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Newsletter No.95

AIRTOURER ASSOCIATION



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



NEWSLETTER

<http://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. Please enclose payment for any advertisement. The next Newsletter will be published in October 2000. Contributions and or advertisements are to be with JOH by 15 September 2000.

Small advertisement (3 to 4 lines)	\$10.00
Large advertisement	\$20.00

Cheque to be made payable to the Airtourer Association. Post with copy direct to the publisher.

Editorial

One of the purposes of the Airtourer Association is to hold Fly-Ins. On that basis this Newsletter suggests that the Association is in good shape. We have a report from the UK of a Fly-In at Kirkbride organised by the 607 Group at Newcastle and notifications for three Fly-Ins in the next six months. Additionally a report from the NSW Fly-In at Palmers Island arrived just after the deadline for this issue.

The members organising these events put a lot of effort into making them run smoothly so the least we can do as members is simply to attend. The notifications give lots of warning so start planning now!

On a sadder note this issue contains news of the passing of two Airtourer enthusiasts, Geoff Roberts and Neville Bienke. Although Neville was not a member, his faith in Airtourers was borne out by his long time use of the type in his flying school business.

Those of you who own aircraft will have received notification that the deadline for the Flight Manual changes has been extended. You may also receive a letter from other people implying a certain amount of credit for getting CASA to extend the deadline. In reality a number of people, including the Association's Airworthiness Representative, Stu Hilsberg, have been quietly working with CASA on this matter. Stu has an update in this issue.

The next issue will be published shortly after the President's Fly-In at Inverell in October. I hope to have the majority of that issue complete with just the Inverell report to go by the Fly-In. Therefore please send any items for inclusion as soon as possible.

Safe Airtouring,

John O'Halloran

Cover Photo: G-AZOE of the 607 Group at Newcastle flying over the Solway Firth.

Vale Geoff Roberts

Alan Wood

We know nothing ever stays the same, but losing Geoff from our fraternity is one change very hard to accept, particularly when Geoff was nearly 20 years younger than the writer.

Geoff was a private person who would scarcely trouble others with his own problems, and thus very few of us even knew of his brave fight against the insidious illness that so prematurely took his life.



Geoff and Janette were regular attendees to our gatherings and would often make it possible for others to attend by sharing their beautiful aircraft.

A command instrument rating and learning to fly helicopters were just some of Geoff's many accomplishments, but perhaps one of the best of all was his endearment to his Airtourer friends so beautifully demonstrated by his infectious grin and laughter.

Geoff, wherever you are – if you read this – we do forgive you for flying “Frantic Palm Trees”!!

Janette, Kellie, Suzanne, Baylee, Kaiv, Mitchell, Kathie and Lauchlan please accept our fond thoughts and best wishes.

Your Airtourer Friends

Letters to the Editor

NEVILLE BIENKE

It is my sad duty to report the passing of Mr. NEVILLE BIENKE. He was the flying instructor at Casino, Balina, Palmers Island recently and over past years at Broad Meadow, Lismore, South Grafton and Evans Head to my knowledge. He mainly used Airtourers for his training. They were DAO, AHW, BNV and JVV.

Neville did a bi-annual with me on New Years Eve, 1999 and looked the picture of health! The Department refused to renew his licence due to a slightly leaking valve in his heart, which they had known about for about 6 years. This was not life threatening, however if he wished to continue flying, he must have it repaired. He came to Sydney to have the repair in May. After the op he returned to Casino where his health deteriorated. He was admitted to Lismore Hospital and diagnosed to have contracted the Golden Staf Infection. The Air Ambulance then returned him to The Prince of Wales Hospital. I visited him there, and it was quite a shock to see

such a vibrant 73 year young man in such a desperate condition.

Neville had another op to scrape the infection out but his condition deteriorated and they opened him up again. Then they said if they did nothing he would not live and if they did it might kill him. Since the infection would not allow the repair to heal a full valve replacement was carried out. The drugs that are administered to fix the infection attack the kidneys and it is a fine line between kidney failure and the battle with the disease.

He passed away on 3rd August.

I attended his funeral in Casino on Wednesday 9th August. The big old Anglican Church was overflowing with all of his family, friends and past students. Amazing!

He loved Victas, was a great pilot/instructor, and loved flying! I for one will surely miss him.

Ron Stiebel.

