

AIRTOURER ASSOCIATION

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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. Please enclose payment for any advertisement. The next Newsletter will be published in November 2001. Contributions and/or advertisements are to be with JOH by 15 October 2001.

Small advertisement (3 to 4 lines) \$10.00

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Editorial

The membership renewals are rolling in and over half have been returned as we go to press. If there was no receipt with your Newsletter then we have not received your renewal yet. I also sent renewal forms to members who did not renew last year and have had a couple rejoin.

Although there is a lot of work in the renewal process, (mostly done by Jan), one of the pleasures are the notes many people add to the renewal forms. I have included some of the information in this issue.

Jim Crocker has raised a valid issue on the next page and I would ask all members to consider practical ways to make the Airtourer a desirable aircraft. We have some of the support requirements in place with the Association and Co-Op. However, I think there's opportunities to raise awareness of the Airtourer and educate pilots about what a delightful aeroplane it is to fly.

Jan and I look forward to seeing as many of you as possible at Redcliffe next month.
Safe Airtouring,

John O'Halloran

Cover Photo: G-ATJC taxiing out at Kirkbride. The Jet Provost in the background is another one of Henry Millicer's creations and shares the hangar at Newcastle with ZOE.

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.



Letters to the Editor

31/05/01.

Hi! John, something for the Newsletter perhaps, what do you think?

Over the years I have kept a fairly accurate log of the costs involved in purchasing and operating my aircraft and as all aircraft owners would know this amounts to many \$1000.00's of dollars. Now if you add inflation, interest etc. then extrapolate that by dog years less deductions for the fun factor or whatever calculation that you may choose to use, it amounts to a fairly substantial investment in the aircraft that we love. But there are benefits! Cheaper than hire, convenience, aerobatics etc.etc.

I must say over the years I have thought that as individuals and as an organisation perhaps we should have done more to secure a better return on our investment in the future. I am afraid to say that, as it is human nature to do, I kept thinking that I should broach this subject before but kept putting it off because I was having fun and that it could wait till later! Well 20 years have gone by, so here goes nothing. Would it be possible to put together a collective of Airtourer people's ideas to improve the image and appeal of our aircraft for the next generation of pilots. Perhaps we could send ideas to the editor for inclusion in the newsletter so that we can all see them. Most importantly people, don't knock them keep an open mind, they are just ideas that may need some work. Ask a few new pilots to find out what they think about Airtourers and report what they have to say. Now I know that many of you have thought about this and commented amongst yourselves so I am not saying this is a new and innovating idea! Just that it's about time we did something constructive for the future. So that all those new pilots don't just stand around saying, 'look at all those grey headed old bastards, they all fly the same aircraft. I wonder why? What type is it, gee I hear they are pretty dangerous you need a lot of experience to fly one of those.

Comments please.....Jim Crocker

Ed. I agree with your sentiments Jim and the Association and Co-Operative exist to do exactly that. In particular the Co-Op has done a lot to ensure the continued airworthiness and at a reasonable cost. However, I think we could do more to inform new pilots and hopefully make Airtourers a valued aircraft among future generations of pilots. I agree that the Newsletter is a suitable forum for presenting these ideas and encourage members to send their view to me.

Hi John,

A snippet of information that may be of interest to you all in Oz.

A while ago Doug Stott asked me if it would be possible to undertake an audit of all the Airtourer's known to have existed in the UK.

The audit is complete and has been posted to Doug this morning.

Bill Beavis offered to assist and use an ex-BA colleague of his, by the name of Ian Burnett,

to explore the fate of those Airtourer's 'no longer with us'. Ian contributes the new registration section to Pilot magazine, and must have at his fingertips a mine of information.

I contacted the CAA to obtain a list of registrations of Airtourer aircraft past and present, and set about digging up as much detail as I could. Never let it be said that the CAA make exorbitant charges for everything, because although they wanted £30 for the information initially, they then created a new section on their website where I was able to extract the information I needed!

