

May 2017
Newsletter No. 162

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 August 2017. Contributions and or advertisements are to be with JOH by 15 July 2017.

Advertisements are free for current members.

Editorial

Broken Hill may not be within a 100NM of Wagga, the traditional criteria for Convention locations, but it was still a success in spite of the distance. In the absence of a CASA medical certificate Jan and I drove the 3,300 km round trip, most of the driving done in four days. It was worth it, a busy and entertaining weekend with great people.

CASA has recently renewed my medical which is a great relief but places urgency on other tasks such as getting my Part 61 Licence, completing a Biennial Flight Review and the Annual Inspection on COI. The last task has grown out of proportion with an impact on the timeliness of this Newsletter. Sorry! It was not a routine Annual but included AD/VAT/28, a new fuel tank, the propeller overhaul and finally replacement of the rudder cables and of course replacement of the battery after not flying for two years. Not long after purchasing new cables CASA changed the AD, see the last page. Nevertheless, Andy Morris had provided some valuable advice regarding fitting the new cables which will be included in the next newsletter.

Also in the next issue we will continue with Keith Meggs' detailed history of the Airtourer. Normally the minutes of the AGMs would be included in this issue but have been deferred to the next by the Association Secretary, she had a good reason. Congratulations to Monique and Jon on the birth of their second child (see page 25).

Safe Airtouring,

John O'Halloran

Cover Photo: Alan and Merle Wood in the newly restored Airtourer T6, VH-POB.

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.16

(This "From the President" includes content originally intended for No. 14 but lost in the internet ether. Ed.)

Your Events Committee continues to keep giving with the publication of a planned series of events up to the 40th AGM in 2018. If you have not done so recently have a look at the web site Events pages. The information there is being regularly updated as soon as more details become available.

Our second last newsletter had an excellent range of content, least of which was the report on Leeton Presidents Fly-in, or was it a drive-in? Personally I would swap a 90 minute Airtourer flight for a day long drive any time. Fridays forecast of rain and doom for our arrival was in fact pleasant clear weather, see we could have flown! The drive home confirmed the worst of all conditions, it was like being in a washing machine. No, we could not have flown!

Weather aside, I must thank Barry Kirkup for being such a generous host over the entire weekend which added tremendously to the event. Also thanks to the Leeton Aviators Club, John Day who hatched the entire plan and Andrew Clement for doing the job no one else wants to do.

Leeton was also the first time that Rob Black and his co-pilot Phil Keen attended an Airtourer event, arriving from Tyabb in the newly acquired MRL on Saturday afternoon.

See we could have flown!

Members will have received their 2016-17 membership booklet which is a valuable resource. Some analysis of the contents reveals interesting facts about your Association.

For example, a very healthy 77% of members are listed as owning an aircraft, although some aircraft may have multiple owners which are balanced where one person owns more than one a/c.

At 33% of the total membership a clear majority of members reside in Victoria, followed by NSW, Qld and then all other states combined. Our International members make up 12%.

As NSW is the most populous state one would expect membership to follow that trend.

The story becomes even more interesting if you allocate tail numbers to geographic location. Victoria has 38% of all membership aircraft which is only slightly less than both



NSW and Qld combined.

Personally I can remember the time of Presidents Fly-Ins at Parkes when the cry went out that the Sydney contingent, which was at least 5 aircraft, were delayed due to weather, not unexpected with a crossing of the mountains being contemplated. Could the destruction of available GA airports in and around the Sydney basin be a cause for this imbalance? In many respects the centre of gravity for the Airtourer world has moved south.

Another event in the south was this year's Avalon airshow. Due to the initiative of Vice-President John Day, the Airtourer Association was represented at the airshow with two owners displaying their aircraft. I look forward to reading a full report in the newsletter.

This year's AGM was held in Broken Hill. As some have noted the date had changed from what was originally proposed, but with very good reason. Once a field trip was on the ground in Broken Hill, it became apparent that our original date would not work. Small groups like ours carry no weight when other larger events soak up most of the available accommodation before we even get there. Changed dates aside, Broken Hill is a remarkably interesting place to visit, our difficulty was deciding what not to visit. It is also possibly the most "outback" location for an Association convention, this being our second formal visit.

A major innovation this year was almost real time reporting of AGM action as it happened on the Association web site.

40th Convention & Annual General Meeting

Griffith
March 2018



Planning is well underway for a MAJOR event to celebrate a milestone for the Airtourer Association with the emphasis on flying our Airtourers.