Great Southern Rally 150 Year Celebration at Moulamein

A recent preliminary meeting of aviation enthusiasts at Moulamein discussed the possibility of incorporating a stop over of aircraft participating in the "Great Southern Rally" on or about 31st May 2001.

In July 2001 Moulamein has existed for 150 years since official gazettal on 7th July 1851, a significant milestone since Moulamein was the first town established in the NSW Riverina.

The year 2001 will see a series of events

in Moulamein marking the 150th year together with Centenary of Federation Celebrations. It was considered that a Comprehensive fly-in would arouse much interest.

Accordingly this letter is to seek an early indication of possible participation.

Provided that Council can undertake improvements to the existing airstrip, there is no reason why the "Gathering of Eagles" should not take place as a highlight of the celebrations.

Yours Faithfully,

Norm Lipple

607 Group Fly-In, Kirkbride

Barry Edmondson

607 Group's first attempt at holding an Airtourer Fly-in took place at Kirkbride on June 24th, 2000. Kirkbride is a disused ex-RAF WWII airfield on the edge of the Solway Firth, close to the border with Scotland, and west of the City of Carlisle.

It is situated in uncontrolled airspace and is a private airfield operated by John Plaskett of Lorton Aero Club. Whilst there are no landing fees, very unusual for the UK, a donation system helps keep the airfield in good condition.

The idea was to provide the UK Airtourer owners with an event, a little different from those that I had attended, with a few competitions and where most would be required to travel further

than normal, but one that may tempt the lads from Scotland to visit.

The event took place in light winds and, with visibility greater than 50km; unusual for a British summer. The visibility meant that on getting airborne from Newcastle, navigation wasn't a problem. Climbing through 1000 feet we could see our destination on the other side of the country!

In the end only three Airtourers attended, but it should be noted that at least two others withdrew due to weather, and had they attended, we would have only been one aircraft short of last year's Airtourer Fly-in total. However, five members of our syndicate of eight, also



ZBE - Ralph Vincent's Super 150



Airtourer Fly-Ins are the same the world over. Enthusiasts having a close look at one of the visiting aircraft.

attended.

The Airtourers that made it were our own 115, G-AZOE, and two Super 150's who arrived from Gloucester, G-AZBE flown by Ralph Vincent and G-AYWM flown by Ted Collett.

On arrival, lunch was provided by 607 Group and consisted of three large platters of sandwiches and delicious home-made sausage rolls from the White Heather Hotel, which is situated on the edge of the field. Those that remained were donated to the local pensioner's home.

Ralph, who currently runs his own Aviation maintenance business, is a former employee of Glos-Air and recalls the manufacture of ZOE in 1972. During and after lunch, Ralph was able to pass on some very interesting hints and

tips on Airtourer maintenance, which was particularly useful with ZOE due for her C of A at the end of that week.

Two competitions had been arranged, a Concours D'elegance and Spot Landing

Ted Collett, who collected a large bottle of Balvenie Whisky, won the Spot landing competition, second prize of a bottle of wine went to Ralph. Judging was by Bill Beavis and John Plaskett.

607 Group provided the whisky, while Bill Beavis donated the wine.

The Concours D'elegance trophy was won by our own G-AZOE. A magnificent trophy was sponsored and presented by John Plaskett of Lorton Aero Club, while Tom

Stoddard, Chief Engineer at Carlisle Airport, carried out the judging.

Prior to departure and at the request of John Plaskett, all three Airtourers provided a loose formation flypast at a Garden fete at nearby Wigton, which I was told later, was deemed by the locals to have been quite impressive.

I thoroughly enjoyed the day, and would have no hesitation in organising another for next year. The date we picked wasn't ideal, coinciding as it did with the PFA Rally at Cranfield, but was all that was available when trying to fit a range of circumstances together.

My thanks to Group members John Smithson, Bill Beavis, John MacGregor and Ivan Brown for their help and support and to John Plaskett who gave up a considerable amount of time and effort; which included arranging concessionary landing fees at Carlisle for refuelling Airtourer's and organising the food.

I am also grateful to Tom Stoddard who

gave up his time to attend the event and do the judging, and to his wife who makes a wonderful cup of tea!

14 month old Luke Brown, Ivan's son, also appeared to have enjoyed his first ever Airtourer Fly-in. Having behaved impeccably all day and not sleeping, I should imagine the ride home in his dad's car was a quiet one for dad at least.

