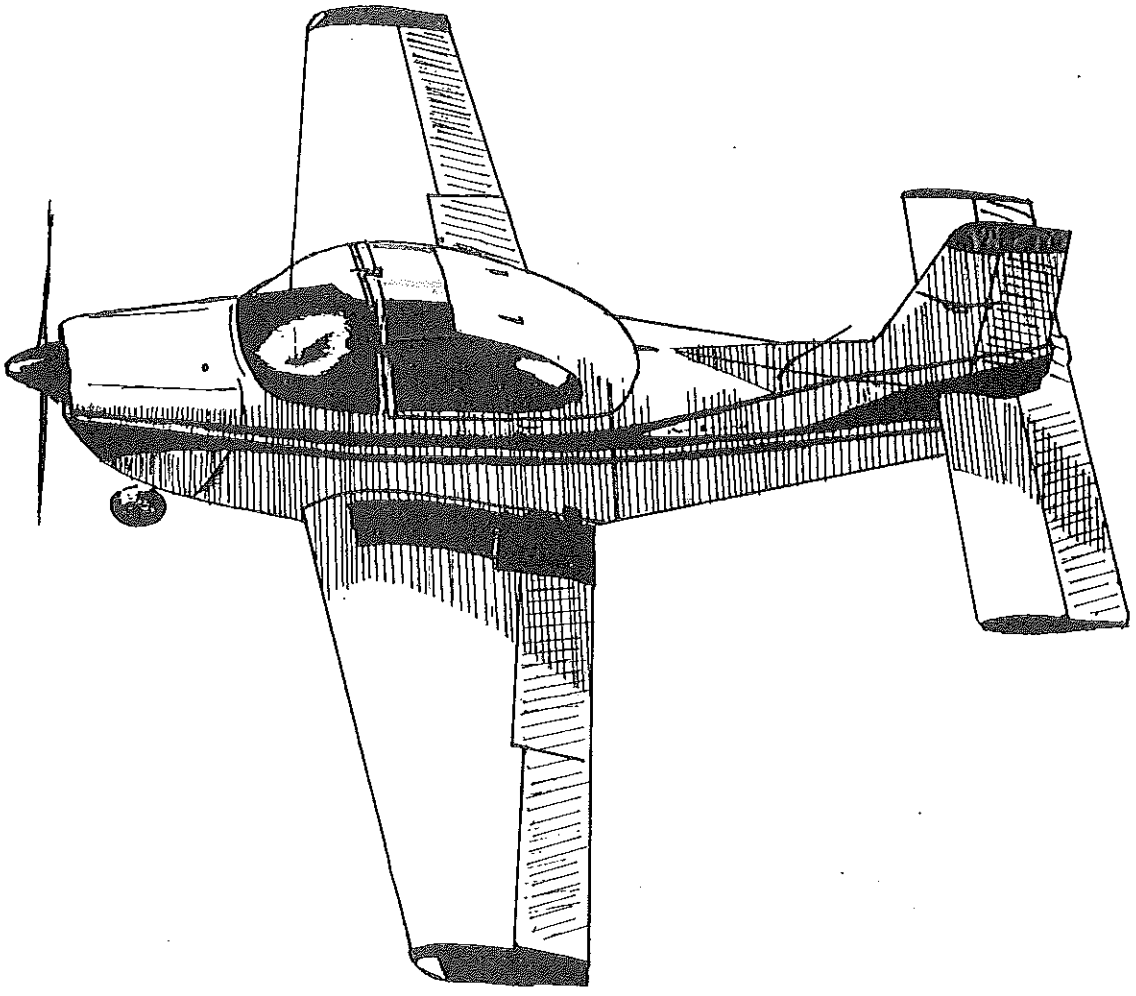
AIRTOURER ASSOCIATION

MAY, 1987
NEWSLETTER NO. 40

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

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AIRTOURER ASSOCIATION

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AIRTOURER CO-OPERATIVE LTD

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

AIRTOURER ASSOCIATION CALENDAR OF EVENTS

6 - 6-1987 7 - 6-1987 8 - 6-1987	South Australian Branch, Flying Safari of the Flinders Ranges. (Details this Newsletter)
19 - 9 -1987 20 - 9 -1987	"Yarrandale"
23 - 4 -1988 24 - 4 -1988 25 - 4 -1988	Airtourer Association 10th Annual Convention to be held at Griffith N.S.W.

FLYING SAFARI OF THE FLINDERS RANGES, JUNE, 1987

PARACHILNA: Co-Ordinates 31° 7" S 138° 21" E WAC chart 3355.

The program will be, arrivals Friday and Saturday. Plan to be in by 10.30 am local time Saturday. 1.30 pm. Mass Flight to Leigh Creek for fuel then flight/tour to secret location for Afternoon Tea. Return to Pub for Dinner and midnight campfire Supper. Sunday, guided air tour of the Flinders Rangers taking in "Wilpena Pound, Great Wall of China etc. with mountain landings for coffee and picnic lunch.

Field day afternoon competition at Leigh Creek for the S.A. Trophy then back to Parachilna for evening meal and camp fire sing along.

Monday secret departure instructions you've got to see it to believe it and if you turn up you will.

All persons attending Fly-in will be sent a survey map section and tourist information to assist planning as the places we are going to are off the beaten track.

Anyone requiring information of the area can ring me anytime.

