Stuart Ahlsberg

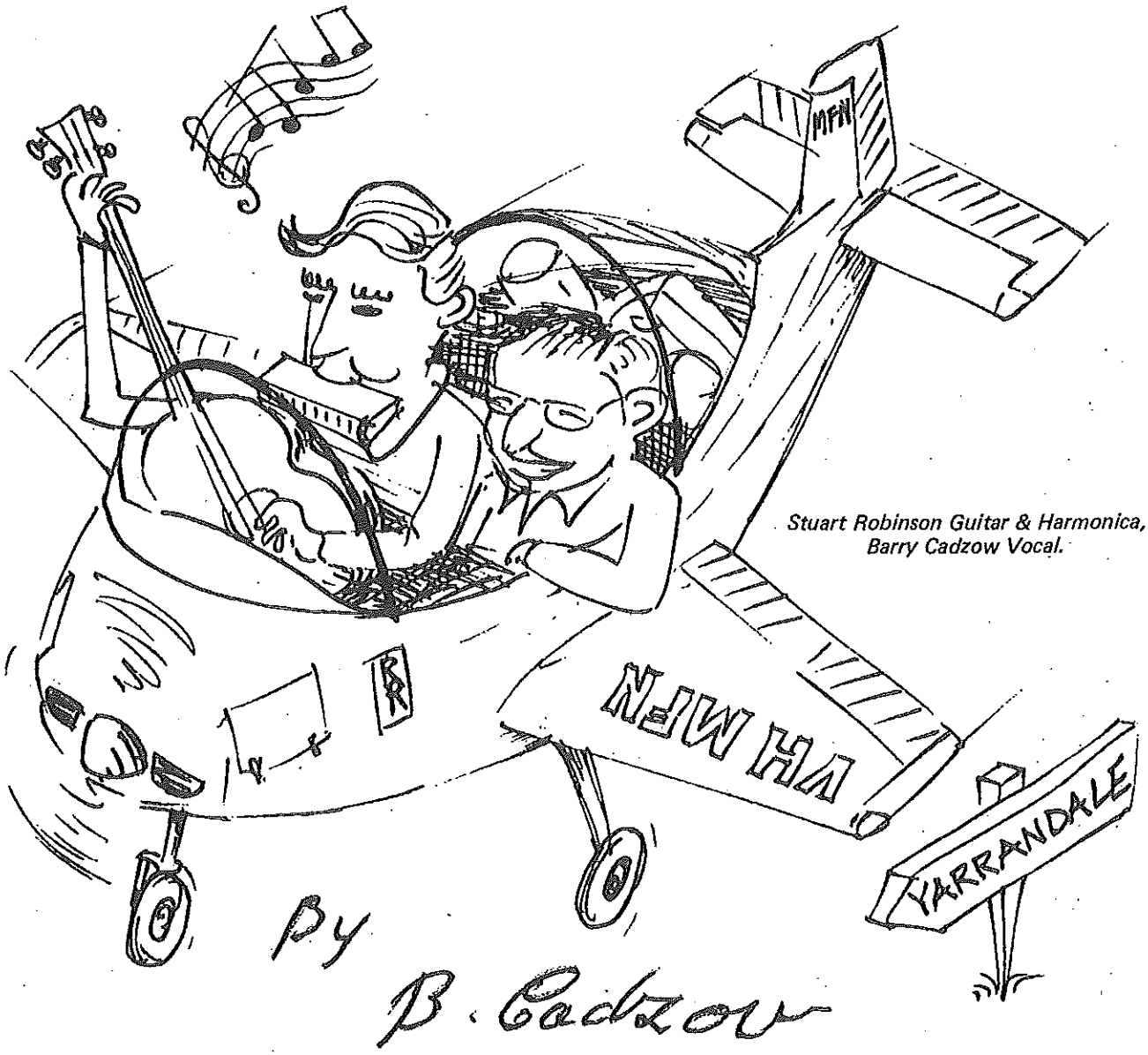
AIRTOURER ASSOCIATION

YARRANDALE EDITION
NOVEMBER, 1983
NEWSLETTER No. 26

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

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

The Musical Victor



Stuart Robinson Guitar & Harmonica, Barry Cadzow Vocal.

By B. Cadzow

NEWSLETTER

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AIRTOURER ASSOCIATION

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

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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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PRESIDENTS NOTES

With cloudless skys at first light on the 17th September, all looked well for Yarrandale 1983. Alas by 2200 G.M.T. low cloud and rain :— just a friendly morning, but the day improved two fold and some 24 aircraft were on the ground at Yarrandale. Two CT4's, one Winjeel and a Pilatus Porter; One can only be humbled by the strong ties with our members, mates and many friends of both the R.A.A.F. and Army; Our great delight to have them with us at Yarrandale 1983.

Our highlight was Saturday evening, to be addressed by our member, Air Commodore Bill Monaghan !!! "Just what a gift" to address our members who could have been completely lost, but Bill, by years of experience, was able to explain the technical details, even I did not miss the every detail of the story conveyed — most appreciated Bill.

The furphy has it that we may even get to Williamtown before Bill retires, heres hoping.

There was a time when we debated the pros and cons of where our A.G.M. was to be held, this has been the case for some years, however as you know Echuca is the 1984 venue. All this hassle is over for awhile as I will relate. The O.C. I.F.T.S. Point Cook, Wing Commander Ron McGrath has made provisions for our 1985 A.G.M. to be held at Point Cook. Sadly though Ron will have moved on, but hopes to join us from wherever he may be posted, for this occasion.

What a delight to have Major McNaught here at Yarrandale in his little wonder !!!

I feel that this is enough from me other than to say that our Secretary again made the big effort to join us :— together with two of our new members Paul Reedy and Brian Hamblin of the F.M.A. flying group — "Guess what" they are in the very special care of our Chevron Hilton host, Stan Wright, a very special welcome to you both from the group.

For Yarrandale 1983 Betty and I say many thanks for making our day with your presence so until Williamtown or Echuca, happy Airtouring and safe flying

Sincerely,

Sonny.

Insurance

As a follow up to the Insurance Schedule in our last Newsletter, Janair have supplied Insurance Proposal Forms to be mailed with this Newsletter.

The Pendulum is turning ! ! !
Recently two people contacted our President seeking an Airtourer, but he had to advise them that to our knowledge there aren't any available. If anyone knows of an Airtourer which is for sale, contact Doug or Sonny.

