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Newsletter No. 94

# AIRTOURER ASSOCIATION



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



# NEWSLETTER

<http://Airtourer.asn.au>



## Vale

### John Mulheron

*by Greg Rutherford*

On April 4 Graeme King and I represented the Airtourer Association at the funeral held for John Mulheron, on what would have been his 67th Birthday.

Many of the members on the Eastern seaboard would not have known John, but for ten years he was the WA State Representative for the Airtourer Association, and as any person who journeyed to the West and connected with the Mulherons' will attest, the hospitality was always very warm. John owned and flew VH-MRI for nearly twenty years. It, initially, was a 115 version, but was upgraded to a 160 hp model during John's ownership.

Last year John found that a melanoma had metastasized and commenced a treatment regime of chemotherapy, and then radiotherapy, but sadly was not able to arrest the spread of the cancer.

John's great loves in his life were his wife, Jill, and their three children and families, flying, fast cars, his work, and a good red wine. With the exception of the red, there was a very good representation from all his loves to pay their last respects at his funeral. As the procession was forming up behind the hearse four aircraft in formation made two passes, with his formation flying mates saying their final farewell.

At the service family, flying friends and workmates all paid tribute to John for what he contributed to their lives. Daughter Sharnee delivered a very fitting eulogy, which really encapsulated the spirit and essence of her father.

It was announced that Clough Engineering, the firm that John had worked with for nearly thirty years, would establish an Engineering Scholarship in John's name at Curtin University to encourage young engineers.

Though John was fiercely a Sandgroper he was born and raised in Sydney. He completed an apprenticeship as a fitter and turner, married Jill and together had three children. John studied at night and was awarded an engineering degree.

In the late sixties the family moved to WA with John working at the Cresco fertiliser plant, and then joining Clough Engineering.

John commenced a long association with the Royal Aero Club of WA, and was a keen participant in most activities and competitions. He had a great love for aerobatics, twice winning the P N Edwards trophy for aerobatics at the WA Light Aircraft Championship. Formation flying was also a great interest, and for many years was part of the Friday afternoon formation run from Jandakot.

I first met John in 1983 when we were both participants in the Broome Centenary Air Race. I was getting it easy navigating a friends Cessna 180. John was doing it a bit tougher, flying his recently purchased MRI solo on the race. Three days flying in those air race conditions solo calls for a lot of commitment.

The purchase of MRI by John is a story within itself. While on a work trip, John was at Whyalla airport with some time to spare waiting for a flight, and like most pilots was attracted by an open hangar door. He found someone working on an Airtourer and in conversation found that the aircraft was for sale. John enquired how much would be the asking price?

“\$10,000” was the response.

“I’ll give you six and a half “ countered John and was somewhat taken aback when his offer was accepted! I often wonder how Jill reacted to the news.

MRI was relocated to the West and became quite active, based at Jandakot. Jill obtained a Restricted Pilots Licence in MRI, and daughter Sharnee and son John David both soloed.

In the mid eighties there were a number of flying visits to WA from Airtourer Association members from the Eastern States and the hospitality shown by Jill and John was renown.

In 1990 John decided to upgrade the engine in MRI to a 160 hp. The following words appeared in the November Newsletter:

“Thinking of getting up with the big kids and converting the old dear to a Super 150 (or better)? Then before you go any further, talk to somebody who has already gone through the expensive, lengthy, expensive, frustrating and expensive experience.

“If you then remain unconvinced about the folly of entertaining such ideas then take a chain saw and cut the damn thing into one inch cubes - your wife, kids, bank manager, heart specialist and psychiatrist will be eternally grateful”!!

Despite the evident frustration, ultimately the completed product was a lively performer which was a delight to fly.

In 1992 when John and Jill were at a Fly-in at Jurien Bay John slipped on rock and did a proper job of breaking a leg. The return flight to Perth was by RFDS, and thence to hospital for surgery and heaps of plaster. John and Jill were both booked for Oshkosh that year and had four months for John’s leg to repair. They made it, but hardly under ideal circumstances with John using crutches and a wheelchair to get around. Oshkosh or bust!!

Just before they left for Oshkosh I happened to be at Jandakot and was conned by John, who still had his leg in plaster, to take him for a run in MRI. Bulky farmers sometimes have some uses, as I lifted and speared John into the right seat. I did the take-off but gave control to John once airborne. Once clear of the circuit MRI was aimed at the training area and a climb established. Very little imagination was needed to work out

what was to follow, as MRI was subjected to some far from co-ordinated aerobics, with John doing the top half and me trying to match the required rudder input. The manoeuvres might not have been judged all that favourably, but it was good tonic for the soul.

