AIRTOURER ASSOCIATION

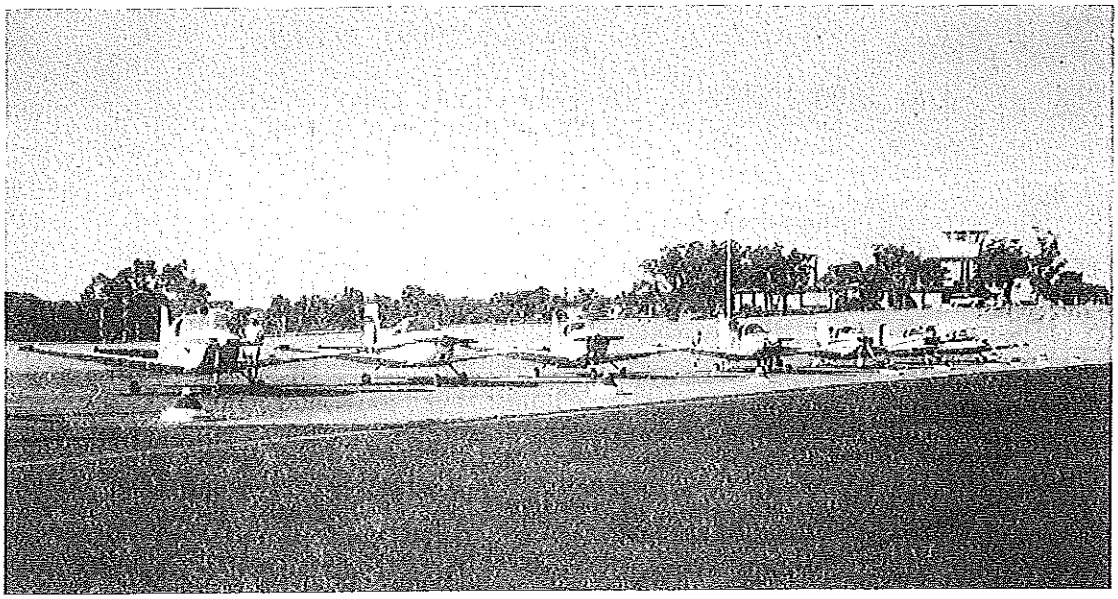
FEBRUARY, 1986

NEWSLETTER No. 35

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

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

EAST VISTS THE WEST



Parked at Jandakot

Taxying for Rottnest Island

NEWSLETTER

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AIRTOURER ASSOCIATION

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

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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

7/3/86
8/3/86
9/3/86 — 1986 Airtourer Association Convention to be held at Tumut, N.S.W.

13/4/86 — The Victorian Branch of the Airtourer Association will be enjoying a get together at the Mitchellton Winery, full details this Newsletter.

20/9/86
21/9/86 — The 9th Annual Fly-In to "Yarrandale"

NOTICE OF MEETING

In accordance with the Constitution, Notice is hereby given that the Annual General Meeting of the Airtourer Association will be held at the Amaroo Motel, Tumut, on 9th March 1986, at 8 am.

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Stan Wright

Secretary

NOTICE TO SHAREHOLDERS OF THE AIRTOURER CO-OPERATIVE LIMITED

In accordance with the N.S.W. Co-Operative Act, notice is hereby given that the Annual General Meeting of the Airtourer Co-Operative Limited, will be held at the Amaroo Motel, Tumut on 9th March 1986, at 9.30 am. Notices will be posted to all members prior to the above date.

G. MAIN,
Airtourer Co-Operative Ltd.

MITCHELLTON WINERY FLY-IN

The Victorian Branch will be holding a Fly-in on Sunday 13th April, 1986 at the Mitchellton Winery, Nagambie.

The Mitchellton Winery have their own private airstrip and have kindly allowed us the use of it on this day.

There are barbecue and picnic facilities plus a Restaurant, so for a meal the choice is yours.

Arrivals from 11.00 a.m. with departures to suit. (Leave room for your wine etc.)
The location is 5 N.M. S/W Nagambie and/or 5 N.M. N/W Mangalore with a visible Tower located at winery. Co-Ordinates 36° 50'S - 145° 06'E
Runway Direction 05/23 - 23 Right hand circuits due to R350 and R351

Any further questions ring me at home on (03) 336 2056, if not I'll see you there.

John Treble.

PRESIDENT'S NOTES

I wish to apologise to those who did not get the usual Christmas Card from me this year, "Printing House difficulties" and closure due to a change in office location etc., however my best wishes and greetings to all for 1986: Looking forward to seeing you at our A.G.M. at Tumut.

Sad we could not take part in the trip to W.A. Another Treble success venture in the name of Airtourers :- Wonderful, though not there we were not forgotten, a wonderful card arrived with all the attending A/C Regs. from Rottnest Island, a great joy to receive and Betty and I wish to say many thanks to all.