Comments received since indicate that all from 607 who attended enjoyed the day, as did our guests who found the event 'pleasant and well organised'. With luck, word will get round and we'll get a better attendance next year.

Biggest surprise of the day occurred when Bill Beavis provided a fluent air traffic service in the visitor's native tongue to a visiting Grob from Germany. I'd be surprised if the Grob's occupants have ever received such a perfect service even in their own country!



Below: The three Airtourer's lined up at Kirkbride

WE MADE IT TO THE TOP!

Beryl Marshall

On a frosty morning, Monday July 26, 1999 we took off for our annual holiday, aiming for warmth and Cape York. Head wind was the order of the day, and as it turned out, for most of the trip, but better than by car over corrugated roads!

To Cobar for fuel, couldn't bribe the Security Officer from Sydney collecting gold ingots from the mine! On to Hungerford, which is on the western border of New South Wales and Queensland, 'buzzed' the Hotel, which is only a few yards from the Vermin control fence, and soon were picked up at the airstrip. The Hotel was built in 1875 as a Cobb & Co. stop, therefore an old and interesting place. There seems to have been little improvements since it was built, but the bed was cosy! Even the locals seemed to have interesting personalities. Next morning after breakfast of bacon, eggs and tomato, paid the bill - \$55 for the two of us for dinner, bed & breakfast, and I guess taxi to/from aircraft! Not all prices will be quoted in this report, but that one sure is worth telling. Fuel stop at Thargomindah. Visited Isis Downs Station of 585,000 acres, to see the unusual historic shearing shed. The 50 stands in a semi circle makes it the largest of its type in the Southern Hemisphere, and was steam electric driven; they handle from 30 to 100 thousand sheep.

At Longreach went on the Billabong Dinner Cruise. Spent 3 hours at The Stockman's Hall of Fame, our last visit was in 1990 with the Airtourer Safari. Cloncurry was getting busy for a rodeo. A visit to the John Flynn Museum was

worthwhile.

One aim of this trip was to revisit Lorne Hill Gorge, with which we fell in love in 1990, and we were not disappointed. Stayed in on-site tent, hired a canoe and paddled the lower and upper gorges, swam and walked.

At Normanton did the Sunset Cruise, on Norman River. Sunset beautiful. Even the captain took a sunset photo, he thought it worth putting in his brochure!

Flew over to Kurumba, then almost coastal to Weipa to do town & mine tour, a decent looking place. Later we found out that the Aborigines are on the "Work for Dole Scheme", up in the Cape area, and if they look after their place, when a new house is built they have the option of moving into it. What a good idea.

Flew over the top to Horn Island. Ferry to Thursday Island. Checked in at the Jardine Resort with price tag of \$160 room only!, I said, "the view better be good", and it was - over the sea and islands.

Enjoyed interesting tour of Thursday Island, which is 3 miles long and 1½ wide, and has 21 Taxis! One T.I. grave at the Cemetery had plastic covering the head stone - this will come off at an official unveiling ceremony, and will be a big occasion. The Quetta Memorial Cathedral (Anglican) was built as a memorial to the ship "Quetta" which sank 9.30 pm, February 28, 1890 in 3 minutes after hitting an unchartered rock in Adolphus Channel, and 133 lives, of the 291 on board, were lost. On 28th February every year the Church bell is rung 133

times. Ferry to Horn Island and visited Torres Strait Heritage Museum and Art Gallery. Departed Horn Island for mainland, Bamaga, approaching grey clouds, very windy - best speed 75 knots! (Bamaga the northern most airstrip which had been used in WW2.) The Airport is Aboriginal owned, and there were 3 men spray painting the white markings on the runway, moving for us to land. When we parked they came over to see us, apologising for any inconvenience etc. Very polite, but they looked so funny, they wore shorts and sandals and their bodies were splattered with white paint spots, and their feet and ankles all white, so later when they would take their sandals off they would have black and white patterned feet!

Spent two nights at Punsand Bay resort in an on-site tent. 4 wheel drive day tour to The Tip. We made it, what a great feeling! Some of the roads? Well it was varied - smooth, corrugated, eroded, through creeks etc. A fabulous day, even though overcast and showers. The Cape didn't have a dry season this year.

Weather forecast not good for our plan to fly down the Eastern side of the Cape, so we went to Karumba for 2 nights. En route the rain and clouds had us flying at 600ft, and along the coastline, then we saw it clearing and when we neared Karumba the sun came out! Won-

derful hospitality there and beautiful sunsets.

