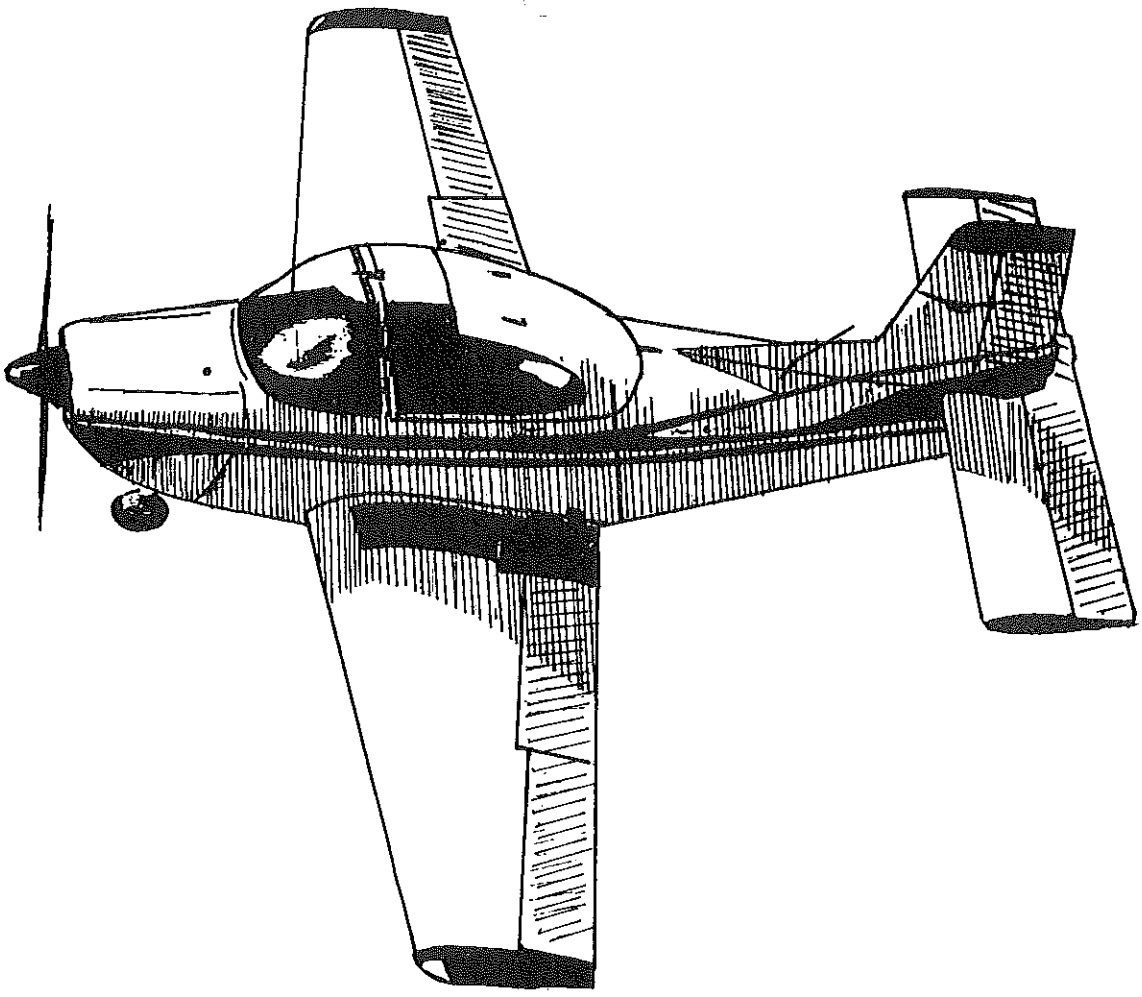
AIRTOURER ASSOCIATION

JULY, 1988

NEWSLETTER No. 46

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

PATRON : Dr. Henry Millicer (Airtourer Designer)

Address all Correspondence to the Secretary: 2 Joanne Place, Bilgola Plateau, N.S.W. 2107

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

VICE-PRESIDENTS : JOHN PLUMMER, P.O. Box Q363, Sydney, N.S.W. 2000
Phone: (02) 267 5587

STUART HILSBERG, Box 34, Sunbury, Vic. 3429
Phone: (03) 7441071

SECRETARY : GRAHAM WOOD, 2 Joanne Place, Bilgola Plateau, N.S.W., 2107
Phone: (02) 918 8954