The last few years of John's work proved to be very busy and hectic, with quite a bit of overseas travel involved. Jill had retired from teaching and was at times able to accompany John. The Airtourer was doing a little less flying and John was enjoying his involvement with the Jaguar Car Club.

Sadly, John's illness denied him the time in retirement he was so looking forward to.

We extend to Jill, and family, our deepest sympathy, and fondly remember and revel in the time and experiences we shared with one of life's fascinating characters.

## **New South Wales Fly-In Yamba 29-30 July 2000**

This Fly-In was originally planned for Old Bar, however it is not yet setup to take groups so the venue has been moved to Palmers Island strip near Yamba. Arrivals on Saturday 29 July for an evening informal get-together and departures on Sunday.

Palmers Island strip is located at 29° 26.8' S 153° 16.0' E, 250 <sup>o</sup>/<sub>5</sub> NM from Yamba. Runway is 09/27, 914 metres long and grass. Elevation 10 ft. As it is a private strip please call the operator Robert McIntyre on 02 66460126 for permission and latest condition of the strip. There is a \$5 landing fee to cover the upkeep of the strip and Judy Riddel will collect this on the day.

Accommodation at the Yamba Twin Pines Motel, PH (02) 6645 8055, FAX 6645 8050. Please make your own booking, cost approximately \$70 a double.

Other information call Roy & Judy Riddel on (02) 6653 6050

## **A plea from the Historian**

At the AGM our Historian Doug Stott asked for early photos of Airtourers especially aircraft that were written off some time ago. While members may not have these photos themselves they may know of aviation enthusiasts who may have photographed these aircraft in the past.

# AGM 2000

## Wagga Wagga

*Jan & John O'Halloran*

The weekend of 12-14 May finally saw the Airtourer Association Annual General Meeting after the uncertainty caused by the fuel contamination problem. Originally planned for Inverell in March it had to be postponed until most Airtourers had been cleared of possible contamination.

This delay resulted in a relatively short notice for the May weekend. Unfortunately it was also Mother's Day and a number of members had to offer their apologies due to family commitments. Nevertheless, by last light (plus a little for two night rated members) there were 15 Airtourers, 2 CT4s and Bill Miller's Cessna parked neatly around the GA apron at Wagga Wagga. Refreshments were set up in Peter Middleton's hangar, however most members took some time to move away from the parking areas. It seemed that as soon as greetings were exchanged with one arrival another one would taxi in and so the crowd moved along the line of parked aircraft.

As Bill Miller was unpacking his aircraft he produced a "spare" propeller. This was the one he presented to the Schofields last year but so far had not been able to get it to the UK. By the end of the weekend it was in another aircraft winding a circuitous route to the UK. Chris & Chris, a little more patience please, it will eventually reach you!

Airtourer flyers are only too aware of the weight limitations of our little aeroplanes, par-

ticularly the heavier ones that have been upgraded to 150 HP engines. A few eyebrows were raised then when Sue White emerged from CTM with a full sized suitcase. There were some doubters, who on seeing the suitcase later, could not believe that it would fit in an Airtourer. Needless to say Doug was not able to bring his normal collection of Association history memorabilia.

That night the Association took over the back rooms of Montezumas Mexican Restaurant. Fortunately the food may not have been as hot and spicy as the name may suggest but was enjoyed by all. However, the continuous conversation of friendships not renewed since the last fly-in did require sampling the local beverages.

Two stories that night detailed why some of our members took excessively long to reach Wagga Wagga. One pilot could not get his normal speed when settled in the cruise. After some time spent monitoring the engine instruments for any sign of trouble that could explain the apparent loss of power he discovered it was the drag not the thrust that was causing the problem. His flaps were still extended! The second pilot was cruising at the correct speed but covering many more miles with erratic heading control. His attention was distracted trouble shooting a radio problem. He was checking C/Bs, cables, connections, trying different frequencies etc., etc. when he eventu-



Lineup of aircraft as the sun sets on Friday evening.

ally discovered that the volume was turned fully down!

As Saturday morning dawned we were in for an unpleasant surprise. The fine weather of the previous evening had been replaced by low cloud and rain. A front had passed during the night. Not only did the rain cause problems for those flying in but it threw the lunch arrangements into chaos.

Lunch was to be a bush experience of damper and stew cooked in a camp oven on the bank of the Murrumbidgee River. Additionally there was to be a demonstration of the farrier's skills and Clydesdale horses. Col Taylor was kept busy exploring alternative venues

under cover. Unfortunately it was a busy weekend in Wagga Wagga with the city hosting a number of activities and most venues were already booked. In the end the hangar was the best option for lunch. The Clydesdales declined as they don't mix well with aircraft.