We have moved

Doreen and I have now settled into our new home; so now correspondence can be addressed to 16 Meehan Court, Keilor, Victoria, 3036. Phone: (03) 336 2056

* * * * * * * *

Vice President Stan Tilley has also recently moved. Stan and Bonnie are now living at 9 Acushia Court, Sandy Bay, Tasmania, 7005. Phone: (002) 252302

SECRETARY'S NOTES

With this issue of the Newsletter we are extending a special invitation to owners of Airtourers in New Zealand and the United Kingdom to become members of our Association.

This Newsletter is being sent to N.Z. and the U.K. and will be distributed by our representatives in those countries. We ask that you respond direct to the representative in your country.

A membership application form and some other data on the Association will be enclosed for your use and information. We hope that you enjoy reading this edition of the Newsletter and that you will consider becoming a member and help us to achieve our aim.

We invite contributions from all our members on your activities etc. for inclusion in future Newsletters – Please send your contributions direct to the editor – John Treble, 16 Meehan Court, Keilor, Victoria, 3036, Australia.

As another year runs towards its end, we are once again planning our path for 1984 – Our next convention is at Echuca, Victoria on the Murray River and will be held on the weekend of the 2nd, 3rd and 4th March.

It is hoped that our friends in New Zealand and the United Kingdom can have their first fly-in's before too long.

The next Fly-In to be held by the Sport Aircraft Association of Australia will be Mangalore '84 and will be held over the Easter weekend. The guest of honour will be our Association Patron, Henry Millicer. We ask all our members to make an effort to attend and help support the SAAA, honour our Patron.

I would like to take this opportunity to thank those members who inquired after my engine problem en-route to Quirindi for the last Convention. Yes - CTM is now on the road (?) to recovery and is now about three-quarters through a major inspection here in Darwin. I am also catching up on all those little jobs that I have deferred (?) since the rebuild and conversion six years ago.

I hope to be flying again by December and look forward to seeing a lot of you at Echuca and Mangalore.

Christmas and New Year wishes to you all from Barb and myself.

Happy Flying.

Doug Stott Hon. Secretary.

AIRTOURER CO-OPERATIVE LTD.

The Airtourer Co-operative is now firmly on its feet with arrangements in hand for the supply of most Airtourer parts. Once again we remind members and owners seeking parts etc. that the Co-op is a voluntary organization and from time to time some delay may occur with your order. Please bear with us if your order is delayed – there are many factors involved and part of our aim is to keep the prices down and the payment of full-time staff would not achieve our aims.

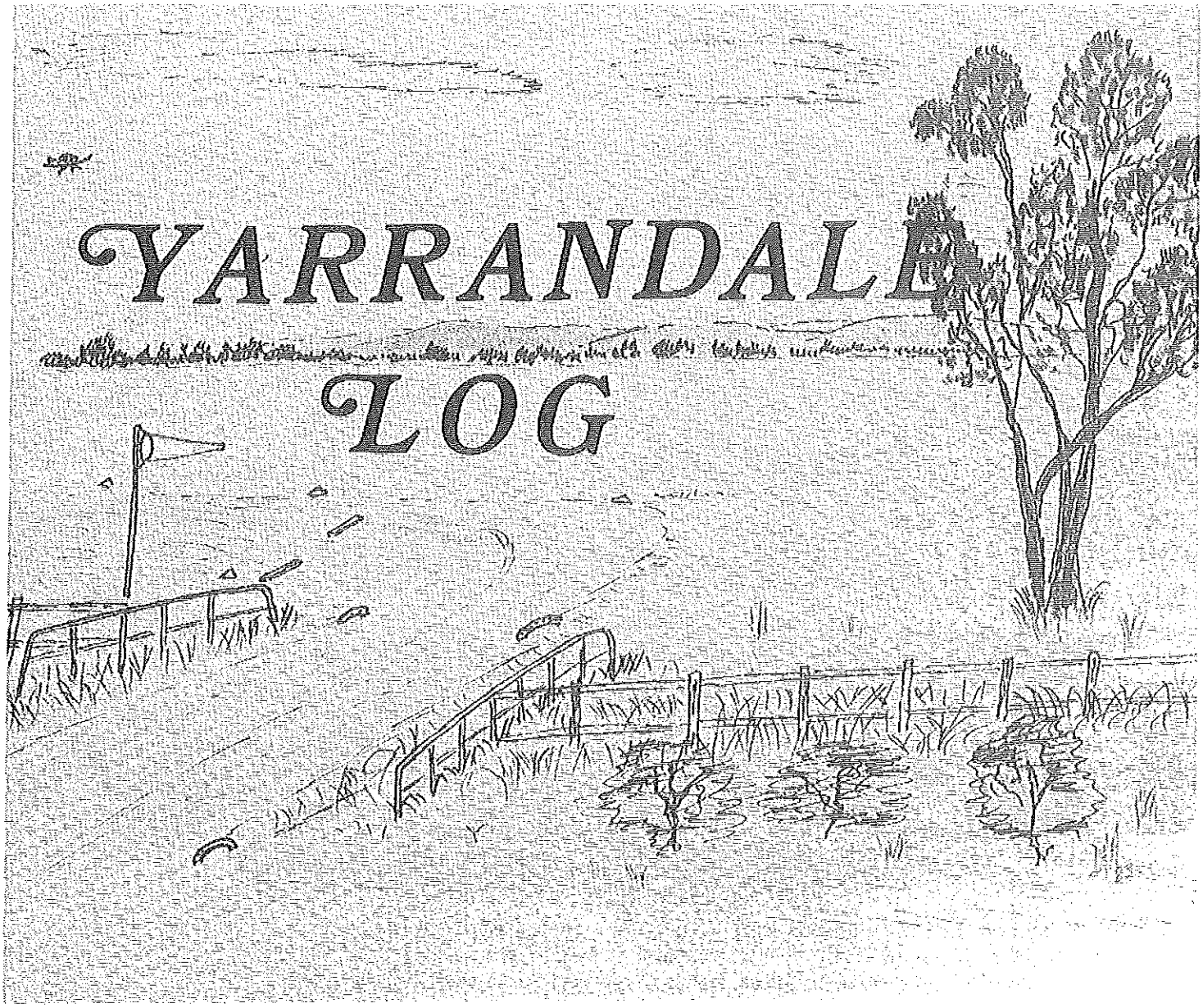
We remind owners that ALL orders are on the basis of CASH PRIOR TO DESPATCH OF ORDER or C.O.D. We cannot run the risk of operating accounts.