I passed the registrations of those aircraft I was unable to trace to Bill who contacted Ian (now flying 747-400F's for Cargolux of Luxemburg), and who was able to provide us with any missing information.

Chris Scholfield provided the location of three of the Airtourer's operating from farm strips in the south of the UK.

One aircraft, a T4 Serial No. A555 registration G-AZZU, was known to have been exported to Denmark in 1977 where it was re-registered OY-ARF.

Bill then set about attempting to trace the fate of this aircraft.

After contacting the Danish CAA and the Royal Danish Aero Club, Bill was given the name of the two persons the aircraft was jointly registered to during its time in Denmark. Bill was successful in contacting one of these people by fax and then telephone.

Nils Hendriksen is a retired Captain of Maersk Air living in Kastrop, Copenhagen, and who flew B707/720's, HS125's, KingAir's, DHC7's and the Airtourer.

Nils was most helpful and gave Bill all the details he required.

It transpires that OY-ARF was dis-assembled and containerised before being exported to Australia in winter 1983. The co-owner with Nils was a guy named David John Hill, a native Australian who was working in Denmark for Maersk Air. David took OY-ARF with him when he returned home. Sadly, we understand he died sometime soon afterwards. The aircraft is now owned by your own Alan Wood and apparently known as 'Greenie'.

The story further developed yesterday, when Bill was on a 45 minute turn-round in his Airbus at Copenhagen.

Bill attempted to contact Nils to arrange to meet him and thank him personally for the information he supplied.

Unfortunately Nils was away, but Bill was able to contact his family and has deposited a large bottle of Famous Grouse whisky with the BA desk at Copenhagen Airport for Nils to collect on his return.

Aviation must run in the Hendriksen family, as Bill discovered that Nil's daughter is in the process of completing an ATPL. Who knows? She may even get the chance in the future to visit us at Newcastle and fly in an Airtourer herself!

Regards,

Barry Edmondson

Ed. "Greenie" now has registration VH-POB (Poor Old Bastard). The name "Greenie" comes from the green primer which it has been wearing for far too long. Alan intends to finish it when he retires and people (like myself) stop giving him special projects. Acutally Alan's problem is he is too nice to say no!!

Vale

Bernie Kitchell

The association was saddened to hear of the sudden death of long time member Bernie Kitchell. Although we knew of Bernie through flying he gave generously of his time to many organisations and anyone he could help.

Notably he was active in the Jaguar Car Club - he had a passion for Jaguars having three altogether. He had just finished restoring one of his two beautiful white Mk II Jags that he had regularly used for weddings in the area since he retired from his job as Manager of the Echuca Telephone Exchange.

He had also been an active member of the Echuca Aero-modellers club for many years and has built some beautiful radio controlled scale models including his Airtourer and a CT4. He was an honorary heavy model aircraft inspector and regularly travelled long distances to inspect and certify new models for enthusiasts everywhere.

Bernie started flying at the Echuca Aero Club in 1972. On gaining his licence the following year he flew the club's aircraft regularly. In March 1976 he purchased an Airtourer 100, VH-WAU (pronounced WOW! according to Bernie), in partnership with David Wearne. With a new licence and his own aeroplane nothing could stop Bernie and the hours accumulated in the logbook. He joined the Association and was a regular at our Fly-Ins. In mid 1985 WAU was dismantled for upgrade to 150HP.

Without his own aeroplane the flying rate diminished and stopped completely in 1988 when he lost the sight in his right eye.

Eventually flying caught up with Bernie again and he resumed 10 years later. Bernie became heavily involved in Echuca Aero club activities and was caretaker of the clubrooms

and the Club's Cessna 172 DW0.

While WAU was nearing completion he was a regular at Association activities including the AGM at Bendigo last March.

Bernie was laid to rest to the sound of a fly-past by Echuca Aero Club members including a Stearman completing a loop and a roll.

For some time David Wearne has had a balsa model of WAU. He had this sealed in a "glass hangar" and it now sits on top of Bernie's coffin in the Echuca Lawn Cemetery.