Wagga Wagga has a long association with the Army and Air Force. The remaining Air Force presence is the Apprentice Training School. At the entrance to the base is a museum which although small did have a number of interesting exhibits. In particular there was one photograph of an aircraft being flown by an Association member.

The School uses aircraft types no longer



in service for apprentices to gain experience. One of the RAAF Instructors kindly took a group into a hangar full of aircraft including CT4s, Macchis and a Mirage. As the group was moving about he got their attention by initiating the start sequence on the Macchi (without turning on the fuel).

Later in the afternoon the weather improved allowing a few arrivals and some formation flying and of course Stan Tilly's aerobatic display. One of the last to arrive was Stuart Krichauff, not in his very original Victa 100 but in something very different, a Meta Solol.

Not all members wanted to talk aeroplanes all weekend so a number piled into a bus and several cars for an afternoon of sight-seeing. Firstly to the lake to watch racing boats with skier attached, brave the cold water to race each other. What fabulous paint jobs these boats, trailers and even helmets had. With John

Treble's aircraft currently in the middle of a paint job, Doreen Treble had plenty of assistance in choosing several wild paint schemes as seen on the boats.

Onward to a mountain lookout over Wagga Wagga city where Nikky excelled in her commentary.

Our last stop for the afternoon was the Botanical Gardens and Zoo which was a great hit with all. Some loved the Japanese gardens, others the walk-in aviary, other still the talking cockatoos, but for some it had to be the old steam tractor in the kid's playground. A lovely place to visit.

The major social gathering of the weekend was the AGM Dinner and Awards Presentation on Saturday night. The evening was planned to commence at 7:30 with the presentation of the awards. Unfortunately at the appointed time there was no sign of Stu Hilsberg who had the trophies. A quick search found him standing on the street talking on his mobile phone. In his defence, it was an urgent personal matter.

The awards were duly presented with Frank Murray receiving the secret time of arrival. Jan & John O'Halloran finally received the longest distance award. They were normally beaten by someone who made the extra effort of flying in from north Queensland or Western Australia but this year the fuel crises and change of date limited those who had to make extra long planning. (Actually they were going to claim starting in Ireland where they were on holiday a week earlier.)

The most prestigious award for the "Best Presented Airtourer" was won by Pat & Bob Peak for their beautifully restored EQG.

Presentations were also made to the Wagga City Aero Club in appreciation of their support and to the local Association members who put so much into the weekend, Marg



*Opposite Page.* Sue White with her bright pink suitcase that emerged from CTM. Stu Hilsberg (C) and Ron Stiebel (R) look a little sceptical at her weight and balance calculations. *Above:* Nikky Wardman and Marg McMaster serving Col Taylor stew and damper in the hangar on Saturday. *Below:* Stuart Krichauff arriving in his Czechoslovakian Meta Sokol.





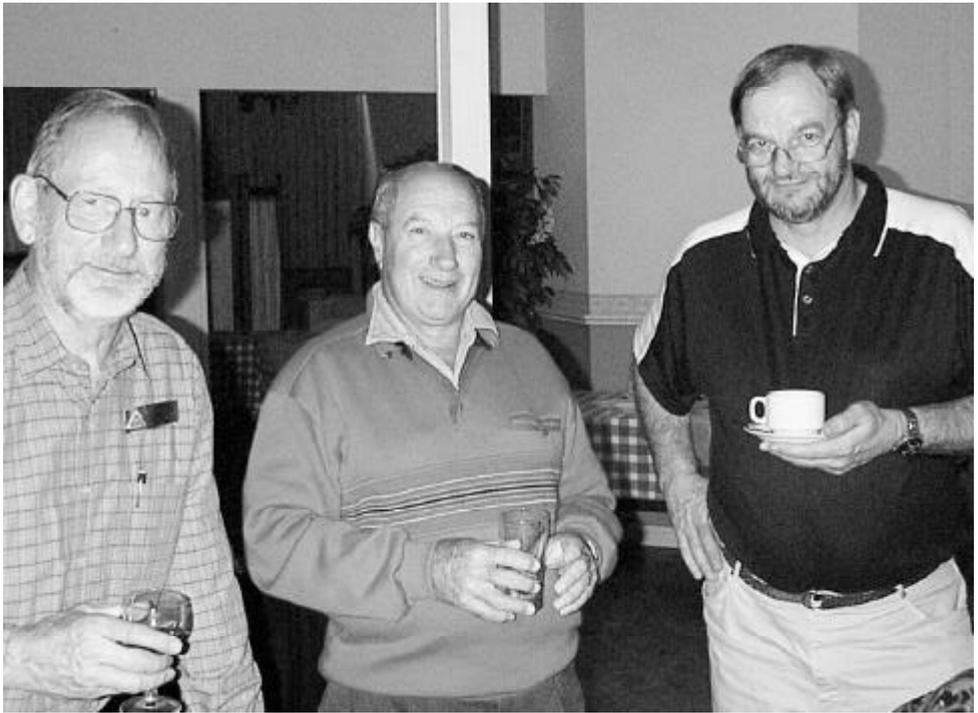
*Left:* Frank Murray with the Trophy for the Secret Time of Arrival.