Sonny Rankin.

TUMUT SNEAK PREVIEW

Want to spend a weekend flying to and in some of the most beautiful country in Australia ? Then come to Tumut for the A.G.M. Fly-in. Even in mid-summer it is one of the prettiest places, surrounded (not too closely) by high hills, with pine and poplar plantations on the slopes and plains, and the Tumut River winding up the centre of the valley.

By March, the leaves may have turned to gold, which only adds to the beauty, the days should be slightly cooler, and flying conditions should be ideal for viewing the Roof of Australia, dams, crags and mountain towns.

Tumut Aero Club is a busy place on Friday night, and visitors are made very welcome. Club Captain Graham Pheasant has organised a good mini-nav trial for us, promising that it will be interesting as well as good for airmanship.

At the Amaroo Motel, the managers, Ray and Harry have demonstrated their willingness to co-operate with us to the fullest extent. We tested the accommodation and found it very comforable ... they even have tissues in the bathroom !

Tumut township has some pretty buildings - churches and the Oriental Hotel spring to mind - but also some interesting industries: millet brooms and marble slabs, so if you're looking for an interesting souvenir of the Fly-in .... you can even try to fly your broom home !

In the old bakery, opposite the Ashton Motel, is the local Art Gallery, which is a commercial enterprise with a corresponding standard of product. And then, the best souvenir of all, in my lowly opinion, freshly caught trout - you can do it yourself - from the Blowering Dam Hatchery. While not up to the level of wild trout, these little one-person serve sized fish are very good value.

So, get your flying gear on, and come to Tumut for a great A.G.M. weekend !!

Liz Matthews.

TROPHY'S TO BE AWARDED AT TUMUT

President's Trophy

The President's Trophy (Airtourer Association Wings) for the Secret Time of Arrival, will be presented to the crew whose arrival time is closest to that of a pre-determined time. Those arriving either Friday or Saturday will be elegible for the award.

Association Trophy's

The Navigation Trial for the prized Cliff Tait Trophy has been organised by Graham Pheasant, Captain of the Tumut Aero Club, who promised a scenic course with some interesting questions, which will provide a very worthy winner.

The Best Presented Airtourer

The Longest Distance

These Trophy's will be presented at our Annual Dinner on Saturday 8th March.

AIRTOURER ASSOCIATION ANNUAL CONVENTION - TUMUT, 7th, 8th & 9th MARCH 1986

ACCOMMODATION FORM

Name .....A/C Registration.....

Address.....

.....Phone.....

I will be accompanied by .....

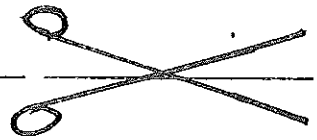
and will arrive at Wangaratta.....(time) on (date).....

Please arrange accommodation for ..... nights and I will require a

Double/ Twin/ Share Twin/ Single. (cross out accommodation not required)

I enclose a deposit of $10.00 per person for Motel Accommodation.

Make cheque payable to Amaroo Motel and post with above Accommodation Form to Tony Matthews, P.O. Box 74, Parkes, N.S.W. 2870, by the 25th February, 1986 to ensure accommodation.



REGISTRATION

The Registration fee for the Convention will be approximately $20.00 per person, payable on arrival, which will cover :-

Saturday Lunch, Saturday Dinner and Sunday Lunch.

Transport to and from the Airport.

Coffee and Tea available at all times.

ACCOMMODATION

The Association has pre-booked Motel Accommodation at the Amaroo Motel, 55 Capper Street, Tumut (069) 471556, for Friday 7th and Saturday 8th March.

The accommodation cost is for room only per night, breakfast is extra.

Double $33.00 Twin $33.00 (if shared $16.50 each) Single $30.00.

A deposit of $10.00 per person should accompany your Accommodation Form, cheque made payable to the Amaroo Motel, and posted to Tony Matthews,P.O. Box 74, Parkes, N.S.W. 2870.

Make sure your accommodation deposit is with Tony by the 25th February 1986, as the Motel cannot hold pre-booked accommodation beyond that date.

SECRETARY'S REPORT

This is the Secretary's report for the year ended 1985. I often wonder at the value of this report, it taking away items from the Chairman's report. Maybe someone will comment on its value or lack of at the A.G.M. with the possiblity of changing the Constitution.

The keeping of membership records via computer has been achieved by the use of a loaned unit, the property of the West Wyalong Tandy Dealer who also is a West Wyalong Aero Club member. The only expense has been the cost of paper and ribbons which has been quite a saving. The only unfortunate snag with this arrangement is that the computer is not always available when I require it or I am not always available when it is , hence the non-appearance of the membership list in the last newsletter.