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

COMMITTEE : STAN TILLEY, 9 Acushla Crt., Sandy Bay, Tas. 7005
Phone: (002) 252302

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

HISTORIANS : STUART & KERRY HILSBERG, Box 34, Sunbury, Vic. 3429
Phone: (03) 7441071

AREA AND STATE REPRESENTATIVES

Q'LAND : KEN BELL, 229 Mains Road, Sunnybank, Qld. 4109
Phone: (07) 3451084

W.A : GREG RUTHERFORD, RSD, Bruce Rock. W.A. 6418
Phone: (090) 647325

S.A. : GLENN STURGES 33 Donaldson Terrace, Whyalla. S.A. 5600
Phone: (086) 450064

N.S.W. : JOHN PLUMMER, P.O. Box Q363, Sydney, N.S.W. 2000
Phone: (02) 2675587

HARRY COUZIN, 53 Douglas St., Faulconbridge, NSW, 2776
Phone: (047) 512865

VIC/TAS : JOHN TREBLE. 16 Meehan Court, Keilor, Vic. 3036
Phone: (03) 3362056 (Home)
(03) 3116122 (Bus.)

DOUG DOW, 83 Wilmot Street, Burnie, Tas. 7320
Phone: (004) 357307

N.T. JULIAN JOHNSON, 18 Potts Street, MOIL, N.T. 5792
Phone: (089) 272950

U.K. : JEFFREY WORTH, 9 Knoll Lane, Poolbrook Common, MALVERN, WORCS. U.K.
Phone: (06845) 63748 H.

AIRTOURER CO-OPERATIVE LTD

SECRETARY : GUY MAIN, 12 Turner Rd., Narellan, NSW. 2567 (046) 461282

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

30-7-1988 31-7-1988 1-8-1988	Queensland Branch Fly-In to Kooralbyn (Details this Newsletter)
17-9-1988 18-9-1988	Hobart Airshow (Details this Newletter)
24-9-1988 25-9-1988	President's Annual Fly-In to be held at "Yarrandale"
12th to 16th October, 1988	Australian Bicentennial Air Show, Richmond, N.S.W.
3-12-1988 4-12-1988	Vic/Tas and N.S.W. Branches combined Fly-In to Canberra (Preliminary details this Newsletter)

PRESIDENT'S NOTES — GRIFFITH 1988 CONVENTION

Again it is my privilege to report on our activities for the past year. At this time I feel I should comment on the fact that here at Griffith ten years ago our Association was officially formed:- following an organizing first meeting at Bankstown in 1977.
In February 1978 at Griffith I reluctantly accepted the office of President of the Association. Reluctantly because of my over committed time in so many activities. My reluctance was swept away by my love of the Airtourer and my Victa associated days from the early 1960's - This a new beginning for Airtourers. Most Members know our Associations doings and activities from the beginning here at Griffith ten years ago.
Today I would like to say thank you to you all for making this such a wonderful Association which you have all helped to weld together, - True to the name Airtourer.

Our Fly-Ins during the year have been, February Ballarat, Victoria, June Warrunbungles, N.S.W., September G.& A. King Mollirin, W.A., September Yarrandale, N.S.W., December Mallacoota, Victoria. All Fly-Ins were well attended and splendid "Get togethers".
As per our Rules your ex-Committee has met twice, both times at Yarrandale - 18.7.87 and on 19.3.88. Business dealt with arose from items moved at Condobolin. Your ex-Committee agreed that Life Membership be awarded to G. H. Main in appreciation of services given to Members in maintaining their Aircraft. An honour well deserved as Guy still carries on regardless, seven days and seven nights a week - Yearly !!
Again another election of Officers for 1988-89 and as indicated to our ex-Committee I will not be seeking re-election as your President. I believe there should be a change after 10 years. To all in our Association my grateful thanks for your support during these years.
I have indicated that Yarrandale will STILL be the Presidents "Fly-In Day" and Yarrandale the venue - should the incoming President so desire.

I would like to say a great big "Thank you" to our Chef, Stan Wright who is and who has been our means of successful Burgers at Yarrandale.

Our Association will always have my support and Yarrandale will still be the same calling place for AIRTOURERS.

Happy Airtouring to all,

Sonny Rankin

The next Newsletter willbe published early August, 1988
Written contributions to be with the Editor by the 31st July, 1988

MINUTES OF THE ANNUAL GENERAL MEETING OF THE AIROUTER ASSOCIATION, GRIFFITH, 24TH APRIL, 1988.