Please direct all enquiries to the Co-op Secretary – Guy Main. 12 Turner Road, Narellan, N.S.W. 2567 Phone: (046) 461282.

Matrimony

Congratulations to our Bundaberg members Des and Lorraine Anderssen on their recent marriage. They found time to attend Yarrandale during their honeymoon. Des is usually one of the last to leave the festivities, but on this occasion he was one of the first to leave ! ! !

Oh well, maybe he will stay longer next year.



Hi there ! Boy what a great weekend. Lots of aeroplanes, lots of nice people and lots of beautiful weather.

The committee appointed me to write up this log of the weekends events, not because they think I'm a "crash hot" writer, but because I'm the only one who was sober enough to remember all that went on.

Well, I think all who attended would agree, that it was the best "Yarrandale Fly In" yet. If you missed it, Stiff Chedder, extract the digit and be sure you come next year.

Twenty four aircraft arrived to keep MVR company for the weekend. The total assortment of types was appreciated support for our Airtourer Association.

A/T	KWH		A/T	MVI
A/T	MOG		A/T	MFN
A/T	MOJ		A/T	FME
A/T	MRJ		A/T	FMA
A/T	KHP		A/C	MVR
A/T	RQH		Piper	HZP
A/T	RQG		R.A.A.F. Winjeel	T594
A/T	MWR		R.A.A.F. CT4	071
A/T	MKL		R.A.A.F. CT4	076
A/T	WAU		ARMY Pilatius	A701
A/T	MTH		C182	EUO
A/T	CRK		Bonanza	TEC
A/T	EQA		Baron	MLC

Plus one Mini Bus, one fuel truck and Betty Rankins' push bike.

Around the Tarmac

On Saturday 17th. at 10.00 hours, George Penfound called Yarrandale on 119.1, followed shortly after by Bob Gilmour. By noon six Airtourers had arrived and looked resplendent in their individual colours. All spit and polished for the occassion, shining in the bright sun. From then on aircraft arrived every few minutes during the early afternoon.

At 1325 hours (yours truly who was acting A.T.C. for the day, operating Yarrandale radio on 119.1) T594 R.A.A.F. Winjeel called in five miles to the east. Onboard was our guest of honour Air Commodore Bill Monaghan, Officer Commanding R.A.A.F. Base, Williamtown, and our old friend Sqdn. Ldr. Garry Ryan. A circuit, perfect three point landing, then some classy manouvering to get the Winjeel to fit through Yarrandales front gate, switches off, canopy open, unharness, then two of the friendliest smiles of greeting that mark the commaradee' that permeates our association.

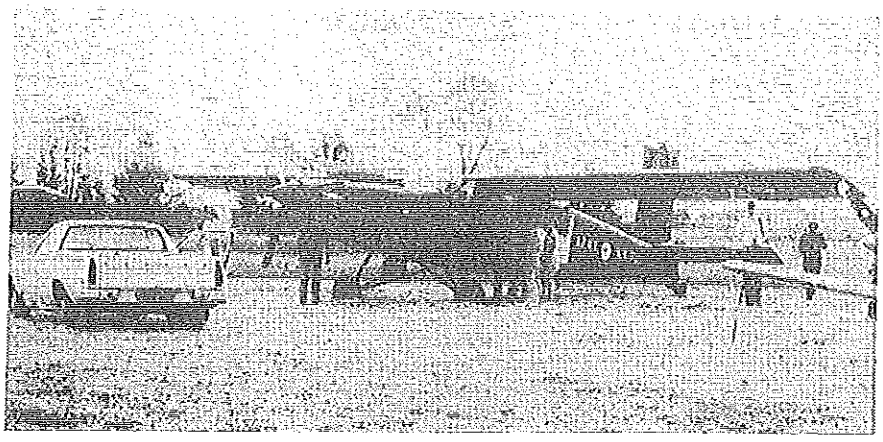
Some minutes later two specks appeared (with landing lights on) in the southern sky, hurling in at a rate of knots, at Yarrandale Homestead. Both aircraft flying wingtip to wingtip formation, beautiful flying, ZOOOOM ! overhead, break left one, break left two, crosswind, then both R.A.A.F. CT4's 071 and 076 were downwind for runway three six. Base, finals and two professional landings. The CT4's taxied in and parked alongside their Airtourer cousins. Relieved of all their flying gear, we were delighted to welcome Wing Commander Ron McGrath, Commanding Officer, I.F.T.S. R.A.A.F. Point Cook, and members of his team, Instructors Flt. Lt. Mike Davidson, Flt. Lt. Graham Sparrow and Major Rick Davies (who most members will remember from previous Yarrandale visits).

About an hour later we all heard a strange and unfamiliar heavenly screech. When I received an inbound call from ARMY 701, five miles south, all eyes turned to spot what type it might be. Someone said it was a pregnant goose, but as it approached we soon identified the Pilatius Porter. On the ground we met that infectious smile and laugh of our old friend Major Don McNaught and his companion Captain Stephen Graham of the School of ArmyAviation, Oakey.

Our special guests having arrived A.T.A. members set about making them at home and many tales and stories were exchanged. Though highly skilled and experienced airmen, they honoured us by, each being one of the boys.

Last light came all too soon on Saturday and brought down the curtain on a perfect first day.

The evening Bar-B-Q was the highlight of the weekend.
The inner man being well satisfied in every respect. We were treated to an evening of interest and fun. Bill Monaghan gave a most informative and interesting address, with a supporting movie,about Williamtown Base, it's squadrons and personel that our members will remember for a long time. Our sincere thanks Bill, your effort was "Bang On".



