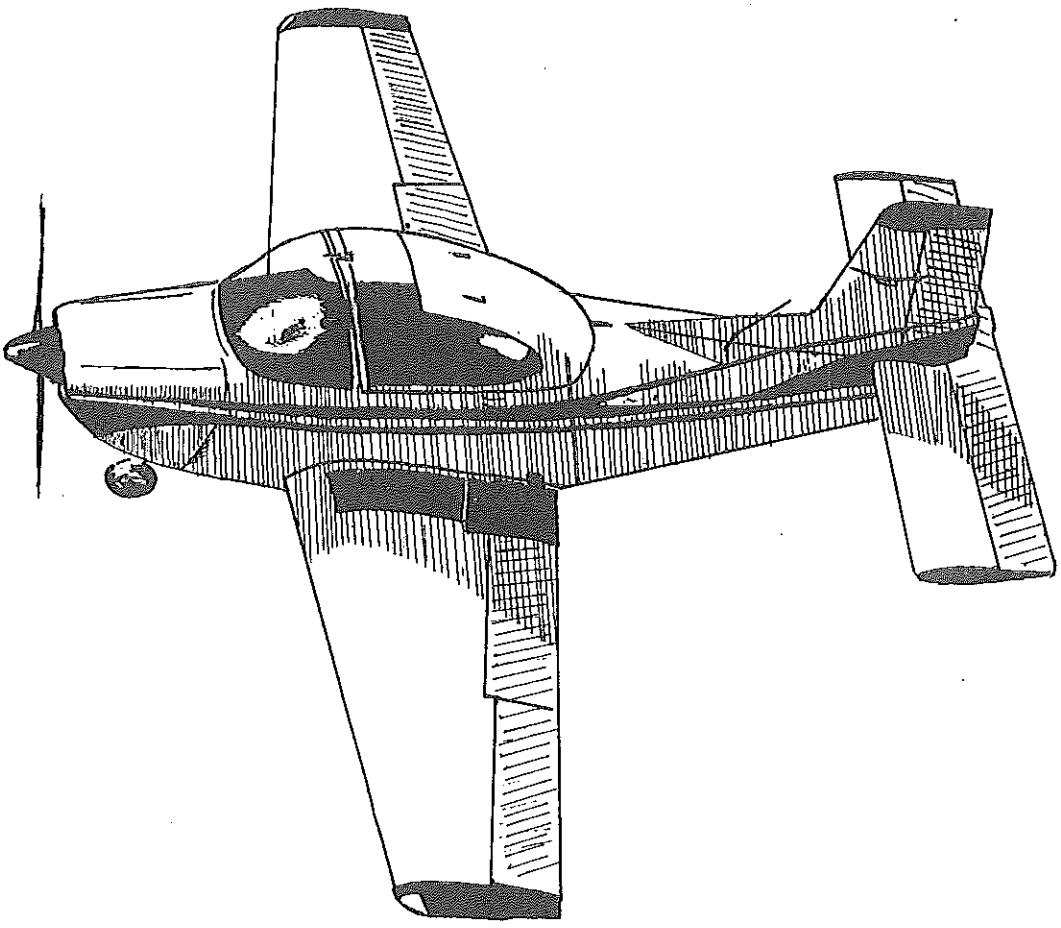
SEPTEMBER, 1983
NEWSLETTER No. 25

AIRTOURER ASSOCIATION

PATRON:- *HENRY K. MILLICER* (AIRTOURER-DESIGNER)

Dedicated to the preservation and continued airworthiness of VICTA and A.E.S.L. Airtourer Series Aircraft.



NEWSLETTER

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AIRTOURER ASSOCIATION

PATRON : Mr. Henry K. Millicer (Airtourer Designer)

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Address all correspondence to the Secretary: PO Box 1814, Darwin. NT 5794.

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(0242)21605 B

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AIRTOURER CO-OPERATIVE LTD.

SECRETARY: G.H.(GUY) MAIN, 12 Turner Rd., NARELLAN. NSW. 2567. (046)461282.

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Dear Members,

As announced in our last Newsletter (due to an ever increasing workload in Darwin) Doug Stott has resigned as Editor.

Following an "Interstate Telephone Hook-up" amongst the committee, Doreen and I volunteered to produce the Newsletter for the immediate future. We do not have the necessary qualifications to offer Editorial Comment or Viewpoint, but will do our best to put it together in an acceptable way.

John & Doreen Treble.

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We are Moving

From late September the Treasurer will have a new address.

Doreen and I are moving house from 73 Aviation Road, Laverton, Victoria, 3028 to 16 Meehan Court, Keilor, Victoria, 3036. Phone 336 2056

In the meantime send your correspondence to 25 Judge Street, Sunshine, Victoria, 3020.

John Treble

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INSURANCE

There has been confusion in recent Newsheets regarding Insurance for Airtourer owners as arranged with Janair by George Kinscher. But we have got it right this time.

Here is an example of the cover :—

Hull value @ 3.1% on	$10,000.00	=	310.00
Passenger liability	$200,000.00	=	130.00
Legal "	$200,000.00	=	110.00
	Total Premium	=	550.00
Less 15%	No Claim Bonus	=	82.50
	You Pay	=	467.50 plus Stamp duty

No quote can be given for stamp duty as it varies from State to State.

Liability to Pilot can be added e.g. :—

$200,000.00 for $50.00 (less N.C.B.)

Excess: Flight and taxying $250.00
Ground $100.00

Rate quoted is for Private and Pleasure plus Private Hire. Rates for other uses available on request.

The deal is subject to 2 conditions:—

(1) Available only to financial members of the Airtourer Association .

(2) Forty aeroplanes required to be insured.

Commencement date 1 - 7 - 1983.

All communications to be direct to :— Janair Pty.Ltd.,
136 Pittwater Road,
Gladesville, N.S.W. 2111
Phone (02) 892585 — (02) 816 2595

I understand that George will be at Yarrandale to answer any questions.

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Coming Convention

Arrangements are well in hand for our next Annual General Meeting to be held at Echuca on the 2nd, 3rd and 4th March, 1984. Put these dates in your diary. More details later.

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MY REPORT QUIRINDI 1983

My priviledge to report to our members on the happenings, 1982 and from Latrobe Valley to Quirindi. Firstly while the climate has not been good generally for aviation. Still our Association has been to the fore in most events. April 1982 was a fly-in to the Grampians. Yarrandale September 1982, followed by the Donald Airport opening and Air Show 7th November, 1982. Followed by a trip to Flinders Island 11th and 12th December, all these events have been talked of in our newsletter and have been well attended. While I have not been able to be with you on all occassions due to the continued dry, would like to thank all who did.

Financial matters are as usual well in hand. Our Treasurer never misses a beat, and as you will see and hear we are financially very strong. While our membership has fallen off a little it's to be hoped that 1983 will see more A/C owners joining our wonderful association, "It's good for the owners and good for the A/C".

A note on our Treasurer. I have been associated with quite a lot of organisations during my time, and the Treasurer plays a major part in these various organizations.We have been blessed with our choice firstly in Bill Kelly, followed by John Treble. I do not have to quote words re John his actions speak far better than words. Our great thanks John and Doreen Treble.