One thing that concerns me is the number of Airtourer owners who are non-members. These owners are taking advantage of your outlay to gain things like spar life extension, leg life etc, not to mention the gain in value of Airtourer aircraft which I believe is partly due to the promotion of the aircraft by this Association. Consideration should be given to more activity on behalf of the State representatives and you the financial members. Maybe for the coming year it should be each members aim to gain one extra member.

I advise that the Department of Aviation fatigue meter has now been fitted to VH-FMA and is being monitored by yours truly. During the fitting of the fatigue meter, I enquired as to the status of our leg life submission. I was informed that that it has been favourably received and is awaiting further consideration.

I believe some of our Sydney owners are forming a team to take part in the 1988 Bi-Centennary Airshow to be held at RAAF Base, Richmond. I have always believed that the Association should have one or more teams of a minimum of three who would be available to take part in airshowsaround the country. **AFTER ALL WE DO FLY AN AUSTRALIAN BUILT PRODUCT.** The participation of Airtourers in Airshows would be a good way of promoting the aircraft and their value but I do not believe the full expense should be the responsibility of the owner/pilot. Maybe the Association should think of some form of subsidy once the idea "gets off the ground".

Correspondence for the past twelve months has been very mundane. Apart from letters concerning the leg life submission and the fitting of the fatigue meter, the rest has dealt with enquiries concerning memberships or aircraft sales.

.....

Stan Wright
Secretary

SOMETHING THAT MAY BE OF INTEREST

Recently the propeller on VH-FMA became time expired and could not be relifed due to not conforming with the Manufacturer's specifications. Yes, that famous prop with the docked ends has finally gone to the big propeller resting place in the sky!! What has eventuated though is, after checking the price of a new replacement which is considerable the way the poor old dollar is, a propeller from a 100 Victa has been fitted to FMA which is a 115. The bolt holes are the same but the centre needs turning to take the slightly larger boss. The pitch hasn't been altered at this stage, but after allowing for this and the machining the saving is considerable. The necessary paper work for this has been through the New South Wales Region of the D.O.A. Further information can be obtained from Stan Wright or Alan Wood.

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19 Hill Street,
Seacliff Park,
S.A. 5049

Dear John,

Now that I am once again a legally licensed pilot, I would very much like to join the ranks of Airtourer owners. It was my intention to write to all registered owners but thought an advertisement of sorts in the Newsletter could be worthwhile. I am aware that most owners in the Association would not be considering selling their aircraft, but it is possible they may know or hear of someone who may be contemplating such a sale.

I do not have any specific preference - it can be either a 100 or a 115 - and although I would like to purchase an aircraft that is currently airworthy, I am prepared to consider any offers. If any member can assist me in my quest I can be contacted at the address above or by telephone (08) 296 2478.

Yours faithfully,

Gerry Lawson.

FOR SALE

SHIRTS WITH PRINTED ASSOCIATION BADGE ON LEFT CHEST

T-SHIRT (Normal style with round crew neck)			$8.00
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

(Some sizes are now unavailable)

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

Transfers	= 50c	Lapel Badges	= $2.00
Tie Bars	= $4.00	Cloth Badges	= $5.00

Send your order to Treasurer, together with cheque and order details including size.

Below is the submission submitted to the Department of Aviation, regarding the relaxation of magnafluxing the undercarriage legs every 200 hours after their initial life has expired.

Bob Douglas of the Department has acknowledged receipt of the document and has indicated giving it his earliest consideration.

Editor.

SUBMISSION WITH A VIEW TO EXTENDING VICTA AIRTOURER UNDERCARRIAGE LEG LIFE

PREPARED BY STAN WRIGHT, SECRETARY, AIRTOURER ASSOCIATION

INTRODUCTION

At the request of the Airtourer Association Executive, I have been asked to prepare a Submission with the view to having the leg life of Victa Airtourers extended.

Acting on the request of the Airtourer Association I posted a Circular to owners requesting answers from their airframe logbooks to certain questions asked.

From the questionaires returned, I was able to extract the following information.

The number of replies received totalled 22.
The number of hours flown in relation to the replies received totalled 75,708.
The number of landings incurred during the said 75,708 hours flown totalled 180,746.
From the 22 replies received, several operators used different pairs of legs; therefore answers on leg pairs totalled 30.
From the replies relating to the 30 leg pairs 23 reported "no problems".
Other answers are ;-

Removed - no reason = One Removed after landing incident = One
Removed - no reason, survived crash landing = One
Aircraft Engineer - has never replaced cracked Legs.
Crashed - magnafluxed - no cracks = One
300 landing dispensation between magnafluxing, department reference AWB 85/79. (It should be noted that this aircraft is owned by an avid enthusiast and is operated as a private aircraft only).
"No problem". Original legs. (This particular aircraft has operated 7500 hourss of which approximately 7000 were amassed operating in a flying school operation. The number of landings is estimated at approximately 30,000).