*Below:* Alan Wood (Centre), the judge of the “Best Presented Airtourer” award congratulating Bob and Pat Peak on winning the Trophy.

*Opposite Top:* L to R. Bob Peak, Ron Stiebel and Stu Hilsberg.

*Opposite Lower:* Wagga Wagga locals Greg and Nikky Wardman.





McMaster, Col Taylor and Nikky & Greg Wardman.

Sunday morning saw the AGMs of the Association and Co-Op. The meeting broke into laughter at one stage, much to the bewilderment of the Committee who sat with their backs to the window. The motel was undergoing renovation and access to the meeting room was not obvious. One member found the meeting room but unfortunately he was standing on the wrong side of the window and in a building site! He was later nominated for a navigation award.

Since there was no Navigation Trial the Cliff Tait Trophy was not awarded the previous evening. Hugh Knox felt it appropriate to present the award for a significant feat of navigation. He then called upon Alan and Merle Wood to come forward and receive it for their flight to Lord Howe Island. The trophy centrepiece is a spark plug that helped power Cliff Tait around the world in an Airtourer. Someone commented on the significance of presenting a LAME with a spark plug.

A formation fly over of Wagga Wagga city was planned around midday however low cloud and passing showers kept the aircraft on the ground. Although passing clear periods allowed some aircraft to head home at least one returned due to bad weather to spend an additional night.

While the flyers were waiting at the airport another group of weather-hardy "Tourers" jumped in the bus for the short trip to the local markets. While keeping an eye skyward for the supposed formation flight, they browsed amongst the goodies and braved the windy and showery conditions. Best laugh was a pack of "Cow Seeds – grow your own herd" purchased by Wendy Blemings.



Bonnie Tilley with Stan Heller from the Wagga City Aero Club. Stan drove the bus for the weekend.

An alternative program of sight-seeing was organised with a visit to the unique memorial chapel at the Kapooka Army base. The tour ended at Col Taylor's Model shop. Particularly interesting were some of the engines used to power model aircraft, boats and cars. As real aircraft engine technology remains in the '40s some of the model powerplants were well advanced.

Sunday evening still saw a good turnout at a local pub for dinner before the departures in finer weather on Monday morning. Despite the numerous challenges the weekend was a success and our thanks go to Marg, Col, Greg and Nikky for their efforts.



*Above:* Warren and Betty Kirkup.

*Below:* Bernie Kitchell (standing) with Gerry and Pam Lawson.



**List of Attendees**

Frances & Doug Beckwith	XAF	William Miller	Cessna CMG
Wendy & Hector Blemings	YVV	Jane & Andy Morris	FVV
Paul Cary	PCC	Jack & Colleen Murray	MTP
Harry Couzin	TPY	Frank & Jean Murray	CKE
David Crotty	Car	Jan & John O'Halloran	COI
Ralph Emery	TPY	Bob & Pat Peak	EQG
Frank Fankhauser	Car	Roy & Judy Riddel	OVV
Mike Fisher	CND	Peter & Marjorie Roche	MOI
Stu Hilsberg	CND	Ronald Stiebel	MOH
Warren & Betty Kirkup	WLK	Doug Stott	CTM
Bernard Kitchell	Arrow PXL	Bonnie & Stan Tilley	MTL
Maureen & Hugh Knox	MWR	John & Doreen Treble	Car
Stuart Krichauff	Meta Sokol	Greg & Nikky Wardman	MOG
Gerald & Pam Lawson	MTI	Col Taylor	MRL
Lindsay & Beryl Marshall	MRF	Marg McMaster	MRL
Anthony & Liz Matthews	EQA	Alan & Merle Wood	MUL
Roger Merridew	ECI	Sue White	CTM
		Graham Neal	Car



*L to R.* Hector Blemings, Col Taylor and Paul Carey.

## Minutes of the Annual General Meeting of the Airtourer Association (Inc.) held at Wagga Wagga on 14 May 2000

**Present:** Mr. Hugh Knox President  
Mr. Hector Blemings Vice President  
Mr. Stuart Hilsberg Vice President  
Mrs. Colleen Murray Treasurer  
Mr. John O'Halloran Secretary  
Mr. Stan Tilley  
Mr. Alan Wood  
Mr. Andy Morris  
and 31 members. (List attached as Annex A)  
**Apologies:** 28 members.

The President opened the meeting at 8:30AM.