ATTENDEES.

J. O'Halloran	G. Penfound	C. Taylor	M. Thomas
J. Treble	J. Plummer	H. Knox	P. Cary
R. Abernethy	T. Matthews	M. Fisher	P. Bons
R. Gilmore	K. Sage	J. Johnson	V. Thomas
R. Evans	L. Marshall	R. West	A. Hood
A. Wood	B. Gray	D. Stott	B. Miller
G. Wood	A. Ronald	J. Sherrington	R. Steibel
S. Krichauff	S. Tilley	J. Crocker	I. Donavan
P. Roche	S. Clarke	S. Hilsberg	B. Kirkup
G. Storey.	Dr. H. Millicer	G. Lawson	R. Graham
S. Thomas	M. Anderson	D. West	

APOLOGIES.

D. Rankin	J. Murray	G. Sturgess	B.&M. Leach
D. Wearne	G. Main	D. Dow	B. Kitchell
J. Ferguson	B. Jones	H. Cousin	K. Bell
C. Davis	A. Harrison	G. Wardman	P. Tuck
N. Davies	T. Davis	J. Hopgood	H. Blemings
W.A. Members			

As our President Sonny Rankin was unfortunately unable to attend due to ill health Vice President Tony Matthews chaired the meeting.

1. 1987 Minutes: The minutes of the previous Annual General Meeting were read.
Moved by R. Steibel, seconded by J. Crocker that the minutes are a true and correct record. Carried.

2. Business arising from the minutes: All items are covered in the Secretary's report.

3. President's Report: This was read by Tony Matthews. The report was accepted by enthusiastic acclamation.

4. Secretary's Report: This report covered all business arising from the minutes of the last A.G.M and all activities during the following tweleve months. Moved by R. Evans. Seconded by S. Tilley that this report be accepted. Carried.

5. Business arising from the Secretary's report: Tony Matthews outlined the problems encountered in obtaining an affordable insurance policy. He advised that most insurance companies only issue Airshow/Aerobatic style policies which are far too expensive. However, a recently obtained quotation for a policy from Q.B.E. Insurance had overcome this problem. The premium was $500 and should be considered by the incoming committee.

6. Treasure's Report: John Treble presented this report which had been verified by the auditor. Moved R Steibel. Seconded H. Millicer that the Treasurer's report be accepted as a true and accurate report. Carried.

7. Election of Office Bearers: Tony Matthews declared all positions vacant and asked our Patron Dr Henry MIllicer to preside over the re-election of an executive committee. The following members were elected:-

President: Tony Matthews — Secretary: Graham Wood.
Vice-President: Stewart Hilsberg — Committee Member: Alan Wood
Vice-President: John Plummer — Committee Member: Stan Tilley
Treasurer: John Treble

8. General Business: The new president thanked members for their support but added that he felt he could not match Sonny Rankin's sterling effort of ten years service.

9. Life Membership for Guy Main: Alan Wood spoke in favour of bestowing the honour of life membership on Guy Main. He explained that the success of the Association and the Co-op was largely due to Guy's continuing efforts to keep our aircraft serviceable with parts and technical support. Moved by

Alan Wood. Seconded by John O'Halloran that Guy Main be granted Life Membership to the Association.
Carried unanimously.

10 Mogas Report: Alan Wood provided a sitrep on the progress of the modification. Following the last A.G.M. Mr Russell Walters was engaged to undertake the engineering design and liaison with the Department of Aviation. Unfortunately little progress was made due to ill health and sadlly Mr Walters passed away. After some time his project was transferred to SHJ Engineering who, quite understandably , wanted to start from scratch. SHJ prepared a submission to the Department on a design summary advice detailing our requirement. The Departmental representative Mr Ian Kursley replied to SHJ outlining the requirements that must be satisified. In summary these requirements were:-

a) This application applies to 100 and 115 aircraft only (a separate submission will be required for 150/160 aircraft)

b) All design drawings must be approved by J Hedles (SHJ representative).

c) Strengths and functional tests to be witnessed by a Departmental Officer.

d) Flight tests will be done under a permit to fly issued by the Department.

e) Separate testing will be required for 100 and 115 models.

f) Data requirement will be in accordance with IAC 152.

g) Supplemental type certificate will be issued not a Certificate of type.

h) Due to high under cowl temperatures an early temperature and pressure survey of the fuel system should be undertaken.

i) It is envisaged that a fuel pump may be required near the fuel tank with a 300% capacity such that 200% is returned to the tank.

j) The pump must be disabled in the event of an accident and only run when the engine is running. The pump must also have an indicator to show when it is running.

k) Testing with fuel doped to obtain the required vapour pressure will be most likely.