Glenn Sturges,
33 Donaldson Terrace,
WHYALLA, S.A. 5600
Phone (086) 450064

An open invitation is extended to anyone flying to or from Flinders Ranges to "bunk down" at O'Hallorans near Adelaide. For further info ring Jan or John on (08) 254 7155.

From a suggestion by Doug Stott, and with the courtesy from the Aviation Safety Digest, we will be including in future Newsletters an article or two regarding accidents of Airtourers, some of which happened more than twenty years ago.

The next Newsletter No. 41 will be published during August, 1987, Written contributions to be with the Editor by 31st July, 1987.

CONDOBOLIN 1987 Airtourer doings for 1986-87

Our activities have been good due to the efforts of State representatives. While medical reasons have prevented me on most occasions from being with you:- Harvest too seems to also get in the way if any.
However I am very humbled by the fact that so many members phoned sent cards and wrote letters. From Darwin, Hobart, Adelaide Melbourne so many!!! True Airtourer resolve, our thoughts for the well being of fellow members of this wonderful Association. My grateful thanks.
During 1986-87 the list of events per newsletter were.

7. 3.86 Airtourer Convention Tumut.
13. 4.86 Victa get together Mitchellton Valley
22. 7.86 Karrawinna Barossa Valley
20. 9.86 Yarrandale Fly In West Wyalong
23.11.86 Crayfish Gourmet King Island.
6. 3.87 Annual General Meeting Condobolin

All these events were well supported by various members and their aircraft.

To the office bearers of our Association I wish to thank our Secretary Treasurer and Ex Committee plus our sub committee who arrange our A.G.M. each year; I can only say that their choice Condobolin for this year will rank a 'Top Venue:- as their association with Airtourer aircraft and Victa Ltd, dates back to the early 1960!!!

Our grateful thanks to Condobolin Aero Club and it's members, for allowing our Association to have this weekend here at Condobolin.

Still every Association has it's sad moments:- Vale Dudley Fulton.
Stan Siede and Don Austin.
Our sympathy goes out to their families.

Some of the issues which your Association has taken up, but not yet resolved:-
No-Gas in Airtourers. Alan Woods contact did not continue with the matter hence no finality.
Our endevour to affiliate with the Federation of Aero Clubs. However it would apprear from investigationso far, this would not be a financial possibility beaause our numbers are so small 120 or so.
The matter of becoming a Limited Liability Club also seems to have stalled:-
Our Earl Johnson was still unable to reach any definate answer on the matter.

I found it quite difficult to change the venue of "Yarrandale's" Fly In to West Wyalong on the 20.9.86 due to wet weather. (First Time) do hope it will not happen again.

Once again all offices , committee and sub-committee plus Auditor fall vacant to-day and will need our careful thought for re-election or otherwise. Including State Representatives.

Item 8 on our agenda.
To all members and those who have held office during 1986-87 my grateful thanks for a job well done:- These efforts have allowed our Association to progress very well:- Making my position as your president very worthwhile and rewarding for every member and our Association.

I look forward to 1987-8.

To all happy and safe Airtouring

D.O. Rankin
President.

VICTA AIRTOURER ASSOC. (N.S.W.& A.C.T.)

1987 CALENDAR OF EVENTS

SCHOOL HOLIDAYS	MONTH	DAY	APPROX. ARRIVAL EVENT/LOCATION	NORTH-WEST MEMBERS	CENTRAL MEMBERS	SOUTH-WEST MEMBERS
(Incl. Sats./Suns)	MARCH	7-8	A.G.M. CONDOBOLIN (AUST. WIDE MEMBERS)	✓	✓	✓
16 ↕ 26	APRIL	18	COMMENCE 10 am WEDDERBURN 1 DAY PICNIC LUNCH		✓	
	MAY	10	COMMENCE 10 am TUMUT 1 DAY PICNIC LUNCH			✓
	JUNE	6-7-8 (QUEEN'S	NSW/QLD BRANCHES WARRUM·BUNGLES BIRTHDAY WEEKEND)	✓	✓	✓
4 ↕ 19	JULY	12	COMMENCE 10 am QUIRINDI 1 DAY PICNIC LUNCH	✓		
	AUGUST	2	COMMENCE 10 am BATHURST 1 DAY PICNIC LUNCH		✓	
26 ↕ 11	SEPT		PRESIDENT'S 'YARRANDALE' (AUST. WIDE MEMBERS)	✓	✓	✓
	OCT.	11	COMMENCE 10 am COROWA 1 DAY PICNIC LUNCH			✓
	NOV.	15	COMMENCE 10 am PT. MACQUARIE 1 DAY PICNIC LUNCH	✓		
↕	DEC.	5-6-7	N.S.W./VIC. BRANCHES MALLACOOTA or MERIMBULA	✓	✓	✓
↕	JAN 1988	24	COMMENCE 10 am MORUYA 1 DAY PICNIC LUNCH		✓	
	FEB. 1988	14	COMMENCE 10 am COOTAMUNDRA 1 DAY PICNIC LUNCH			✓
	APRIL 1988		A.G.M. (AUST. WIDE MEMBERS)	✓	✓	✓

N.S.W. and A.C.T. members have widely accepted the idea of 1 day picnic fly-in's and details of the first of these for each region appears in the foregoing calendar together with locations of two hanger meetings with Queensland and Victorian members.