### Minutes of the previous Annual General Meeting.

The Minutes of the previous Annual General Meeting were published in the Association Newsletter.

Moved Jack Murray, seconded Stan Tilley that the Minutes be accepted as a true and correct record of that meeting.

*Carried.*

### Business Arising From The Minutes

There was no business arising from the minutes.

## Reports

### President's Report

Mr. Hugh Knox presented the following report on the previous year's activities.

The Association has had a good year despite problems affecting general aviation. The President's Fly-In at Cowra was a success and Hector and Wendy Blemings organised a great weekend at Ballarat.

The gatherings continue this year with the President's Fly-In now planned for Inverell in the 1<sup>st</sup> two weeks of October after the Olympics. Roy and Judy Riddel are planning a New South Wales Fly-In at the recently reopened historic airstrip of Old Bar.

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The Association is in a sound financial position and Committee has decided to keep the membership fees at the previous level.

Moved Stuart Hilsberg, seconded Peter Roche that the President's Report be accepted.

*Carried.*

### **Treasurer's Report**

Mrs. Colleen Murray presented the Statement of Receipts and Expenditure, included at Annex B.

Proposed Ron Stiebel, seconded Roy Riddel that the Statement of Receipts and Expenditure be accepted and that any two Committee Members be authorised to make the necessary certifications as required by the Department of Fair Trading.

*Carried.*

### **Secretary's Report**

The Secretary reported that correspondence during the year was routine and not requiring the attention of a General Meeting. Most correspondence related to membership enquiries.

In the last 12 months 20 members failed to renew their membership, three passed away and 14 new members joined the Association. At present there are 168 financial members.

The Committee had conducted a review of the Rules governing the conduct of the Association, as an Incorporated organisation, and would present a proposed amended version in General Business.

Proposed Hector Blemings, seconded Lindsay Marshall that the Secretary's Report be accepted.

*Carried.*

## **General Business**

### **Proposed Changes to Association Rules**

The Secretary advised that when the Association became Incorporated it was required by the Incorporated Associations Act to provide for certain matters in its rules. Considering the legal nature of the requirements the Association decided to adopt the Model Rules provided by the Corporate Affairs Commission.

These Model Rules were generic and did not address the specific aims and objects of the Airtourer Association. Some members had experience in dealing with the Corporate Affairs Commission and advised any attempt to amend the rules could be expensive and encounter bureaucratic difficulties. The Model Rules therefore remained the governing rules of the Association.

The current Committee reviewed the situation and felt it appropriate to tailor the Model Rules to reflect the aims and objectives of the Association. The Secretary presented the proposed changes and gave notice that a Special General Meeting would be called at the President's Fly-In to vote on the proposals. Prior to that meeting the proposed rules would be sent to all members for consideration. Additionally a copy highlighting all the changes would be available on the Association Internet site.

## Election of the New Committee

Nominations for the Committee were called prior to the meeting and received by the Secretary seven days prior to the meeting.

The Committee as defined by the Model Rules allowed for one Vice President. The original Airtourer Association Constitution required two Vice Presidents and this was included in the proposed changes to the Model Rules reported above. Two nominations were received for the position of Vice President requiring a vote under the current rules.

Proposed Ron Stiebel, seconded Peter Roche that two Vice Presidents be included on the Committee until the proposed rule changes were voted upon.

*Carried.*

The number of nominations received was the same as the number of vacancies and therefore no vote was required. The Committee is as follows:

President	Mr. Hugh Knox
Vice Presidents	Mr. Hector Blemings Mr. Stuart Hilsberg
Treasurer	Mrs. Colleen Murray
Secretary	Mr. John O'Halloran Mr. Alan Wood Mr. Stan Tilley Mr. Andy Morris

## Other Business

### Navigation Trial Award.

Hugh Knox observed that no navigation trial was conducted the previous day and hence the Cliff Tait Trophy was not presented. However in the absence of a Nav Trial he felt that the award may be given for an outstanding feat in Navigation. He presented the trophy to Alan and Merle Wood for their flight to Lord Howe Island.

### Association Internet Site.

Jane and Andy Morris proposed a vote of appreciation to Doug Stott for his considerable efforts in establishing the Association Internet site and domain name.

*Carried by Acclamation*

### Airtourer History

Doug Stott, the Association Historian, requested photos of Airtourers that were written off early in their life. He also noted that he had held the position for many years but would have to pass on the task some time in the future.

### Trophies.

Jack Murray noted that previously the trophies included a brass model of an Airtourer that was not present on this year's presentations. Stuart Hilsberg advised that the person who made the brass models had retired but had not yet returned the mould however Stuart was pursuing the matter.