The exact dates are still under consideration but will be advised as soon as finalised.

Convention 2017

Broken Hill

24th - 26th March

John O'Halloran

When it comes to planning for Airtourer Association Conventions the rule of thumb suggests that the location should be within 100 miles of Wagga Wagga. But then some would suggest that rules are there to be broken, and so the Events Committee selected Broken Hill as the location for the 2017 Convention.

Broken Hill is a city of just under 20,000 people located in the far west of NSW. So far west in fact that it's closer to Adelaide than Sydney and shares the same time zone as the South Australian capital.

Broken Hill has its origins in mining with silver and lead discovered in 1883. The discoverer, Charles Rasp, was one of the founders of the Broken Hill Proprietary Ltd. which still exists today. Mining being a labour intensive industry, in harsh conditions, also has a rich trade union tradition which included a number of bitter industrial disputes.

Mining brought money, and the affluence is evident in the buildings many dating back over 100 years. In 2015 Broken Hill became the first city in Australia to be included on the National Heritage List and there is an active and successful effort to maintain the city buildings to their past glory.

Despite the rough side of Broken

Hill's mining origins it has a strong cultural history. The most famous artist being miner turned painter Pro Hart, one of the founders of the Brushmen of the Bush group of artists. Slightly down the cultural scale is the Palace Hotel, the location of the 1994 film "Priscilla, Queen of the Desert". It still displays the "tack-o-rama" mural featured in the movie and Broken Hill hosts the Broken Heel Festival celebrating all things Priscilla.

The Broken Hill Aero Club is one of the oldest in Australia having being first incorporated in 1938. Association member Peter Hupfeld has been a long time member of the Aero Club even though he now lives on Kangaroo Island.



Most of the members stayed at the Royal Exchange Hotel which was also the venue for the Convention Dinner. The art deco exterior maintained the heritage atmosphere of the city while the restored interior had the charm of a bygone era with the comfort expected of a modern hotel. The owners and proprietors went out of their way to support the convention

activities over the weekend.

Friday afternoon saw the arrivals welcomed by the Aero Club. The evening gathering was at the historic Barrier Social Democratic Club. Generally known as the Demo Club it was formed in 1903 with the aim to promote social democracy and has a rich history of activism. These days it is a thriving social entertainment and dining venue.

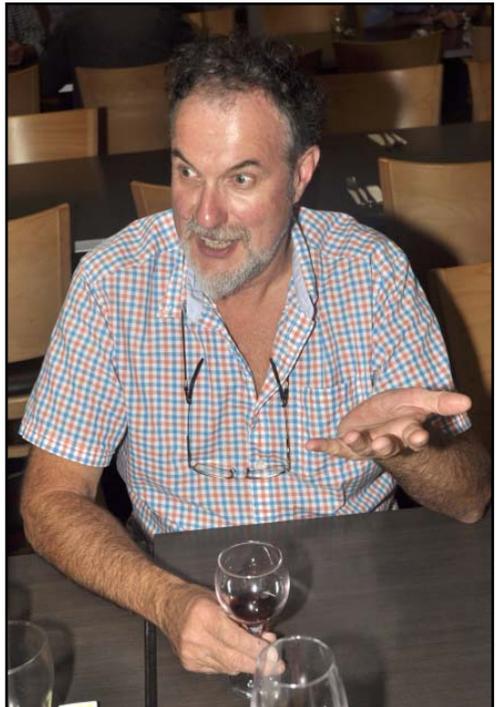


Above: One of the first arrivals was Andrew Clement in KGR, parked in pride of place in front of the Broken Hill Aero Club. Below: Andy and Jane Morris's T6 FVV with David Wearne's WAU





David Wearne, Pat Sheil and George Penfound at the Demo Club on Friday night.



Tall stories at the Demo Club. Left: "There I was...," Andrew Clement. But not to be outdone, on the right, the man who arrived in a Bonanza goes inverted!



Above: The money men, accountant Gerald Smith and Association Treasurer Gerry Pels.

Below: A serious moment, Vice President John Day and a bewildered looking Andrew Clement.





*Judy Riddel and Lyn Butler
at the Demo Club Friday
night.*

Saturday morning once again saw the President Mike Fisher attempting to instil some culture into the Association by leading his Broken Hill Heritage walk. One member was heard to ask if it included any gardens as he was especially interested in visiting a beer garden. Lunch was at the Aero Club followed by a tour of the Royal Flying Doctor Service (RFDS) base.