After the first picnic, regional members in N.S.W. and A.C.T. can decide on future locations themselves. Of course all Association members are most welcome to attend as many gatherings as possible.

Safe flying - more later

John Plummer

AIRTOURER CO-OPERATIVE

Chairman's Report Condobolin 1986-7

Our board held three regular meetings during 1986.

29th April 1986, Narellan.

The June meeting was postponed due to our Secretary being in hospital.

19th September meeting held at West Wyalong.

1st November held a Narellan :-

Matters dealt with of our immediate concern were a clarificiation of the payment of sales tax :- Hugh Knox reported that we do not have to pay tax on manufactured goods; which apparently does not apply.

A review of remuneration to our Secretary/Treasurer was scheduled for attention. The result was at this meeting in September 1986, it was resolved that the Secretary log the Km travelled for the Co-Op which would be re-embursed at the rate of 18c per Km., to be reviewed again in November 1987.

Again Alan Wood and Guy Main have completed another successful year of trading for the Co-Op with very little delay in most instances :- However we have had some delays re our Welder and Release Notes, this worry would appear to be resolved now.

The ever present shortage of raw materials is a constant worry and sometimes causes delays in manufacture.

Micro Filming of Drawings - due to continual use of the drawings this year which has made the completion of this project much slower than anticipated. As all drawings must be in sequence and numbered. 1986 would appear to have been a year where a lot of demand has been on drawings. This problem will be resolved I am sure.

Pressures of business for Hugh Knox and our Secretary's ill health has prevented the completion of the stock take and shelving of spares, on the "top line" for 1987.

Our Frank Rogers was granted another extension of leave until June 1987, Frank is due back in Australia about this time and will again be active on this board.

Finance as will be seen by our Treasurer's Statement and Balance Sheet. Our finances are in good shape, due to the careful monitoring by your Board:

We again have the usual retirement of members of this Board. Members standing for re-election are D. Rankin, B. Gilmore and H. Knox. J. Treble advised board 18 months ago that he would not be standing for re-election. Please give this matter careful thought.

My thanks to all Board Members, as most travel long distances to attend meetings, while Alan and Guy have our special thanks for a job well done, all this has made my position as Chairman so effective and rewarding.

1987-8 holds some very interesting prospects and challenges and I am confident that your Board of Directors will be equal to these challenges, you the shareholders will be kept well informed.

We all look to 1987-8 with confidence.

D. O. Rankin.

At our A.G.M. at Condobolin this year, John Treble Retired as a Director of our Co-Op Board of Directors. As one of the original members of our board and having a 100% attendance record at out meeting, with many hold up's due to weather a complete loss of time, even up to one week !!! in one instance I can recall.

On the shareholders behalf we owe John a big debt for his dedication to our cause which has cost John so much of his time not to mention both his and Doreen's effort in every way for the Co-Op. As Chairman of our Board of Directors I will miss you John and this is the feeling of the Board Members too, however we know that your presence will be still felt in all matters in our Association.

Another Board Member, Bob Gilmore has retired from our Board of Directors so sad to relate and due to an unfortunate accident Bob has reluctantly retired for the present time. I do hope that this action will speed up his recovery. We do wish you a speedy recovery Bob from all the Board.

Your Board of Directors have, and following the event at Condobolin, where both Paul Carey and Andrew Ronald were nominated by you the shareholders to fill the vacancy left by John Treble. Paul Carey was elected by ballot as youknow, hence the Board have now elected Andrew Ronald to replace Bob Gilmore As Board Chairman it is my pleasure to welcome you Andrew on behalf of our Co-Op members and Board.

For those who may not know or don't recall Andrew was a member of our team who went to New Zealand at his own expense to pack up the farm and return it to Australia, therefore his interests are very strong as his actions have shown. I am quite sure you will lend your weight to the Boards cause.

(1) Co-Op is a private Co-Op with No obligation at all to supply or manufacture for JOE PUBLIC or Non Shareholders.

(2) However we do supply to most people and non shareholders at the best possible price with the minimum of delay. "OUR AIM TO KEEP AIRTOURERS FLYING".

(3) Factors which effect number two are :- Bulk manufacture for cheapness in most instances availability of material.

(4) Special items and drawings for re engining take some time to put together.

(5) Guy Main is only one person who receives barely cost re-embursement for his continual effort for our Co-Op. His health is not 100%, who else of our shareholders has the time to alot to the Co-Op 24 hours per day 7 days per week the year round ! Yes perhaps its worthy of your thought.

Chairman
D.O. Rankin

Betty Rankin found this little verse written by the late Don Austin, in her visitors book, and thought it would be nice to include it in the Newsletter.

The grass, the trees, the far off view,
the clean crisp air, the freedom,
the morning dew.

The friends, the times, laughter and fun
which tell a tale,
are my memories of a special place,
beautiful "Yarrandale".

Don has written underneath:-

I've spent my energy and emotions and I hope I have expressed adequately my appreciation of your friendship.

Please give my regards to the West Wyalong folk and the folk I meet at "Yarrandale"

Don Austin.

CO-OP CORNER

Firstly my apologies to members for the lack of articles from the Co-Op over the last few issues. I will endeavour to cover matters that have taken place over this period in this issue.