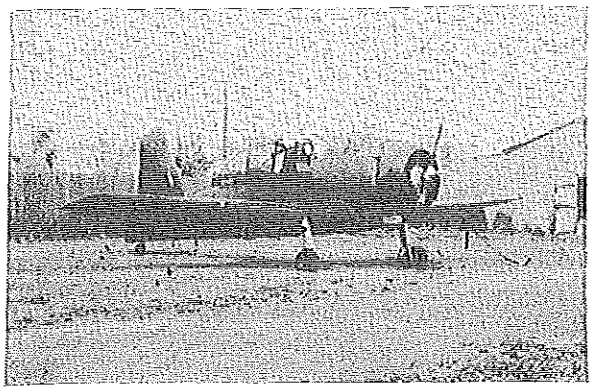
Army 701

As the evening progressed, the yarns exchanged became more and more dramatic as the fuel octane increased. Stuart Robertson entertained us with his music and song, throwing in many of the well known "men only ditties". Thanks Stuart for sharing with us your enjoyable talent I'm sorry we didn't produce any Neil Diamond's for you. It would appear that all our A.T.A. members have voices and musical ears that rival the Canadian Moose.

At approximately 0200 hours it was reported that four airmen from a point south of the border, endeavoured to navigate themselves to the shearing shed. After three or four circuits of the south paddock they were able to complete their mission.

Some chap who runs a timber business, was last seen wrapped only in a bath towel, doing an Irish jig on top of the oats silo and only came down when assured that Sonny Rankin would sing "Mother Macree" as a duet with him.

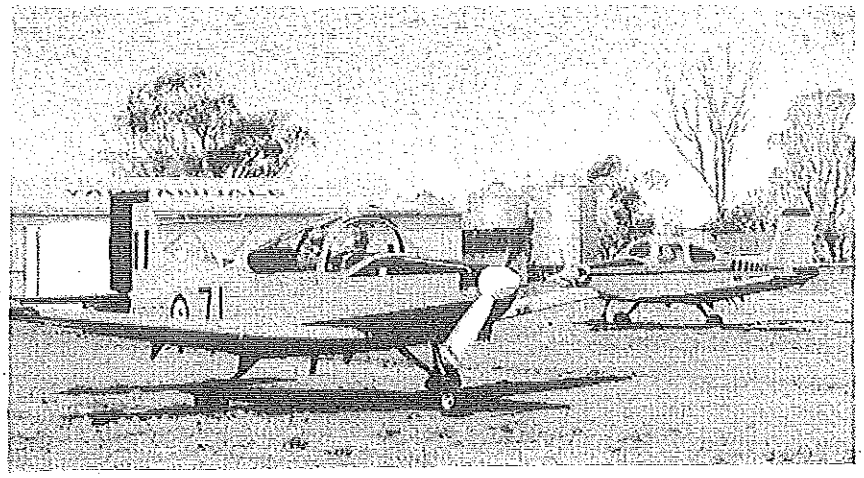
All our female members behaved themselves as true ladies and retired early. However, I did hear that a school teacher from Parkes was trying to give Major Don McNaught elocution lessons under the wing of the Pilatius about 0300 hours. It appears that Don has difficulty in sounding his "aitches" on the radio and the Army hasn't been able to cure him.



R.A.A.F. T594

Sunday was also a beaut fine day, breakfast in the hanger, though a few found it difficult to consume bacon and eggs, but preferred copious cups of strong black coffee.

Then it all started, George Penfound took off for aerobatics to start the days flying. Stan Siede was hunting all over the place for his pipe. Stan's completely lost without it ! As luck would have it, Betty Rankin found it in the fowl run when collecting eggs. Is that where you slept Stan ?
Bill Monaghan took to the air in MOG to maintain his Airtourer endorsement and showed us some very fine flying. Ron MacGrath gave Jenny Blake her first aerobatic lesson in MOJ, instructors don't come any better Jenny ! You are one of the priveleged. By mid morning there were Airtourers all over the sky doing rolls, loops lazyeights etc. It would have done Henry Millicer's heart (and broken leg) good to see all his dreams in the sky at once. The boys were having a ball. The weather was perfect, not a breeze so both strips, one eight and three six were in constant use. A few head on landings, but it wouldn't be any fun without something a little hair raising, would it ?
With all that flying, surely we can get a team together for some formation flying and aerobatics. We need to show the Airtourer and our Association off to the public and entice more young pilots to fly the Airtourer. How about some action from the members ! Don't leave it as a job for the committee. It's not management !
Well the flying continued and Stan Wright had to whistle the birds home for lunch.



R.A.A.F. 071 and VH-MVR

Some bright spark pinched Hugh Knox's rotating beacon, so Hugh put a bright red golf cap on his head and kept nodding from left to right during take off.

Time to refuel, Boy can those little B-----rs' drink. I pumped over 1700 litres of Avgas.

Sadly the time came for farewells and flight plans to be lodged. Don McNaught gave us a fine display of the Pilatius Porter's capabilities, with some spectacular maneuvres, then one by one aeroplanes and friends departed for home.

It was truly just a great weekend in every respect. We had everything turned on and turned out, comradeship, good tucker, perfect weather, aeroplanes and that beautiful perfume of aviation oil and gas.

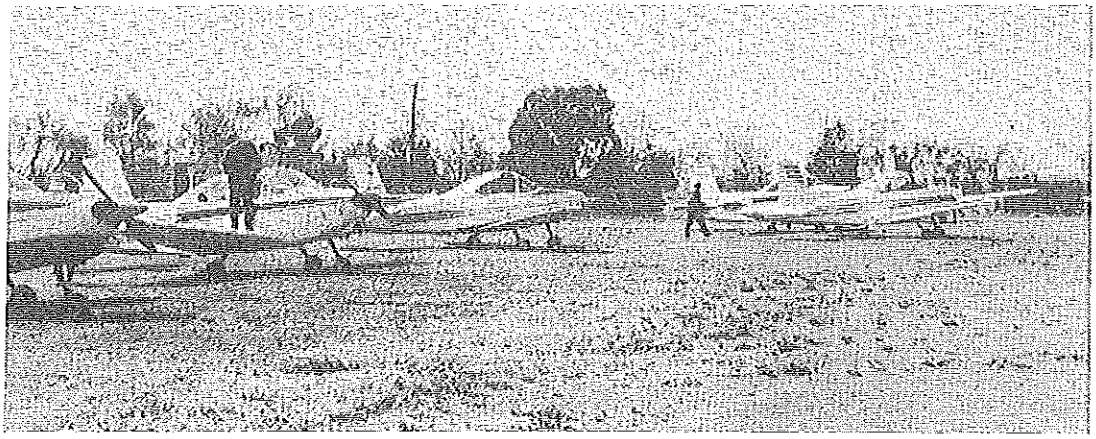
No names, no pack drill

I'm sure I can speak for all members of the Airtourer Association in extending our thanks to Sonny and Betty for their kindness and warm hospitality.