Our insurance man G. Kinscher requested a list of all Airtourer owners and by this I hope he has them from our Secretary, and hopefully he may have something to report to us to-day ? ?

Our Ex-Committee have left northing un-done for this Quirindi A.G.M. our thanks to them.

Now back to Quirindi and our members, Brian and Mark Leech. We are most fortunate here, as I am sure you will agree they have put everything into making this A.G.M. a success. May I personally thank you both Mark and Brian on behalf of all our members assembled.

For 1983 we look forward to perhaps a better year for General Aviation and more particularly our Airtourer Association.

Our Sub Committee tells us that our A.G.M. 1984 will be Echuca Victoria.

My thanks to all for your support during 1982 and more specially our girls who did so much to make Yarrandale the event it was. We look forward to another good and happy year of Airtouring.

Sonny Rankin.

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MANGALORE 1983

Easter weekend turned on fine sunny weather on the Friday, Saturday and Sunday, not so Monday, going home day. There was a fair attendance of Airtourers, eleven in all, although there should have been more. Where were all you Sydneysiders ?

The S.A.A.A. annual convention has really kicked off. There was a huge crowd there on the Sunday, the public Air Show Day. Everyone witnessed a spectacular air show including a USAF B52, all the way from Guam to Mangalore return non stop. Demonstrations by Ansett of their new Boeing 737, Mustangs, DC3's, Harvards etc.

Saturday was free flying day with demonstrations, fly pasts and forums. Henry Millicer gave a talk on his new design the Swift, a super high speed, high altitude tandem two place supercharged AC. I had the pleasure of taking Peter Strombom the Vice President of the E.A.A. of America for a fly in MKL. Peter a New Zealand expatriot, learned to fly in N.Z. in Airtourers. Most of the Airtourers did a fly past. The plan was for 2 circuits at 80 kts. formation take off in pairs with Sonny Rankin in the Aircruiser in front. I'm sure Sonny was doing 160 kts, no one could catch him !

The Saturday night dinner and presentation was held in a large tent. Congratulations to Ray Abernethy for winning the prize for the best Airtourer and to Doug Stott for the photographic print. The presentations dragged on into the night. Most of us abandoned the chilly conditions of the tent for the warmer terminal building and the refreshment bar. . .

Sonny Rankin invited the proprietor of the Motel he stayed at in Seymour to the dinner. Later on in the night they were seen helping each other on a nav ex to the car park drifting left and right of track having trouble with their DG's, AH's T & B's. I guess they made it. Sonny assured me next day he definitely was not under the affluence !

For Mangalor 1984, let us have a larger attendance of Airtourers, fly the flag and really show these S.A.A.A. homebuilders what flying is all about.

Ian Donovan.

Attendees were :–

WAV	Bernie Kitchel	FME	Jim Crocker
MVI	Stuart Krichauff	BQK	Stan Tilley
MVR	Sonny Rankin	RQG	Ray Abernethy
RQH	Ken Bell,	MOG	Bob Gilmore
RNV	Les Carter	MFN	Lindsey Marshall
MKL	Ian Donovan	Glider	Keith Nolan

ANNUAL GENERAL MEETING QUIRINDI 1983

A note or two re Quirindi. Those from down south VH KHP, VH MVR, VH BQK joined our members of Parkes, Tony and Liz Matthews to celebrate that towns centenery and air show a wonderful occasion :-- Friday on to Quirindi to assist with arrangements for our A.G.M., plus a Co-Op Board Meeting on Friday night. We found that our members Brian and Mark Leech and Margaret had everything well in hand, which by the way suited us so well as Quirindi was very cosy !! While the girls were well cooled down in the Leech pool, (pool for humans) that is. Much appreciated too and our thanks to our host and hostess !!! Friday night was long and not long enough and the Board of Directors re-gathered on the Saturday morning to complete the meeting. As a result of this meeting our business arrangements with Transavia were terminated and all parts and orders will be handled by our Co-Op Secretary Guy Main and Engineer Alan Wood. My report on these activities and for 1982 will be published in this newsletter. Sad to relate on board member and association Secretary D. Stott, did not arrive until Saturday morning via RPT due to engine trouble. This does not happen often to Airtourers, but it can and did. Our thoughts are with you Doug.

Saturday arrivals and some 13 A/T on the ground. Lunch was a delight in Terminal building and much pairing up for the Nav Trial. This Nav Trial was most difficult and needed lots of concentration: to supply all the answers. Sadly however one team did not have all the answers, so we were told (Just one page out) you have to concentrate ! ! ! ! ? Not so bad though a bottle of Veno for this effort.

All A/C were lined up and photos will appear in Aircraft, editor (McJJob), very impressive ! Trophy presentation took place at the dinner on Saturday night and will be listed in this newsletter.

Sunday morning two more A/T arrived VH WHO and VH MTP in all 15 A/T, plus the Cruiser, an occasion to remember Quirindi

My ever concern for our Association and it's Members; I cannot let this occasion pass without mentioning to all, there existed one very grey spot in our operations, I do not intend to write about this at this time, however, when we next gather, rest assured I will have plenty to say, it is vital to you our Members, and vital to our Association.

Sunday lunch, again at Quirindi Airport, was as usual wonderful and certainly to everyones satisfaction, thanks to so many willing workers.

A delightful chat to Bill Adams, ex President of A.O.P.A. With MVR fueled up Stan and I sadly had to depart for W.W.L. Yarrandale was an overnight stop for MKL, which Betty and I enjoyed plus all the Quirindi chatter, while KHP dropped in for fuel en-route for Melbourne N.V.M.C. So ended a wonderfully successful A.G.M. at Quirindi.

My grateful thanks to all especially our Host and Hostess for Quirindi 1983. Till we gather again happy and safe Airtouring.

Sonny.

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Matrimony

On the 2nd July, 1983 David Wearne (our good friend from Echuca) tripped down the aisle and we wish David and his bride Sandy, a very happy future

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Bon Voyages

Ron Stiebel, Julie, Hugh and Maureen Knox departed Sydney 26th August, 1983 for an eight day journey to the Red Centre by Airtourers

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Bob and Bev Gilmore are holidaying to Western Australia for eighteen days in MOG immediately after Yarrandale.

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So look forward to a couple of good stories regarding those trips in our next Newsletter.

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Want a cheap aircraft battery ? Don't pay through the nose, buy an Australian made one for $36.00 obtainable from Cloride Batteries (Exide) model 6 AC 9 for Airtourers (same size and shape as the U.S.A. ones).

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MINUTES OF THE ANNUAL GENERAL MEETING OF THE AIRTOURER ASSOCIATION
HELD AT THE R.S.L. CLUB, QUIRINDI ON THE 6.3.83
Commencing at 0014 G.M.T.

Present.

D. Setter, D. McNaught, L. Marshall, T. & L. Matthews, H. & M. Knox, E. Johnson, D. Stott Ron Stiebel, G. Kinscher, B. Leech, S. & B. Tilley, S. Siede, M. Leech, I. Donovan, G. Main, A. Wood, J. & D. Treble, S. Wright, Sonny Rankin, R. West, K. Corrigan, G. Markey.