Firstly it has been my aim to keep the cost of manufacture of parts to a reasonable level. This is difficult when most parts are a "one off" order, but we have achieved this, but at the expense of delay from the manufacturers. We had a serious let down by our approved D.O.A. Welder and trouble finding another to do the work at a reasonable cost, but this is now solved. Engine mounts, exhaust pipes to name a few are now being manufactured.

After an unbelievable delay of twelve months for two components for the brake master cylinder kit, they have arrived. Phone calls, personal representation to no avail and I am informed it was due to the various take overs of Girlock, Patons Brakes, P.B.R. Repco !!

Control surface fluted skins should shortly be manufactured, talks are in progress with two possible manufacturers.

We hold stocks of main leg u/c bolts. The Victa tailplane decal and fuselage VICTA AIRTOURER - 100 - 115 - 150 are available. Placarding for the cockpit, fuel, tie down and other external points have been manufactured, these are stick on type and come on one sheet, merely cut out and stick on. Total of approximately 110 placards on a sheet.

Windscreens and canopy halves availabe, prices on these items have risen slightly but are still less than 50% of the cost of American aircraft. I saw a Cessna windscreen produced here last week, production cost $700 !! I believe there was some talk of poor quality of our windscreens, I believe the ones concerned are four years old this month.

Fibre glass components are available and again quality of these items was mentioned, it amazes me that complaints are never sent to the appropriate quarter.

U.K. owners have purchased a number of spares over the last year, but as here, bureaucracy's ugly head is raising problems. Their Dept. is not accepting D.O.A.'s S.B's and A.D's on Airtourers. They will not accept automotive parts ie. brake master cylinder, The aircraft was certified in that country with these items, and if they will not accept our Depts. paperwork (when our Dept. knows more about the aircraft then they ever will) where do the owners go ? Any thoughts on this would be helpfull.

I would like to say what a great pleasure it has been working with our now two retired Directors, John Treble and Bob Gilmore, they will be sadly missed. To Bob a speedy recovery from your illness, I daresay these two gentlemen will not miss a 'one day' Directors Meeting that turned into a week in Sydney because of bad weather.

In closing i would like to say that members should appreciate the time, effort and value given by the Directors whose knowledge in their own field of business is able to be applied to the workings of the Co-Op, all at their own expense.

* Complete Standard Piston Ring set for 0.235 Lycoming. Price $980.00

GUY MAIN

FOR SALE

VH-PUR S/N 138 100 HP. TT 1700 Hrs.
800 Hrs. to run on engine.

Further details from: Clarrie Lelay, Bell Street, Kumbia, Queensland 4610.

AUSTRALIA'S NATIONAL AIRSHOW

BALLARAT FEBRUARY 22nd 1987

Six member aircraft were displayed at Ballarat giving the public the opportunity to see at least one example of each model Airtourer. Our "Airtourer Story" banner was read by many pairs of eyes during the day.

While the Airtourer can't compete with Vampire's, Spitfires, Mitchells (or Mirage's) for spectacle or noise, there was always plenty of people "hanging over the fence" looking at the Airtourers.

While the Ballarat weather was normal (very cold wind) we all enjoyed, some more than others, a picnic lunch of Chicken, Salad, Pate, various nibbles and biscuits, and for some - Champagne !

Those who attended enjoyed themselves but were unanimous in that we must find an Airshow that isn't so B-Cold for the next outing.

P.S. The local Ballarat Glazier was seen rubbing his hands in glee when he read that ARDU were sending a Mirage to do a display. He was however very disappointed when J.O'H arrived by Airtourer. He may have been, but the rest of us were pleased to see Jan & John "over" for the weekend.

The Roll Up :-

MOG	Bob & Bev Gilmore.
MKL	Ian Donovan
MVI	Stuart & Patricia Krichauff
CRK	John & Doreen Treble
COI	John & Jan O'Halloran
RQL	Suart & Kerry Hilsberg

Beryl & Lindsay Marshall called in having had to use the car for various "Tripping" during the weekend.

Stuart Hilsberg.

VICTA
AIRTOURER 160
VH-CTM

S/N 134

Offers are invited for the purchase of one of the best Airtourers in Australia, available for sale later this year.

Fitted with a Lycoming I0-320 160 HP Fuel-Injected Engine, Hartzell CSU, Inverted Oil System, Narco VHF, ADF, VOR and Tspdr. Engine will be freshly overhauled, Prop approx. 500 hours since new

For further details and written offers only, contact owner — DOUG STOTT
GPO Box 1814, Darwin, N.T. 5794

No offer necessarily accepted

The adjacent Ad. in AOPA is the result of my securing an option to purchase another low hour Airtourer, which regretfully would mean selling CTM. Interested members are asked to write for details.

DOUG STOTT.

WANTED TO BUY

VICTA 150 - 160 Any Condition.

Write or Phone details to Col Taylor,
134 Urana Street, The Rock, 2655.
(069) 202028
(069) 202052 A.H.

AIRTOURER REGISTRATIONS. A.E.S.L. N.Z. Made 1967-1973.

