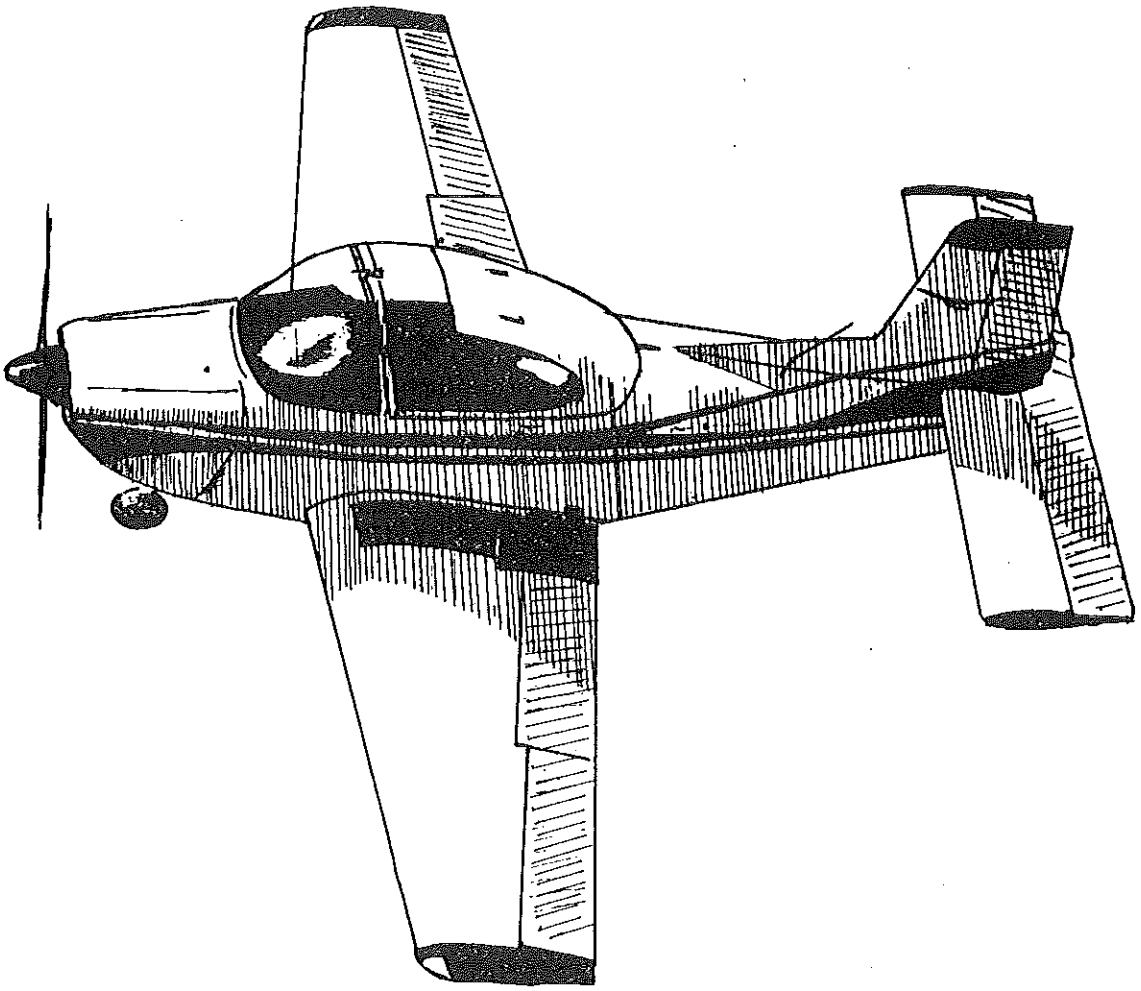
AIRTOURER ASSOCIATION

NOVEMBER, 1985

NEWSLETTER No. 34

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

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



NEWSLETTER

Registered Publication by Australia Post — No: VBH2662

VALE — PETER SUTTON

Members of the Airtourer Association extend their sincere sympathy to Heather and family, in the tragic loss of fellow member Peter on 9.11.1985.

Sonny Rankin - President

EDITOR: John Treble, 16 Meehan Court, Keilor, Victoria, 3036

Articles for inclusion in the Newsletter should be submitted direct to the Editor

AIRTOURER ASSOCIATION CALENDAR OF EVENTS

26/12/85	East to visit West. A 2½ to 3 Week Journey. Details this Newsletter.
7/3/86 8/3/86 9/3/86	1986 Airtourer Association Convention to be held at Tumut, N.S.W. (Full details next Newsletter)

EAST TO VISIT WEST

Unfortunately, our numbers to visit the West won't be large due to various reasons given, such as:- Farmers harvesting, very busy at that time of year, too hot, 2½ to 3 weeks too long, our holidays aren't due, etc., etc., however for those still undecided here is our intended itinerary.