John Treble advised that it was the responsibility of award recipients to return the per-

petual trophies for representation at each AGM. He noted that the Best Presented perpetual trophy was not available for presentation. The Secretary advised that last years recipient had been advised to send the trophy directly to this year's winner.

### Closure

There being no further business the meeting was closed at 9:15 AM.

**Airtourer Association Annual General Meeting  
Wagga Wagga 13 & 14 May 2000  
Statement of Receipts and Expenditure 1/3/99 to 28/2/00**

<b>Receipts</b>		<b>Expenditure</b>	
Credit Balance	4358.23	Inverell AGM	294.53
Membership Fees	3218.22	Bank Fees	132.44
Mildura Shirts	280.00	Mildura Shirts	728.00
Mildura AGM	7270.00	Mildura AGM	10486.72
Sponser- Mildura	1500.00	Insurance	262.47
President's Fly-In	5255.00	President's Fly-In	6899.00
Advertisements - Newsletter	30.00	Department of Fair Trading	55.00
Badges etc.	816.30	Airtourer Web Page	600.00
Ballarat Fly-In	1436.40	Ballarat Fly-In	1436.40
		Flowers	65.50
		Newsletter	624.40
		Trophies	1500.00
		Stationary	107.58
		Postage	27.60
		Credit Balance	944.51
<b>Total</b>	<b>24,164.15</b>	<b>Total</b>	<b>24,164.15</b>
<b>Reconciliation</b>		<b>Assets at Cost</b>	
Credit Balance	944.51	Typewriter	400.00
Investment Account (12/4/99-22/3/00)		Label Printer	761.00
incl. \$658.58 int. after tax	17017.72	Filing Cabinet	267.00
"T" Shirts etc. (approx)	1200.00		
1 A/D VAT 30	120.00		
<b>Total</b>	<b>19,282.23</b>	<b>Total</b>	<b>1,428.00</b>

# Australia Wins (but at times it was hard work!)

*Stan Tilley*

The wind was blowing at 35 knots and gusting to 38 knots as I turned the tired little Cessna 150 off the runway. The aeroplane bounced and bucked as the air tugged at the wings. I was worried. The little thing flies at these speeds so when the aircraft refused to taxi safely, I was happy to ask for wingtip assistance to get back to the Aero Club. There would be nothing more embarrassing than bending someone else's plane.

It all started when I was chosen to fly for Australia in the Wings International Competition. The venue was Invercargill in New Zealand and the date was the first week in March 2000.

Sounds fabulous, a real honour, but not only was the timing very bad in that I was very busy and had committed myself for an Airshow at the end of February, but also the trip was self funded. I would have to pay for everything.

On top of this my aeroplane was grounded along with thousands of others, with contaminated fuel supplied by Mobil. Then Qantas played 'silly buggers' with their quoted prices. The trip cost twice the original quote because the 'conditions apply' never did match either my requirements or the seats available. The one bright spot was support from my Aero Club, which was very much appreciated.

So I arrived commercial in Christchurch to collect a pre-booked car for the eight-hour drive to Invercargill. The registration of the car was YMI. Was it significant? I looked at it

and thought, "**Why am I here?**" Further fruitless telephone calls were made to try and track down a suitable aerobatic aircraft, so I gave up and headed south.

Dunedin, some five hours down the road, was interesting. So many people lining the streets and lots seemed to know me. They all waved and tooted. It was great. There was even a large parade (for my benefit?) with steam engines, sports cars, floats and a Chinese dragon. Eventually I realised that perhaps I had misread the map and should not have been driving the wrong way in the one-way streets. Perhaps I should not have been part of the parade either?

From Dunedin to Invercargill was almost another three hours drive. It started to blow and blow it did. The news reported next day that a car was blown off the road and a four-wheel motor cycle was blown over (complete with farmer!). I arrived at the booked Hotel/Motel. "Sorry we do not have a booking" Well please contact Wendy whose name is on my booking sheet. "Oh yes! Here you are arriving on the 5<sup>th</sup> March." "No that is when I leave." Other team members had similar problems but at least we were all here.

Next day it was still blowing. As I held a NZ licence and a current Aust. medical, I was OK to fly. A quick check flight in the Cessna Aerobat before I went out for a practice, which finished with being 'stuck' on the runway. I was not happy. Comment from the CFI "We do not fly the 150 if the wind is 30 knots."

No way could the formation team practise, although the rest of us did try.

Another day and still the wind blew. Local comment was "It's very unusual" "The trees at a funny angle? Oh, that is just the way they are." Despite this we all practised hard. I admire pilots who can do wonders in the Aerobat but I had to admit that I was not at all pleased with my own efforts. A Beagle Pup aircraft turned up. I had a practice in that. Quite a nice aeroplane but it was a foolish idea to even contemplate changing aeroplanes at this very late stage. I would fly the Aerobat and give it everything I had.

