gained popularity with pilots, accounts and engineers, instructors are finding it pleasant to teach in and pupils enjoy flying it. Generally, however; it is regarded as putting the "Tiger Moth" back into flying - it is not an aircraft to be treated with contempt, it has to be FLOWN, but it is easy to fly.

Auckland Aero Club engineers who assemble the Airtourers as they arrive find them easy to work with and seem to be far more happy with them than with some of their contemporaries.

The Victa is now established, in spite of those who sneered and said it wouldn't be. It should soon be held in the same regard as Piper and Cessna. There could be a sales potential of up to thirty or more Victa's in the next few years. It will be interesting to see how they make out.'

Also in about August 1963, the RVAC decided to buy three 100hp models, for a further 12 months of evaluation and general Club use, with the possibility of completely replacing its Chipmunks at a later date, with 12 to 15 as the need.

Peter Brown of KSAS carried out a comparative assessment of the 115hp model for Australian Flying for November 1963. In describing the aircraft, he referred to the pleasing new nose-cowl lines, with a larger spinner, which contributed to a more streamlined and appealing shape. The Lycoming was more

tightly cowled than the Continental, and it improved forward vision by allowing more forward slope.

Take-off acceleration and distance required were much improved, and the rate of climb was improved to a major degree, allowing a safe aerobatic height to be gained in five minutes, far superior to some other contemporary trainers.

A new muffler system had replaced the previous augmentor tubes, and had markedly reduced the noise level. Maximum and cruising indicated airspeeds were found to be 100 and 118 knots respectively, which gave true airspeeds of 110 and 130 knots at the conditions prevailing. The extra power was decidedly advantageous in both looping and rolling manoeuvres, and the higher speed would probably allow an extra circuit to be fitted into an hour's training period.

Having left the RAAF to join HdH as company test pilot, Green found that HdH commitments were too heavy to fit in testing for Victa as well, and the Victa position was taken over by Vic Walton. Further experimental work, production testing, and demonstration flying over the Airtourer program was done by Dick Sims (Sales Manager for Victa Aviation), Aub Coote (who displayed -MOA at the behest of Victa, as the LVAC CFI), Lin Heffernan, John Ryder, George Hopgood, Gordon Bosanquet, and Dick Jackson. Walton remained with the company through initial testing and part of the Aircruiser Type Certification flying, and, in five years of testing for the company, claimed to have flown about 130 Airtourers.

The three Airtourers for the RVAC, delivered in December 1963, were numbers 37, 39, and 40 off the line (about the

first with the Rolls-Royce Continental engine), and were operated as -RVA, -RVE, and -RVM (later joined by -RVB, c/n 100), until replaced by Cherokee 140's from February 1965. The intention to buy Airtourers to replace Chipmunks had evaporated following an incident in which CFI John Bally and a student lowered full flap at low speed on short final, and rolled 'inverted' (as so reported), but recovered in time, (Bally had been a fighter pilot on ME109's, in the Hungarian Air Force). Resulting from the investigation, the fourth stage of flap operation was deleted on all Airtourers before 1 June 1964, to overcome the aileron overbalance, lateral instability, and aileron snatch, which were likely to occur at the stall with full flap. Such a characteristic had not shown up with -FMM, or during Type Approval testing on the prototype metal aircraft, and was not able to be repeated in post-incident DCA testing, although Peter Carr had experienced it while flying with 'Rocky' Overell at Bankstown. The eventual solution was to replace the external aileron mass balances with internal ones, to remove the aerodynamic effects of the former, as previously mentioned.

Early in 1964, an Airtourer 115 was ordered by Piper Aircraft Corporation, and c/n 49 was accordingly marked with the registration N4350Y. It was ferried to Archerfield (Qld) for crating and shipment by the RQAC. About that time the mandatory fitment of a stall-warning system to all Airtourer 100 and 115 models was advised, to be incorporated before 1 August next, because of a lack of stall warning when the flaps were lowered.

Although it seems likely that a comparative assessment with the prototype

Piper Papoose side-by-side two-seater (108hp Lycoming O-200) was part of the reason for the purchase, it was widely reported that Piper wanted it for evaluation, with a view to possible manufacture for the military primary training role, which the USAF was then considering. Similarly, c/n74 was allotted to Cessna and shipped to the USA in June 1964 as N6300V. In August 1965, the USAF decided on a Cessna 172 derivative for the role, to reduce the use of the much more expensive Cessna T-37, then being used for primary training.

Cessna sold the aircraft to Mira Slovak, an air-racing and aerobatic pilot, in world competition class, who based it in Santa Paula California, where it was still hangared in 1986, in the Experimental category.

The aircraft allotted to Piper subsequently became VH-MUB after the shipment was cancelled, was sold to a New Guinea pilot, and crashed into the sea off Mackay (Qld) on 24 July 1964.