S/N	Reg.	Model	First Owner/operator	Reg. Change/Notes.	Del.Date	
501	ZK-COZ	115	Otago Aero Club, Otago NZ (WFU 5/79)		25/10/67	
502	ZK-CPA	115	New Plymouth Aero Club NZ (W/O 3/79)		13/11/67	
503	ZK-CPB	115	Southland Aero Club	(W/O 11/80)	29/11/67	
504	G-AWDE	115	Glamorgan Flying Club		13/12/67	
505	G-AWMI	115	Glamorgan Flying Club		13/12/67	
506	ZK-CWA	115	Air NZ/NAC Flying Club	(later VQ-FPD)	16/01/68	
507	G-AWOZ	115	Biggin Hill Flying Club		22/03/68	
508	G-AWRT	115	Alouette Flying Club		22/03/68	
509	ZK-CWB	115	Wellington Aero Club	(W/O 24/10/73)	13/02/68	
510	ZK-CWC	115	Southern Districts Aero Club/Wanganui A/C		22/03/68	
511	ZK-CWD	115	Mercury Bay Aero Club	(WFU 26/6/73)	13/05/68	
512	G-AWVH	115	Glasgow Flying Club		24/06/68	
513	G-AWVG	115	Western Aviation Co, Amougies, Belgium (OO-WIC)		" "	
514	VH-MOJ	115	LaTrobe Valley Aero Club. Vic.(exVH-FGY)		02/08/68	
515	VH-MOI	115	LaTrobe Valley Aero Club. Vic.(exVH-FGZ)		02/08/68	
516	ZK-CWE	115	Middle Districts Aero Club		12/08/68	
517	ZK-CXP	115	Southern Districts Aero Club		06/09/68	
518	ZK-CXQ	115	Wellington Aero Club	(W/O 18/11/83)	15/10/68	
A519	ZK-CXS	150S	Demo/Auckland Aero Club	(W/O 16/6/70)	18/09/68	
520	ZK-CXT	115	Taranaki Flying School	(W/O 28/2/71)	24/10/68	
521	ZK-CXU	115	C.V. Tait, Hamilton (May-Aug 69 'Round World)		20/11/68	
A522	G-AXAJ	150S	Brinsop Farms Ltd.		18/12/68	
A523	ZK-CYW	150S	AESL/Tamworth Aero Club 7/69. VH-EQA		30/01/69	VH-EQA
524	G-AYLA	115	Glosair UK		19/02/69	
525	G-AZHT	115 T3	Glosair UK Shoreham.		19/02/69	
A526	ZK-CYS	150	AESL Demo/ H.C. Sowerby, Temuka NZ		06/03/69	
A527	G-AXIX	150S	Glosair UK		22/04/69	
528	G-AZOE	115	Glosair UK		22/04/69	
529	G-AZRP	115	Glosair UK (converted to 150 hp)		22/05/69	
530	G-AZTM	115	Glosair UK		22/05/69	
531	G-AZTN	115	Glosair UK (Clanmorgan)		16/07/69	
A532	ZK-CZJ	150S	Auckland Flying School/J.Dillon, Blenheim 4/72		14/05/69	VH-CRK
533	G-BANY	115	Glanmorgan Aero Club		16/07/69	
A534	G-AYWM	150S	P.A. Dalton, Thruxton. UK./Jeff Worth.		16/07/69	
A535	G-AZBE	150S	Glosair UK /Bert Miles.		16/07/69	
A536	ZK-CZY	150S	AESL Demo/New Plymouth A/Club. (exZK-CMA)		01/08/69	
A537	ZK-CZP	150S	Taupo Flying School.	Rebuilt	09/06/69	VH-COI
A538	ZK-CJN	150S	AESL Aust./LVAC/RACNSW 1971.		11/09/69	VH-EQG
A539	G-AZDI	150S	Glosair UK Glasgow Flying Club.		03/10/69	
A540	G-AZHI	150S	Alouette Flying Club		03/10/69	
541	ZK-CJX	115	Middle Districts Aero Club NZ	(W/O 2/74)	17/09/69	
B542	NZ1760	T6-24	RNZAF	(ex NZ1751)	14/05/70	
A543	ZK-DAB	150S	AESL Aust. Quirindi Aviation	(ex VH-FGZ)	23/10/69	VH-AHW
A544	ZS-IGD	150S	D.Collins R.S.A.	Shipped 24/12/69	05/12/69	
545	ZK-DAC	115	Marlborough Aero Club NZ		26/11/69	
A546	NZ1761	T6-24	RNZAF	(ex NZ 1750)	01/05/70	
547	ZK-DBA	115	South Canterbury Aero Club		16/01/70	
A548	VH-CKE	150S	G.L.Down, Narembeen WA.		04/03/70	
A549	G-AZOF	150S	Glosair UK Kidlington		14/03/70	
A550	G-AZMN	150S	Glosair UK Kidlington		14/03/70	
A551	ZK-DBD	150S	Canterbury Aero Club/Waikato A/C	(ex ZK-CGQ)	25/02/70	
B552	NZ1762	T6-24	RNZAF	(ex NZ1752)	17/06/70	
B553	NZ1763	T6-24	RNZAF	(ex NZ1753)	16/06/70	
A554	ZK-DBE	150S	Napier Aero Club/Pegusus School.		07/04/70	VH-PCC
A555	OY-ARF	150S T5	Denmark	(ex G-AZZU)	18/08/70	
556	ZK-CGN	115	Gisborne Aero Club	(Rebuild s/n 50)	26/06/70	
B557	G-AYMF	T6-24	Glosair UK		29/07/70	
B558	9V-BDK	T6-24	Singapore Defence Force/Junior Flying Club		26/09/70	
B559	9V-BDJ	T6-24	Singapore Defence Force/J.F.C.		26/09/70	
B560	ZK-DDE	T6-24	HS-TCO Thailand Civil Aviation Training Ctr.		02/11/70	