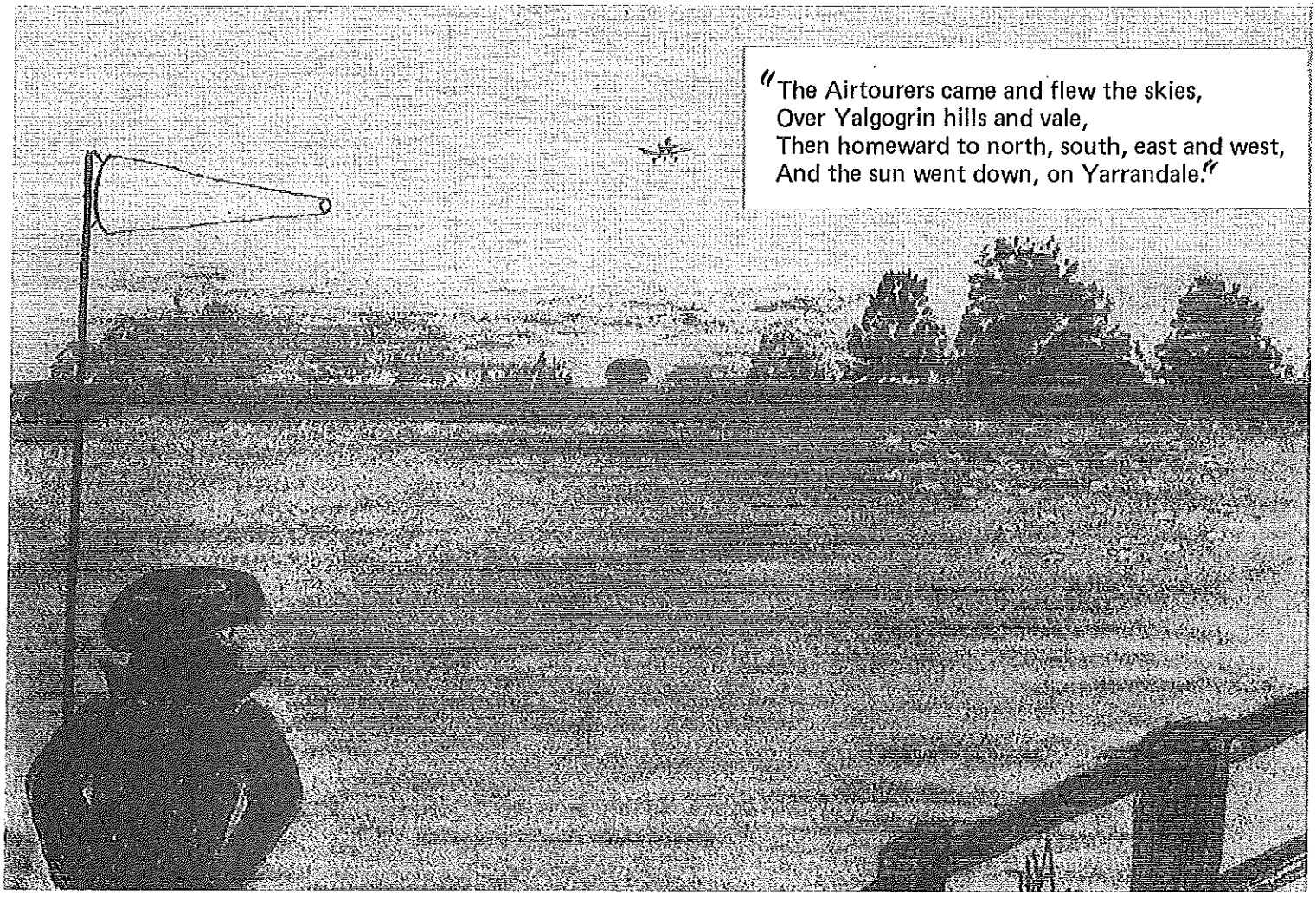
Happy and safe flying

Bye now,

Don Austin.



Yarrandale 1983



PROJECTED 1984 AIRTOURER ASSOCIATION ADVENTURE

The response at Yarrandale to this Adventure was overwhelming, at that stage I thought if perhaps two or three showed some interest we could possibly put it together, Of the twenty odd Airtourers in attendance ten said they would definately be starters and about six were more than interested. So with this enthusiasm the "Projected Adventure" will happen.

After discussion with several of the starters the tentative date to group up at Broken Hill is Saturday 4 - 8 - 1984.

Those who didn't make it to Yarrandale but would like to participate in this "Adventure" could write to me, phone me, or see me at our Annual Convention at Echuca on the 2nd, 3rd and 4th March 1984. To organise accommodation, fuel etc., I would need confirmation of those participating preferably at Echuca, but certainly before mid April as I will be up in some of the area of our travels at Easter making all the arrangements.

For those who missed the details in our last Newsletter, I am including it again.

Phone (03) 336 2056 (A.H.)
(03) 311 6122 (Bus.)
John Treble,
16 Meehan Court, Keilor, Victoria, 3036.

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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.

AIR TOURING VH - MOG

Since buying MOG in 1976 Bob has had the ambition to fly the Nullarbor. After many years of gentle persuasion Bev eventually agreed, so the much thought of plans suddenly became serious.

After a quick practice run to Yarrandale and back on 17-18 Sept., Monday 19 at 7.15 am. saw us in the air under 8/8 Cu at about 2000', heading for Ceduna, with fuelling stops planned for Kingscote (Kangaroo Island) and Yeelanna. Guess what ! 20 knot headwinds ! Flying conditions were really quite good and we gradually flew away from the cloud but not the wind. An hour stop a Kingscote and then across the gulf to overfly Pt. Lincoln and on to Yeelanna for an hour and a half with a Beagle pilot friend. Then back aloft, much warmer now, with a lot of haze and finally arrived at Ceduna after 9¼ hours flying. The fueller was waiting, having been notified of our 30 mile call. Very co-operative F.S. staff at Ceduna.