Many enquiries began to arrive from clubs and private individuals throughout Europe and, to satisfy the demand for information, and to meet company policy of building up a market in the United Kingdom and throughout Europe, a demonstrator was shipped from Sydney on 8 April 1964. Dick Sims, Victa salesman/demonstrator pilot, travelled to England (via airlines) later that month and flew the Airtourer on demonstrations throughout the perceived sales area.

Subsequently, Victa (UK) Ltd was formed, and numbers of the type began to appear on the British Register, after the initial flight by G-ASYZ (c/n 78), for the Glamorgan Flying Club, on 6 March

1965. By July, four clubs and two private owners had bought one each and within another six months 12 were on the British Register (including one allotment for a model 115). It was then stated that sales could be doubled if more aircraft could be made available, (past and current Australian politicians, note well). Victa was then turning out about nine per month, with a work force of 370, of whom 37 were in the design and drawing offices.

Prices in the United Kingdom were considered to be very competitive at £4,300 and £4,500 for the two models, which of course included delivery. An assessment of the Model 115 in *Air Pictorial* for November 1965 included many laudatory remarks about the aircraft, and concluded by saying that the author (*Air Pictorial* Manager G. J. Christopher Paul) had never found a more attractive light trainer, nor one better suited for its intended tasks during 57 air tests carried out for the magazine plus experience with many other aircraft over a number of years, "it was an aircraft of exceptional quality". Back in Sydney in November, the production rate had reached 11 per month, seemingly an isolated output not sustained, and production deliveries of the model 115 were scheduled to begin in March 1965.

When Airtourer number 100 was completed in January 1965, the occasion was marked by letters of congratulation from both Lord de L'Isle and Sir Robert Menzies - the latter voiced his pride in the company's achievement, and about its entry into the export market to the United States and the United Kingdom. This same aircraft was placed in the ballroom of Menzies Hotel in Sydney, for display

during a dinner given by the Industrial Design Council of Australia on 25 February, and which was attended by the Duke of Edinburgh. The Council had selected the Airtourer as an outstanding example of Australian design and workmanship, having featured it in the June 1963 Industrial Exhibition in Paris.

Having been so involved during his Sydney visit, the Duke then made it his business, as an RAF trained pilot, to fly an example of each Airtourer model back in England.

The first sale to South Africa was announced in March 1965, for an aircraft due for delivery in Johannesburg at the end of April, and it was expected that the type would be used to completely replace the older aircraft then being operated by the South African Aero Club. In the event only two arrived in the country.

In the same month, (March) Victa's share of the Australian market for the two-seat all-metal aircraft stood at 82%, but a concerted drive by Piper and Cessna interests in the next nine months brought a large increase in the partly competitive Cherokee 140 and Cessna 150 sales, to the detriment of the local industry. In that period, Aviation Division employee numbers reached 370.

In June, following the termination of Fairey Australasia's Bankstown aviation activity, Victa moved into the large hangar which had previously been used for Firefly, Sea Fury, Gannet, and Meteor work, and set up a final assembly, flight test, and final-paint section. Fifty-six Airtourers could be accommodated, and it provided considerable relief to the congestion then being experienced at the Milperra factory, although some relief had been obtained by

the use of the smaller Austerserve hangar from about April 1965. Early in June, the 131st aircraft had been completed, and the order book had reached No 174.

Suggestions as to an Australian entry in the annual World Aerobatic Championships naturally led to consideration of the Airtourer for team use but, in its standard form, it was completely unsuitable as a competitor against Zlin Trainers, Bucker Jungmeisters, Pitts Specials, etc. This was because of insufficient power to perform many of the sequences in world aerobatic competition, negative-g shortcomings, and a high wing loading which brought on a stall at the application of 4g.

To fill this gap in Airtourer capabilities, the design team developed a high-powered fully-aerobatic version with a longer nose and a more sporty appearance. A 150hp Lycoming O-320 was earmarked for installation and, although it was estimated to improve cruise speed by only seven knots, a marked improvement in the aerobatic role was expected. The first was scheduled to fly in June 1966, and it was proposed to build about 25 of that version in each year.

Basic price for the Airtourer 100 had risen to £4,500 by March 1965, with radio, additional instrumentation, and navigation lights as optional extras. For £100 deposited in March, a new aircraft was available for delivery in the last week of May, by which time production was scheduled to be 13 per month. Another £250 was required for an Airtourer 115, but in both cases, a 5% discount was offered to Aero Clubs.

During October 1965, the LVAC passed 5,000 hours of Airtourer operation, and calculated that the average petrol and

oil consumption over that time had been 3.4 gallons and .03 of a pint per hour, the latter including oil changes.