Howlong Station (near Forsayth), a 3 hour flight. Oh oh!, are we going to get out of here okay? - hills either end, and strip not that long! Cobbbold Gorge, Wow! Beautiful, peaceful and **so narrow**, barely letting the boat through. A lift was arranged for Beryl with luggage to Forsayth, so Lindsay could safely fly out, pick Beryl up and go to Undara, where we toured the Lava Tubes. These tubes of volcanic eruption 190,000 years ago, were created because the lava flowed down rivers and the outer air and sand cooled the lava and formed tubes. There are 164 dormant, not extinct, volcanoes in the area. We visited 3 of the 9 tubes toured.

Hired a car at Charters Towers and drove to Townsville with the purpose of visiting friends, and Magnetic Island.

Flew to private property at Moura to stay a couple of days with friends and dined on their home grown 'Red Claws' (Crays). Dalby for two nights visiting family. On our day to go home, fine weather but strong head winds, departed 9.30am, refuelling at Narromine. A slow trip averaged 81 knots!! Landed at home just on last light.

Total trip 3802 n.m. Flight time 44 hours.

What a way to see a magnificent country. We are so fortunate.

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.

Flight Manuals

Stuart Hilsberg

A Bit of Background

Australian aircraft owners and pilots will be well aware of the A5 size, black Flight Manual you currently find in our aircraft. That's the book with the Registration Papers and the Certificate of Airworthiness in the front and all those funny graphs in the back. This document was issued by the Regulator (whichever name) to tell us how to operate our aircraft. Over the last few years in most countries around the world the regulators of aviation have been pursuing something you may hear referred to as '*harmonisation with ICAO*' (the International Civil Aviation Organisation). ICAO has numerous minimum 'standards' for aircraft certification and maintenance, pilot training and licencing and airspace categorisation to name but a few. But what you may ask has this got to do with my 748kg bug smasher. It seems as though ICAO has gone down a path not that dissimilar to the way things are done in the US of A (who happen to be the biggest western member of ICAO) and who do not have a Flight Manual issued by their regulator (the FAA). They have followed the path that says the aircraft manufacturer knows all about flying and maintaining aircraft X, therefore the manufacturer's pilot operating handbook, maintenance manual and procedures are the ones to follow. So now we have a situation whereby the Australian and the New Zealand regulators are going to follow, sorry, 'harmonise' with the rest of the world and change their regulations with regard to Flight Manuals. This has resulted in Australia, in the recent changes to the *Civil Aviation Regulations 1988* and the issuing of Civil

Aviation Advisory Publication (CAAP) 54-1 (2). It should be noted that CAAP 54-1 (2) is the 3rd version of the CAAP since it first appeared in August 1999. The original date for compliance was 16 August 2000, however this has been amended to 16 August 2002 in the latest version. The original compliance date allowed 12 months to amend nearly 10,000 Flight Manuals in Australia, a task that was never going to be achievable as CASA had not sorted out their own internal procedures for the change (and in some areas still haven't). It is worth comparing this target of Time Vs Flight Manuals with the New Zealand target of 5 years to amend all theirs, some 750 of them. You may also remember there was a small problem with fuel contamination that needed to be addressed earlier this year as well. Eventually it dawned on CASA that the original date was never going to be met.

What is the Association Doing?

Each Australian Airtourer owner/member will receive a letter from the Association detailing the steps to follow to have your existing Flight Manuals ready for amendment. Included with the letter will be a copy of the Type Certificate Data Sheet applicable to your individual aircraft *at manufacture* issued by the Certificate of Type Approval Holder. There will be some owners with modified aircraft who will have to obtain additional documents to cover those modifications to their aircraft. The Association is in no position to provide these additional documents for modified aircraft, they should be in the maintenance records for the aircraft.

The Association understands from the

Certificate of Type Approval Holder that steps are being taken to make available copies of a current Pilot Operating Handbook for each type. At the time this goes to 'press' we are unable to advise of the actual availability time or cost, this will be in the mailout which will occur at soon as we receive those details. It is a requirement that a current version of this Handbook be held by each owner for his or her particular aircraft.