Then the 'roof fell in'. The rest of the Aussie pilots were unable to fly because the paper work was 'not right'. After much telephoning and faxing, the NZ CAA cleared three of the team members. But it was a slow process, as the CAA required a payment of \$25 before the approval was given. However the CAA did not accept a credit card and as they had to have the money in hand, a special bank transfer had to be arranged. And the two remaining Australian pilots? One was a very experienced IFR twin rated pilot but this did not count! Both had to fly with a NZ safety pilot on board. Then there was a change of mind about my licence. I had already flown several hours solo but now I was grounded. I was told I would need a NZ medical and a full BFR. Hours later after more telephoning, more faxing, more panic. "Sorry. We do have you on the computer. Your qualifications are fine."

Competition day was fine with a light wind, which gradually strengthened. My butterflies were starting to flutter. The program was running late. The aerobatics should have started an hour before. Someone called out to me. "Guess what Stan! A 160hp Airtourer has just arrived. Bad luck you missed out on using that"

Yes! Not only had an Airtourer arrived but also it was ZK-WBW, a T6 that I had flown in the Wings competition when we won in Blenheim in 1996. I had already checked on the Internet as to the whereabouts of BWB and had discounted it, as a ferry flight of 16 hours would have been required. A NZ competitor had flown down from Whenuapai in the far North of the North Island for the NZ Championships the following day.

Lots of rapid introductions, phone calls to the CFI of the Airforce Club that now owned the aeroplane and wonderful news. Luck was certainly with me. The aeroplane was mine.

The competition flight was wonderful. I also gave a demonstration flight later. A super aeroplane that 'fitted like a glove'. The organisers must have thought so too as at the dinner they gave me a special present – a pair of kid gloves.

The NZ championships were held the following day. Again the weather was kind. I had another flight in WBW in the NZ aerobatics. Loved every moment of it.

The competition was over. Now came the waiting. We had a day to spare before the official presentation. Donne our spot landing team member and I spent the day together. I wanted to go to Milford Sound but he wanted to see Queenstown, so we compromised and went to Queenstown via Manderville, home of the Croydon Aircraft Company, which is BUILDING TIGER MOTHS. Amazing stuff.

The Company also restores aircraft, mostly de Havilland. Work in progress included a Gypsy Moth, two Fox Moths, a Dominie, a Moth minor and a 'modern' Chipmunk. A wing I noticed looked very much as though it belonged to a DH Comet. Later I also visited Wanaka where I watched a unique Russian World war two fighter go through its

paces. I also contacted Tom Middleton, as I had been told that he would give me some time in the Pitts PTO (Please Turn Over.) Tom was busy. He was off to Christchurch to supervise the collection and the flight of the newly restored Hawker Hurricane and bring it to Wanaka. (Eat your hearts out pilots!) Anyway his mate Jon and I went flying in the Pitts. I over controlled completely as it is so very responsive but Jon was polite enough to say I was 'safe' He did comment though, that they limit the negative 'G' to -3. I had pulled 5 1/2.

We were all on edge at the Presentation. The formation had flown very well. Donne was not happy with the spot landing but Jeremy in the forced had been brilliant. Relief when the Aerobatics and the Forced landing were announced. Despair when the Formation and the Spot landing results were announced. Then it was time for the overall, based on the sum total of all the points gained in each event by each country.

***FANTASTIC – WE had WON for Australia, THE WINGS TROPHY.***

## FOR SALE

### AIRTOURER T3A ZK-DLO

Airframe 14800 hrs TT, O-240 130hp engine 10 hrs since recondition TT 1950 hrs,  
Prop just overhauled 2000 hours to run. New ARA, AD's up-to-date.  
Intercom, xpndr, cover. Ideal aerobatic trainer. NZ\$33750.  
Phone +64-6-359-0392, email n.r.kennard@clear.net.nz

## Deceased Estate

### For Sale

#### Airtourer 115 VH-MTH

T.T.I.S. 4150 hrs, Eng. To Run 300 hrs (Manufacturers TBO)  
Prop. to run 1400 hrs.  
Price \$32,000

#### Airtourer 100 VH-MBJ

TTIS 3,240 hrs, Eng to run 995 hrs (Manufacturers TBO), Prop to run 107 hrs.  
This A/C is complete in dismantled state due works in progress to convert to 150/160  
installation. This work is well advanced.  
Price "As is, where is" \$20,000

Aircraft hangared at Bombala NSW  
Enquiries to Alan Wood (acting for the estate)  
PH 02 9607 0566 or 02 9918 8639

## THE SHERIFF OF LOCKINGTON INTERROGATES.....



### **COLIN TAYLOR, (known as Col.)**

(Interrogated at LaTrobe Valley, 29th November, 1998).