Although, from outward appearances, Victa was doing very well with Airtourer production and could not meet the demand, in actual fact the heavy drain on company resources by the Aviation Division caused overall losses in the years 1962-63, and it had itself been operating at a loss throughout its four-year existence. In the Australian market for its class of aircraft, the Airtourer proportion climbed from 42% to 72% from 1962 to 1964, but started down through 67% in 1964-65. This was because of the Cessna and Piper efforts to reduce the lead held by Victa, and followed a supposedly joking remark to Millicer in the RACNSW bar, to the effect that Victa output was getting too big, and would have to be dealt with.

The relatively low production rate made it difficult to spread the overhead and tooling costs sufficiently, prompting Victa to seek some form of protection. It was joined in its application to the Commonwealth Government by two other local firms so affected, Cropmaster Aircraft and Transavia Corporation. Aerostructures, while not then engaged in manufacture, also took part in the submission on the subject. The imposition of temporary and partial import restrictions (the two qualifications were advisedly added so that the overall development of general aviation would not be unduly hampered) on the relevant classes of aircraft was sought in an application made on 1 December 1965. At that point 159 Airtourers had been sold, and it was suggested that a 20% increase only in those imports for the forthcoming year

would be a fair thing, and would allow adequate expansion for the local agents. It was stated that the request was brought about by proposed imports of American aircraft in far larger numbers than the total Australian market justified.

In Aircraft magazine for January 1966, it was recorded that 81 of the 131 two-seat aircraft delivered in Australia since the start of the 1962-63 year were Airtourers, and they represented 61.8% of the market, a 19.2% fall in about nine months. Additionally, Victa had exported 40 of them, for an export income of \$220,000, and its use for military training was at that time receiving increasing consideration by the services.

Because of the long-drawn-out process in providing an answer to the application, which was opposed by the Australian agents for Piper, Cessna, and Beech, and later joined by one for Lake and Citabria, Victa terminated Airtourer production on 15 February 1966, after the completion of no 168. Some 110 Aviation Division workers were laid off as a result, but 50 production and design staff were retained to continue with the Aircruiser, as well as to keep up spares production and to provide factory-servicing facilities for Airtourers. A statement made soon after by Gary Richardson, who had succeeded his father as chairman of Victa Ltd, pointed out the fact that there was a possibility of reinstatement at some future date, suggesting a year to 18 months, although such depended to a major degree on the result of the bounty application which had been made by the three companies concerned, and which was then being investigated.

..to be continued, part 5 to follow...

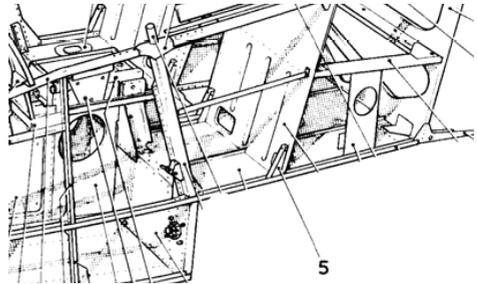
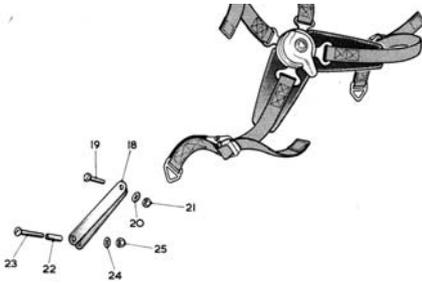
Co-operative Airworthiness News

The Co-operative has become aware of two airworthiness related incidents this year. Both are still under investigation but in the short term we have the following information and recommend owners pay particular attention during pre-flight inspections.

Canopy Transparency Separation. During a 4.8g pull up into a looping manoeuvre the left hand side transparency departed the aircraft. It would appear that one or more rivets at the front of the canopy had failed under lift loads. As the canopy separated many of the remaining rivets also failed. We are aware of one other case of partial canopy separation in the life of the Airtourer and would recommend that pilots pay attention to the condition of the rivets as part of the Daily Maintenance Inspection, in particular check for loose rivets.



Corrosion of Seat Belt Attachment. There has been a report of corrosion of the seat belt attachment anchor strap (item 18), clevis bolt (item 23) and the attachment bracket (item 5 in the accompanying drawings.)



The 100 hourly inspection requires the seats and upholstery to be removed and the harness inspected for condition and security. The removal of the seats provides access to the area where the corrosion was found. It is possible that the sidewall and sound proofing may have limited the effectiveness of the inspections on the subject aircraft. Owners and LAMEs should be aware of the requirement to make a thorough check of the seat belt attachments. Additionally, the longerons are made of channel material that may trap moisture that has ingress the cockpit. Sound engineering practise would dictate that such channels be checked carefully during periodic inspections. This form of trapped moisture was probably contributory to the corrosion reported in AWB 53-008.

Any findings related to these defects should be reported to the Co-operative as the Type Certificate holder. An updated defect report will be available on the website shortly.