End of information from questionaire.

During consultations with the Airtourer designer, Dr, Millicer, he informs me that during normal operations of 1.25 to 1.5 G's the legs operate within the stress boundary of the steel life, therefore ensuring an infinite life. He also informed me that since the change of pads associated with the leg mount there has never been a report of a cracked leg. These pads were changed early in the life of Airtourers.

CONCLUSION

From the reports received it is ev ident that there is no known failures of legs from normal operations.
From the 180.746 landings amassed by 30 sets of legs the average landings per set of legs is 6024.8.
From the 75,708 hours flown by the 30 sets of legs, the average hours flown per set of legs is 2523.6.
From the average of 6024 landings divided by the average hours flown of 2523 we arrive at a figure of 2.3 landings per hour. When this is compared with the highest known utilisation of 30,000 landings from 7500 hours flown, an average of 4 landings per hour, the difference is considerable.

RECOMMENDATION

It is my belief that the legs should be given an initial life of 2000 hours with further extensions after mangafluxing every 500 hours.

TO THE WEST AND BACK by Kerry Hilsberg

Participants

VH-COI	John O'Halloran and Jan
VH-MKL	Ian Donovan
VH-CRK	John & Doreen Treble
VH-RQL	Stuart & Kerry Hilsberg
VH-TEC	Tom, Kirsty and Toby Davis

Twelve months of planning, all the long talks over dinner and on the telephone finally saw RQL, MKL and CRK depart for the West. We had talked our way to the West and back so many times that no way would we be sleeping in our own beds on Thursday December 26th, 1985.

In the short lead up to our departure, John received calls from Ian Donovan John O'Halloran and Tom Davis wishing to join the travellers to the West. Tom would meet us at Kangaroo Island and John O'Halloran (hereafter referred to as JOH) would join us at Eucla.

Stuart and I departed Penfield at 10.10 a.m. in fair weather. We tracked to Goolwa for a fuel stop, met with John, Doreen and Ian, the first of many encounters (close and not so close). We departed Goolwa and tracked to Kingscote, Kangaroo Island. We set up our camp and wandered down to the Hotel for the first of many seafood dinners. On returning to camp we met Tom and his two children Kirsty and Toby. We slept fitfully with a melodius drone from the Treble tent for company.

We rose the next morning for breakfast, quite an affair, between eight people we had 4 bowls, 4 cups, 4 plates, in fact only 4 of everything. We ate in sequence with John turning out marvellous jaffles to follow the cereal. We managed to get hire cars, travelled around to many of the interesting points on the island. It was entertaining to see our BIG menfolk intimidated by harmless little Sea Lions. We departed Kingscote for a picturesque flight to the Yorke Peninsula and then onto Port Lincoln. We set up camp in Port Lincoln caravan park which had magnificent views across the water. We enjoyed a counter tea and retired early, minus John's glasses, still at the pub. He blamed Doreen for not looking after them (and him) properly.

We broke camp quite early, departed for Eucla, with a pitstop at Ceduna. The journey along the Eyre Peninsula to Ceduna was very pleasant. Stuart and I had asked Tom to carry one of our bags, RQL was not climbing as well as we would have liked in the warmer weather.. Stuart had packed too much gear (you know men) and of course, size 12 shoes take up a lot of room. Prior to departing Ceduna, flight service advised us that JOH and Jan (his fiance) had departed Whyalla and would reach Eucla that day too. After departing Ceduna we tracked to the Head of the Bight then descended to 500' to fly along the magnificent coastline to Eucla. CRK joined us along this leg for some photography against this superb backdrop. There are large portions of Australia falling into the sea. We arrived at Eucla in a cloud of dust. Eucla roadside stop is some distance from the AD. After tying the aircraft down and standing around in very unpleasant hot conditions we realised that no one was coming from the stop to pick us up. Ian Donovan took Kirsty flying to buzz the stop to try and get a lift. Someone did come out, however, it appeared that only one aircraft was expected and a 3 seat land rover arrived, a bit squashy for 8 people and all our baggage. It was decided that Doreen and I would go in first with the luggage and arrange for the camp site, which we did with great attention to detail. We We could choose from an enormous selection of dirt patches, with or without tree type growths. We chose sites as near as we could to the bathroom facilities, which still weren't particularly close at all. We were pleased with our choice. Stuart and John decided to go to the aerodrome to see if JOH and Jan had arrived (they were able to hire and old Holden for $1) JOH and Jan were found walking with all their baggage in hand with only minutes left to cancel SAR. A quick trip back to the AD with Tom cancelling SAR for JOH on his H.F.

JOH had no camping gear and the Motel had no vacancies. It was arranged that they would share a tent with Ian, Ian was pleased to have Jan, not so thrilled with JOH. A happy ending, JOH got a motel room on cancellation but poor Ian slept alone ! The wonderful campsite that Doreen and I had chosen turned out to be not so wonderful, we had, in selecting the site closest to the bathroom facilities also selected the site closest to the power generator which ran all night.