Apologies:

P. Carey, G. Penfound, R. Sims, J. Koerbin, S. Hilsberg, B. Milburn, J. Crocker, R. Abernethy, D. Andersen, E. Aubort, K. Bell, G. Gosman, P. Rogers, C. Lelay, B. Miller, B. Stott, K. Sage, B. Kelly, R. Gilmore.

Moved R. Stiebel and seconded H. Knox that these apologies be accepted. CARRIED

Minutes:

The minutes of the previous Annual General Meeting were read and moved as a true and correct record by S. Tilley seconded by I. Donovan CARRIED

Business arising from the Minutes: NIL

Correspondence

A general summary of correspondence was presented dealing with letters from New Zealand and the United Kingdom regarding memberships, and letters regarding the newsletters.

Moved H. Knox and seconded R. Stiebel that the correspondence as reported be accepted CARRIED

President's Report: Moved P. Leech and seconded S. Tilley that the President's report be accepted as read. CARRIED

Secretary's Report: Moved A. Matthews and seconded D. Setter that this report be accepted CARRIED

Treasurer's Report: Moved H. Knox and seconded L. Marshall that this report be accepted. CARRIED

The President declared all executive positions vacant. G. Kinscher made a block nomination of all previous officers, with the exception of the Vice President, to their previous positions. The Chair accepted the nominations, then called three times for further nominations. There being no further nominations, all previous officers were declared elected.

Vice President: G. Kinscher nominated by R. Stiebel S. Tilley nominated by A. Matthews
B. Leech nominated by M. Leech – declined
A. Wood nominated by D. Stott – declined

After a vote S. Tilley was declared elected.

General Business:

(a) Moved D. Stott and seconded A. Matthews that all state reps be re-appointed. CARRIED

It was decided that an extra rep be appointed for N.S.W. R. Steibel was nominated by G. Kinscher. Accepted.

(b) Moved D. Stott that sub-committee organise overseas memberships. Seconded G.Kinscher. CARRIED

Moved R. Steibel that subs can be paid three yearly ($40) or yearly ($14) Seconded M. Leech CARRIED

(c) Appointment of Assistant/Minute Secretary. S. Wright nominated by R. Stiebel–Accepted.

(d) Moved G. Kinscher and seconded R. Stiebel that the Airtourer Committee appoint an editorial sub-committee under the leadership of the newsletter editor. CARRIED

(e) Discussion took place on the possibility of compiling a history of the Airtourer. E. Johnson nominated G. Kinscher as the Airtourer historian. George accepted.

(f) A. Matthews and J. Treble with power to add, were nominated by R. Stiebel to organise the next A.G.M.

(g) G. Kinscher gave a progress report on investigation to date re a block insurance cover. He stated that a full report should be available at the "Yarrandale" fly-in .

A vote of thanks to the Leech organisation for their excellent organisation of the weekend was moved by H. Knox and carried by acclamation.

Meeting closed 0207 G.M.T.

AIRTOURER ASSOCIATION

1983 ANNUAL CONVENTION – QUIRINDI NSW – 5/6 MARCH 1983.

SECRETARY'S REPORT

During the twelve months since LaTrobe Valley, our Association has maintained it's level of activity and involvement in the Industry. As we all know, times have been quite hard with a number of our members being effected by the drought and economic conditions.

Tha main event for the Association during the year was yet again the Annual Yarrandale Fly-In. As usual it was quite a success, both in terms of members and friends attending and in the financial department. The hospitality of Sonny and Betty Rankin on their property is always most enjoyable and this, together with lots of Airtourers and pilot-talk makes for a great week-end.

Our contact with the Sports Aircraft Association has been maintained and it is hoped that some headway can be made with reduced ANC's for Sport and Recreational type aircraft in the not too distant future

As with most other groups of our size, we have from time to time the problem of trying to entice our members to get together or conduct activities for the Association. This is not helped by the size of our great country or the speed of our chosen mounts ! To overcome this we are forced to rely on key members/owners in each state to try and motivate the remainder. It is of course appreciated that for one reason or another everyone cannot be involved to depth they would like, however it would be good if on the occasions you are contacted by your area representative about an event you are able to spare the time to be involved. I am quite sure that you will enjoy yourself and perhaps learn a bit about your aircraft and meet new friends in the bargain. Our thanks must go to the area representatives for the past year for their help to the committee, with a special mention to John Treble and Harry Couzin for the efforts they have made. It is hoped that 1983/84 will be even better.

During the last year we have been able to list a large amount of information about the Association, its members and Aircraft onto Computer. This has been made possible by the use of some Association funds in order to assist in the purchase of a Line Printer. Those members attending here a Quirindi will be able to inspect this information first hand and I am sure you will agree it is quite extensive. It is hoped to further these listings during the next year. One of the advantages of using a computer is that a large amount of information can be held, sorted into different categories and printed in short time. It is also enables us to keep tabs on all our members, their aircraft, non-members, their aircraft together with overseas owners and aircraft. It has also aided in the printing of the Newsletter and prints the name and address labels required. The funds used will, in time be completely repaid to the Association and will have in that time given us information which otherwise would not have been available or more expensive to obtain.

During the year I have made contact with Airtourer owners in England and New Zealand in our continued attempt to represent all owners, worldwide. In fact during the last few months we have had members in both countries making themselves available for the positions of Area/Country Representative. Details of these moves are to be discussed later in the meeting. It is hoped that we can increase our membership as a result.

Our membership during the year has remained fairly stable, however we have had some problems with late renewals and even have some outstanding at this time. Our policy to date has been to continue to send the Newsletter to all members even tho' they have not paid their subs. This has only been amended where it has been discovered that the person has sold his Airtourer or information has been received that he no longer has an interest. In future it is my intention to recommend to the Committee that the Newsletter only be sent to current financial members and others as authorized by the committee (eg; Aircraft, NZ Wings, AOPA President, SAAA President etc.) unfortunately we are forced to do this in order to keep costs down and support our financial members more.

Membership and owner lists will be made available during the year and all members are asked to make themselves known to other owners when on tour. After all our aircraft is called an AIRTOURER.

The next year will be of interest, (particularly in Australia, with the effect of this weekends election on the G.A. industry). I urge you all to do your bit for G.A. and our Association both in Australia and overseas so that we may continue with some strength in order to support our Aim and keep AIRTOURING ....

Thank you,

DOUG STOTT Hon. Secretary, 1982/83

SECRETARY'S NOTES.

Hi there again – Almost another year has gone by and the Annual Yarrandale Fly-In is approaching rapidly. If you havn't been to one before, I suggest that you plan your visit NOW. Of course all you regulars will be more than welcome – we cant keep you away anyhow ! !

We have some special treats arranged for this years fly-in and we look forward to a record attendance.

Some of you have still not renewed your subscription for 83/84. If you havn't this is the last Newsletter you will see, so please send your cheque and renewal slip to John Treble by return mail. If you are overdue, your address label for this newsletter will have a red stripe on it.

The Committee will soon be in receipt of a report from Dr. A.O. Payne, whom we have engaged to investigate the fatigue life of the Airtourer. We are hopeful that he will recommend an increase in the life from the present 12,000 hours. His report will be presented to the Department of Aviation, together with a submission from the Association. As soon as we are able, details will be sent to all members in the Newsletter. Our New Zealand friends are very interested in this matter as some of their Airtourers have over 12,000 hours already.