26.12.1985	Departing	Melbourne	for	Whyalla
27.12.1985	"	Whyalla	"	Ceduna
28.12.1985	"	Ceduna	"	Eucla
29.12.1985	"	Eucla	"	2 days at Kalgoorlie
31.12.1985	"	Kalgoorlie	"	Bruce Rock to

celebrate New Years Eve with Greg and Judy Rutherford.

2.1.1985 Departing Bruce Rock for Perth for a stay of one week, with the highlight being a joint get-together with our Western Australian Members for a full day at Rottnest Island on Sunday 5.1.1986.

9.1.1986 Departing Perth for 2 days at Albany, 1 day at Esperance and anywhere else on the way home that appeals.

For those who at the last minute see their way clear to make the trip give me a ring or just turn up at Rottnest Island.

John Treble.

FROM OUR A.G.M. WANGARATTA, 1985

Moved Andrew Ronald, seconded Jim Crocker, that the Secretary write to the appropriate Federal Minister inquiring about duty free import of Airtourers.
There was considerable correspondence concerning this matter, too much to include it all in this Newsletter, but here are the basics.

Our Secretary wrote to Treasurer Paul Keating who referred it onto the Minister for Industry, Technology and Commerce, Senator John Button who said 2% Customs Tariff is payable except if manufactured and imported from New Zealand.
Senator Button forwarded a copy of our Secretary's letter to the Commissioner of Taxation for consideration regarding Sales Tax.
The short answer to that is if the aircraft is used principally for private or recreational flying, 20% sales tax will prevail. One exception being, importing an aircraft that has previously been used in Australia.
Anyone wanting the answers in full contact Secretary Stan Wright.

Editor.

PRESIDENT'S NOTES YARRANDALE

Following a wet August plus 12mm of rain on the 16th September some doubt existed about the serviceability of the Yarrandale strip, however John Ferguson and Ngaire Melhuish arrived to assist us with the preparation for the weekend, which I can assure you, was most welcome.

With most chores in hand by Friday, we wheeled out the Yellow Peril and tested the strip which proved serviceable. Later Jean and Ken Bell arrived in VH-RQH, again many thanks for those willing helpers which make Yarrandale the success that it always is. I must not go past our ever planning and organizing chef STAN with his team of FMA Bods! together with the Barbecue willing helpers, it was great.

As usual the Sydney-siders were again plagued with weather problems, but great delight for owner of VH-RSJ plus H. Knox who arrived I.F.R. congratulations Peter its good P.R. it was good to see you both but pity you had to return to Sydney that night.

Saturday arrivals included VH-MUL A. Wood VH-MTC G. Wood both Hoxton Park based Airtourers, while everyone was delighted to see CT4 plus the crew, John O'Halloran and Rick Evans from Edinburgh, South Australia.

In all 19 Airtourers, 1 CT4, 1 Aircruiser plus 3 of the Cessna Breed.

Saturday evening "Happy Hour or Hours", plus barbecue found everyone anxious to hear from our guest speaker John Wynn, who flew an Airtourer to London and back (England to Australia Air Race) whose experiences were appreciated by all :- John being that easy delightful speaker which was excellent to while away the hours, our grateful thanks and appreciations John.
Sunday morning was heralded by the sound of Airtourer engines, flying plus aero's, went on well into the breakfast hour, beaut to watch and good to see the numbers up and away !!!

Mid morning was interupted very briefly by a quick Co-Op Board Meeting mainly to grant leave of absence to our board member Frank Rogers who will be in the U.S.A. for 12 months for his company, Hawker de Haviland.

During the weekend (also before and after) our member Don Austin handled the the Radio, plus fuel, plus the official journalist roll. If you did not make Yarrandale I am sure the coming article in our Newsletter will put you in the picture. We all say thanks to Don Austin for his efforts.

Sunday midday again saw the Airtourers lined up for their departure, with that tinge of sadness Betty and I hopefully said good AIRTOURING to all till next time.

In passing it was great to re-new our friendships; it was even better to welcome our new arrivals such as VH-MTC, VH-CND, VH-BJP and CT4 A19-027.