We rose early and departed for the AD after first obtaining the weather, headwinds, so the selected route was Kalgoorlie via Caiguna. As Stuart and I were about to lift off from Caiguna we both saw a dust devil coming at us, there was nothing we could do and it hit us shortly after we rotated, we were tossed about quite severely at very low level but came through OK. We settled into a caravan park in Kalgoorlie with the closest thing to beds since home. JOH and Jan settled into a motel, We had take-away for dinner and retired early, even Johns melodious night voice did not keep us awake..

We fed the masses in the morning, in relays, on cereal, toast and scrambled eggs, there were no implements in the caravan so there was still 4 of everything to go around. We headed for town and met up with JOH and Jan and commenced a very pleasant day seeing the sights of Kalgoorlie, the old trains, a visit to one of the operating mines and a walk though the park with miniature castles and plenty of wild life. We went to the Palace Hotel for dinner, then returned to the caravan park via Hay Street. We kept a firm hold on Ian who seemed to want a closer look. We never did find out whether he got one, later or not.
We got up next morning and visited a museum holding some interesting exhibits of early days on the gold fields, it must have been a hard life back then. Saw Bill Kelly's Airtourer at the aerodrome, John located Bill and found he and Yvonne to be in good health and enjoying themselves. After lunch we departed Kalgoorlie for Bruce Rock and the Rutherfords. Greg came to meet us in MOC along with Chris Chapman in MTK for a formation arrival at Rutherford's strip. Judy, Greg and their daughter Kathryn gave us a very warm welcome. Tom and Ian pitched their tents on the front lawn whilst the rest of us were allocated luxurious, soft beds. Gregs parents, Allison and Malcolm, Chris and Maureen Chapman with their three sons joined us for a New Years Eve barbecue. Only Tom, JOH and Greg saw the new year in, the rest of the old, tired soaks expired.

After a heavenly nights sleep we prepared for a sight seeing tour to Wave Rock. Graham King and his daughter flew down from Mollerin in their Airtourer MUP to join us for the trip. Wave Rock was very interesting, we were joined there by millions of flies. After taking many photographs, we retired to the Hyden Hotel for liquid refreshments then lunch.

Judy had a lovely meal for us that evening. There was a lot of talk as only aviators seem to be able to produce and another evening of sleep in soft beds. We departed the Rutherfords with plans to meet again in Perth.

A special area for parking was put aside for Airtourers at Jandakot. John and Jill Mulheron gave us a very warm welcome as did Jim Colquhuon, a friend of Stuart and mine.
Next day was a ferry trip down to Fremantle. We walked down to the wharves, the stage for the Americas Cup in 1987, to look at the contenders for the Cup and the works taking place in preparation. We saw Kookaburra's I & II, Australia III and the French and Italian contenders.
Scene; High wire fence covered with canvas to a height of 7', Doreen Treble on John Treble's shoulders taking photographs of the yachts over the top of the fence.
JOH capturing the whole scene on his camera (will that photo be in the Newsletter or "EDITED" out?)

We returned to South Perth for a quiet counter tea at the corner Hotel. It wasn't all that quiet, finished up with 15 of us ! The travellers, 4 friends of Ians, John and Jill Mulheron and Jim and Gemma Colquhuon, we had a really entertaining evening.

Saturday afternoon saw Stuart, John, JOH and Jan depart for the Aero Club. JOH did some (more) aerobatics and there was plenty of story telling around the bar. Saturday evening saw us all at John and Jill Mulherons home for a party. Guests included the intrepid travellers plus W.A. Association members Greg Rutherford, John Mulheron (host), Graham King, Rod Swallow, Chris Chapman and Peter South. Other guests included members from the Royal West Australian Aero Club. The party was a huge success and John and Jill Mulheron wonderful hosts. We made our plans for the flight to Rottnest Island the next day. We all assembled at Jandakot prior to departure for Rotto. The Airtourers making the flight were RQL, CRK, COI, MKL, MOC, MRI, MTE, MVH, plus Tom in TEC, one Chipmunk and a Cessna 180. The four visiting Airtourers flew in formation over to Rottnest, the weather was perfect. We quenched our thirst on lemon squashes (yes readers, Airtourer Association members drinking jugs of LEMON SQUASH), We had a perfect day swimming in the crystal clear waters around the island. The journey back to Jandakot was highlighted with a formation flight of Airtourers over the city of Perth. JOH flew VERY close to RQL's right wing tip, not because of the formation (as he tried to tell us, but because the very lovely Gemma was in the RHS (this is a factual account JOH). We retired to the bar of the Aero Club to partake of refreshments (not lemon squashes this time !) I met Sylvia Byers, the W.A. President of the Australian Women Pilots Association. After some discussion it was decided that the travellers and some of the members would meet on Tuesday evening for a picnic in Kings Park.