Tuesday saw us up and away again at 8.15 am. and we soon left all signs of farming behind us, the only signs of life being the hundreds of wombat holes. Many old ruined homesteads West of Ceduna made us wonder on the hopes and frustrations that this country could tell us of its early settling days. The scrub gradually got smaller and thinned out near the Head of the Bight. The marvellous coastline here tempted us out over the sea, but always close enough to glide to land if that engine should miss a beat. Of all the flying we did I think it was this section that made us realize what a big place Australia really is. Landed on a good strip amongst the saltbush at Eucla for fuel, having arranged this from Ceduna in the morning. Normally there is no fuel here but by now the strip at the B.P. Border Village should be operational with fuel on hand. Took off over fascinating white sand dunes which are slowly engulfing the old Telegraph Station.

From Eucla we had originally planned to head North-West to Forrest, refuel there and then track via the railway line into Kalgoorlie but our lack of groundspeed suggested we may have had to walk the last few miles so we decided to stick with the highway. On this section, the only variation in scenery seemed to be the Telecom repeater stations which crept past every 13 minutes. Most of these towers have airstrips nearby but they didn't look nearly as inviting as that long highway, if we had suddenly needed somewhere to land. Mid-afternoon saw us at Caiguna where fuel is always readily available and then another 70 minutes to Balladonia Motel for overnight. Clocked 7½ hours that day.

Day three and we were heading for Kalgoorlie via Norseman. An interesting airstrip at Norseman on the bed of a dry salt lake, but no facilities or fuel. We spent a couple of hours at Kalgoorlie and then took off in very windy, hot and dusty conditions for Hyden via Merredin, to stay overnight with relations. Naturally we had to visit Wave Rock, as all the tourists do. We had not realized that 100 acres of this rock is walled off with stone to provide catchment for the town water supply. A 30 minute flight next afternoon took us to Greg and Judy Rutherford's place at Bruce Rock, where we received some great hospitality and were able to meet daughter Kathryn. Greg was just back from navigating in the Perth-Broome air race, so when I retired that night, Greg, Judy and Bob were still talking aeroplanes, particularly Airtourers. Next morning Greg showed us some beautiful areas of wildflowers for which the West is famous and many acres of excellent crops. Bob had a short flight round the district with Greg in MOC and later that afternoon we said farewell (hoping to see them at Echuca Fly-In) and headed for Jandakot. Had to divert around a few showers but eventually got through a light patch and arrived at Jandakot in bright sunshine where a Budget car was supposed to be waiting, but a message instead asked us to taxi into the city and pick it up there. A strange car, strange freeways, one way streets and darkness caused more navigation problems in the next half hour than we had all the rest of the trip. We actually used Budget cars on several occasions and found them very convenient with no problems. It was a great way to see Perth and Fremantle, both places impressing us very much with their openness and cleanliness. We very much enjoyed our weekend there.

Monday morning and away North to Carnanah to spend a couple of nights with more farming relations. After seeing the areas of crop around here we think we are only market gardeners in Victoria. On to Geraldton, our furthest point North., and after a night there flew down the coast, by-passing Perth, to Bunbury. Again it was beautiful flying along the coastline with the Indian Ocean so blue and as calm as a pool. From Bunbury we tracked via Busselton, across some very green farming land to Augusta so we could say we had been right to the South-West corner, and once again via the coast to Albany. Spent a couple of days here enjoying the sights and particularly following up the history of the whaling industry, and then on to Esperance. We had to dodge around morning low cloud and showers after leaving both Albany and Esperance, I think fairly common in this part of the country.

From Esperance we followed a road East to Mt. Ragged with quite closely settled farming most of the way, but then turned North along a very isolated track towards Balladonia. The track made navigation easy but the area was not good forced landing

country so we were rather pleased to see the "gun barrel highway" again and have a nice straight run into Caiguna. After fuelling and lunch it was on to Nullabor for an overnight stop, the only snag being the head winds which were with us again. It is a nice motel at Nullarbor but it was strange showering in water as salty as the sea. MOG was much photographed next morning by the tourists as it sat by the bowsers in front of the roadhouse. Two hours later we fuelled again at Ceduna and then on to Pt. Pirie with S - E winds at 25 knots. Other people may not believe us, but I'm sure Airtourer pilots will, that of our 57 hours flying, over 50 of it was against headwinds.

Our last day and the weather had saved the best (or worst) for last. 30 knot winds were forecast right " on the nose ", so the leg from Pt. Pirie to Donald was " low and slow ". I have to agree with Bob it was a great trip and experience but I did wonder a time or two whatever was I doing in an AT100 so far from home. My humble thanks go to Henry Millicer for designing such comfortable seats. NOTE TO AIRTOURER PILOT'S. We flew 3957 nautical miles in approx. 57 hours. A long way but we did it without any major problems so what about John Treble's trip to Alice Springs next year. GIVE IT A GO.

Bev. Gilmour.

The Return of FOXTROT MIKE ALFA

On the 8th November, 1963, AT115, serial No. 24 completed 1 hr. 15 minutes of "Production Test Flying". Shortly after serial No. 24 was registered Mike Victor Golf and used by Victa Aviation as a demonstration aircraft. It was operated in this configuration until the 3rd June, 1964, when it was sold to a partnership including Sonny Rankin. By this time airframe hours totalled 236 hours 10 minutes. The Registration was changed to Foxtrot, Mike Alfa at this stage, and this is a story on its own — ask Sonny about it sometime ! !

When the aircraft was sold to Sonny it was registered in Private Class of Operation making it one of, if not the first, privately registered Airtourer in the world. A short time later Sonny became the sole owner. Foxtrot Mike Alfa enjoyed a quiet leisurely life at "Yarrandale", with the occasional trip to Sydney and local surrounding airports. One of its highlights was taking part in the great Benson and Hedges Air Race from Perth to Sydney. In late 1978 Sonny decided to try and purchase the Aircruiser when he heard that it was coming on the market. After much negotiation, alas Foxtrot, Mike, Alfa had to be sold to make way for the Aircruiser. Bob Miller from Darwin was the first to front up with an offer and Foxtrot Mike Alfa departed "Yarrandale" for Darwin on the 21st September, 1978, after a tearful farewell. Foxtrot, Mike Alfa enjoyed the sun and warm northern climate for the next few years taking Bob and friends from the Darwin Aero Club flying and doing the odd "aeros". By late 1982 Bob decided to sell Foxtrot Mike Alfa.

In the meantime a group of pilots in West Wyalong were looking around for a cheap fun flying aircraft. Hence the return to West Wyalong of Foxtrot Mike Alfa in February 1983.