The RFDS has special significance for the Association for two important reasons. Firstly it is the official charity for the Association supported through fines by Beryl "The Sheriff" Marshall and donations made during membership renewals supplemented by Association funds. However, this visit was especially significant as we enjoyed the company of member Peter Hupfeld. Peter suffered a major heart attack at Mutawintji National Park about 130 km north east of Broken Hill and nowhere near medical care. He was picked up by an RFDS aircraft from the Broken Hill base and flown Adelaide. Peter and Bernardine have no doubt that he owes his life to the RFDS.

The Association was treated to an

informative tour of the base including a museum displaying an original pedal radio, medical box and "Where does it hurt" body chart. Mike Fisher and Beryl presented a cheque to the RFDS representative.

The highlight of the weekend was the Convention Dinner. This year was especially significant as it was to honour Alan Wood and recognise the incredible contribution he has made to achieving the Association's aims.

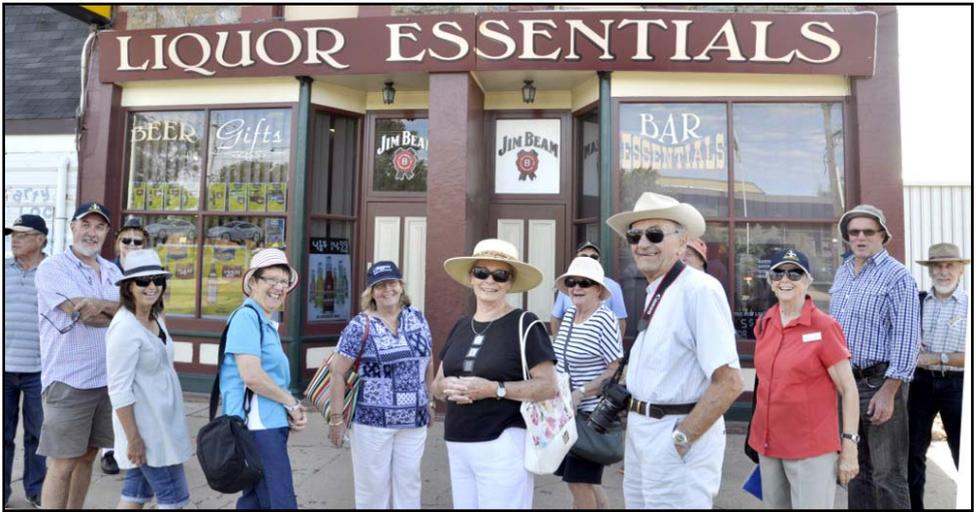
Unfortunately Alan's health precluded him from attending but he was to be represented by his son Graham. However, at the last minute a combination of other factors, including Sydney weather, kept him in Sydney.

The Association was not to be beaten by factors outside its control. Graham had prepared a presentation which he was able to pass on electronically. He then recorded the narration and the combined 30 minute production was played at the dinner with only minor problems due to operator error on the computer. The full presentation will be available on the Association's website in the coming weeks.



Trust Beryl Marshall to find a Sheriffs Office.

A very pregnant Monique Gillett resting on husband Jon Pels.



Above: The heritage tour was thirsty work!

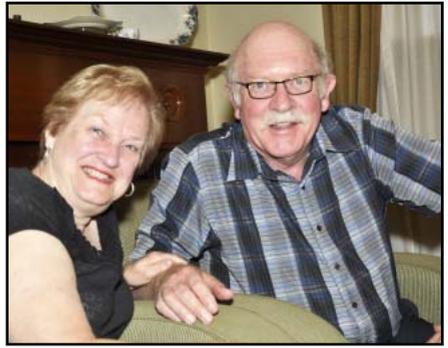
Opposite Page Top: The heritage tour in front of the Court House.

Right: Mike Fisher thanking Jon Clarke from the Broken Hill Aeroclub.

Below: The most important workers, on the BBQ, Jon Clarke, Bruce Neville and Lee Hutchinson.