On Monday the travellers went on the booze cruise from Perth to Houghton's Winery for lunch and then return. There was a large contingent of people from the Deaf Society, we thought that it would be a quiet cruise, we were very wrong. After a delightful lunch with entertainment and wine tasting we returned to the cruise boat for the journey home. The group from the Deaf Society entertained us with jokes (in sign language), some did not need the interpreter There was dancing and singing in the aisles on the return trip. We had a quiet evening and retired early for a well earned rest.

Tom, Kirsty and Toby left for home today, due to work committments. We were sorry to see them go.

Tuesday was a day of quiet and rest. We received a note from Tom letting us know that he had arrived home safely. We went to the picnic in Kings Park with the A.W.P.A. members, about 30 Women Pilots and friends turned out, we enjoyed ourselves immensely in this very attractive setting.

A mini van was hired for Wednesday and we set off for a day on the road sight-seeing. We first went to the RAAF Museum,there was a Lancaster, Spitfire, Vampire, Canberra and many more aircraft on display . It is an excellent museum with a very large range of items on display. We then travelled up to Yanchep for a look at the resort and the marina there, returning to John and Jill Mulherons for a farewell barbecue, Greg and Judy Rutherford were also there with Kathryn. We had a swim and very pleasant evening.

We were due to leave Perth for Albany on Thursday however, for the first time the weather was lousy. After much deliberation it was decided that we would spend another day in Perth. Fortunately the van we had hired had not been collected so we arranged to keep it for another day. John and Jill insisted that we stay at their home but we felt that 7 bodies were an imposition so we opted for Raffles Hotel in Applecross. Doreen went shopping with Jill, Stuart Jan and I went looking at display homes that were not open and John, JOH and Ian passed the day in the bar. We had a Chinese meal and retired early, anticipating a journey to Albany the next day.

We departed Jandakot for Albany, dodged rainshowers and reached Albany just before lunch. A LAME at the AD suggested that we must be lost, why else would four Airtourers be at Albany ?. We went on a short walk around Albany and on returning to the Motel Dennis Robb the President of the Albany Aero Club and the Vice President looked us up and it was arranged that we would attend a barbeque at Dennis's home on Saturday evening with his committee... they were very nice and keen to hear about our trip and our aeroplanes.

On Saturday morning, we took a tour to the Whaling Station which closed down in 1978, it was very interesting if not a little gory.

We looked at some beautiful coast line, similar to the South West Victorian coastline. We were picked up late afternoon and taken to Dennis's home. Dennis and his wife were excellent hosts. There was lots of aeroplane talk and tallish stories.

Ian departed for home early in the morning.

We had a pleasant trip from Albany to Esperance, two of the Albany Aero Club Committee Members came to wave us off and wish us well. The Esperance airport is about 20km. from the town, a $20 taxi fare ! We chose to stay at the Council Camping Park which was very nice and by the sea. We went into town and joined JOH and Jan for dinner at the Hotel.

Next day onto Ceduna with fuelling stops at Caiguna and Nullabor. We met with JOH and Jan in the Hotel (we always seem to meet in Hotels !) for a delicious meal with real vegetables, quite a change from our diet of barbecues and salads for most of the trip.

We departed Ceduna for Whyalla, a very pleasant flight with Glen Sturges there to meet us at the other end. Glen refuelled us and then transported us to our Motel and arranged to join us for dinner. We spent the afternoon around the pool and included a walk along the beach in our activites. Glen returned and we had a lovely dinner in the Motel Restaurant. This was the last night of a fantastic, flying, funfilled holiday.

JOH and Jan were going onto Adelaide before continuing to Melbourne. RQL and CRK departed for home with forecast tailwinds of 40 knots. And you won't believe this, they actually were there, RQL had a ground speed of 136 knots! John stopped at Waikerie for fuel then decided to return to Penfield with us.

The holiday was wonderful, the company was superb and the aircraft ? well what can we say, over 3500 nautical miles with none of the aircraft missing a beat, that is over 150 hours of perfect Airtourer flying.

From Stuart and I thank-you John, Doreen, JOH, Jan, Ian, Tom, Kirsty and Toby for a memorable three weeks.

Some interesting statistics in round figures for the statisticians amongst us.

The figures are for CRK, a Super 150, RQL and MKL both 115's

	MKL	CRK	RQL
Distance	3450 nm.	3480 nm.	3622 nm.
Tacho block to block	36½ hrs	30½ hrs	37½ hrs.
Average block speed	95 kts.	114 kts.	97 knts.
Fuel used	833 ltrs.	1006 ltrs.	916 ltrs.
Fuel used per hour	22.8 "	33 "	24 "
N.M./litre fuel used	4.14 nm.	3.46 nm.	3.95 nm.