"Biggles"

RIVERINA AIRMOTIVE PTY. LTD.

For Aircraft Engine Overhauls, contact our Airtourer Association member Barry Kenyon, Proprietor L.A.M.E. Building 123, Parafield, South Australia, 5106. Phone: (08) 258 2209 A.H. (08) 44 6003.

It is with regret to advise the tragic death of fellow member Kath Corrigan on the 18th September. The Association was represented at her funeral by Vice President Earl Johnson.

FOR SALE

SHIRTS WITH PRINTED ASSOCIATION BADGE ON LEFT CHEST

T-SHIRT (Normal style with round crew neck).	$8.00
V-NECK (without collar)	9.00
V-NECK WITH COLLAR - SPORTS SHIRT. (Two colour)	12.00

SIZES	14	90 cm	SM
	16	95 cm	M
	18	100 cm	L
	20	105 cm	XL
	22	110 cm	OS

Shirt colour is WHITE or BONE – collar is DARK BLUE.

Please state if other colours are required.

Send your order to Secretary, Doug Stott, GPO Box 1814, DARWIN, N.T. 5794 together with cheque and order details including size.

Add $2 surface postage.

Delivery expected by mid December.

* * * * * * * * * *

TRANSFERS – for external application – Association badge.

Price: $1 each

Send your order to the Secretary and your transfer will be included in the the next Newsletter .

Add 30c for postage if required earlier.

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FOR SALE

THE WORLD'S FINEST AIRTOURER. . .

A UNIQUE COLLECTORS ITEM

Purchased new from Aerospace Industries, Hamilton and lovingly cared for by only two fastidious private owners since. Has never been available for hire or aeroclubs and has been always hangared since new.

A.S.E.L. Super 150 T5 ZK–CYS. S/N A526. Lycoming 0-320 EIA, 150 HP. Hartzell Constant Speed Propellor. Total time on airframe, engine and propellor only 760 hours. The aircraft was constructed in 1969 and is in "As Manufactured" condition, Original paintwork and perspex is immaculate and interior is as new. Never damaged. Over $10,000 extras installed including new full Gvro Panel, EGT, CHT, CAT, King KY 195 Dual VHF, Digital King KR 87 ADF, King KA 134 Audio Switching Panel. C of A to January 1985. Colours – Dark green, white and gold. 125 knots cruise, 1500 ft per min climb, excellent short landing and take-off performance. Balloon tyres, landing light, strobe, fully aerobatic, limit load factors + 9g-3g. Price $NZ 35,000. Every mod completed. Photos and engineers report available.

Reply 729–319 (B) 847–205 (H) M. H. Nathan.
P.O. Box 5117
Wellington, NZ.

(Approx $A25,500 plus ferrying)

* * * * * * * *

Can anyone explain why committeeman Alan Wood is called the Passionate Engineer ?

MUYONG
LONGREACH 4730
14 - 9 - 83

Dear Mr & Mrs. Treble,

Just thought I would like to drop a line to congratulate you on the A.A. Newsletter No. 25 – an outstanding effort, and not too costly, one hopes, in terms of effort and money to you both – I have no illusions as to the work involved in such a production, but hopefully you will both be rewarded by satisfaction of a job well done.

I was especially pleased to see summaries of the Quirindi meetings (even though I gather they proved a little too much for Mrs. Matthews) I realise that it has probably proved too expensive in the past to post copies of minutes out, but for those of us unable to attend meetings, past Newsletters have given us little information.

At present, being an "Airtourer" owner but a non pilot I cannot take part in activities and feel I shouldn't say too much – if ever I qualify for my Private Licence the situation may change, and after reading "A Birds Eye View" I certainly hope to be a participant one of these days.

I hope that there will be some explanation in later Newsletters to the remarks in Mr. Rankins article referring to "One very grey spot in our operation".

I certainly like the sound of the 1984 Projected Airtourer Adventure, and it is to be hoped that it receives support.

My congratulations to you both once again,

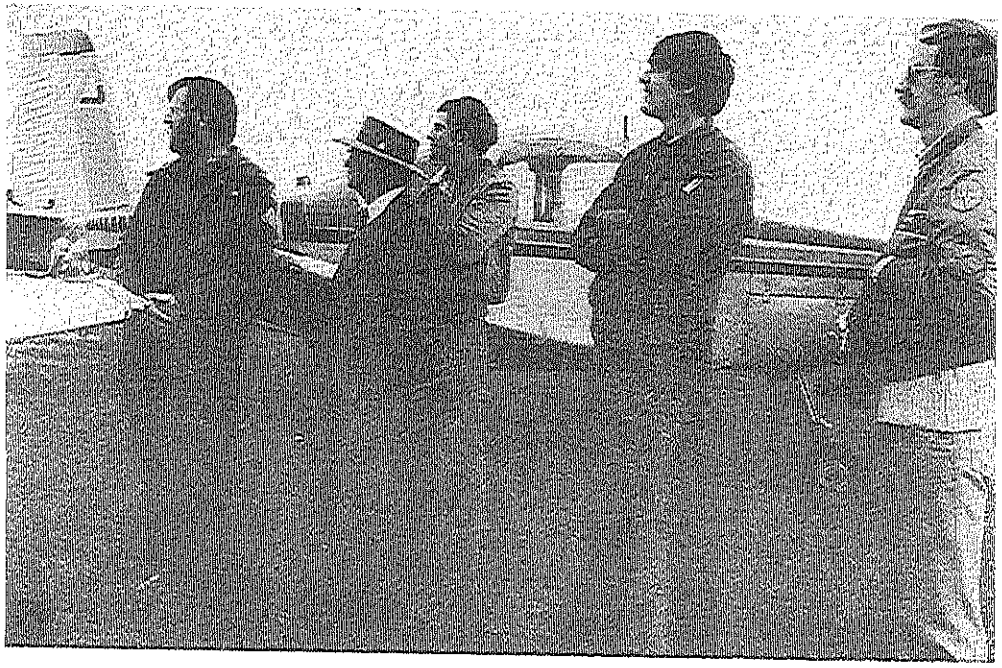
Nigel L. Porter.