B561	ZK-DDI	T6-24	HS-TCN Thailand Civil Aviation Training Ctr.	24/11/70
B562	ZK-DDJ	T6-24	HS-TCM Thailand Civil Aviation Training Ctr.	03/02/71
B563	ZK-DDK	T6-24	HS-TCL Thailand Civil Aviation Training Ctr.	25/02/71
B564	ZK-DDL	T6-24	PK-ATS Lembaga Pendidikan Perhubungan Udara	15/12/70
B565	ZK-DDM	T6-24	PK-ATT LPPU Indonesia.	15/01/71
B566	ZK-DDN	T6-24	PK-ATU LPPU "	30/03/71
B567	ZK-DDO	T6-24	PK-ATV LPPU "	16/04/71
568	ZK-DDP	115	Westland Air NZ/Airline Flying Club 3/72	19/03/71
B569	ZK-DKU	T6-24	G-AZPD/S2-AAJ Glosair UK then Bangladesh.	04/10/71
B570	9V-BDQ	T6-24	Singapore Defence Force (ex ZK-DDQ)	07/07/71
B571	9V-BDR	T6-24	Singapore Defence Force (ex ZK-DDU)	06/08/71 VH-BVV
572			Test airframe - not built up	
B573	9V-BDU	T6-24	Singapore Defence Force (ex ZK-DDS)	14/09/71
B574	9V-BDV	T6-24	Singapore Defence Force (ex ZK-DDT)	17/09/71
B575	G-BAFO	T6-24	S2-AAH Shipped to UK then Bangladesh (ZK-DKT)	26/10/71
C576	ZK-DGX	T3-12	Northern Districts Aero Club NZ (W/O 9/77)	28/01/72
B577	ZK-DHH	T6-24	HS-TC? Thailand Civil Aviation Training Ctr.	16/03/72
B578	ZK-DRD	T6-24	PK-ATY LPPU Indonesia	03/04/72
B579	ZK-DKP	T6-24	PK-ATZ LPPU Indonesia	04/05/73
B580	ZK-DKY	T6-24	S2-AAK Bangladesh (W/O Sept 76)	21/09/73

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The above listing of Airtourers made in New Zealand by Aero Engines Services Limited (AESL) at Hamilton has been compiled from information obtained from Mr. Jim Fisher of AESL and other aviation publication. My thanks also to Frank Rowse, one of our current members in N.Z. who has helped with an update of the register and some history.

A correction to my notes in the last Newsletter:

- s/n 555 OY-ARF is still owned by member David Hill. His Airtourer is in storage in Denmark pending David's return to Australia. He is presently a pilot with an airline in Saudi Arabia.
- s/n 513 G-AWVG Ex OO-WIC has returned to the U.K. as G-AWVG.

As can be seen from the list of N.Z. made Airtourers the designations have changed. A '150S' is a Super Airtourer fitted with a 150hp Lycoming engine. A 'T3' is a 130hp model fitted with a Continental 130hp engine. A 'T5' is similar to a 150S Super Airtourer with minor changes. A 'T6-24' is similar to a T5 but with a 24 volt electrical system, electric flaps and trim. A strengthened undercarriage gives a Max TO weight of 1900 lbs.

Some observant members might also notice that a few of the N.Z. produced aircraft were actually rebuilds of earlier serial numbers made in Australia and issued with a new serial number after the rebuild !!

Any comments or corrections direct to me please.

DOUG STOTT
GPO Box 1814, DARWIN NT 5794

FOR SALE

(a) One Directional Gyro and one Artificial Horizon. $120.00 for both. DG was overhauled 15 hours ago. Both instruments are still installed in the aircraft.

(b) Vertical Speed Indicator. Fully serviceable $90.00.

(c) V.D.O. Engine Hour Recorder, fully serviceable $30.00

Alan Harrison, Phone (03) 744 2622

THE CLIFF TAIT NAVIGATION TROPHY FOR NAVIGATION.

Awarded to the Winning Pilot and Navigator of the annual Convention 'Nav Trial'.

The trophy, donated by Honorary Association Member and famed ferry pilot from New Zealand, Cliff Tait is a large shield on which is mounted one of the spark plugs from his Airtourer ZK-CXU in which he flew around the world in 1969.

The following is a list of the winners to date:

Year	Convention	Aircraft	Pilot	Navigator
1979	Mildura	MTF	Susan Hopper	Phil Beard
1980	Parkes	WHO	Hugh Knox	Greg Rutherford
1981	Wagga	MOG	Bob Gilmour	Stuart Hilsberg
1982	LaTrobe Valley	KHP	John Treble	Kerry Hilsberg
1983	Quirindi	MWR	Hugh Knox	Tony Mathews
1984	Echuca	MTH	Tony Mathews	Eston White
1985	Wangaratta	CRK	John Treble	Kerry Hilsberg
1986	Tumut	MOH	Ron Stiebel	Doug Stott
1987	Condobolin	CTM	Heather Bat	Doug Stott