Post Script

On Thursday afternoon, Stuart and I heard the familiar sound of an Airtourer, JOH and Jan arrived at Penfield. We had three Airtourers parked at our back fence. The occupants of COI stayed overnight. By this time we were missing John and Doreen desperately so we invited them over for dinner, seven bottles of beer, two bottles of wine, one bottle of Champagne and a whole bottle of Port later, we had dissected our holiday and announced it, many times over a huge success.

The best hangovers of the trip were experienced the following morning !!!

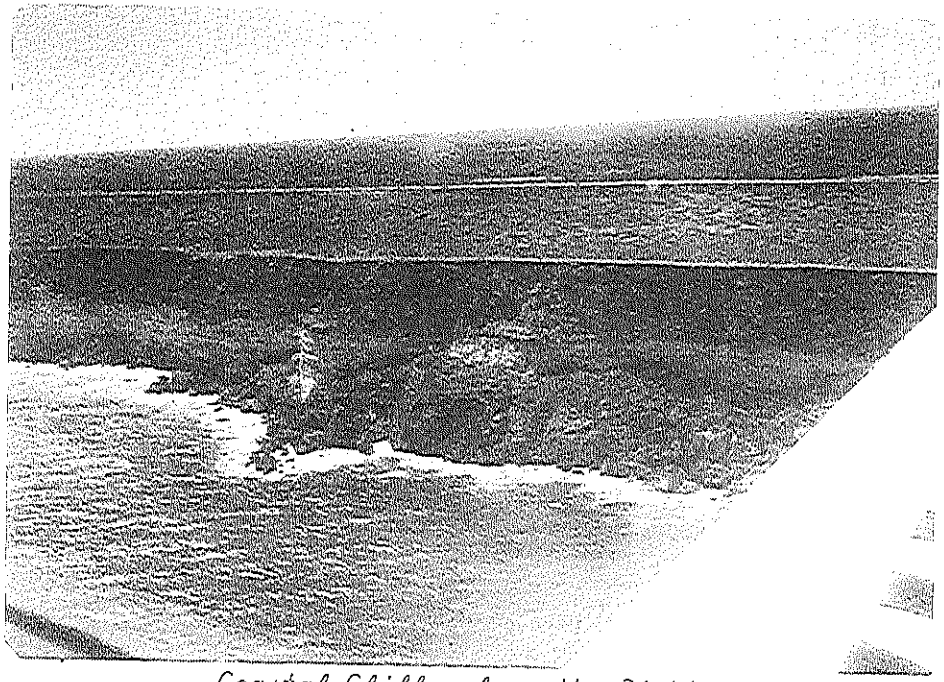
For those people asking about the updated Membership List, it should be included with our next Newsletter.

The next Newsletter No.36 will be published during May, 1986. Contributions to be with the Editor by 30th April, 1986.

Editor

The Campers at Kangaroo Island

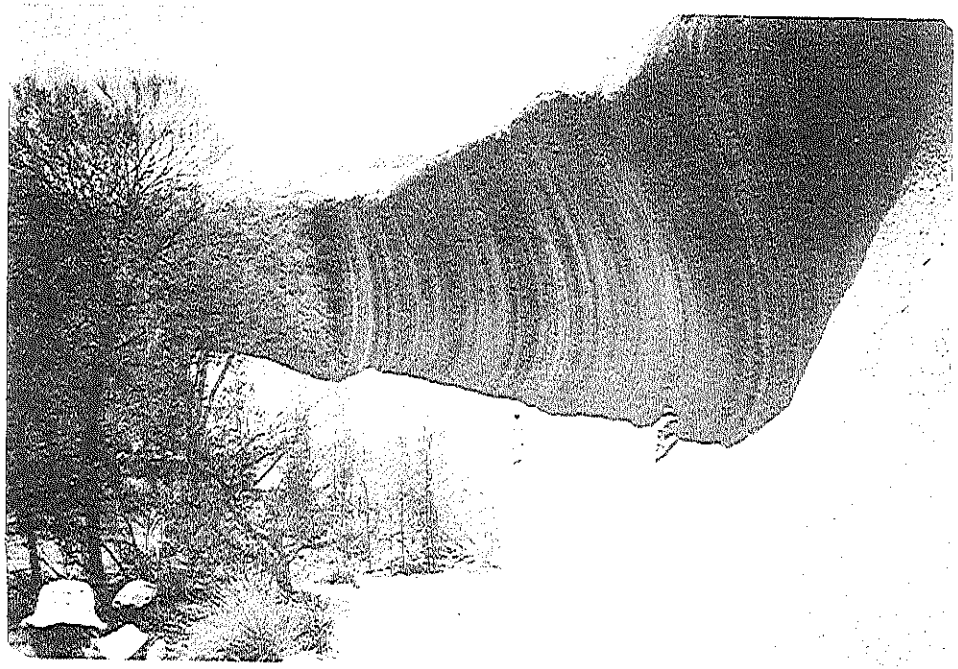
Ian Donovan and friend.