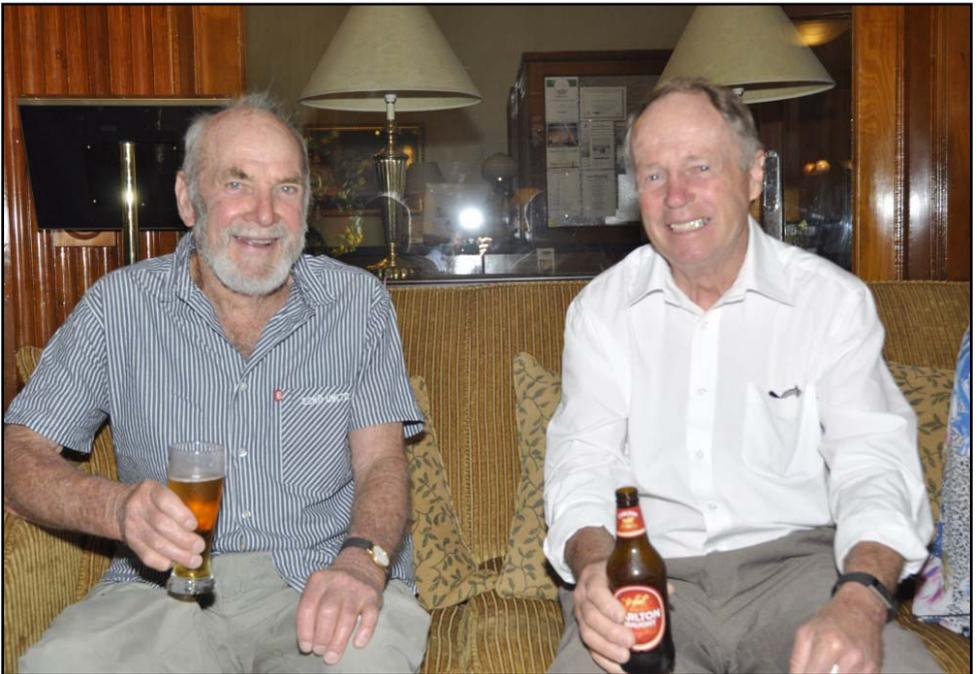




Above Left: Pre dinner drinks and canapes by the fireplace in the restored Royal Exchange Hotel.

Above Right: Pamela and Robert Zweck enjoying pre dinner drinks.

Below: Peter Hupfeld and David Wearne



Opposite Page: Top: President, Mike Fisher and Beryl "The Sheriff" Marshall presenting the cheque to the RFDS.

Bottom: Group photo at the RFDS.



L to R: Junko and Ross McBride, Gerry Pels, Sue & Gerald Smith, Mike Fisher & Jackie Brown, Robert & Pamela Zweck and Jeannette Russell.

Below Rt: Beryl counting up the fines for the RFDS.



Above: Liz Matthews with the Convention Award otherwise known as the Tony Matthews Prize.





Above L to R: Jane Morris, Liz Matthews, Andy Morris, Doug Dow, Jon Pels and Monique Gillett.

Below: Mike Fisher presenting the award for the Best Presented Airtourer to Ross McBride with fellow judge Andy Morris in the centre.



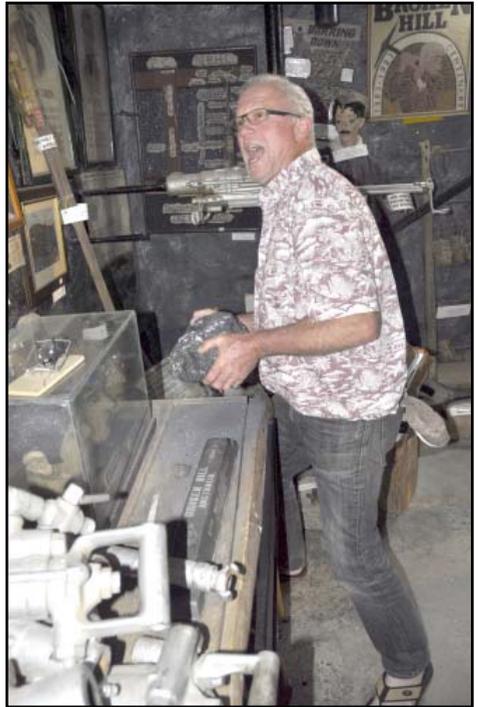


Opposite Page Top: Liz Matthews and David Wearne at the Pro Hart Gallery with one of Pro's hand painted Rolls Royces.

Opposite Page Below: The group being informed/entertained by Bushy White at the mining museum.

*Right: Bushy warned us **not** to try to pick up a lead ore sample as it was too heavy. Jon Pels couldn't resist the challenge.*

Below: David Wearne, Pat Sheil and Peter Coy perusing the old records from the mines surrounded by art works made from crushed minerals, all for sale.