Unfortunately Bernie didn't get to fly WAU again. He had been working on it daily up to his death and had hoped to have it airborne again by the end of the year.



".....I was trying to glean some member insights about Bernie and everyone spoke of the quirkyness of his personality and that the best way to get him to smile was to talk about Victas and give him some alcohol!"

Quote from eulogy given by David Hammond of the Echuca Aero Club.

News from Oshkosh

Many of you would be aware that the EAA Annual Fly-In at Oshkosh has just closed for 2001. The following was extracted from the daily reports issued on the internet by AVWEB.

One of the features of Oshkosh are the hundreds of forums open to AirVenture visitors. Many stress pilot safety, from weather awareness to airplane maintenance. At one of them Bruce Edsten of the Louisville, Ky., FSDO told a packed house of aviators how to prevent their engine from becoming a boat anchor in flight. Over the past few years, Edsten has analyzed several hundred accidents, and has seen the same problems recur time after time. Most of the Lycoming/Continental engine failures can be lumped into one of a set of 10 reasons, says Edsten, and most are preventable. Number 10 on Edsten's list is major internal failure, caused by something such as metal fatigue.

Things going "clunk" in the night rarely happen, though, so don't get too worried about number 10. Lubrication leaks come in at number 9, and they are often caused by a pilot "oops" like not tightening the oil-filler cap. Next on the hit parade are: induction system blockage (bird nest), ignition problems (fouled spark plugs), miscellaneous maintenance ("What's this extra nut for?"), cylinder valve failure (improper leaning), fuel-system problems (moving the fuel switch to off), carb ice, and fuel contamination (water, jet A). The number one reason, accounting for 20 percent of all the engine-related accidents is ...fuel starvation/exhaustion, but you already knew that, of course.

This may be an appropriate time to include another reprint from Lycoming Flyer. Textron Lycoming have given permission to reprint copies of the Flyer so long as credit is given. The entire article is included even though it refers to engine types not found on Airtourers. Many of our members fly different types so the additional information is still relevant.

Leaning Textron Lycoming Engines

A direct reprint of Service Instruction 1094D

Revision "D" to Service Instruction No. 1094 supersedes all previous recommendations and should be used for engine leaning during normal flight operations.

ALL LEANING RECOMMENDATIONS ARE BASED ON CALIBRATED INSTRUMENTATION.

Textron Lycoming strongly recommends that all engine instrumentation be calibrated annually. All instrumentation for manifold pressure, engine RPM, oil temperature, cylinder head temperature, exhaust gas temperature, and turbine inlet temperature in the aircraft should be included in this annual calibration.

Regardless of the fuel metering device, fuel management of normally aspirated engines is primarily dependant on the instrumentation available. The method is the same for both fixed

and controllable pitch propellers.

Textron Lycoming recommendations for leaning turbocharged engines in this Service Instruction refers to Textron Lycoming supplied turbocharged engines. For aftermarket turbocharger installations, contact the STC holder for proper leaning instructions.

CHT (cylinder head temperature) and TIT (turbine inlet temperature) probes are required for leaning turbocharged engines. Refer to latest edition of Service Instruction No. 1422 for proper TIT probe locations and depth.

A. GENERAL RULES

1. Without exception, observe the red-line temperature limits during takeoff, climb and high performance cruise power operation.
 - (a) Cylinder head temperature - maximum limit listed in the Textron Lycoming Operator's Manual.
 - (b) Oil temperature limit - maximum limit listed in the Textron Lycoming Operator's Manual.
 - (c) TIT - maximum allowable limit specified in the Textron Lycoming Operator's Manual.
2. Whenever mixture is adjusted, rich or lean, it should be done slowly.
3. ALWAYS RETURN MIXTURE SLOWLY TO FULL RICH BEFORE INCREASING POWER SETTING.
4. At all times, caution must be taken not to shock cool the cylinders. The maximum recommended temperature change should not exceed 50 °F per minute.