John & Doreen Treble have taken over the production of the Newsletter with this edition. Our thanks for making the time and effort available.

Your committee have decided to have some Airtourer T-Shirts made and they will be available at Yarrandale. They will be good quality and available in Vee-neck or standard type T-shirt collar. A limited number of full collared shirts will also be made. Prices will be around $8.00 for the basic type shirt. Mail orders will be available in the next Newsletter.

As CTM is having a Major at the moment I hope to attend Yarrandale by other means.

Looking forward to seeing you there . . . .

Doug Stott. Hon. Secretary.

POINT COOK 70th ANNIVERSARY FLY-IN & AIR SHOW

Melbourne put on some fine weather for a most successful day to celebrate it's 70th year as a training base for the RAAF. A large crowd, estimated at 60,000 saw a large collection of past and present military aircraft both on display and in the Air during an action packed well timed flying display.

The Airtourer Association had its own parking area near the intersection of the two main runways and obtained an excellent view of the display.

A formation fly-past of twenty-four RAAF CT4A's was a highlight of the display. After the fly-past, they broke off and landed in sections of four whilst one section did some aerobatics and tail chasing. After landing they parked just near our area.

It was good to see the Point Cook base hold an Air Display again after so many years without even a fly-in. We look forward to the next one.

Our thanks to 1 F.T.S. and the RAAF staff who made it possible.

Members in attendance were:

Sonny Rankin/Stan Wright	Aircruiser	MVR	West Wyalong
John & Doreen Treble	AT150	CRK	Laverton Vic.
Bill Miller	AT100	MUJ	Geelong, Vic.
Bob Gilmour	AT100	MOG	Donald, Vic.
Jack Hopgood	AT115	TWG	Mount Gambier, S.A.
Ian Donovan	AT115	MKL	Essendon, Vic.
Jim & Judy Crocker	AT115	FME	Boort, Vic.
Doug Stott			Darwin, N.T.
Stuart & Kerry Hilsberg			Sunbury, Vic.
Jack & Molly Koerbin			Hobart, Tas.
Alex Hood			LaTrobe Valley, Vic.
Bob Milburn			Morwell, Vic.
Keith Nolan			East Keilor, Vic.

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Wanted to Buy:

Victa, in good condition. Please reply to Milan Vyhnalek, P.O. Box 537, Burnie, Tasmania
Phone: (004) 31 2984

AIRTOURER ASSOCIATION ANNUAL FLY-IN AND CONVENTION
QUIRINDI N.S.W. MARCH 1983

A fine Saturday morning in March saw the annual convention of the Airtourer Association off to a good start. With some Airtourers already tied down from the previous night, they started to arrive from near (Gunnedah) and far (Hobart). A quiet morning was in order, so as not to upset those who had chosen to talk shop etc. the previous night. By lunch time there was over a dozen Airtourers parked near the little old terminal at Quirindi. A local group of ladies provided an excellent lunch whilst old friends met again and new ones talked for the first time. After lunch the annual Navigation trial was held – the trial of about one hours duration tests members skills in navigation, flight planning, map reading and observation. The winner receives the Cliff Tait trophy – donated by the New Zealand pilot who flew an Airtourer around the world.

As the Nav-trial participants returned to Quirindi, they carried out a spot landing which was also judged as part of the competition. As the answer sheets were handed in various discussions followed on the why's and how's to the various questions asked. A lot was learnt by the sound of things.

The remainder of the afternoon was taken up with flying competitions and aerobatics. Various members had a fly of other Airtourers present and at the end of the day all the aircraft present were lined up for some photos.

Dinner that night was at the local RSL Club, where trophies were presented for the Longest Distance to attend: Stan Tilley - BQK - Hobart., Best presented Airtourer Hugh Knox - MWR. Cliff Tait trophy for the Nav. trial went to: Hugh Knox and Tony Matthews - MWR The Presidents Trophy for the Secret Time of Arrival: was won by Ron Stiebel.

The sunday morning saw a lot of bright faces in the RSL Club for breakfast which was followed by the serious part of the weekend – the annual meetings of the Airtourer Co-operative Ltd., and the Airtourer Association.

The meetings finished just in time for the return journey to the airport for lunch and the good-byes that followed another top weekend.

Doug Stott

Quirindi Attendance:

Des Setter and Don McNaught	Brisbane	AT100	MBG
Lindsay Marshalland Beryl	Lockington	AT100	MRF
Tony and Liz Matthews	Parkes	ATPA28?	RVV (MTH)
Hugh and Maureen Knox	Sydney	AT150	MWR
Earl Johnson & Carol	Taree	AT150	EQA
Ron Stiebel and Julie	Bankstown	AT115	BQW
George Kinscher	Dubbo	AT115	RQL
Brian and Margaret Leech	Quirindi		
Stan and Bonnie Tilley	Hobart, Tas.	AT115	BQK
Stan Siede	Canberra	AT115	KWH
Mark Leech	Quirindi	AT100	MRZ
Ian Donovan	Essendon	AT115	MKL
Guy Main	Camden		
Alan Wood	Hoxton Park		(MUL)
John and Doreen Treble	Laverton	AT115	KHP
Sonny Rankin and Stan Wright	West Wyalong	Aircruiser	MVR
Bob West	Albury	AT115	MVA
Aus Huttley	Newcastle	AT115	MVF
Kath Corrigan	Gunnedah	AT100	MTP
Doug Stott	Darwin		(CTM)
George Markey	Bankstown	AT100	WHO

AIRTOURER ASSOCIATION

ANNUAL GENERAL MEETING

HELD AT QUIRINDI 6 - 3 - 1983

STATEMENT OF RECEIPTS AND EXPENDITURE FROM 1 - 2 1982 to 31 - 1 - 1983

RECEIPTS		EXPENDITURE	
Credit Balance 1 - 2 - 1982	$3,421.14	Print Out Machine (Loan to D. Stott)	$1,500.00
Membership Fees	1,811.00	A.G.M. LTV	998.50
Fly-in Registrations	1,731.00	Cloth Badges, pins etc.	750.00
Repayment from Co-Op	298.00	Airsport	636.00
Cloth Badges, Pins etc.	95.00	Newsletter	196.24
Bank Interest	17.99	Return of A.G.M. Deposits	180.00
		Trophy's and Presentations	140.80
		Printing	57.00
		Advertisement	42.30
		Petty Cash	37.60
		Bank Charges	13.68
		Stamps	5.40
		Credit Balance	2,816.61
	$7,374.13		$7,374.13

Reconciliation: Credit Balance = $2,816.61

Airtourer Co-Operative Limited owes Airtourer Association a total of $1,000.00
Doug Stott " " " " $1,500.00

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"AIRTOURER FLY-IN — SCHOFIELDS AIR SHOW 1983"

What a week-end for an Air Show — WET, but a week-end to remember for our Airtourers. Sixteen Airtourers were present on Saturday, best ever at Schofield, the organisers were delighted.