What Do I Have to Do

Read the mailout very, very carefully, this will save you time and hopefully any 'grief' whilst undergoing the Flight Manual amendment process. Some of us will find this process fairly simple and straight forward (those of us with stock standard off the shelf unmodified aircraft) whilst those with a modified aircraft may find it a bit more complicated. As we will say in the notes to be mailed out, if you have any questions about the 'paperwork' for your aircraft, firstly, contact your maintenance organisation for assistance, they are the specialists in this area for your aircraft. It also goes without saying that if the Association can be of assistance, particularly in dealings with CASA, then do not hesitate to contact us.

STOP PRESS

Below is a copy of a fax I received from CASA on Friday 18 August 2000. Every certificate of registration holder will receive a copy by mail during the next few days. I am presently drafting a reply to CASA but I need to complete a bit more research and investigation before I do. There are a number of matters that must be addressed to minimise any impact from this letter and possible SB from Millicer's.

I would appreciate everybody's thoughts on this.

The aircraft subject to the MDR is DAO, based at West Sale.

Stu

Letter from CASA

Dear Sir/Madam,

CASA has received a Major Defect Report about cracking in a Victa Airtourer aircraft. The defect was a lateral crack approximately 14mm long in the right hand waggler attach arm, immediately below the attachment bolt reinforcing bush. The waggler is Part No 52115/1 and is part of the aileron control circuit. The crack was discovered a week ago by a Licensed Aircraft Maintenance Engineer. The aircraft has approximately 4300 hours time in service.

Airworthiness Directive AD/VAT/42 is intended to discover any crack in this location before it grows excessively. The aircraft had completed only 80 hours since the most recent completion of AD/VAT/42. This raises serious concerns whether the inspection specified in AD/VAT/42 is effective in locating a crack. The latest crack was visible only after considerable effort to remove the paint from the waggler.

The defect is being investigated and Millicer Aircraft Industries is expected to issue a Service Bulletin in the near future.

The operator of the defective aircraft is a highly experienced flying instructor and he recommends that aerobatics and vigorous rolling manoeuvres should not be carried out in any Victa or AESL Airtourer or T6 aircraft until the waggler has been inspected very thoroughly or modified. CASA supports this recommendation.

Discovery of the badly cracked waggler has serious safety implications and CASA wishes it to be brought to the attention of all certificate of registration holders as soon as possible. Please ensure this information is available to any pilot likely to fly the aircraft in the near future.

*Signed
Neville Probert*

THE SHERIFF OF LOCKINGTON INTERROGATES.....

GERALD AUSTIN LAWSON, alias Gerry
(Interrogated at the Sheriff's Office, Lockington, 12 May, 2000.)

His punishment was Dinner, Bed & Breakfast.)

Where were you born? Port Pirie, S.A.

Where have you, and do you live? Lived in Port Pirie until I was 9, then in Horsham for 5 years, and Adelaide since then.

Your occupations? Commercial Artist, Draftsman, Electrical Engineering Student, Flying Instructor. In D.C.A., when it was civil, (or partly,) as an Examiner. Now Instrument Flying Simulator Instructor, Safety Officer for Airlines of S.A. I work when required on Pilots renewals, endorsements, etc.

When did you become involved with the Airtourer Association? Joined in 1985, but had attended meetings in '81 and '82.

Aircraft Type & Registration? Victa 100 - MTI.

When did you buy this Airtourer? March, 1986 from Jim Hayes of Canberra.

Any interesting stories about the Aircraft's history? MTI is a rebuild. Fuselage of MTI, and wing of BWS. Both 'pranged' in 1969 and rebuilt over 3 years by S.A. Aero Club. After the rebuild it did 300 hours in 12 years, 200 in the first 2! To celebrate its 21st birthday, it took us 5½ hours to fly Adelaide to Penfield (near Melbourne) due to bad weather. (Pam's first long flight in it.) On arrival in drizzling rain, Stuart & 'Trish Krichauff pulled their Jaguar right up in front of the wing, opened the boot and produced a table, chairs, champagne, glasses and nibbles!

What year did you gain your pilot's licence? In 1952 in National Service at Laverton, where I served 6 months, during the Korean War. Learned in a Tiger Moth. 1956 - 60 I was in the Citizen Airforce in S.A. - a week-end a fortnight, flying Wirraways, Mustangs, and Winjeels. Have flown a variety of G.A. Aircraft (*Sheriff gets worried, He starts to list them, and I think I'm going to need a book to record all this; so we abbreviate...*) Most light twin Aircraft to 1980, and most single aircraft. Then I lost my licence due to "suspected" ill health, they thought I'd had a minor stroke!