Above L: The Line of Lode Miners Memorial listing the names of the over 800 miners who have died in mining accidents. R. A magnificent view of Broken Hill from the top of the Line of Lode mullock heap lookout and all Beryl and Neils can do is turn their backs and look at the screens!

Below: Junko Iwao with the “Best Presented Airtourer” winner, VH-CNO



The formal recognition of Alan's contribution was the presentation of the 2017 Convention Award also known as the Tony Matthew Prize.

The other important presentation was the Best Presented Airtourer award going to Ross and Junko McBride for their immaculate Airtourer CNO.

Saturday morning commenced, as usual, with the Annual General Meetings. In both cases efficiently conducted allowing the busy program to maintain schedule.

First visit was Pro Hart's gallery where we saw not only his works of art but a re-creation of his studio, his pipe organ and collection of Rolls Royces, including one decorated by himself.

The next stop was "White's Mineral Art and Living Mining Museum". Retired miner "Bushy White" provided us with an entertaining and informative description of mining over the years using models made of minerals. The life of a miner in the

past, including Bushy's time, was difficult and dangerous compared to the current "Hollywood" miners with their air-conditioned vehicles, iPods and automation.

The museum contained not only the usual tools, ore samples and records but a collection of art works made by Bushy from crushed minerals.

The danger of the mines was brought home with a visit to the Line of Lode Miner's Memorial on the mullock heap that overlooks Broken Hill. The memorial lists the names of over 800 miners who died since mining commenced in 1883.

The final stop for the day was the Broken Hill Regional Gallery located in the converted Sullys Emporium building that dates back to 1885. The conversion to an art gallery maintained many of the original building features but with spacious galleries ideal for viewing the larger pieces of artwork.

Another enjoyable and successful



No caption required!

	Pilot Name	Co-pilot Name	Registration
weekend, not without its challenges. Special thanks to Graham Wood for creating the presentation about Alan and ensuring that it could be shown even in his absence. Stan Tilley deserves a special mention for showing grit and determination in ensuring he made it in time for dinner in spite of earlier commitments in Hobart. Thanks to ADSB we were able to follow Stan, including the weather avoidance near Wynyard when we thought he was forced to turn back. Finally thanks to the President and Events Committee for arranging everything. The planning for an event such as this requires time, effort and expense, especially for a distant venue. Well done everyone!	John O'Halloran	Jan O'Halloran	Car
	Gerry Pels		VH DWT
	Stan Tilley		VH MTL
	Peter Bons		Rex Airlines
	Gerald Smith	Sue Smith	VH DDM
	Mike Fisher	Jackie Brown	VH BNV
	Judy Riddel		Rex Airlines
	Robert Zweck	Pam Zweck	Car
	Peter Coy		THY
	Lyn Butler		Rex Airlines
	David Wearne	Beryl Marshall	VH-WAU
	Roger Russell	Jeannette Russell	CXW40P
	George Penfound	Pat Sheil	VH MWR
	John Day	Rebecca Day	VH VRT
	Liz Matthews		Rex Airlines
	Ross McBride	Junko Iwao	VH-CNO
	Doug Dow		VH BQK
Niel Jensen		VH CND	
Jane or Andy	Andy or Jane	VH FVV	
David Wearne	Beryl Marshall	VH-WAU	
Andrew Clement		VH KGR	
Jon Pels	Monique Gillett	VH DWT	
Peter Hupfeld	Bernadine Hupfeld	Car	



Hobart to Broken Hill.

Stan Tilley

It was a busy time as the two yearly 'Ten Days on the Island' festival was in full swing and Bonnie and I had booked for various events.

However, I badly wanted to attend the Airtourer Association Convention as it was a celebration of Alan Wood's contribution to aviation, and particularly Victa aircraft, over the past 75 plus years.

What wonderful friends Alan has! There were at least two offers to fly Alan to Broken Hill. The first from WA where Sue Clarke, a doctor and the owner of MRI, was prepared to come from Perth and another from the Sunshine Coast, Sibylle Reisch, an instructor and commercial pilot.

Alan, of course, wanted to be there, despite his 95 years young, but his health played up, so it was not to be.

However Al's son, Graham, who unfortunately also could not be there, had prepared a magnificent tribute, complete with photos. This was put on by John O'Halloran, and it was excellent.

So Alan was there in spirit.