B. LEANING THE NORMALLY ASPIRATED ENGINES

1. Use full rich mixture during takeoff or climb. Careful observation of engine temperature instruments should be practiced to ensure limits specified in Textron Lycoming operator's manual are never exceeded. Refer to the aircraft POH (pilot's operating handbook) or AFM (aircraft flight manual) for more specific instructions.
2. For 5000 feet density altitude and above, or high ambient temperatures, roughness or reduction of power may occur at full rich mixture. The mixture may be adjusted to obtain smooth engine operation. For fixed pitch propeller, lean to maximum RPM at full throttle prior to takeoff where airports are 5000 feet density altitude or higher. Limit operation at full throttle on the ground to a minimum. For direct-drive, normally aspirated engines with a prop governor, but without fuel flow or EGT, set throttle at full power and lean mixture at maximum RPM with smooth operation of the engine as a deciding factor.
3. For cruise powers where best power mixture is allowed, slowly lean the mixture from full rich to maximum power. Best power mixture operation provides the most miles per hour for a given power setting. For engines equipped with fixed pitch propellers, gradually lean the mixture until either the tachometer or the airspeed indicator reading peaks. For engines equipped with controllable pitch propellers, lean until a slight increase of airspeed is noted.
4. For a given power setting, best economy mixture provides the most miles per gallon. Slowly

lean the mixture until engine operation becomes rough or until engine power rapidly diminishes as noted by an undesirable decrease in airspeed. When either condition occurs, enrich the mixture sufficiently to obtain an evenly firing engine or to regain most of the lost airspeed or engine RPM. Some engine power and airspeed must be sacrificed to gain a best economy mixture setting.

NOTE

When leaned, engine roughness is caused by misfiring due to a lean fuel-air mixture which will not support combustion. Roughness is eliminated by enriching slightly until the engine is smooth.

5. The exhaust gas temperature (EGT) offers little improvement in leaning the float-type carburetor over the procedures outlined above because of imperfect mixture distribution. However, if the EGT probe is installed, lean the mixture to 100°F on the rich side of peak EGT for best power operation. For best economy cruise, operate at peak EGT. If roughness is encountered, enrich the mixture slightly for smooth engine operation.
6. When installing an EGT probe, the probe must be installed in the leanest cylinder. Contact the airframe or kit manufacturer for the correct location. In experimental or custom applications, multiple probe instrumentation is required and several power settings should be checked in order to determine the leanest cylinder for the specific application.
7. During normal operation, maintain the following recommended temperature limits:
 - (a) Cylinder head temperature - limit listed in the Textron Lycoming Operator's Manual.
 - (b) Oil temperature - limit listed in the Textron Lycoming Operator's Manual.
8. For maximum service life, maintain the following recommended limits for continuous cruise operation:
 - (a) Engine power setting - 65% of rated or less.
 - (b) Cylinder head temperatures - 400° F. or below.
 - (c) Oil temperature - 165° F. - 220°F.

C. LEANING THE TURBOCHARGED TEXTRON LYCOMING POWERPLANT.

1. The cylinder head temperature (CHT) and turbine inlet temperature (TIT) gages are required instruments for leaning with turbocharging by Textron Lycoming. EGT probes on individual cylinders should not be used for leaning.
2. During manual leaning, the maximum allowable TIT for a particular engine must not be exceeded. Check the POH/AFM or the Textron Lycoming Operator's Manual to determine these temperatures and fuel flow limits.
3. Maintaining engine temperature limits may require adjustments to fuel flow, cowl flaps, or airspeed for cooling.
4. All normal takeoffs, with turbocharged powerplants, must be at full rich mixture regardless of airport elevation.
5. If manual leaning of the mixture is permitted at takeoff, climb power, or high performance cruise, it will be specified in the POH/AFM and will list required ranges for fuel flow, power settings, and temperature limitations.

6. Leaning to best economy mixture.

- (a) Set manifold pressure and RPM for the desired cruise power setting per the aircraft POH/AFM.
- (b) Lean slowly in small steps, while monitoring instrumentation, to peak TIT or maximum allowable TIT, whichever occurs first.