THE TRIP TO POINT COOK AIRSHOW

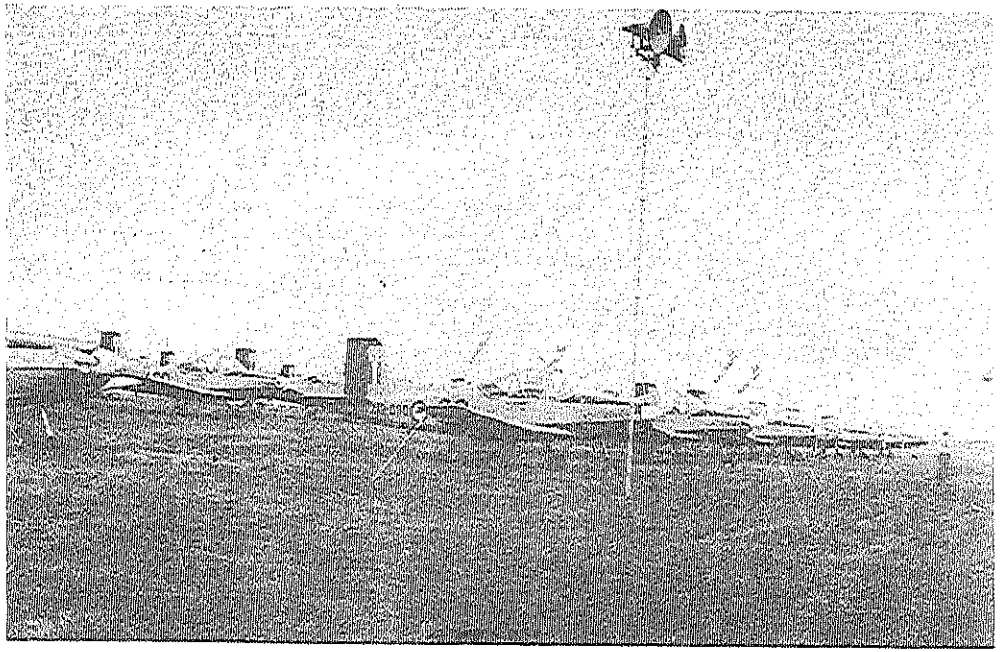
By " Biggles "

Saturday morning August 20th, a fine sunny day at West Wyalong. Sonny, Brian Hamblin (a part owner of FMA) and Stan Wright, all board the Aircruiser for a trip south to rendezvous with John Treble at Mangalore. Tracking Narrandera, Urana with a tail wind producing ground speeds of 140 knots plus, it didn't take long to cross the Murray at Yarrawonga. Shortly after we atarted to encounter some of Victoria's famous weather. In front of us a few patches of cloud and by the time we were abeam of Shepparton, we were below a complete layer. Still we managed to arrive at Mangalore in record time, and just had enough time to stretch our legs by the time John arrived. After a few words we were told to follow him to Penfield, which is north west of Essendon, where he had arranged for us to refuel. On arrival at Penfield we were met by Kerry and Stuart Hilsberg and Doug Stott. After refueling, our cup of coffee at Kerry and Stuart's turned out to be a beautiful barbecue lunch which was enjoyed by all. After much talking John finally decided to make a move as he had obtained special permission for us to arrive at Point Cook on the Saturday afternoon. Back in the air and tracking the western perimeter of the Melbourne control zone we soon found ourselves approaching Werribee. On calling Point Control we were told to hold over Werribee as two Mustangs were practising for the Airshow in the circuit area. After holding for about ten minutes, clearance was given to enter the zone and call Point Tower. After an uneventful landing we parked in a special parking area set aside for the Airtourer Association and was met by Doreen. That evening John and Doreen drove us to Essendon where we were met by a group of other Airtourer "Nuts" (sorry friends) and we enjoyed a meal at the Cockpit Restaurant. Sunday was spent at the Point Cook Airshow, which was held to celebrate 70 years of flying training at that Base. Sunday evening, a quiet evening with John and Doreen at their place. Monday morning after farewells, back to West Wyalong and work.

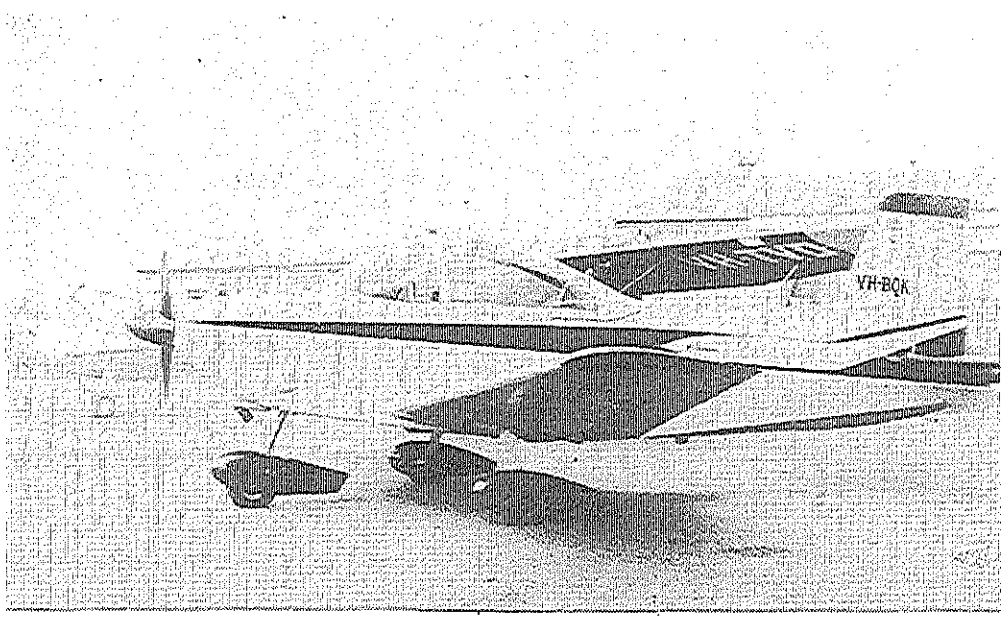
Old Pilots never die, they simply can't get their gear up ! ! !



At Point Cook with Aircruiser in background
from left Stan Wright, Sonny Rankin, Brian Hamblin, Alex Hood and Doug Stott



A line up of CT4's at Point Cook



Stan Tilley's newly acquired Wheel Spats

Guy Main, Alan Wood and Sonny Rankin after a Co-Operative meeting in Sydney