I had of course forgotten that we had several engagements, the most exciting being taking past President Hugh Knox and his wife Maureen to dinner on Friday night and going to a Tasmanian. Symphony Concert. Hugh and Maureen, were touring Tasmania as part of a Bristol car Rally.

That left me a just enough time to finish my obligations in Hobart then fly to Broken Hill in time for the dinner.

I should have prepared and filled the aircraft with fuel on Friday, but I had

not – so it was 12:30 pm when I finally departed on the over 700 nautical mile journey, planning a single refuelling stop at Ballarat.

Needless to say, it was rather late when I arrived – but the Airtourer mob were wonderful. They were there waiting for me and took me straight to the dinner – and had booked me in to my motel and had the keys waiting.

It was 'stinking hot' but apart from leaving my BP refuelling card at BLT, (an old guy of 80 plus just wanted to talk Victas as he had learnt to fly in one when the BLT aero Club had several!), and except for a 'bit of low cloud and clag' at Wynyard, the trip was uneventful. (But I would prefer the IFR renewal for crossing the Strait!)

We had been to Broken Hill several times before. The first time I think was in BQK for the start of the John Treble safari, 'Wings across the Simpson Desert.' BQK was there again this year now in the capable hands of Doug Dow.

Bonnie, who has decided that she would rather walk in Tassie than fly – was sorely missed.

I flew back on Monday and even remembered to collect my BP card on route. It was rough and hot. There were even dust storms until BLT when a very sudden thunderstorm struck whilst I was refuelling – so I got drenched. Then it was really rough. Landing into the setting sun on the E/W strip at Sandfly, with a dirty windscreen – well it was interesting!

The only thing that I am not too sure about is that, because of this new ADSB gear, the mob can follow every mile on the tracking device.

Do I really need this?

Flying into Avalon for the airshow.

Ross McBride

I had the privilege of having the opportunity to display my newly restored Airtourer, VH-CNO at this year's Australian International Air Show.

GA Aircraft for the static display area at the airshow were required to be on the airfield by Thursday evening, and could not leave until after the end of the show at around 5pm on Sunday. They could choose to depart to Monday but had to be off airfield by Monday afternoon when the AIPSUP expired.

The minimum requirements for flying in were to have an operational VHF radio and an "appointment" time. Operative transponders were not mandatory - although undoubtedly "a good thing". Class D airspace would be in operation for VFR aircraft and they were to maintain VMC at all times.

The procedure for flying into YMAV for the airshow was quite straightforward.

ward.

The fly in appointment was made on-line as a simple listing of basic information for aircraft type, POB, pilot name, confirmation of VHF capability and if a transponder is fitted. Appointment three minute time slots were selectable as "radio buttons" with those already allocated greyed-out.

Important Note: The appointment time was for on the ground - not for first contact with the tower at the ATC entry point. This was not clear to me when I first made my appointment!

The arrival procedure was to approach via one of the two VFR entry points at 1500 feet - in my case Barwon Prison (BPN) on the west side - or Werribee South for those entering from the east. Transponders if fitted were to squawk 1000 from 30nm out and the tower was to be monitored from there



but not contacted until arrival at the entry point. ATIS was to be monitored. The paths to follow on entry were clearly shown on the AIPSUP by entry point and active runway.

Departure after the show was by a batch process where around 100 departing aircraft were sent to either the Bravo or Charlie taxi ways in groups of about six from the different display areas. Any aircraft departing in the batch process did not require appointments, although on arrival we were asked to indicate our preferred departure time.

Although departure appointments could be made for either Sunday and Monday, those on Sunday were not guaranteed to be held and could not be changed for earlier times once set - so any aircraft with a booked departure slot would either have to go with the batch from their display area or wait until later if their slot was missed.

Flying in.

My time slot was 1515-1518 on Thursday. My flight plan showed that I needed to arrive at BPN at 1510. Total flight time was 26 minutes from YOLA and wheels-off was 1448. I arrived at BPN at 1510, called the tower and was given clearance for right base entry to 18 as No.2 to a military cargo aircraft coming in on a long final from the north. I was instructed to re-contact tower when established on base. At 1512 I contacted tower to confirm I was established on base and was asked to call again when about to turn final. I was also warned that I might be asked to land long to clear (fly over) the military aircraft which had landed but was still backtracking on 18. At 1513 I made my "turning final" call and tower asked me to

instead do a left orbit as the military cargo plane would clear the runway shortly and I could then land short for Charlie. I commenced the orbit and was halfway around when tower asked me to roll out of the orbit onto final approach and to try to land short enough to go off at Charlie. I could see that the cargo plane was almost at Bravo and would be clear by the time I arrived at the piano keys.