Our good friends really set to work and within hours all was back to normal at Yarrandale, hanger all tidy and everything back in place. So till next time, we enjoyed the weekend, our thanks to all who made the wonderful effort to be with our Association on this occasion "Yarrandale 1985".

Sonny Rankin.

Our Lady Pilots, Ngaire, Liz & Kerry

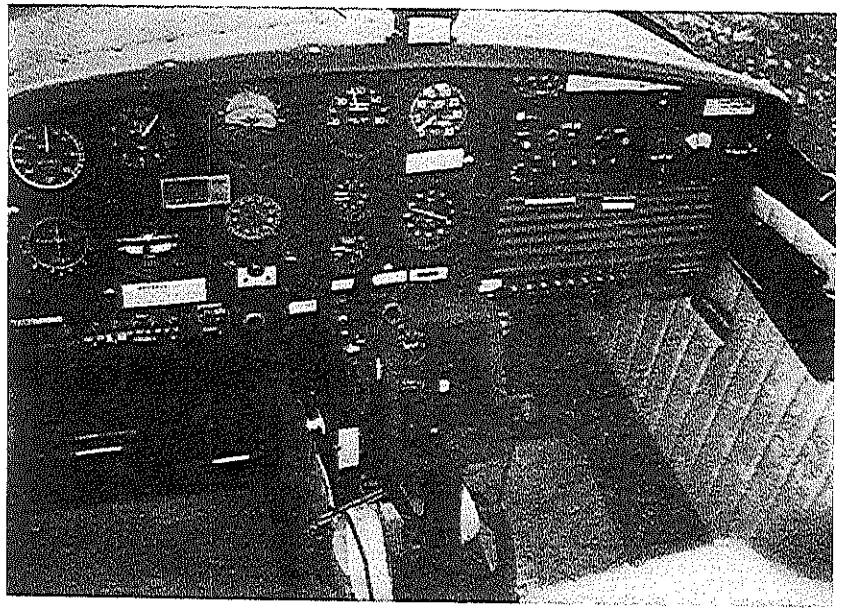
Who's kidding who?

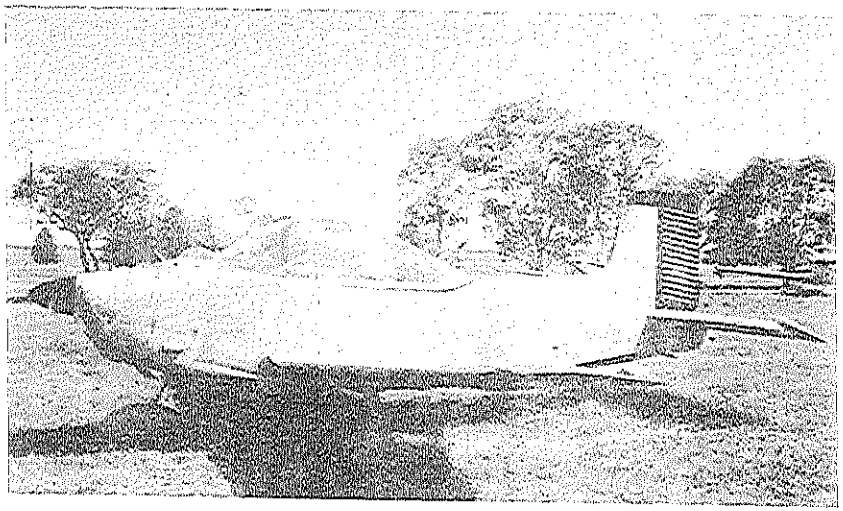
"Stu"Robinson behaving!!

Contact 000

Re-Union of the Royal "Q's"

"Yarrandale" 1985





Top left: The Office in VH-RSJ
Bottom left: VH-CND taking shape
Top right: "Yarrandale 1985"
Middle right: George Penfound's 150 VH-MOJ
Bottom right: Where's Ray?

YARRANDALE LOG

Yarrandale '85 was what could only be described as the perfect "Fly In". Blessed with sun and eight eighths blue, some twenty-five aircraft visited "Yarrandale" from as far north as Brisbane, south from Burnie in the "Apple Isle" and west from Edinburgh, South Australia.

Friday arrivals were Stan Tilley and Doug Dow. Doug a new member is also the new owner of BQK. I think Stan was having a last "little turn", on the pretext of showing Doug the way to Yarrandale. Stan in response to many questions, reckoned "Bonnie was over the Ocean and climbing the Andes", "Blimmey" !, the stories these "Tasweegans" tell.