Total hours flown? As a Pilot - about 10,000. In MTI 6 to 700. In Airtourers - about 3,000. Flew Airtourers before they put the springs on Ailerons, which was about 1969. I'm one of the reasons why they took back a notch on the flaps to 3, because of an accident.

Longest trip flown? In work - Adelaide to Darwin, or Adelaide to Perth, which is the farthest? In the Victa, Adelaide to Moree for 1991 AGM, stopping at West Wyalong to pick up Betty Rankin; and went with Peter Sutton in the Simpson Desert safari in 1984.

What was one of the most memorable flights you have done? My first solo flight in a Mustang A68-141, on August 17, 1957 at Mallala, then Adelaide's Airforce base. I was told I could roll it as much as I liked, but no loops.

Most humorous moment in flight? Took chap up on a trial flight. I asked him if he'd like to do aerobatics. "Oh yes", he replied. I did a wing over and a steep dive, and worried if my passenger would cope, when suddenly he yelled out, "Geronimo"!, and did it again on the next manoeuvre!



Most embarrassing moment in flight? After lunch going to do Restricted Licence Test in Victa. A fairly mundane route. Flying into the sun, and after lunch, it is easy to doze off! Suddenly I realised I thought I said something ridiculous, stupid and out of context. Said to myself, "Did I say that"? A glance from the student, and his reaction, meant, "Yes I had!"

Other interests? Drawing, Cars, Water Skiing, Tennis, Swimming. My car - GAL, I designed and built (not a kit). It is a fibre glass 2 door coupe. Started in 1971 and registered in 1976. It has been in a German magazine, and "Modern Motor". (Built a boat in 1966.)

What about your cartooning? You're famous for that with the Airtourer Newsletter. Yes I love that. Started when I was 8. Had a comic published when I was 16. That's how my main interest in Commercial Artist started. I even had dealings with Rupert Murdoch! If I could have a job cartooning all the time, I may well have stayed in the business, but I got the flying bug.

Favourite Food? Seafood, also chocolate.

Favourite Drink? Milk.

Favourite Music? All types, except hard rock.

Do you, or did you, have a nickname, and what is it? Had a few as a kid. "Lucky Legs" - so skinny, lucky they didn't break off! "The Broomstick Warrior". Some I obviously don't know of when I worked in the Department!

If you were Prime Minister of Australia for ONE day, what would you change for the betterment of Australia? I would re-introduce some sort of National Service, to teach people how to walk (not shuffle), discipline and manners. I felt National Service unjust at the time, but on reflection it was a good thing.

What is/was your greatest extravagance? In terms of time - the car. In terms of money - the aeroplane.

If you had a spare million dollars what would you do with it? (Pam says, "Buy a new propeller, and/or a bigger engine, so we can get over the trees!")

Sort out the kids. Upgrade the aeroplane. Get someone else to do the repairs on the car.

Any further comments you wish to add? I enjoy the friendships of the Association, even though my visits are pretty quick. I especially enjoyed Ron Stiebel's reaction when I finally arrived at the Presidents Fly-In at Yarrandale with Pam - he thought she was a myth.

"Now 'my mate' Gerry, the Governor, of whose pleasure you 'suffered' at his office, thinks after being so nice to you, and giving you dinner, bed and breakfast, your illustrations of the Sheriff may be more complimentary, rather than picking out instances of her misdemeanours??? You are sentenced to continual cartooning and bringing Pam to Fly-Ins - she seems to keep you in some sort of order; and got the interrogation over quicker by saying "next question".

Thank you, The Sheriff.



END OF YEAR VICTORIAN FLY-IN

25th, 26th NOVEMBER 2000

ECHUCA is the chosen venue, and all are invited and will be made most welcome.
Details of activities, etc, are yet to be made, but a paddle steamer river cruise will be included.

(More details will be given at Inverell.)