I completed my landing with plenty of runway left before Charlie and made my vacated call at 1517. I was immediately contacted by ground and given taxi clearance and the waiting ground marshal directed me forward and passed me over to Follow Me which took me to the Airtourer display area.

Departure procedure pilot briefing - 1030 Sunday.

We were instructed to be at our aircraft at 1640 ready to start when instructed. Once given the start-up we would be led to the entry point for the departing taxiway.

When No.1 at the taxiway entry holding point we were to call ground with call sign, aircraft type, which holding point we were at and intended departure direction. When given taxi clearance we would be marshalled onto the taxiway where we would be in a queue of about five aircraft and could do our run-ups when in the queue - but were asked to not be too aggressive with them due to the congestion and people in the area.

When No.1 at the runway entry holding we were to call tower stating we were No.1 at the holding point, aircraft type and requested turn direction. Once given take-off clearance we were

to confirm back the clearance and then promptly roll out and take off, make the turn and vacate ATC as directly and quickly as possible, looking out for other departing aircraft. We were not to make a departure call due to the very heavy radio traffic but could contact tower if there was a problem on take off. Once clear of the controlled airspace we were free to change frequency.

The departure.

On the departure my nephew came with me for the ride home and we completed the pre-flight together and pulled CNO out into the paddock at 1440 ready for start. At 1700 we got on-board and listened to tower and ground while waiting. At 1720 we saw the marshals starting up aircraft further up the paddock and by 1735 we were given the start up signal and led to the Charlie queue. Departures from Bravo and Charlie were being interleaved so it was pretty much one from Bravo on our right followed by one from our queue. The aircraft in front of us were released for departure approximately every two

minutes. We got to No.1 and asked for a right turn were given clearance and we were away at about 1800, landing at YOLA 1835 after a small diversion to the north to go around some rain and low cloud coming in from the south.

The YMAV experience.

It was my first landing at YMAV and it was a great experience. The procedure was straightforward and well documented, ATC was polite and informative and it was good to have an orbit on the way in for a bit of practice. It was a bit of a thrill to be No.2 to a mega-tonne military cargo plane into which CNO would have easily fitted.

The departure was exciting and went well. It is not often that a pilot can participate in a mass departure of a hundred aircraft in one hour from a major airport. The secret to being able to do it safely and without an undue level of nerves was my attendance at the pilot briefing held in the morning. We were given very clear information and instructions about the procedure and encouraged to just do three

things - follow the marshal's instructions, make our ground and tower calls at the right times, and get out of the airspace safely and quickly.

I ' m looking forward AIA019 already!



Heard at the Hangar Door

The Association's Secretary, **Monique Gillett**, wasn't able to fly to Broken Hill in their Airtourer as she and husband Jon Pels were expecting their second child. (They did however fit into cousin Gerry's Piper Arrow so were able to join us.) Atticus finally arrived on 7th May. Congratulations to Monique and Jon! I suppose you'll be talking to Des about the Aircruiser now.



Long time Association member and experienced Airtourer instructor **Pat Sheil** is also a member of the **Historic Aircraft Restoration Society (HARS)** at Albion Park just south of Wollongong. In the last two newsletters we've reported how HARS purchased Airtourer 115 RQG and immediately commenced work on its restoration. Pat was visiting HARS for the Wings Over Illawarra Airshow early in May and enquired about RQG. "We've now got two Victas" was the answer. Eager to find out about the second one he was quite surprised to find it was not an Airtourer but the Victa R2 designed not by Henry Millicer but Luigi Pellarini. The R2 is a story for another issue suffice to say that Alan Wood has some interesting stories about the aeroplane and the designer.



The Victa R2 in the HARS Hangar. The registration was MVR, which stood for Mervyn Victor Richardson, the inventor of the Victa lawnmower and founder of the Victa company. This registration was later transferred to the Aircruiser, currently owned by Des Heffernan. However, Pat Sheil did see the R2 wing still prominently displaying VH-MVR.

Co-op News

John O'Halloran

A steady trickle of parts enquiries and other matters have been keeping me busy on Co-op matters.