7. Leaning to best power mixture.

Before leaning to best power mixture, it is necessary to establish a TIT reference point. This is accomplished as follows:

- (a) Set manifold pressure and RPM for the highest cruise power setting where leaning to best economy is permitted per the aircraft POH/AFM.
- (b) Lean slowly in small steps until peak TIT or maximum allowable is reached. Record peak TIT as a reference point.
- (c) Deduct 125°F. from this reference and thus establish the TIT temperature for best power mixture operation.
- (d) Return the mixture to full rich and adjust manifold pressure and RPM for the desired cruise conditions.
- (e) Lean mixture to the TIT temperature for best power mixture operation established in step (c).

8. During normal operation, maintain the following limits:

- (a) Engine power setting - rating listed in the Textron Lycoming Operator's Manual.
- (b) Cylinder head temperature - limit listed in the Textron Lycoming Operator's Manual.
- (c) Oil temperature - limit listed in the Textron Lycoming Operator's Manual.
- (d) Turbine inlet temperature - limit listed in the Textron Lycoming Operator's Manual.

9. For maximum service life, maintain the following recommended limits for continuous operation.

- (a) Engine power setting - 65% of rated or less.
- (b) Cylinder head temperatures - 400°F. or below.
- (c) Oil temperature - 165°F. - 220°F.
- (d) Turbine inlet temperature - maintain 100°F. on rich side of maximum allowable.

D. LEANING THE SUPERCHARGED TEXTRON LYCOMING POWERPLANTS.

1. All takeoffs with supercharged powerplants must be at full rich mixture regardless of the airport elevation.
2. If manual leaning of the mixture is permitted at climb power, it will be specified in the POH/AFM and will list required ranges for fuel flow, power settings, and temperature limitations.
3. Recommended standard cruise power for the supercharged engine is 65%. At 65% power or less, this type of engine may be leaned as desired as long as the engine operates smoothly, and temperatures and pressures are within manufacturer's prescribed limit.
4. The exhaust gas temperature (EGT) gage is a helpful instrument for leaning the supercharged engine at cruise power with a manual mixture control.

Two Weddings and a Funeral

Barry Edmondson G-AZOE

At the beginning of June, John Smithson and myself issued a reminder to all the owners of UK registered Airtourers informing them of our proposed Fly-in at Kirkbride Airfield, Cumbria, on June 30th 2001.

Earlier in the year at Wroughton, the UK Airtourer owners that had gathered there indicated their interest and keenness to attend, all hoping that by then, the foot and mouth disease that had gripped the country and in some cases even stopped them being able to visit their aircraft, would be over.

The spread of the disease had gripped the country and had severely affected GA, shutting many airfields including Kirkbride.

John Plaskett, Operator of Kirkbride airfield, had already organised the valuable trophy he was due to present for the Best Airtourer, while our Group chairman, Bill Beavis, set about organising prizes for the Secret timed arrival and our 607 Group special award during his frequent visits into Europe as a Senior Captain with British Airways.

With everything in place all we needed was the weather.

Unfortunately, the forecast was for thunderstorms, low cloud and high winds across the country.

Two Airtourers actually made it; our own ZOE and much later in the day, TJC from Cumbernauld.

I flew ZOE against a strong wind which was virtually bang on the nose for the whole trip, resulting in a bumpy ride and a ground speed of 55 knots.

Whilst I could have claimed the prize for the secret timed arrival being the only Airtourer to actually arrive between 1200 &

1300hrs, at one point even achieving that was doubtful, and did lead to John Smithson and myself debating the merits of altering the rules to make the secret timed arrival by date and not time!

We eventually made it; a surface wind of 25-30 knots on landing doesn't half concentrate the mind, and we were very grateful to Lorton Aero club for ushering ZOE into the safety of their hangar immediately on arrival.

John MacGregor, another member of our syndicate and who had arrived by road, had kindly offered to assist us in our duties at Kirkbride, but by the time we arrived, John and his wife Fiona, had both decided that to stay would have been a waste of time.