*When did you become involved with the Airtourer Association?* In 1986.

*Your occupation?* Self employed. I sell radio controlled Victra Airtourer's, plus "Big Boys Toys". The business shifted to Wagga Wagga from The Rock in 1997.

*Where were you born?* In Wagga Wagga.

*Where have you, and do you live?* Wagga Wagga, The Rock, and back to Wagga in 1991.

*Aircraft Type & Registration?* Airtourer VH-MRL.

*When did you buy this Airtourer?* In 1988. Bought it as a 100 h.p. The conversion to 150 h.p. started mid January 1989, and I flew it on 29th July, 1989.

*Any interesting stories about the Aircraft's history?* It came from Warrnambool, and used to fly regularly to Brisbane.

*Have you owned any other Airtourers?* Had a 1/2 share of KHP with Greg Wardman, who is just as wild as the other previous owner John Treble. John is now a little quieter. I became outright owner in 1987, then sold to Robbie Glenn at Leeton A.G.M., 1989.

*What year did you gain your pilot's licence?* July 1984. Did self study for 12 months. I always wanted to fly. As a kid I used to lie on the lawn and watch the Tigers from the Uranquinti Flying School practising for World War 2. I climbed the pine tree, fed the magpies, then sent them on their way to see them glide! I put all my money into model aircraft, eventually had a 'gut' full and sold the models, learned to fly, then got the models back.

*Total hours flown?* 1390.

*Longest trip flown?* Carnarvon Gorge trip with Airtourer Association in October 1992. 12 hours.

*What was one of the most memorable flights you have done?* Coming out of Mallacoota towards Cooma, no fuel pressure, engine pump had collapsed! Got back to Mallacoota. Thanks to Alan Wood & Des Heffernan we got the LAME at Merrimbula.

*Most humorous moment in flight?* Marginal weather going to Merrimbula to Marg's Mother. Thought we should turn back - Marg fell asleep. I found a hole, so turned back for Merrimbula. Nearing Merrimbula Marg woke up, "Where are we?". I told her, "Abeam Cooma, there's the lake". Marg was convinced, thinking she was 1/2 way home, instead she was 5 minutes from her mother!

*Other interests?* Family, I'm a father of 3 boys and grand-father of 2. Marg is a Mother of 2 girls, and grand-mother of 4.

*Favourite Food?* Marg's curries.

*Favourite Drink?* Stone's Green Ginger Wine in Winter, and Beer in Summer.

*Favourite Music?* Country.

*Favourite Sport?* Fishing and Aussie Rules. Once played football and won Farrer League's (Wagga Wagga area) Best and Fairest in 1963.

*Do you, or did you, have a nickname, and what is it?* Tubby. Blame Marg's curries!

*If you were Prime Minister of Australia for ONE day, what would you change for the betterment of Australia?* Make every Politician accountable for their decisions.

*What is/was your greatest extravagance?* The holiday house at Mallacoota, which is 1/2 hours flying from home. I leave work and spend valuable time there.

(Marg chipped in here that she is his greatest Asset!).

*If you had a spare million dollars what would you do with it?* Set myself up, and give the rest to the kids.

*Any further comments you wish to add?* Great owning the aircraft, and a lot of good times are had with the Airtourer Association. We keep up to date and share the operational problems. After dealing with Model Air, the Airtourer responded so well, I just had to have one. It's like a big model.

*Thank you Col for your time at the breakfast table then on the bus during the week-end of the Vic/Tas Fly-in to LTV, even if, at first, you were a little shy in coming forward. The Sheriff.*



## Calendar of Events

**NSW Fly-In, Yamba**

Details see page 5

**President's Fly-In**

Inverell North, 14&15 October 2000

Details next newsletter

**South Australian Iron Triangle (and Glen Sturges's 60th birthday) Fly-In**

Australia Day weekend 26-28 January 2001

Details in a future Newsletter

## Welcome

**Gary Theodore** from Port Lincon who purchased KHP after Andy and Jane Morris did such a great rebuild.

**Bevan Slater** from Warwick in QLD who bought John Mulheron's MRI.

**Lorraine Gilligan** who is completing the PUR project advertised in the last Newsletter. Lorraine's partner is Bob McGillivray who demonstrated the MAI Airtourer last year at Mildura.

**Alan Bridges** from Canberra who doesn't have an Airtourer yet but is looking.

President Hugh Knox welcomes you to the Association and we look forward to seeing you at our future fly-ins.

## For Sale – Deceased Estate

Canopy

Hoffman Propeller for O-320 160 HP Engine

Contact Glen Caple RAC 08 9414 1721

## Disclaimer

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