Ken and Jean Bell in RQH, also clocked in on Friday and together with Ngaire Melhuish and John Ferguson (who we met for the first time) also from Brisbane, meant that conversation on Friday evening was either "Uncle Joh or the Franklin Dam".

Saturday saw the N.S.W. east coast mostly "clagged in" and several members were unable to cross the "Great Divide". Full marks to the Hoxton crews who tracked south and west, found holes in the low Cu and made it in fine style to Yalgogrin North.

Peter Roach in RSJ with IFR panel, snubbed his spinner at the " Met Man " and came over the top under the watchful eye of a gentleman in a red cap.

By mid Saturday afternoon, most visitors had arrived and the chatter was "on".

A pleasant surprise was the arrival of a CT4 flown by Flt. Lt. John O'Halloran and Flt. Lt. Rick Evans of the Research and Development Unit based at Edinburgh.

The evening was a "hanger treat". The B.B.Q. a'la Wright was washed down with a beaut beverage selection. "Stu" Robinson was on his best behaviour as he had to leave Barry Cadzow at home. Reunions and the meeting of new friends - it was simply enjoyable.

Sonny (as always) provided us with an "out of the box" after dinner speaker. Introducing John Wynn, an Airtourer Pilot from way back - but one who had flown his Airtourer to the U.K. and back. John gave us an interesting account with slides of his journey through Asia, the Middle East and Europe, and then the London - Sydney Air Race. What an experience !

Sunday morning saw a few heavy heads but under the circumstances, all reports indicated no casualties and so to flying.

It seemed a morning for aerobatics - good shows by George Penfound and Stan Tilley and then the "Old B" Spitfire man himself (sorry I delete the "old") "conned" Stan into formation aerobatics. All watched and enjoyed the display of stall turns, loops, etc. - that is except Liz, who I believe was found under Sonnys' tractor.

We now have three lady pilots in our association (should be more) and rumour has it, that secret meetings are being held, planning tactics for Tumut.

Lunchtime came and with aircraft refueled, one by one departed each doing a traditional "beat up" of Yarrandale Homestead.

John O'Halloran gave us a great farewell by showing how a test pilot can put a CT4 through its paces.

What a weekend! Thank you Sonny, thank you Betty.

Cheers,
DON AUSTIN

ROLL CALL

Airtourers	VH-RSJ	VH-MOS	VH-MVI
	VH-MOG	VH-MUL	VH-MFN
	VH-FMA	VH-RQG	VH-MTC
	VH-MKL	VH-BQK	VH-MTH
	VH-MOI	VH-MRF	VH-RQH
	VH-RQL	VH-CND	VH-KHP
	VH-CRK		
Aircruiser		VH-MVR	
	CT4	A19-027	
	C210	VH-BJP	
	C182	VH-DKL	
	C150	VH-BNB	
	PA28R	VH-IGL	

Plus Magna PHE, the author in VH-XPT, a bus, a meat truck and Betty Rankin's push bike.

SCHOFIELD 1985
SATURDAY 9TH NOVEMBER, 1985

Aircraft Attending with Pilots etc.

VH-MOA Harry Couzin
MWR Hugh and Maureen Knox
MTC Graham Wood and Craig Litster
MUL Alan and Merle Wood
MRE John Hannan
MOJ George Penfound
RNV George Markey
RSJ Peter Roche
RQH Ken Bell
RQG Ray Abernethy
MUQ Pat and Mike Kelly

A very good turnout with MWR being flown in demonstration aerobatics by Richard Sims and five other aircraft used in a flying display at 500 ft whilst Dick was doing aeros above.

Many thanks to Harry Couzin for his now traditional provision of a Marquee and associated hospitality for the campers and visitors over the weekend.

Speaking of visitors, good to see Guy Main among the many friends and acquaintances at the show on Saturday, together with grandson Simon, various junior Woods' and we noticed Jeanette Sims Airtouring in RSJ at the days end.

A good air show, Wx perfect for a change and not as crowded as two years ago with relatively peaceful arrivals and departures by aircraft attending. Very interesting flying displays particularly our FA18 fighter with its amazing turning ability somewhat spoiled by an early departure during its display due to minor mechanical problems.

Hugh and Maureen Knox.