The **really** annoying fact was that interest had appeared to have been high, but circumstances and then the weather and those weddings lead to a total of six owners being good enough to contact me to offer their apologies. Had these aircraft made it we would have had a very strong turnout.

Withdrawals were as follows:

G-AZRP	-Brian Strawford-Wedding to attend / Aircraft on Annual check
G-ATHT	-Peter Hunt-Wedding to attend
G-AWVG	-Chris Scholfield-Aircraft on Annual check
G-AZOF	-Rodger Bayliff-Weather
G-ATJC	-Robert Wyatt-Technical problem
G-AYWM	-Ted Collett -Weather

As it happened, John and I had booked rooms at the White Heather Hotel so that we could support the Kirkbride Aero Club social evening to be held that night. We were quietly reflecting on the days events (having a few beers) when at around 4pm, G-ATJC arrived from Cumbernauld. Their technical problem had been an alternator failure which they had been getting repaired at Perth. Once the problem had been solved they decided to risk coming down to see us. They had had an 'interesting' journey due to the weather, but at least they made it. Robert Wyatt and David Duncan joined us for an hour or so's chat that proved very useful.

One of my ideas for some time now has been to create a central database of Airtourer information for the UK owners. It would include engineering and parts and supplier information. What better place than Ivan Browns UK Airtourer website.

Based on recent events my feeling that such a database would be useful would appear to be well founded.

Brian Strawford (G-AZRP) had informed me that he has been successful in locating a supplier of the correct grade, CAA approved 'T' section aluminium alloy for tail-plane attachment bracket manufacture, the reason behind ZRP still being on her annual check. Brian had to purchase the minimum, which was 12 feet and now has roughly 10 feet spare and available to UK owners at cost.

In 1997 I searched the world for Dunlop wheel and brake spares, eventually locating a supplier and thus preventing most UK owners from having to go down the expensive Cleveland retrofit route. Last year we purchased a new fuel cell through the Airtourer Co-operative and which had to come all the way from Australia. From my discussions on

Saturday we discovered that the TJC lads have TWO spare fuel cells, one that could be refurbished and one brand new. They didn't know of the wheel and brake spares supplier.

You can see what I'm getting at.

I believe that there is a lot of information out there that is extremely useful to the UK owners but it's fragmented. By getting the owners together and exchanging news and ideas, we can subsequently record this information and store it at a central location where it should be easily accessible to all owners, and ultimately, I believe we can make owning an Airtourer in the UK a lot more pleasurable and possibly save a lot of time and money when things go wrong. For this reason alone I'm keen to make the Fly-in a regular occurrence.

ZOF was one aircraft I did not expect. For years it has been based at Wycombe Air park but has recently moved to Kirknewton near Edinburgh. Rodger Bayliff, was so keen to attend the Fly-in that he made a 'dry run' to Kirkbride on the Monday prior to our Fly-in.

TJC, looking resplendent in her new patriotic Scottish colours, is a former Airtourer 115 that was uprated to a fixed pitch 150 by fitting a Lycoming O-320. Robert warned us off considering a similar modification, labelling the exercise as a 'nightmare'.

On departure Robert performed a beautiful high-speed low pass, that impressed all those looking on, and was infinitely better than that performed by a Jet Provost MK3 that had arrived minutes earlier.

Our fall-back day, Sunday, dawned even worse than the Saturday with a cloudbase of 650 feet. Following a famous White Heather Hotel breakfast, and boy was it worth it, we headed home.

Overall whilst I can do nothing about the weather, it was heartening that so many

owners took the trouble to get in touch and that some who attended last year's Fly-in wanted to do so again because they had enjoyed our first attempt so much.

Needless to say, **we have re-arranged our Fly-in for Saturday 22nd September.**

(Ed. I suppose that means we won't see you at Redcliffe !)

The Funeral?

That was waiting for me when I got home. My daughter Amy's Guinea-pig had died.