Drawings. Further to the report in the last Newsletter, Lee Gordon-Brown, Ross McBride and myself visited Phil Usher's hangar in Temora. With the help of Pat Peak we conducted a spot check of the drawings and correlated them with the microfilm and drawings returned from MAI. A decision was made to move them to Lee's hangar in Tocumwal where most of the larger items such as jigs are stored. In this day and age where we see so much of our information reproduced on a screen it was a privilege to see the original draw-

ings done on tracing paper with pencil and including the original signature of Henry Millicer. Unfortunately time continues to take its toll and while we have the microfilm the drawings need to be digitised for day to day use.

The Co-op has purchased a large format scanner which is currently held by Ross McBride. Ross has run some trial scans with encouraging results. The next step is to move the scanner to Tocumwal and plan some concentrated efforts to scan the over 2000 drawings.

Ross, with extensive experience in drawing management with Ford has some great ideas on how we will manage this valuable information in the future.



The most important asset owned by the Co-operative, the Airtourer drawings, safely loaded into Ross McBride's van, a Ford Transit Van of course.

L to R: Lee Gordon-Brown, Ross McBride and Pat Peak.

Fuel Quantity Indication System. A quantity of adaptor plates have been manufactured. Prior to doing so I had the opportunity to view Andy Morris's Airtourer 100 conversion on DDZ. Andy had some valuable input resulting in some changes to the drawings and EO. The intention is to sell the adaptor plates with the EO and allow individual owners to source the additional parts. All these parts are listed in the EO and available from aviation parts suppliers such as Aircraft Spruce in the US.

I am awaiting final invoicing for the drawing changes before I can determine the cost of the adaptor plate and EO.

Fuel Tanks. Still on the subject of fuel, we have just sold the last fuel tank in the current stock. I have requested a quote for more tanks and expect it in the coming days. The dilemma is how many of each type of tank are required. Currently it's likely to be two of the two hole tanks for later NZ built aircraft and three of the single hole tank. One single hole tanks has already been sold forward sold. Please let me know if you are likely to need a tank in the foreseeable future.

A fuel story with a happy ending. The last fuel story, I promise. Late last

year we received a request for a fuel tank from the Star Flying Group in Gloucester for Airtourer G-AYWM. On receipt of the new tank it was discovered that the old tank was the button type. Buttons were replaced in 1969 under the authority of AESL SB8. Obviously the Star Flying Group had taken good care of the tank.

The modification to take the spring hanger suspension system required a drawing but these were now at Temora and not yet scanned. Lee Gordon-Brown did have a copy of the drawing which was about 650 x 950 mm but he only had an A4 scanner. After about 15 scans and a patient and flexible engineer they were able to piece together the drawing.

However, the spring suspension wires are a Dunlop part, no long available and without a drawing. Normally new ones can be manufactured from the old but in this case there were no old ones. Fortunately I had removed my tank at the same time and was able to supply the necessary information to the UK based on my old springs.

Finally, on 29th March G-AYWM flew again. To the Star Flying Group, thanks for your patience and flexibility, at least it's ready for your summer.



Calendar of Events

2017 Mid Winter Lunch.

Following a brief but enjoyable visit in December we will be returning to Fowles Winery. Sunday 18th June 2017 at 1300. Table booking made, details on the website. This is the weekend after the Queens Birthday long weekend. A fly-in option will be available.

Queensland Cultural Event Opera at Jimbour

22nd July 2017 at Jimbour on the Darling Downs. The airstrip is just north of historic Jimbour House and a short walk to the amphitheatre. See website for more details.

2017 President's Fly In

Renmark South Australia 23rd-24th Sep 2017.

Updates on the website and in the August Newsletter

End of Year Function 2017

25th-26th November 2017

Kyneton-Castlemaine region. Updates on the website and in future Newsletters.

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.

STOP PRESS

There appears to be an attack of common sense at CASA! Owners will be aware of AD/GEN/87 which requires replacement of primary flight control cables after 15 years. CASA has a proposed amendment to the AD which will only require an inspection. The proposal is open for comment until the end of June. In the meantime, if you planned to replace your rudder cable, you may wish to wait for the final issue of the AD. (Note: this is **NOT FAKE NEWS**, (the AD not the common sense bit)! Ed.)

Welcome

Diana Goodwin from Comboyne in NSW. Diana is no longer flying but learned to fly at Hoxton Park in the 1960s on Airtourers so obviously knows Alan Wood. She went on to become an instructor and spent many hours instructing on Airtourers.