EARLY BOOKINGS ARE ESSENTIAL TO THIS POPULAR TOURIST TOWN

Rooms available at the:

NIREBO MOTEL (One block from historic port area.) 42 Units,
Ph: 03 5482 2033, Fax: 03 5482 5322, Reservations 1800 033189

Email: nireechuc@fc-hotels.com.au \$99 double room, incl. GST

Rooms at Nirebo are being held for Friday, Saturday & Sunday nights ***

HIGH STREET MOTEL (Budget) (Three blocks from historic port area.) 11 units,
Ph 03 5482 1013 \$62 double room, incl. GST ***

***** THE ROOMS HAVE BEEN RESERVED UNTIL 30th OCTOBER FOR
YOU, IF YOU HAVEN'T BOOKED IN BY THEN YOU COULD MISS OUT!**

There are other Motels above and around these prices but not necessarily in walking distance to
the Port tourist area and centre of town.

Please book your own Motel under "Airtourer Association" booking, then let us know if you are
coming, for catering, transport and tourist reasons, and in to which motel you have booked.
RSVP by 3 November please to :

Lindsay & Beryl Marshall
1749 Prairie Road
LOCKINGTON 3563
Tel/Fax: 03 5486 2353 Mobile: 0428 862 353

Airtourer Association end of year Fly-In to Echuca

Name(s):

Telephone No.:

Booked in atMotel
for Friday / Saturday / Sunday nights (Delete as appropriate)

Note: If you don't wish to cut up the newsletter please ensure that all the above information is included.

First fly in for the new Millennium South Australia January long weekend 26/1/2001

Come to WHYALLA, home of the great red Snapper and the Cuttlefish

I am organising the weekend as the first for the Airtourers this century. To assist with preparations, I need expressions of interest and help to make it the Big Get Together. The local City Council, the tourist board as well as the Airlines are offering their assistance.

As this is a special event I intend to invite people who have been involved in flyins. If you are one of those people, you will recall the fun we all had. If you have any memorabilia bring it as we would like to set up a display of past events and planes in the hanger.

Accommodation could be tight as it is a long weekend so early notice of intent as well as numbers of crew and method of arrival would be appreciated.

As in the past there will be secret arrival times, fuel bonuses to arriving aircraft and a little nav exercise, with devious questions and prizes, tours of our city and our Steel works. We hope to give you a good look at the Steel City, which was the foundation for BHP in Australia. For those of you who have not seen a Blast Furnace, Coke Ovens or a Rolling Mill here is your chance. Fishing trips can be arranged.

Coincidentally for those who have never met the Phantom Whistler he will be in attendance with a new instrument for your "pleasure" and it's not a whistle so there!

Preliminary registration form

Call Sign/car reg.....

Name of Pilot.....

Crew 1..... 2.....

Address Pilot.....

Phone number..... include areacode

Mobile Phone.....

Email address.....

Fax number.....

Arrival time..... nominated

Arrival Date.....

Departure date /time.....

Deposit persons \$..... Amount

Deposit Ten Dollars per person forwarded with preliminary registration form. This will allow us to post out your information package of accommodation details, tour, dinner arrangements and the flying program.

Glenn Sturges
Box 76 Whyalla
South Australia 5600

Phone 04 1279 2131.
AH 08 86450064
Fax 08 8645 1995
Email phantomw@dove.net.au

Sad End to A19-56

Stan Tilley

The good news is that our Airtourer member Phil Schulz is fit and well. His passenger, pilot and aerobatic enthusiast, Ros Oldham has a possible fractured disc and was flown out by helicopter to the Royal Hobart Hospital for checks. Let us hope that the damage to her back is not serious.

The cause for all this was a total and complete engine failure in the CT4 at 6000ft about 10 NM north of St Helens. Phil was on his way back from Flinders Island. The weather was perfect but as it was very early the valleys and most of the paddocks were covered with fog. Phil glided to a cleared area then did a fantastic job to get down into a paddock. Unfortunately the fog hid a farm house which only appeared at the last minute, hence the need to divert to the right

across a road and of course the accompanying power lines. The aircraft broke the lines but was swung slightly off line, so landed heavily, doing considerable damage.

The strength of the CT4 is shown by the fact that the passenger compartment was very secure. The left main and nosewheel collapsed, the engine mounts broke and the firewall badly distorted. The windscreens disintegrated but the canopy remained intact. Necessary but unfortunate, was the decision by the emergency services to use their massive cutting jaws to slash open the fuselage side to make an easy passage to get Ros out.

A couple of photos tell the story. The second shot shows the prop virtually undamaged. It certainly was not doing anything.





The apparent cause was a failure of the oil pump drive which is secured by a torqued bolt. Over torque had exerted a tensional stress on the shaft which subsequently failed.