"—————And all that Jazz"

Stan Tilley June 2001

For the past seventeen years the local enthusiasts at St Helens on the East Coast of Tasmania have organised a three-day Jazz festival. Some of our friends have even come down from Canberra to enjoy the Festival but until last year we were guilty of staying away, for no good reason. We do enjoy Jazz but it was just that we never 'got around to it'

This changed last year when we cranked up the ancient camper van and 'trundled' the nearly four hour trip to Tasmania's Sunshine Coast. This was a lot of fun. The local camping ground operator turned out to be a water skiing friend, Trevor, whom we had not seen for probably twenty years. Trevor left Tasmania to do his flying training and after qualifying, spent many years flying charter in Central Australia, as well as continuing in the plumbing trade. But the call of 'The Island' was too much and he was back. The Jazz last year was fantastic so I was keen to repeat the exercise.

As usual, the dates clashed. Bonnie said, "I know that you always want to – but you cannot do everything". Well, I admitted that we were committed for Friday night and Mon-

day morning but maybe we could just fly up for Saturday/ Sunday. Then I had the bright idea that I could contact my brother Ray and his wife Yvonne, as they owned a cottage right at the St Helens aerodrome and perhaps it would be available for our use. Ray is of course a great aviator and has built several aircraft, his latest being a Thorpe T18 which he flies regularly.

Bonnie was unsure, but I phoned Ray anyway 'just in case'. No, they were not using the house. We were welcome to it and when we knew our movements, give them a ring and they would tell us how everything operates. Well time moved on and it all seemed impossible so I 'phoned Ray again to be greeted by "Fantastic to hear that you are coming. We will come down too and will have everything opened up, the hot water on and the cupboard full of food" A push is as good as a shove. Who could refuse – it was all GO.

Saturday was reasonably fine but blowing a gale. We departed late morning and despite 50-knot headwinds, arrived in time for lunch. The trip was much better than expected. A little bit of 'Rock and Roll' but considering the wind, quite comfortable.

So we arrived to a great welcome at Ray and Yvonne's beautiful little chalet. Then it was eat, talk, talk, eat but after quite some time I said "Look we had better get around to the Jazz" so we moved on. Once again it was fantastic. The whole town is 'switched on' with music makers from all over Australia, ranging in age from 15 to 85. Every pub, Club and hall is filled with various groups with the entry ticket being 'open' for all the venues. It is fun to move about and savour the music everywhere. What is even better is that the groups intermingle completely. Because Jazz is so much improvisation, this is possible and produces some wonderful music. (It sounds haphazard but in fact the organisers have it all coordinated really well). Some of the young musicians are brilliant and being mixed with some of the 'old' stagers obviously gain tremendous experience.

As midnight approached we retired to the chalet for even more talking and a good night's sleep. In the night it blew even harder

but the morning was fine enough for us to enjoy the Grand Parade of all the musicians around the town, followed by more jazz.

Because of the doubtful weather and the very short winter day I had set 3PM as the time to depart. This meant that we would miss the grand concert and the Gospel church service. But it was not to be. Whilst we dithered about the most fantastic storm, complete with lightning and pelting rain, swept across the bay. Would we have to stay the night and miss our Monday appointments? After about an hour, the storm cleared as fast as it came so I quickly filed IFR and we were up and away. Need I say, the passing of the front had also changed the wind direction? Once again it was massive head winds, plenty of cloud and a little bit of ice but again a pleasant but slow trip and an ILS into Hobart in time to have a relaxing beer at the Aero Club.

It was a great weekend but it was also two days before the wind abated enough to transfer the aeroplane the additional 16 miles to Leewave.

ASEL AIRTOURER 115 ZK-CWA

A true NZ classic. TT 7300 hrs, All AD's done, prop, waggler, oil pump.

Good all round condition with well-equipped panel.

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THE SHERIFF OF LOCKINGTON INTERROGATES.....



LORRAINE HOWSON

(Interrogated at A.G.M. in Bendigo, March 4, 2001).

When did you become a member of the Airtourer Association? In 1992 when we bought the aircraft.

Your occupation? Commercial Accountant. I work at Grantham Abattoir, which is 30 kms out of Toowoomba.