We had a fly past set out at 1020 Saturday. Five Airtourers were ready for taxi but had to hold due to incoming traffic, all at once nine incoming Airtourers were stuck in the middle of our taxi way going the wrong way for our fly past (get them out of the way came the order) to a traffic co-ordinator on a bike.

We promptly turned them around ready to taxi for the fly past, twelve Airtourers were in the air with Home-builts and Antiques. Dick Sims was at 1000 ft. doing a polished Airtourer aerobatic display in Hugh Knox's 150, very well received and commented on by Mrs. Cruse who compered the show — Well done Dick.

Seventy people had lunch at our marquee on Saturday, some profit was made from the meals. A good day was had by all until rain set in midnight Saturday through Sunday, Monday, Tuesday, some members were still there Thursday, ask Ian Donovan ! ! I flew the last Airtourer out the following Saturday (KHP). Thanks to the A.C.T. lads who helped with the tent erection Saturday

Harry Couzin.

Airtourers at Schofields 1984

MOA	MOJ	BQW
MVA	RVV	PJR
MOJ	RQL	MWR
MRE	PHP	BQK
MKL	FMA	EQA
WHO	KHP	RQG

Others

CBA — Mooney
IWS — Corby
PRC — Bonanza
DNB — 182

John Treble,
25 Judge Street,
SUNSHINE, 3020
VICTORIA.

PROJECTED 1984 AIRTOURER ASSOCIATION ADVENTURE

Since I've owned an Airtourer it has been an ambition of mine to fly the Simpson Desert, from Birdsville to Alice Springs, a distance of 320 nautical miles with very little reference points. Later on I thought, why not achieve it as an Airtourer Association Adventure with perhaps a dozen or so Airtourers crossing the Simpson Desert as a group (we haven't tried anything like this before). I believe it would be a Navigational Exercise which would take pride of place in our Log Book.

To cross the Simpson Desert in todays modern, sophisticated aircraft is an accomplishment, but to cross it in an Airtourer would certainly be an achievement.

The Adventure should be attempted at the most stable weather time of the year, which I believe to be July/August. While it may seem a long way off, you can imagine there is a reasonable amount of planning to be done beforehand, I refer mainly to organizing accommodation, meals, etc.plus fuel at places that don't normally stock it (such as at Birdsville). Some may prefer Hotel/Motel type accommodation, others may prefer to do their own thing. I personally will be doing the camping bit, tent, li-lo, sleeping bag.

My suggested itinerary is as follows :—

The Airtourer Adventure Group to meet at Broken Hill on a Saturday afternoon and those with longer distances to travel, joining us on Sunday morning. Our departure as a group would be Sunday afternoon for a 155 nautical mile journey to Tiboorburra. This should give us a feeling for flying as a group.

Monday morning departure for Birdsville (approx. 300 nautical miles) with lunch at Innaminka, visiting the Dig Tree and/or the Moomba Gas Fields before arriving at Birdsville.

Tuesday to be the big day with an early morning departure, non stop for Alice Springs, (320 nautical miles away) arriving for a celebration lunch.

Wednesday to be a relaxing day at Alice Springs.

The itinerary after Alice Springs is completely flexible to everyone's own desire. I will be slowly winding my way back to Melbourne, possibly via Ayres Rock, Coober Pedy to arrive home by Sunday.

Suggestions on making this Adventure a successful one would be most welcome.

Probable or possible participants could write to me or talk with me at our Yarrandale Fly-In 17th and 18th September, or at our Annual Convention to be held at Echuca on 2nd, 3rd and 4th March, 1984.

I believe this Adventure should open new horizons and cement current friendships within our Airtourer Association, so lets make it happen.

John Treble.

* * * * * * * * * *

FOR SALE

AIRTOURER 115 VH - TWE Serial 109

TT under 4000 hours — Newly "Topped"
100 hourly just completed.
Major inspection March, 1984
Com. 11 A V.H.F. Radio
Best Offer

Contact: M. Wm. C. Kelly, C/- Bannockburn P.O. 3331, Victoria.

QUIRINDI: A BIRD'S-EYE VIEW

Quirindi 1983 Airtouer Convention was, for me, the continuation of an event begun earlier in the week in Parkes. As part of the celebrations for the Municipal centenary., Tony had organised the biggest Air Pageant seen at Parkes since World War 11, to be held on Thursday the 3rd.

The tone of excitement was set early in the day, with the arrival of the Caribou, which "shot up" the main street, winged-over and came roaring back. It brought many hundreds out to look and wonder, and drew them out to the airport.

By noon the place was thronging with visitors. Some Airtourers had already arrived: MVR with Sonny and Stan, KHP with the Trebles, and Hugh and Maureen Knox were not far away in MWR. Our overseas visitors, the Tilleys, arrived later. The aircraft looked good in the line-up, and later in the day, joined in the fly-past. The only sad note was that MTH, star of the TV commercial promoting the pageant, was sulking in the hangar, with its fuel pump laid out on its wing.

Don Pollock and his Pitts began the show: "Look mummy, he's gone upside-down" was heard, not for the last time. The variety of displays was great: from Tom Prosser and his radio-controlled models, through rotary-wing flight, with Stephen Graham and his gyrocopter, the daring crop-duster, Cassutt racer, to the relics of World War 11, the Tiger Moth, Harvard Trainer and the Mustang. A superb demonstation by the Stampe was as classy as the brief and spectacular visit from the RAAF Mirage.

However, the Army really stood out with its contribution: a breath-taking handling display of the merits of the Pilatus Porter by Don McNaught, (no longer Captain Zero, now Major OE): a splendid free-fall formation jump by the display team from Williamtown Parachute School, and another marvellous demonstration of the Caribou's talents.

Later that evening at the Aircrew reunion, the Airtourers had a bit more of a chance to chat, and the night slipped away only too quickly.

Next morning dawned all too fast. Our visitors made a leisurely breakfast and strolled off to watch the Centenary Pageant, re-enacting the history of Parkes. I grabbed my whip and chair and set off for school — to end up watching the pageant, as part of crowd-control.

The others set off for Quirindi: I struggled through the school day. Tony picked me up and we took of in RVV, a Cherokee 180 that resembles an Airtourer in few respects, but at least had Victa in its name. MTH looked very dejected., as the master surgeon's skilled fingers probed his fuel pump.

As we bumped and slid across the skies towards the Liverpool Ranges, we could hear MKL and BQW calling ahead of us on the air. I always get a buzz out of fly-ins, listening out for who's in which aircraft, and anticipating the reunion.

Crossing the ranges, we noticed that the ground ahead was covered in some strange fuzzy green substance, the like of which we had vague memories of seeing two years ago near home. I found out that the Quirindi region sits on top of a huge Artesian reservoir.

Tony made his usual perfect touch-down on Runway 14, which had been chosen for us by Ron Stiebel because it had the greatest crosswind component. We were cheerfully greeted by Brian Leech and the boys, and swiftly ferried to town in an antique Subaru. Lush pastures, fat cattle, ibis grazing peacefully, and stands of sunflowers and sorghum passed by. Who'd a thought it ?

Over the top of Who'd a Thought It hill, then into Quirindi: a ribbon-development of declining importance. We found the Who'd a Thought It Motel and checked in.