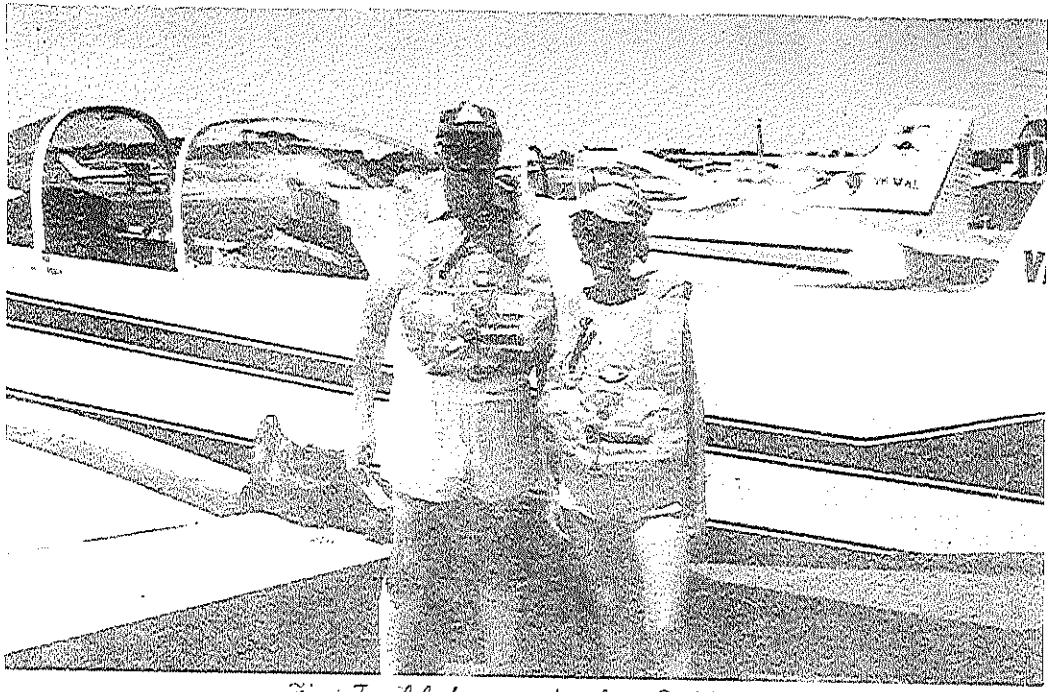
Coastal Cliffs along the Bight

The Eucla tie-down

Rutherford's Strip



Wave Rock



Tim Trubble's ready for Rottnest

John & Jill Mulhearn at Rottnest Island

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 .....

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

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

..... A/c Base.....

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

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

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

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

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

..... A/c Base.....

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

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

..... A/c Base.....

AIRTOURER ASSOCIATION CONVENTION 1986 - TUMUT, NEW SOUTH WALES

PROGRAM

Friday 7th March	p.m.	Arrivals - Informal evening meal.
Saturday 8th March	a.m.	Arrivals - Registrations
	1230	Lunch at Airfield
	1330	Navigation Trial
	1500	Refreshments at Airfield
	1730	Transport to Motel
	1900	Annual Dinner to be held Tumut Aero Club. Presentation of Trophy's
Sunday 9th March	0730	Breakfast in Dining Room.
	0800	Airtourer Association Annual General Meeting
	0930	Airtourer Co-Operative Ltd.Annual General Meeting.
	1000	Transport to Airport
	1030	Informal flying - aerobatics etc.
	1230	Lunch at Airfield
	1300	A free afternoon for flying with departures to suit.

AIRTOURER ASSOCIATION ANNUAL GENERAL MEETING 1986

AGENDA

1. Apologies
2. Minutes of previous Annual General Meeting.
3. Business arising
4. Correspondence
5. Presidents's Report
6. Secretary's Report
7. Tresurer's Report
8. Election of Office Bearers and Committee - President, 2 vice President's, Secretary, Treasurer plus 2 Committee..
9. General Business

Several members have commented on how they enjoy reading the Airtourer Aircraft History in recent Newsletters, but unless you complete the Aircraft History Questionaire (see previous Newsletters) we cannot continue much longer. The latest count from Kerry & Stuart was about twelve replies.

If everybody filled in their Questionaire the Aircraft History would be in the Newsletter for the next twelve years. At the present rate of contribution we will be fortunate to make eighteen months.

If you like to read the Aircraft History, you need to contribute.

We have postponed the item from this Newsletter, so as to stretch it out.

Editor.