CO-OP CORNER

Dear Members

I would like to thank those Members that have inquired on the state of my health over these last few months, it seems to have been a never ending series of hospital sojourns, but gladly I am back on deck and feeling better by the day.
These last few weeks I have been able to obtain a new fibre glass manufacturer and mostly all components can now be formed as required. We have in stock dorsal fins, wheel cuffs, wing-fuse fairings and the centre panels on the elevator trim will be available next week, as will luggage shelves, spare parts manuals and maintenance repair manuals are being printed. The tail decal and fuselage decal are now available and the instrument and other ones on the aircraft are close to being manufactured.
Master cylinder kits for use with standard aircraft hydraulic fluid are available, windscreens and canopies, clear or tinted.
Frank Rogers has been posted overseas to the Sikorsky factory in the U.S.A. for a year, but we have made arrangements that the drawings are available for our use when needed.

Attended Schofield Air Show and as usual Harry Couzins had done a splendid job with the Airtourer section of the show, and a good roll up of Aircraft with different ones arriving on the two days.

Feel free to ring me in the evenings if you have any queries.

Guy Main.

AIRCRAFT HISTORY QUESTIONAIRE

To help complete an individual Aircraft History, please fill out and return to Stuart Hilsberg, Box 34, Sunbury, Victoria, 3429.

Any photographs would also be appreciated.

Reg.. VH-..... Serial No..... Date of Manufacture.....

ORIGINAL OWNER

Name..... Date of Delivery.....

City/Town ..... Hours at Disposal.....

..... A/C Base .....

ANY SUBSEQUENT OWNERSHIP DETAILS IN ABOVE FORMAT

Name ..... Date of Delivery .....

City/Town..... Hours at Disposal .....

..... A/C Base .....

PRESENT OWNER

Name ..... Date of Delivery.....

City/Town ..... Hours as at .....

..... A/C Base .....

Below is a story published in the Melbourne Sun on 19-5-1985.

The special interest is that Bill Bell is a member of the Airtourer Association.

PILOT FIGHTS OFF SHARK IN 12-HOUR SEA ORDEAL

A Warrnambool pilot fended off a shark for more than three hours after ditching his plane in the Pacific Ocean at the weekend.
William Bell 50, kicked the 2.7m shark away as it swam at him during his ordeal about 300 nautical miles north-east of Hawaii.
Mr Bell, a pilot with more than 20 years flying experience spent 12 hours in the water before being rescued by the U.S. Coast Guard.
Mr Bell was ferrying a single-engine Cessna 182-G from California to Warrnambool for his company, Staywood Air, when fuel problems forced him to put down on Friday morning, Melbourne time.
After entering the water Mr. Bell had floated away from the plane and had been treading water for about nine hours when he was circled by the shark.
"I didn't like the look of this one. He circled me for three hours or more and made a couple of lunges at me. I thought it was getting close to the time he had supper", an exhausted Mr. Bell said from Hickam Air Force Base in Honolulu yesterday .
"It was making little runs at me to check out the situation and I kicked and splashed at it. It backed off, but just kept circling me from a distance of about 15 feet.
"I was wondering whether I was going to be shark supper" he said.
Mr Bell said his plane had developed a fuel blockage. "I got ready to ditch the plane. Lucky it was a 182-G, which meant the wheels could come up and I could land it in water", Mr. Bell said. He said he had sent off a Mayday signal on a high frequency channel and set off a survival beacon.
"Then I climbed up on top of the wings and sat there having a think. He was expected to give a position report at 5.30 a.m. At 5.33 the U.S. Coast Guard picked up his beacon. Mr. Bell managed to inflate his life raft and tie it to the plane, but when he dived into the water to board the raft he found that both plane and raft had floated too far and he was forced to tread water with nothing but a life jacket for support.
"The Coast Guard flew over me about a dozen times" he said. "They could see the plane and the raft, but I was just a tiny speck in the water and they couldn't see me. "When they finally picked me up I was 2¼ miles away from the plane and getting pretty tired and dejected".
Mr. Bell was saved by U.S. Coast Guard helicopters who arrived for a final sweep of the area before sunset. He said he had waved and screamed for half and hour as helicopters circled . But 12 hours after his ordeal began. Mr. Bell was rescued an taken to Hickam, where he was trying to buy clothes and arrange a passport. "I pulled up okay yesterday, but I'm starting to get a little tired tonight", he said.

A SERIOUS CASE OF "VICTA-MISATION"

During the 1950's, following two years "exile" working as a Plantation Manager for Burns Philp in New Ireland, I spent four weeks at Bankstown Aerodrome trying to learn to fly; during that time I "amassed" eighteen hours, twelve duel and six solo, mostly at the controls of a Piper Tripacer - having received what I considered a raw deal from the powers-that be of the Royal Aero Club of N.S.W., and forced by lack of money to discontinue my training, I vowed that I would not start learning again until I owned my own aircraft.