The motel is aptly named. The suites are unusually large, laid out in a most peculiar fashion, and oddly furnished. Our room had fourteen tables and two TV sets, and one bed plonked in the middle. There is a swimming-pool, a free-range rabbit, a cage of battery rabbits and a cockatoo. There is also a good dining-room, and something that appears to be milk comes out of the cold water tap.

We foregathered for dinner: a noisy bunch at best, but soon to become louder. Our ranks were swelled by a motorised contingent, and many bottles of reisling were consumed. Later, the excellent coffee made a natural partner for the port, which disappeared rapidly. The Committee went into Conclave, and kept sending out for refreshments.

Saturday promised to be a scorcher. Everyone sensible had a dip in the pool. Some others preferred to continue the meeting they'd interrupted at 2.30 a.m. Some of us exercised our democratic right, and Maureen did her usual shopping and bought a very elegant straw hat.

Once out at the airport, we chatted amongst ourselves and with the locals, admired the culinary skills of the ladies of Quirindi Host Farms, who really did us proud with their catering, and watched the men do daring things to and with each others' aeroplanes. Tony does better stall turns than anyone, but Stan Tilley can fly upside-down longer (and is allowed to do it lower.)

People often ask me what there is to do at a fly-in . . . they think it must be boring. Some would certainly find it so, but for me there is the excitement of seeing a little aircraft homing in on the field to join the dozen or more of its relatives in the line-up. I like to meet new people and catch up with the ones I've met before. I can't ignore the roar of a looping aircraft, nor the splutter of an upside-down machine. I just have to look up. I like to see what other people have done to their aircraft: new fittings, colour schemes, etc, and I was most interested to see what the Leech family is doing in the line of re-building and re-storation of Airtourers. I also like to check out the different models for age, sex, etc . . . We've got a little girl: she'll be 21 this year.

Add to that the exchange of family news, talk about places we've flown to, and plans for future fly-ins, navigating and watching bomb-drops and balloon bursting, and you've got a good weekend. This time, we even had a wine-tasting, and the wine was most acceptable and greatly appreciated.

For me, the best fly-in is one with Henry Millicer. He is the Patriarch of the group, and is always glad to look and listen. With Henry, the Airtourer family began, and we are all related to him and to each other in a very special way. Unfortunately, Henry was not able to get to Quirindi this time.

While intrepid navigators chivvied their pilots into staying on course, and flying 090, not 009, some of us cooled off in the Leech's pool. Many thanks to Margaret for her hospitality, and her ice-cold rain-water !

Saturday night saw trophies awarded, toasts drunk, dinner enjoyed, speeches reduced to a minimum, and Sonny arranging with Brian to have long-range tanks fitted to MVR so he could skip the country. Hugh Knox stirred: "Admit it, Sonny, if Bob Hawke had an Airtourer, you'd think he was a good bloke !" Sonny's reply indicated that he didn't really think so . . . but he used different words.

Sunday's breakfast was good fun, and the extra hour of repose was appreciated. However, what followed was Business conducted in Torture-chamber conditions. Three hours' talk in a smoky atmosphere without air-conditioning ! ? I was smoked out after half an hour, went for a foot-tour of Quirindi, and ended up with the sensible ladies who hadn't even attempted the meeting Another sensible person was Major OE, who joined us for a swim in the Whodunnit pool. (He explained that the pool at the Commercial was out of order.) Don't ever let me hear any of you fellows saying that it's women who do most of the talking !

Really, chaps, you wasted . . . sorry, SPENT an enormous amount of time on hot air when you could have been flying each other's planes, playing games with bombs and balloons, and generally enjoying the feeling of togetherness that an occasion such as this brings . . . . I know business is important, but there are such things as time-limits for meetings.

I had a great time at Quirindi, and I'm looking forward to seeing more of the family at Yarrandale, and maybe in other places in between.

Liz Matthews.

STIEBEL AND THE SECRET TIME OF ARRIVAL

Of all Airtourer birds, it's Julie who has to put up with the greatest stir. Don't get me wrong. Ron Stiebel can be an excellent chap at times, and wields a port decanter and and a video camera around with equal expertise. But when he waves the stirring-spoon, sparks will fly.

Little did we know, as we landed at Quirindi, that RVV had touched down nearest the Secret Arrival time. We were aware that we were not eligible - or rather, that the aircraft wasn't. We arrived ten minutes after Ron and Julie in BQW.

Imagine Ron's delight at winning the shield: Imagine next, that someone slips him the information that he'd won it by default, and could he keep it quiet ?

Scene: The Apron, Qurindi Airport.

Cast: Ron Stiebel, slutching a huge trophy.
Liz Matthews, minding her own business.

RON: (grinning evilly): Liz, are you in a bad mood ? (or words to that effect).

LIZ: No, Why ?

RON: Well, you will be in a minute. (Proceeds to tell Liz the whole story)

Ron, next time you have roast dinner at our place, you WON'T get the shank !

* * * * * * * *

ANNUAL REPORT CO-OP MARCH, 1983

Board of Directors: D.O. Rankin, D. Stott, A. Wood, E. Johnson, F. Rogers, J. Treble, H. Knox

During 1982 the board have met on three occassions, once at Narellan, once at Yarrandale and here again at Quirindi on Friday night.

This years activities have been very good as will be seen by our Treasurer's report and audit. Quite a volumn of business !!!! Though your board have been constantly in touch with Transavia re money matters and at this stage your board have made the following recommendations re our Co-Op dealings with this Company.

1. Terminate business relationship with Transavia.
2. Co-Op will undertake the distribution of all parts.
3. The Co-Op Secretary Guy Main and Engineering Consultant Alan Wood are to have the day to day conduct of the business.
4. Remuneration terms to be negotiated.
5. All parts to be ordered direct from Guy Main as from the date of this meeting 4th March, 1983.
6. Alan Wood will apply for all Departmental Approvals.

Again we have elections or re-election of four board members, D.O. Rankin, J. Treble, D. Stott and H. Knox. There I feel I should say that your board have worked together, with every problem which has arisen and I am confident that the Boards decisions have been correct.

My thanks to all board members for their assistance and co-operation, which has made my task as Chairman so much easier and effective. We again look forward to serving our shareholders during 1983 and feel that our experience with Transavia will serve us in good stead for 1983 and onwards.

Future ordering procedures will be detailed to all shareholders and Association members. I would like to personally thank A. Wood and our Secretary Guy Main for their sterling and tireless efforts in getting the bits and pieces out to our A/C owners. While Frank Rogers has done likewise with our drawings. Let me assure all shareholders that all our spares and tooling are located at Narellan and Hoxton Park and drawings at the home of Frank Rogers. We owe these people every support and its my privilege to say a million thanks to them for free storage and untiring service to our shareholders. Please accept our grateful thanks Frank, Alan and Guy.

For 1983 shareholders will again see some vital changes in our Co-Op business dealings, and hopefully will ease the work load off these hard working three, and for our Treasurer, prompt settlement of moneys owed to the Co-Op.

Your Board of Directors feel sure they can overcome the Transavia part and carry on with re-newed confidence, to serve our shareholders in the operation of our Co-Op

D. O. RANKIN
Chairman.

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Attached with this Newsletter is a program for the West Wyalong Highway Festival 1983 as supplied by Stan Wright.