Where were you born? Port Kembla. My father was a truck driver for the Steel Works.

Where have you, and do you live? Wollongong, and Brisbane.

Aircraft Type & Registration? AESL Airtourer T6/24 - VH-XVV.

Any interesting stories about the Aircraft's history? We bought it from John Salmon ex Moruya. Originally bought 2/3, then later the remaining 1/3. It is an ex Singapore Airforce plane.

What gave you an interest in flying, and when did you gain your pilot's licence? When I was 5 my Dad treated our family to a joy flight. We were flying over the coastline, and I looked out and I reckoned we were quite safe if anything happened, because we had one wheel over the land and one over the sea!

Then when I was 46 my brother took me on a joy flight over Coolangatta, and my mind was made up, we landed and I booked in for lessons. Got my restricted in 4 months, and 18 months later my unrestricted.

Total hours flown? 600.

Longest trip flown? Brisbane to Bendigo.

What was one of the most memorable flights you have done? When I was really green as a pilot and on my first trip to Lightning Ridge, (pre GPS), we were 30 miles off track, but we found it.

Most humorous moment in flight? (Picture this folks) Bill opening a packet of M & M's. and he opened them too quickly and they flew everywhere! We kept finding M & M's over the next 2 years, even on its 100 hourly!

Other interests? They all went out when flying came in. Work all week, home to wash and iron, then go to Airport. Rotary takes up a lot of my time, and I'm the only female in our Club.

How did you meet Bill? Through an aircraft navigation course at Technical College, when I was learning to fly.

Favourite Food? Sashimi (Japanese raw fish).

Favourite Drink? Lochanora (Scotch whisky liqueur), then Scotch and Water.

Favourite Music? Jazz.

If you were Prime Minister of Australia for ONE day, what would you change for the betterment of Australia? One day is not long enough.

What is/was your greatest extravagance? The Airtourer.

If you had a spare million dollars what would you do with it? Buy a second aircraft to go faster, and take more luggage. Would of course keep the Airtourer to fly to Airtourer Association functions.

Any further comments you wish to add? The most important thing in life that people should do is be kind. (Lorraine you were in the right place at the right time while we were waiting for lunch. Thank you for your patience while I wrote long hand, and you being a short hand expert. Our travel dreams shared were also a delight. The Sheriff).



Heard At the Hangar Door

Stu Hilsberg has moved from Operations at Southern to Safety Systems Technical Officer at Air New Zealand / Ansett. One wag suggested that he has moved from disaster management to risk management. His work will involve compliance issues in maintenance and operations areas. This will be very close to what he has been doing for some time with the Association and Co-Op. only now he gets paid for it!

Peter Bons is building a 1/3 Scale model of a CT4.

Calendar of Events

President's Fly-In

21st-24th September 2001

Redcliff Queensland.

Details Last Newsletter

The Great Luskintyre Fly-In

21st-22nd October 2001

Details Last Newsletter

Welcome

Vic Thomas of Algester in Queensland who is part of the RQH group.

Barry and Suzie Smith from Bellerive in Tasmania who have been introduced to Airtourers by Stan Tilley.

Welcome back to **Nigel Porter** from Murgon who we lost track of during over the last couple of years.

Aircraft Movements.

John Plummer is suffering withdrawal symptoms being without an Airtourer for the first time in 17 years. The new owner of **BQW** is Jorg Schwartze of Bribie Island who also has a Cherokee 140 hangared at Caboolture QLD.

George Penfound has found that keeping **SHR** at Canberra Airport is too expensive and has sold it to **David Ryan** of Boronia, VIC.

Lawrence Day who is in the Police Force in London has been flying **G-AZHI** a Super 150 based at Biggin Hill. He was so impressed he purchased a 1/5 share.

Best wishes and a speedy recovery to **George Penfound** who suffered a heart attack in April. To quote George, "I would have bet a million dollars that it could not happen to me. Non-Smoker and very light drinker." Maybe it's revenge for all those religious jokes he tells at every Fly-In.