Phil had bought the CT4, A19-56, from Association member Albert Poon. He is obviously impressed with the Airtrainer as he has since bought another one, A19-32 and joined the Association.

By the way, No 32 (AQY) is a beautiful

aeroplane. Our aero Club down here has just put seven members through an aerobatic training program, in the Aero Club's Victa 150 MTC, to get low level endorsements (and all were successful). For me this meant that I had had plenty of fun coaching from the right hand seat and also flew quite a lot including in the 'new' CT4. The testing officer David Pilkington from Melbourne was very particular and strict and warned that the CT4 would flat spin.

Thank you Alan Wood

Elaine Sage has asked me to publicly pass on her thanks to Alan Wood for his assistance with DAM and with selling MTH and MBJ after her husband Ken's death.

PRESIDENT'S FLY-IN

INVERELL NORTH

13TH 14TH & 15TH OCTOBER 2000

Inverell North (YINO) is 29.47 151.10 ,2300AMSL, r/way 09/27, no landing fees with fuel purchase.

ITINERARY

FRIDAY

Arrivals to be at airport by 3.00pm for bus pickup. Bus to draught horse display includes afternoon tea thence return to motels at 5.30pm

Dinner at the TOP OF THE TOWN - 7.00PM

SATURDAY

Morning free to explore town, art gallery, shops etc.

Minibus will take aviators to airport for those interested in flying activities, and pick up SAT arrivals.

Promptly at 1.30pm bus will pick up in town & at motels for a visit to the world famous transport museum. Afternoon tea included.

Bus returns to motel for freshen up for gala dinner at the airport departing, 6.30pm and returning to motels 10.00 pm

SUNDAY

Early minibus to the airport for departures or flying activities.

Bus to pick up at 11am at motels for tour to Kings Plains and the historic castle including lunch tour of castle, cemetery & woolshed.

4/5pm return to motels.

Dinner at the TOP OF THE TOWN.

MONDAY

Taxis and minibus to airport for departures

Accommodation

Top of the Town

\$119.00 per double - dinner bed & breakfast

(21 rooms) \$ 85.00 per single (all plus GST)

NRMA 3 stars

Pool

Less \$25.00 per head for no dinner approx.

Telephone 67224044

Inverell Motel

\$60.00 per double plus \$5.00 per head

breakfast

(24 rooms) (all plus GST)

NRMA 2 stars

No Pool

Telephone 67222077

Note: Persons arriving Friday should book the **Top of the Town** so as to be on site for Friday dinner

Please make your own bookings at the motel of your choice as soon as possible..

From

I shall be arriving on at approx time

I shall be departing on..... at approx..... time

I have booked atmotel for.....nights.

Aircraft Regn..... Cheque enclosed \$.....

Please forward deposit cheque of \$25.00 per person to:

Airtourer Association

74 Florida Ave

New Lambton NSW 2305

Note: If you don't wish to cut up the Newsletter please include the above details when sending your cheque.

Calendar of Events

President's Fly-In, 13 to 15 October

Details page 18 & 19

Victorian End of Year Fly-In, 25 & 26 November

Details page 14

First fly in for the new Millennium, South Australia

January long weekend 26/1/2001

Details page 15

Welcome

Marjorie Roche, wife of long time member Peter Roche and a regular at Fly-Ins.
Christopher Hamilton of Mt. Gambier SA who plans to convert MBJ from a 100 to a T3.
Phillip Schulz from Howrah TAS who survived the loss of CT4 56 but has bought another one, 32 (VH-AQY).
Janette Roberts who has joined after the passing of her husband Geoff.

A Speedy Recovery to Doug Stott

Our Association Historian Doug Stott underwent open heart surgery to replace a leaky Mitral valve in June. He has since returned home to Mildura where he is recovering well and has recently returned to work with the additional responsibility of Quality Assurance as well as Flight Safety.

On the lighter side, the new valve can be heard ticking in quiet surroundings, a bit like a dripping tap. Sue has yet to decide if this is any worst than Doug's snoring. To gain access to the heart the sternum was cut and wired together after operation. Mike Fisher was particularly critical of the neatness of the wiring. It was not up to his lockwire standard. Doug is still taking it easy and is under instructions not to lift more than 5 kg for at least 3 months, so he is making the most of watching Sue bring the firewood in on the wheelbarrow!! Doug has passed on his appreciation for the support and cards received whilst he was in hospital.