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This Newsletter brings most things up to date and we hope you enjoy reading it as much as we enjoyed putting it together. You can now look forward to a more regular Newsletter. If there are mistakes or omissions we apologise.

Contributions and constructive criticism to make the Newsletter a better one would be most welcome.

John & Doreen.

"YARRANDALE" FLY-IN 17th and 18th SEPTEMBER, 1983

FLIGHT PLANNING

If you intend submitting details it is requested that you submit your Sunday (going home) flight plan to D.O.A. at the same time as you submit your plan en route to "Yarrandale". This is acceptable to D.O.A. provided you check for weather prior to departure and you leave your Sartime (if not full Sar.) as T.B.A. (to be advised).

Ensure remarks section of plan indicates plan is for "Sunday 18th September" this is due to the limited telephone facilities at "Yarrandale". ETD's and SARTIME etc. will be collected and passed to D.O.A. using minimum 'phone calls.

YRD is the approved abbreviation for "Yarrandale".

V.H.F. COMMUNICATIONS

"Yarrandale is located in SYDNEY F.S. Area (frequency 125.0) very close to the boundary with Wagga (frequency 119.5). At an altitude of 2500 ft (QNH) it is possible to communicate with either station.
"Yarrandale" Base Station will be operating on 119.1 during the Fly-in. SARTIMES should be nominated to WAGGA FLIGHT SERVICE.

FUEL

Fuel will be available at "Yarrandale" on a CASH only basis.
Re-Fuelling facilities are also available at WEST WYALONG.

WEST WYALONG ACCOMMODATION

Charles Stuart Motor Inn	...	'Phone STD 0697212,	as for	WWL 949	(Manual Exchange)	
Mayfair Hotel	...	"	"	WWL 811	"	
Golden Way Motel	...	"	"	WWL 534	"	
Country Inn Motel	...	"	"	WWL 897	"	
Tatersalls Hotel	...	"	"	WWL 30	"	

Except for those staying at "Yarrandale" (Sleeping Bags etc.) Motel or Hotel accommodation (booking and charges) is members own responsibility.

REGISTRATION FEE

A $20.00 Registration Fee will be charged per head to cover expenses, and will include meals (Saturday – Lunch and Dinner; Sunday – Breakfast, Lunch) drinks and transport to and from West Wyalong.

AIRFIELD

P.T.O. for "Yarrandale mud map

AGENDA

FRIDAY 16th SEPTEMBER

Members welcome to arrive on this day .

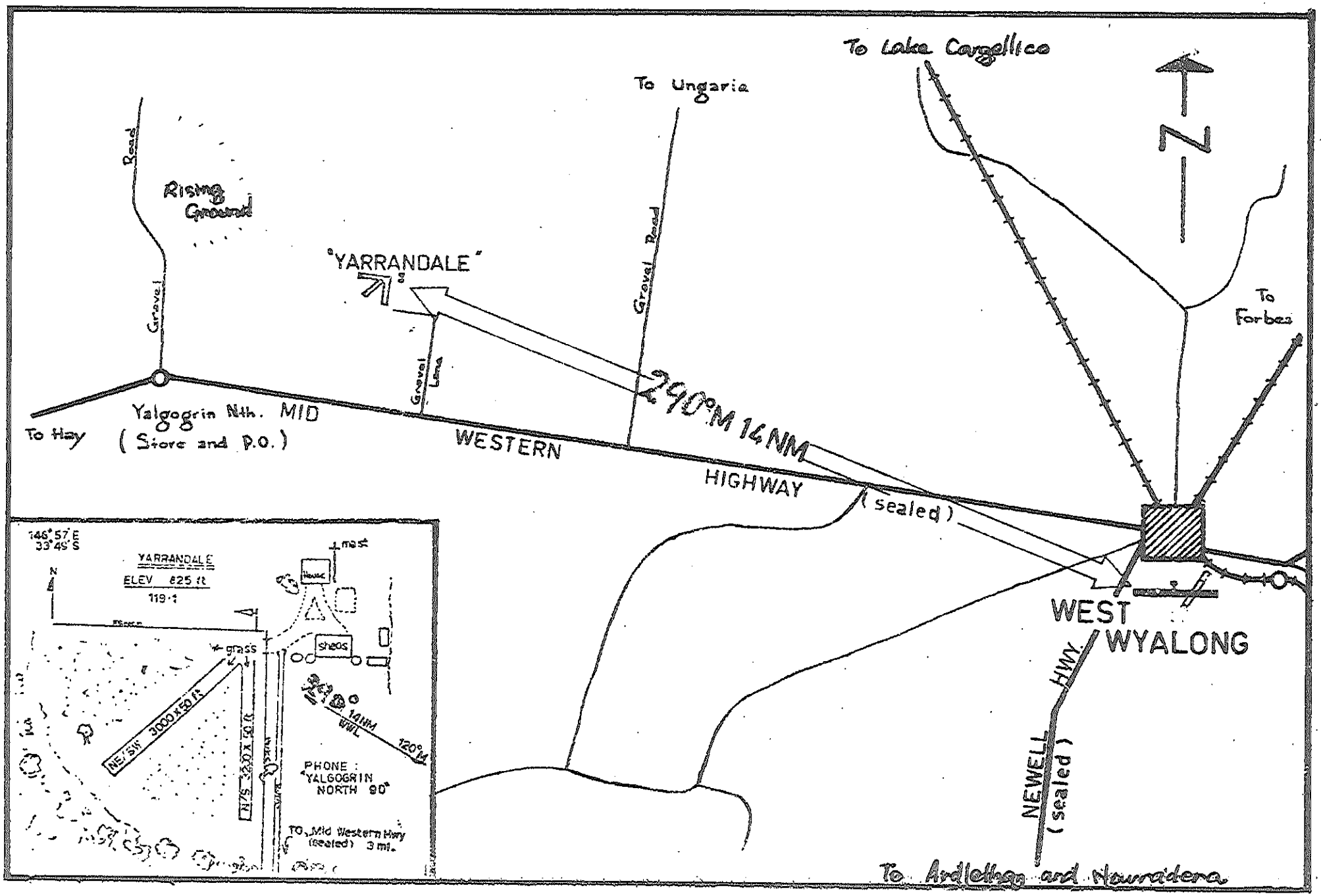
SATURDAY 17th SEPTEMBER

0900 onwards	Arrival of Members, Guests and Visitors Please register on arrival $20.00 fee payable per head (all inclusive).
1200 – 1400	B.B.Q. Lunch
1400 – 1630	Local flying activities and general discussion with other visitors. Some flying displays may be organised.
1630	Drinks.
1900	Social Evening and Dinner
2300	Or when required – Transport to West Wyalong.

SUNDAY 18th SEPTEMBER

0800	Motel guests depart WWL for breakfast "Yarrandale"
0830	Breakfast
0930	Informal discussion on technical, maintenance and performance topics. Flying by arrangement.
1200	Lunch.
	Departures: (An early takeaway lunch by arrangement)

Members are welcome to stay longer if they wish. A quiet social evening is planned for those remaining.