Late in 1979, I completed lengthy negotiation and purchased Victa Airtourer 115 VH-MTN, at the time based in Bundaberg and owned by Canelands Flying Training School, for what was for me, the princely sum of $10,500, sight unseen. This led, in its turn to membership of the Airtourer Association and becoming a shareholder in the Airtourer Co-operative, membership of A.O.P.A and then purchasing one share in SAAA Co-op, the latter the least satisfying experience of all - it also led to a long uphill financial battle as I learnt that owning an aircraft involved expenses that I had been foolish enough not to find out about before buying one - the help I received from many quarters enabled me to survive, somehow, and finally on the night of June 27th, 1985, I saw my aircraft, by courtesy of the headlights of the car of John Fischer who had met the bus on which I had travelled from Longreach, sitting proudly on the tarmac of Bundaberg Aerodrome - and next morning I met Graham Down, the CFI who was to restore my faith in myself and reintroduce me to the sheer joy of flying like a bird - because, as silly as it may sound to veteran Airtourer pilots, that is the feeling I got when I finally felt that, if on my own, I would be able to dip and soar and bank and climb and drop and do all those things that I had so enviously watched birds do throughout my life.

Graham who has owned and flown Airtourers himself, was probably exactly the right man to instruct a very tense and unsure old gentleman, because in the twelve hours that I was able to log during my brief stay in Bundaberg I undoubtedly did more things wrong than right, but he remained calm and unflappable, even when I did my damndest to ram an expensive looking Piper parked next to "Hethtor" (as so I had named her ladyship) by taxying out with the port wing still tied down and then pushing the throttle in rather than pulling it out in my panic !! His reassuring me by saying it was his fault for not checking, didn't even fool me, as I had done the pre flight inspection long before and when we walked out watched Graham let go the tail and starboard tie and then totally ignored the port tie during my second pre flight inspection even though it was a cool morning there seemed to be rivulets of perspiration running off my body everywhere !! The funniest part was that, as we strolled out the morning before, I asked Graham if he had ever seen anyone foolish enough to taxi away while still tied down !! I certainly never need to ask anyone that question again.

One of the lasses in the F.S. centre had a horse of her own, and as a "bushie" I had asked her about it and had a bit of a yarn about horses in general, a few mornings later, after a training session in which I had been more ham fisted that even I imagined I could be, I could not resist remarking to Sylvianne that if I did to my horse what I had just done in the last half hour to "Hethter" I would have been unceremoniously thrown to hell and gone - there is no doubt, Henry Millicer certainly designed one heck of a forgiving and understanding aircraft !!

Because of my extremely limited flying experience I guess any use of superlativies in respect to the Victa Airtourer would be considered fairly meaningless, despite that indisputable fact, I have no doubt that although there are probably bigger, faster, flasher and better aircraft, my Victa Airtourer 115 will most certainly do me. On the morning of my last day in Bundaberg, Graham stepped out of the cockpit and said, after one circuit "Well, you should be able to find your own way around this time" and for the next eighteen glorious unforgettable minutes it was just "Hethter and Me", the world our oyster, the sky the limit, totally free, and if I die tomorrow, at least thanks to so many people in so many different places, I know the feeling of sheer joy and exuberance at long last.

Nigel L. Porter.

LOST - A LITTLE LADYBIRD

I've tossed her - Turned her - Coaxed her - Forced her - Played with her and often had her on her back, but always she has behaved like a Little Lady. She could have dropped me - Bitten me - Bashed me - Scratched me - But no little "Be Quick" (BQK) returned the love, affection and attention, with a faultless record.

She carried me both day and night on separate occasions from Hobart to Melbourne, Sydney, Canberra, Brisbane, Adelaide as far afield as Rockhampton and Ayres Rock - not to mention a host of smaller places from Pt. Pirie to Roma, and of course many times she turned up at "Yarrandale", home of the Airtourer Association President.

Forty-five times she arried me on her 115 horses across Bass Strait, from heights ranging from 10ft. to 10,000ft in good weather and bad, with ground speed from 50 knots to 170 knots (yes thats right !!) but never, once the decision to cross was made, did she get halfway and have to return (but sometimes we've enjoyed together an unexpected holiday, at Flinders or Latrobe Valley).