2016 President's Fly In

Leeton NSW

16-18 September

Leeton is a town of around 6500 people located between Griffith and Narrandera. It hosts the Headquarters of Ricegrowers Limited which most of you would know by their trading name "SunRice" and is the largest employer in the area. The town was purpose built starting in 1912 to support the irrigation schemes in the district. The designer was Walter Burley Griffin who of course designed Canberra. The town is quite unique in that it has a circular layout rather than the normal grid. If you are familiar with the older Canberra suburbs you will see the similarity.

The first aircraft to land at Leeton was the "Southern Cross" in 1931. From that time until 1938 the racecourse was the town's aerodrome and there was a regular service to Sydney for around a year. In 1938 it was determined that the racecourse was too small and work commenced on the site of the current airfield but it was never used for airline services due to the proximity of the airfield established near Narrandera during WW2. Today the Brobenah Aerodrome (as its known) is the home of the Leeton Aviators Club who will be our hosts on Saturday. Originally established as a gliding club, today it caters for all forms of aviation including models.

TV: "The Flying Show"

We are hoping that Carlos Balmaceda and the crew from The Flying Show are going to make it up to Leeton for the weekend. Those of you in Melbourne have probably seen the show on C31 but if you want to have a look at past episodes they are available via the C31 web site (<http://www.c31.org.au/series/1253>). The show will also be hosting an Expo in Melbourne on the 22-23 October to promote Sport Aviation. To learn more go to their web site (http://www.theflyingshow.com.au/flying_show_expo.html) and have a look.

This is our opportunity to show off the Airtourer and promote the Association to current and prospective members (and to get your head on TV).

Getting to Leeton:

Brobenah Airfield (YLEE) is best reached in an Airtourer however other types will be welcomed. YLEE details are not published in ERSA but is operated by the Leeton Shire Council with details in the AOPA Airfield Directory. For those of you who are not flying yourself, Leeton is about 5 hours from Melbourne or 6 hours from Sydney if driving. Alternatively, Leeton can be reached from Sydney on the XPT or you could fly on Rex to nearby Narrandera.

YLEE Details:

RWY: 04/22 1500m natural

ELEV: 480'

CTAF: 132.85 (same as YNAR)

UPDATE: AVGAS will be available at YLEE (cash or cheque)

Accommodation:

The **Leeton Hydro Motor Inn** was opened in 1919 as accommodation for people working on the Murrumbidgee Irrigation Project and was expanded in 1924 as a hotel (when prohibition was repealed in the area).

<http://www.hydomotorinn.com.au/>

Rooms are available from \$100/night (minimum 2 nights) or \$125 for a single night including a light continental breakfast. Please book directly with the hotel mentioning that you are with the Airtourer Association.

Friday 16th

- For the early arrivals
- Arrivals and drinks at the Leeton Aviators Club
- Dinner in Leeton Soldiers Club (10 minute walk from the Hydro)

Saturday 17th

- 0830 Morning Art Deco walk with time for a coffee along the way and the "Tastes of Leeton" at the Visitors Information Centre
- 1100 Bus from the Hydro to visit Kirkup Farms. Airtourer owner and local farmer Barry Kirkup will give us a tour of the property and explain a little about rice farming to us.
- 1300 BBQ at Airfield and flying activities (this would be a good time to arrive if you can't make it on Friday)
- 1830 Dinner at Hydro Motor Inn. We will have our own private dining room and bar.

Sunday 18th

- Activities TBA
- Departures

Watch the website for the latest updates

Calendar of Events

**Brisbane Valley Airshow
Watts Bridge Memorial Airfield
28th & 28th August 2016**

An opportunity for the Queensland Airtourer Association members to gather and show their aircraft.

brisbanevalleyairshow.com.au, Phil Cooper 0415 727716

**President's Fly-in 2016
16th - 18th September 2016
See pages 14 & 15 for details.**

**End of Year Function 2016
26th and 27th November**

The end of year function will be held in the Castlemain / Kyneton area.

**Convention & AGM 2017
17th to 19th March 2016
Broken Hill, NSW**

Convention & AGM 2018

The 2018 Convention & AGM will be held at Griffith NSW. In keeping with the best traditions of the Airtourer Association when every 10 years we return to GTH. We are planning to make this a major event so please keep watching Association publications for updates.

YCWYAGCFTRFDS

The last Newsletter included an article about the Sheriff's challenge at the Convention Dinner to decipher the above code. For those who couldn't attend the Sheriff offered the opportunity to attempt it themselves with a promise that the answer would be revealed in this issue. So here's the answer:

"Your curiosity will cost you a gold coin for the Royal Flying Doctor Service"

Welcome

Martin Moore from Caulfield South in Victoria who has purchased CRK previously owned by John Treble.