AIRTOURER ASSOCIATION

ANNUAL GENERAL MEETING

HELD AT CONDOBOLIN 8 - 3 - 1987

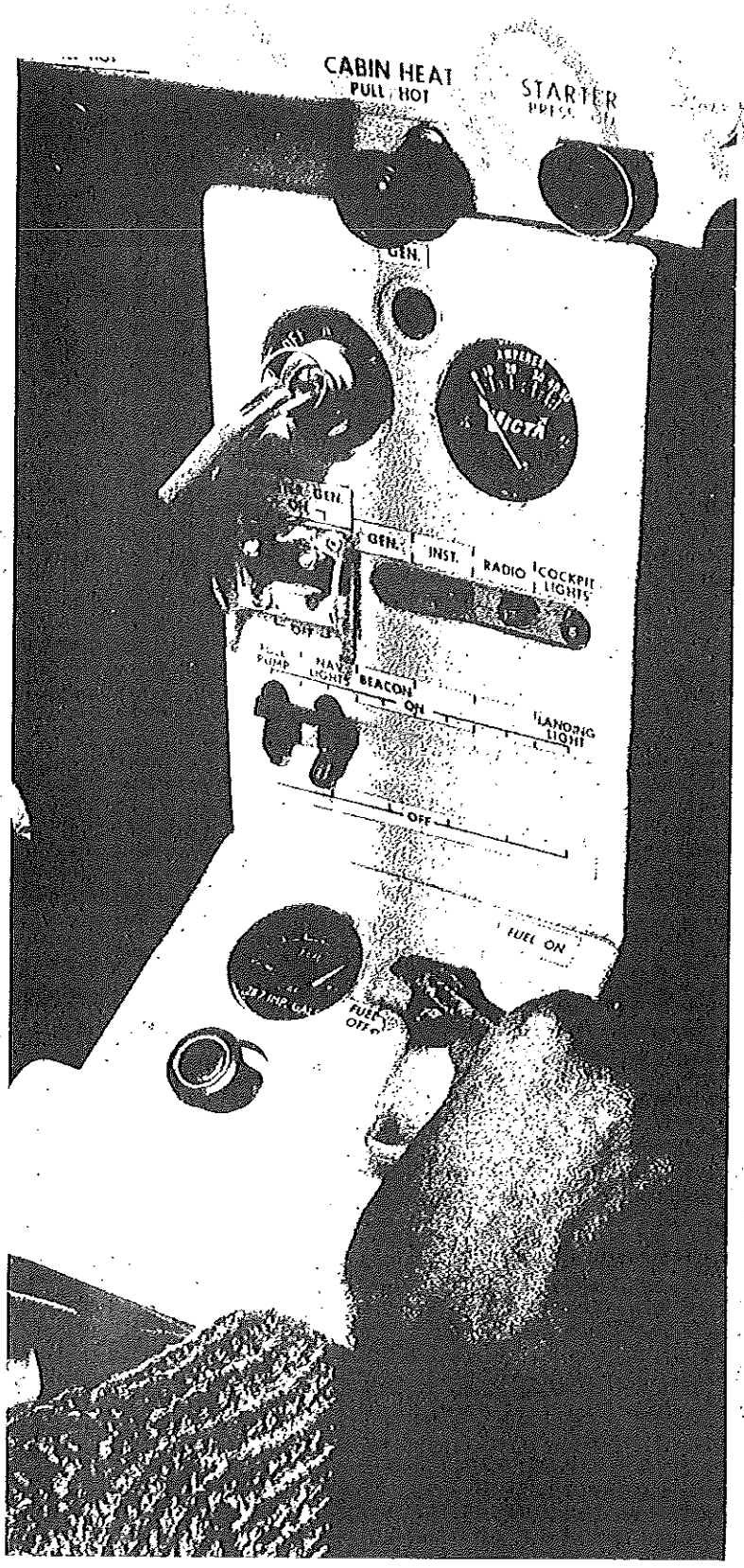
STATEMENT OF RECEIPTS AND EXPENDITURE FROM 1 - 2 - 1986 TO 31 - 1 - 1987

RECEIPTS		EXPENDITURE	
Credit Balance 1 - 2 - 1986	$1,683.18	Newsletter	851.34
Membership Fees	2,529.50	Phone	251.81
1986 A.G.M. Tumut	985.00	1986 A.G.M. Tumut	808.00
1986 Yarrandale Fly-In	984.00	1986 Yarrandale Fly-In	702.78
T-Shirts, Badges, etc.	132.00	Insurance	344.49
		Stationery	121.72
		Postage	99.15
		Wreath	45.00
		Trophy's	26.70
		Bank Charges	19.51
		Credit Balance	3,043.18
	$6,313.68		$6,313.68

RECONCILIATION

Credit Balance	$3,043.18
Investment Account	$5,318.78
	$8,361,96

John Treble,
Treasurer



Rule-of-Thumb Cockpit Checks

WHILE taking off from Runway 24 at Jandakot Airport, Western Australia, the engine of a Victa Airtourer suddenly lost power at a height of about 200 feet. The pilot quickly completed a trouble check, but the engine did not respond and he was committed to a forced landing. The only suitable area within gliding distance was the over-run of Runway 30, and the pilot headed towards it, turning off the switches as the aircraft descended. The aircraft struck the ground heavily just to the right of the over-run, rolling the port main tyre off its rim but sustained no other damage. Neither the pilot nor the passenger was injured.