In competition often against specialised equipment, with better "Drivers" she sometimes managed to win and so uphold the reputation of Australia's own. Even in the last few months we "drove" up to 12,000ft to enjoy aerobatics without oxygen, then at the latest Yarrandale fly-in did a few mild aerobatics in formation with her sister MTH.

Cambridge has lost her , but she is a loyal little girl and will no doubt be just as faithfull to her new owner, Doug Dow of Burnie.

We say "Au Revoir" for the moment, but look forward to seeing her again on future visits, cos Little BQK revels in lots of action - so I can't imagine that she'll not be around pretty often.

Stan Tilley.

M.R.F HAD HER 21st BIRTHDAY ON 5.10.85

Saturday morning turned on some showers and stratus which meant the Birthday Party could be a little down on numbers, however after lunch the skies cleared to a beautiful sunny weekend and everyone arrived on time.

Lindsay and Beryl had their strip nicely marked out and mowed, the storage shed cleaned out and well set up for the party.

The proceedings began at 1700 hours when Lindsay duly opened the Bar.

After consuming our fair share of beverages, it was barbecue time, then returning back to the former.

Several hours later it was speech time, which just about everyone had a say, and summed up simply by Jim Crocker who said "Long Live Airtourers"

After plenty of help, the candles were eventually extinguished.

I must mention the Birthday cake, made by Beryl, was a replica of a pregnant Airtourer, which was duly devoured by all. After more drinks and frivolity we adjourned to bed around midnight.

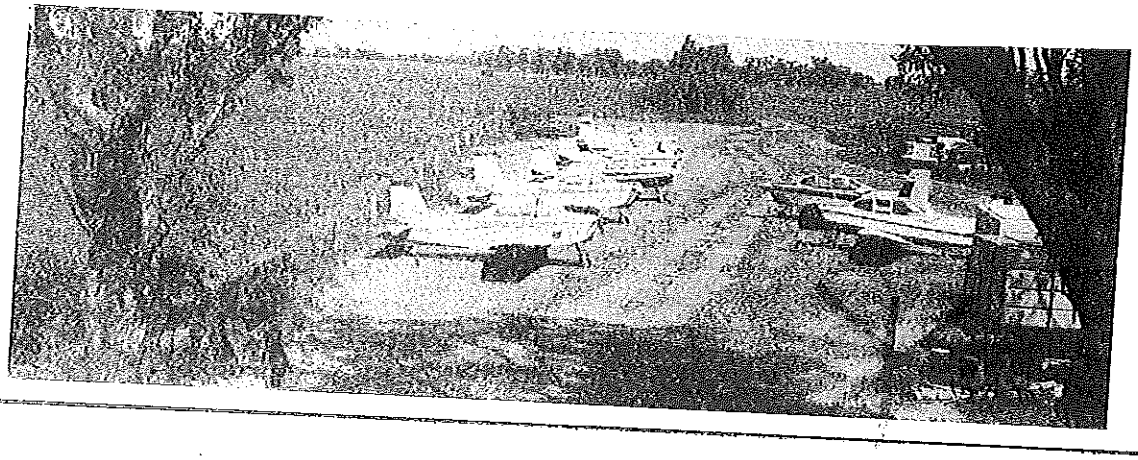
In the morning after a hearty breakfast provided and cooked by our hostess, a few more Airtourers arrived in cavok conditions, with Hugh and Maureen Knox taking out the longest distance award, (More Birthday cake)

It was such a sunny day that the fellas were content to sit around and chat while the ladies went madly about their knitting.

By mid afternoon it was time to depart and after saying goodbyes we were on our way, having enjoyed a great 21st Birthday Party for M.R.F.

Whose 21st is it next ?

Doreen Treble.



A recent photo from New Zealand member Clyde Thomson showing his two Airtourers with the middle one belonging to Cliff Tait.

MEMBERSHIP RENEWAL

The request in the last 2 Newsletters to forward your Membership Renewals met with the best response ever, however there are still a few who have not sent their remittance even though we are now into the 5th month of our Financial Year.

A red asterisk * thus appearing here and on the front of this Newsletter indicates you have yet to renew your Membership.

6 Findon St.,
SUNNYBANK HILLS
4109. Brisbane.

Dear John,

I am and ex Victa flyer, now flying my own homebuilt. Ken Bell gave me your name to contact you with regard to an advertisement in your Newsletter.

I have for sale :-

CONTINENTAL 0200A. COMPLETE
EX VICTA 100
NIL HOURS SINCE COMPLETE OVERHAUL
4 SPARE SERVICEABLE PISTONS AND INLET VALVES
PRICE: $10,000

Phone: (07) 345 1701 A.H.
(07) 892 4266 Bus.