To Lake Cargellico
To Ungaria
N
Road
Rising Ground
"YARRANDALE"
Gravel
Gravel Road
Gravel Line
290°M 14 NM
To Forbes
To Hay
Yalgogrin Nth. MID
(Store and P.O.)
WESTERN
HIGHWAY
(sealed)
WEST WYALONG
HWY.
NEWELL
(sealed)
To Ardlethan and Naradera
146°57'E
33°45'S
YARRANDALE
ELEV 625 ft
119·1
mast
House
sheds
grass
NE/SW 3000 x 50 ft
N/S 3300 x 50 ft
141MM
WWL
120°M
PHONE :
YALGOGRIN
NORTH 90
TO Mid Western Hwy
(sealed) 3 mi.

1983 FESTIVAL PROGRAM

FRIDAY, SEPTEMBER 30

10.00 a.m.	*Golf Tournament*
	Lawn bowls tournament
12.00 noon	*Fashion Parade compered by a leading TV personality*
4.30 p.m.	*Children's and Adult's Fun Run*
5.30 p.m.	*Street Carnival to feature:*
	★ *Wheelbarrow races*
	★ *Mardi Gras*
	★ *Country tea (barbecue style)*
	★ *Trash 'n Treasure Market*
8.00 p.m.	*Dramatic Society Play or Western Melodrama*

SATURDAY, OCTOBER 1

9.30 a.m.	*Patsie Bisco and Humphrey B. Bear*
11.00 a.m.	*Street Procession*
12.00 noon	*Exhibition and competition afternoon at Ron Crowe Oval, featuring:*

Tug-O-War	*Helicopter display*
Woodchopping	*Fire Brigade display*
Sheep Shearing	*Vintage cars*
Wheat bag carrying	*Street rods*
Sheaf tossing	*Motor bike display*
Police Pipe Band	*Big Rig Show*
Army display	

1.00 p.m.	*Trotting meeting*
4.00 p.m.	*BMX twilight race meeting*
5.00 p.m.	*Country Tea (barbecue style)*
7.30 p.m.	*Hoedown*
8.00 p.m.	*Dances at all clubs*

SUNDAY, OCTOBER 2

7.30 a.m.	*Country breakfast featuring live entertainment*
10.30 a.m.	*Nick Erby's Country Jamboree — featuring*

Ten of Australia's top Country and Western Artists

7.30 p.m.	*Hoedown*
8.00 p.m.	*Dances at all clubs*

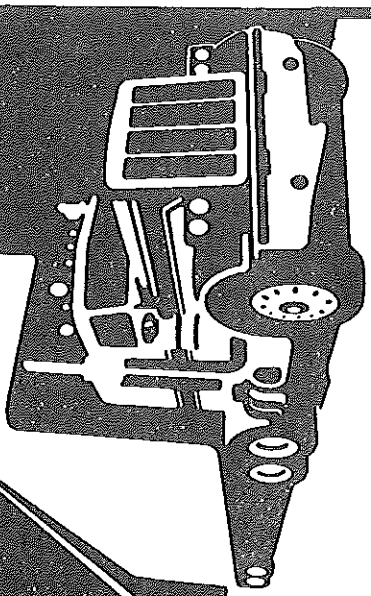
MONDAY, OCTOBER 3

7.30 a.m.	*Country breakfast featuring live entertainment*
10.30 a.m.	*Camel races and truck display*
	Battle of the Bands
	Dirt Track motorcycle races

NOTE: This program may be subject to change.

★ All attractions are within easy walking distance of caravan parks, motels and hotels!

WEST WYALONG HIGHWAY FESTIVAL



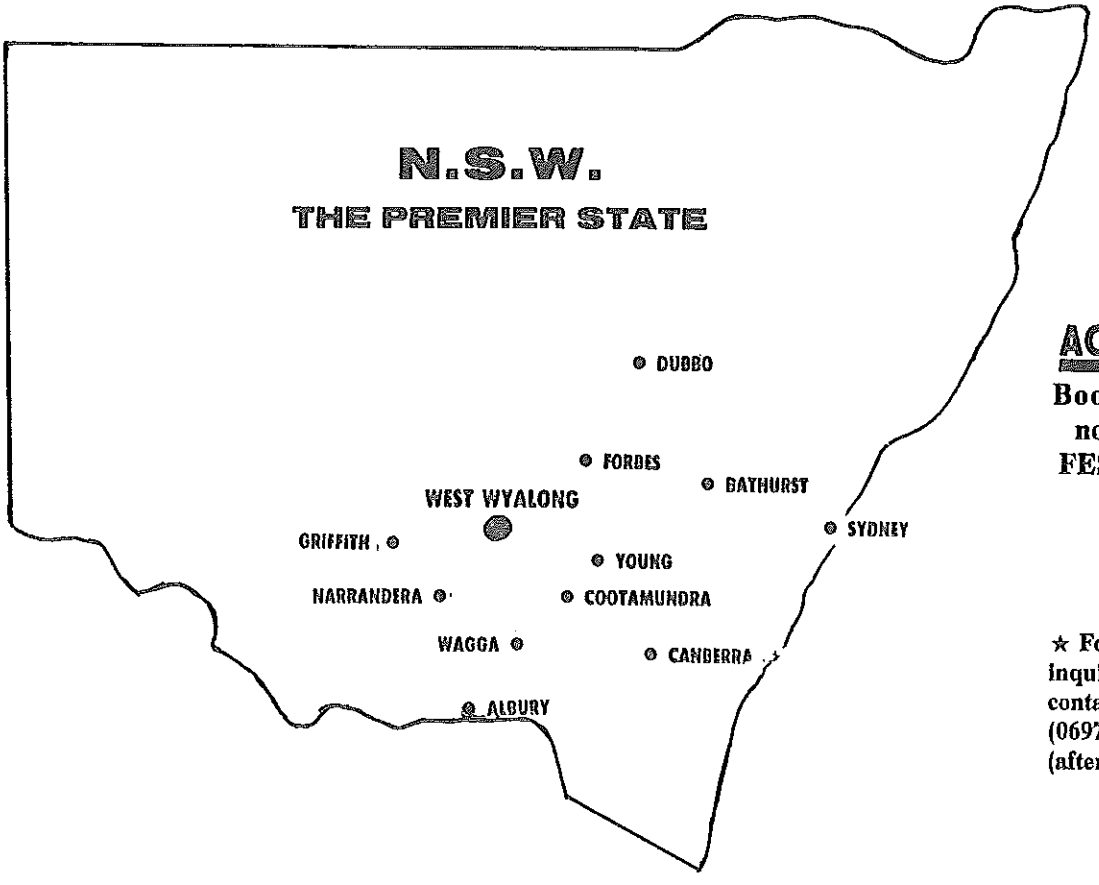
OCTOBER LONG WEEKEND

1983

(SEPTEMBER 30 TO OCTOBER 3)

Last year's Festival was a spectacular success. This year's Festival will be TREMENDOUS!

IT'S NOT JUST A ONE DAY SHOW!



ACCOMMODATION

Book accommodation now for this fun-filled FESTIVAL WEEKEND

★ For further information and inquiries regarding Festival contact Bill Thompson on (0697212) 195 (business) 1212 (after hours) or Leon Willis on (0697212) 235