During the investigation of the incident, it was found that the owner of the aircraft normally left the fuel cock in the "on" position at all times. It is evident that the pilot flying the aircraft on this occasion, not being familiar with the owner's practice, had mistakenly turned the fuel cock to the "off" position during his pre-start checks, believing that he was turning it "on". It was also found that the fuel cock itself was defective and that this had the effect of concealing the pilot's error until the aircraft was airborne.

Because of a deteriorated moulded rubber seat in the fuel cock, sufficient fuel was able to flow through the cock in the "off" position to run the engine at low and medium power. It was only when full power was applied and sustained during the take-off that the engine lost power from fuel starvation.

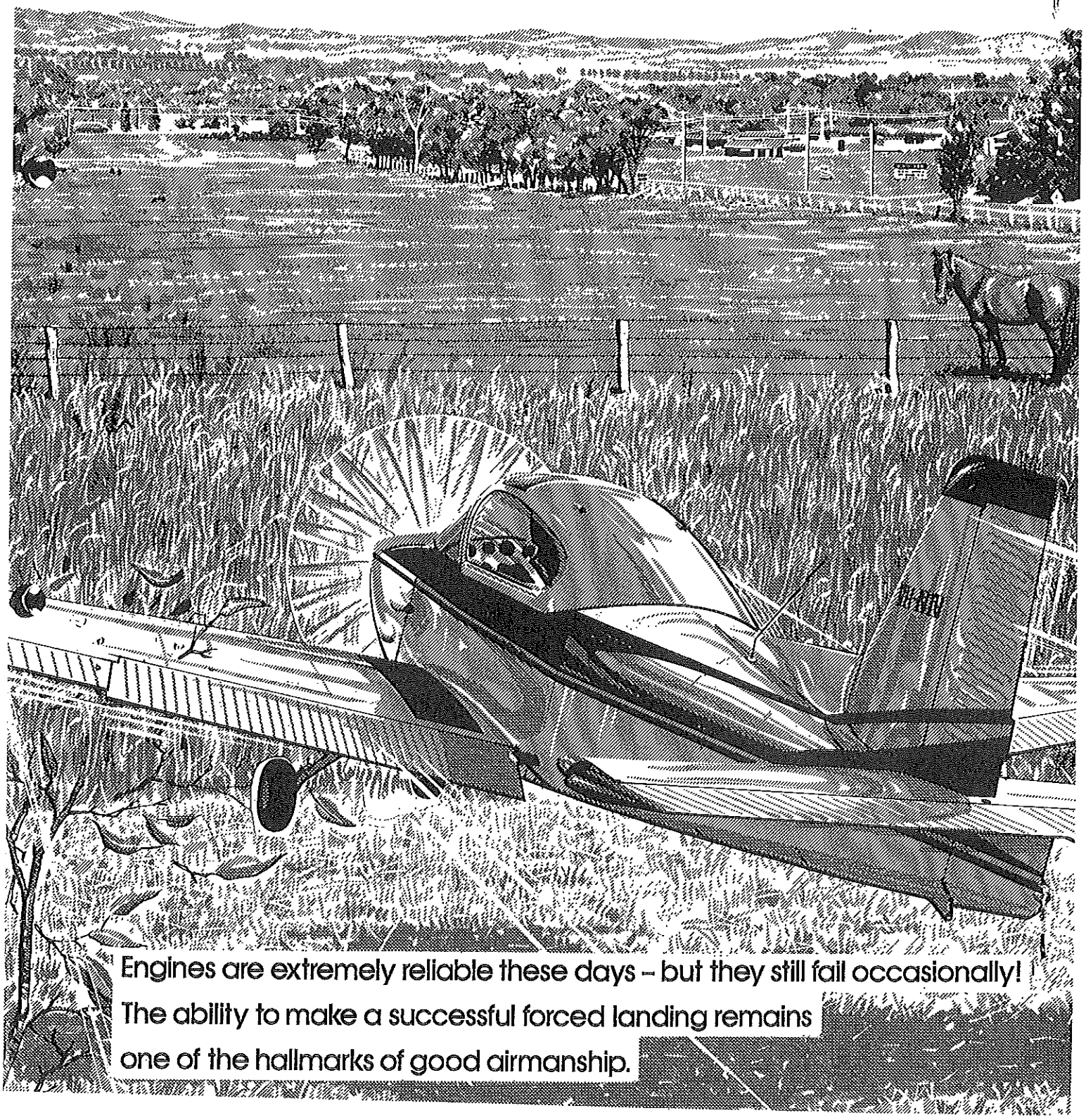
The incident provides another lesson on the importance of being properly "tuned-in" when carrying out cockpit checks. Seldom these days do pilots actually forget their cockpit checks, but it is all to easy to complete a check in a purely mechanical way without actually thinking what one is doing. And even if one is thinking, it takes only a momentary lapse in concentration to miss a vital check as this pilot did. Both he and his passenger can consider themselves fortunate to have emerged unscathed from their experience. ➥

FOR SALE

VH-MUQ is for sale at $21,000. The total Airframe is approximately 2200hrs. and the engine is approximately 1500 to run. The Aircraft is in mint condition.

Further details from: Pat Kelly, 6 Bugden Street, Brighton, Queensland 4017
(07) 2696792

Caught Out?



Engines are extremely reliable these days – but they still fail occasionally! The ability to make a successful forced landing remains one of the hallmarks of good airmanship.