Yours faithfully,
R. V. O'NEILL.

AIRTOURER ASSOCIATION

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

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Address all Correspondence to the Secretary: 30 Creswell St., West Wyalong NSW 2671

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PRESIDENT : D.O. (Sonny) RANKIN, "Yarrandale" West Wyalong. NSW 2671
Phone: (069) 757322

VICE-PRESIDENTS : E.D.(EARL) JOHNSON, PO Box 662, Taree. NSW. 2430.
Phone: (065) 524211

S. (Stan) TILLEY, 9 Acushla Crt, Sandy Bay, Tas. 7005
Phone (002) 252302

SECRETARY : R.S.(STAN) WRIGHT, 30 Creswell St., West Wyalong. NSW. 2671.
Phone: (069) 723703

TREASURER : J.A. (JOHN) TREBLE, 16 Meehan Court, Keilor. Vic. 3036
Phone: (03) 3362056 Home
(03) 3116122 Bus.

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COMMITTEE : A.(TONY) MATTHEWS, PO Box 74 Parkes. NSW. 2870
Phone: (068) 621766

A.M. (ALAN) WOOD, 23 The Outlook, Bilgola. NSW. 2107.
Phone: (02) 9188639 (Home)

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AREA & STATE REPRESENTATIVES

Q'LAND : DES SETTER, Lot 94, Pine Cres.,CEDAR GROVE. QLD.
P.O. Box 88 E.S.K. 4312

S.A. :

N.S.W. : HARRY COUZIN, 53 Douglas St, FAULCONBRIDGE. NSW. 2776. (047) 512865

: RON STIEBEL, 13 Cameron St., Bexley, N.S.W. 2207. (02) 5879339

VIC/TAS : JOHN TREBLE, 16 Meehan Court, Keilor, Victoria. 3036 (03) 336 2056 H
(03) 311 6122 B

W.A. : GREG RUTHERFORD, RSD, BRUCE ROCK. WA. 6418. (090)647325

NEW ZEALAND:

: : PETER CARPENTER, 17 Rewiti Ave., TAKAPUNA, AUCKLAND. N.Z. (09)4443559 H
(09)778880 B

U.K. : JEFFREY WORTH, 12 Murren Avenue Great Malvern WORCESTER. (0684)63748 H
(0242)21605 B

***** ***** ***** ***** ***** ***** ***** ***** ****

AIRTOURER CO-OPERATIVE LTD.

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

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AIRTOURER HISTORY

REGISTRATION: VH-RQL SERIAL No: 84 MODEL: AT115
TYPE: VICTA DATE OF MANUFACTURE: 16th October, 1964

PRESENT OWNER:	Kerry and Stuart Hilsberg, Sunbury, Victoria
Purchased	30th July, 1984
PREVIOUS OWNERS:	
16.10.1964	Royal Queensland Aero Club, Archerfield, Qld.
	Royal Aero Club of N.S.W., Bankstown, N.S.W.
	G.C. McCarthy, Kograk, N.S.W.
	Leasair Holdings, Bankstown, N.S.W.
	RQL Syndicate, Hazelbrook, N.S.W.
	George Kinscher, Dubbo, N.S.W.

REGISTRATION: VH-CTM (originally VH-CFM) SERIAL No:134 MODEL: Super 160 (originally AT100)
TYPE: VICTA DATE OF MANUFACTURE: 1964

PRESENT OWNER:	Doug Stott, Darwin, Northern Territory.
Purchased	February 1975
PREVIOUS OWNERS:	
1964 - 1973	A. Reid, Gisborne, Victoria.

BRIEF HISTORY:

The aircraft was used by Civil Flying Services in Melbourne from 1964 to 1974. From 1974 to 1976 the aircraft was used by Executive Flight Training at Essendon.

The aircraft was withdrawn from service on 7th February 1976 for modification to a super 160 at Latrobe Valley. The first flight with the 160hp engine was 10th March 1977. The engine installed was a Lycoming IO-320BIA and the propellar a Hartzel Constant Speed.

The aircraft was stripped and repainted in September 1977.

VH-CTM Won the prize for the best presented Airtourer at SAAA Bangalore,1984

Due to circumstances beyond my control, the updated Membership list, which was to be included with this Newsletter had not arrived at the time of going to press.

The next Newsletter No. 35 will be published during February, 1986 Contributions to be with the Editor by 31st January, 1986.

Editor