Alan has suggested to SHJ that they also consider incorporating an extended range fuel tank as part of the Mogas modification. Finally Alan advised that he only had access to possibly one 150 AIrtourer and that he needed access to both a 100 and a 115 for trials purposes. Hugh Knox suggested that the Association consider buying an old 100, performing trials and then reselling it.

Dr Millicer advised that carrying additional fuel in the centre of the wing will increase the bending moment on the wing. This could reduce the fatigue life. He also advised that tip tanks would require flutter testing and that the best position for an additional tank would be outboard of the undercarriage in the wing.

11. Wing brevets: Barry Gray displayed a sample set of wings. These were of high quality and would cost about $10.00. Barry posed the question to the meeting "does the Association want a set of wings added to the existing range of available products?"

During the general discussion which followed Hugh Knox suggested that there should be a facility for including a name tag. Graham Wood displayed the existing range of products and pointed out that it would use approximately $1,000 of our savings to purchase one hundred brevets. Kerry Hilsberg spoke in favour of our existing and distinctive insignia and moved that the Association does not proceed with the procurement of a brevet at this time. Seconded R. Steibel. Carried.

12. Airtourer Pins. Ray Abernathy asked the committee to consider procuring the small gold Airtourer pins which are a facsimile of the Airtourer. They were originially made in Hamilton, New Zealand.

13. Bicentenary Airshow: John Plummer gave an update and advised that due to complex requirements by the organiser involved the Association will only be presenting a static display and not a flying display. The plan is to have one good example of each type of Airtourer (100, 115, 150, 160, 210)

displayed around a large marquee.

14. Proposed Flyins: The following dates were discussed:
Kooralbyn 11,12,13 June 1988- Karen Abernathy.
Hobart 18,19 September 1988 -Airshow- Stan Tilley
Yarrandale 24,25 September 1988 - President's Airshow.

15. Incorporation of the Association: Doug Stott asked that the cases for and against the need to incorporate be included in the 'Newsletter'. The Aviation Law Association was suggested as an organisation that may be able to provide assistance if required.

16. Immediate Past President: Bob Gilmore moved that the Association formally express a vote of appreciation to our immediate past president for his excellent services over the last ten years. Seconded Lindsay Marshall. Carried unanimously.

17. Australian National Aircraft Production (ANAP). The President welcomed Major General John Keldie and invited John to address the Association and outline the plans to remanufacture the Airtourer. John introduced fellow board members David Smedley, Michael Clifford, Chris Swin and Peter Bons and discussed the proposal for about 45 minutes

18. Next AGM. The following locations for the next AGM were suggested Bathurst, Albury, Leeton, Port Macquarie and Inverell North.

The meeting closed at 1121

GRAHAM WOOD
SECRETARY

AIRTOURER ASSOCIATION ANNUAL GENERAL MEETING

HELD AT GRIFFITH 24-4-1988

STATEMENT OF RECEIPTS AND EXPENDITURE 1-2-1987 TO 31-3-1988

RECEIPTS

Credit Balance 1-2-1987	3,043.18
Membership Fees	2,562.04
1987 AGM Condobolin	1,291.00
1987 Yarrandale Fly-In	972.32
T-Shirts, Badges, etc.	239.50
	$8,108.04

EXPENDITURE

Newsletter	1,560.00
Label Printer	461.00
1987 AGM Condobolin	1,197.00
1987 Yarrandale Fly-In	1,050.00
Mogas Fees	333.00
Irrigana Motel	600.00
Stubby Holders	990.00
Phone	472.25
Postage	530.17
Stationery	214.25
Trophy's	56.45
W.A. Fly-In	25.20
Bank Charges	21.48
Credit Balance 31-3-1988	597.24
	$8,108.04

RECONCILIATION

Credit Balance	597.24
Investment Account	5,944.40
	$6,541.64

ASSETS AT COST

Brother Typewriter	400.00
Label Printer	461.00
	$861.00

STOCK ON HAND

22 T-Shirts @ $8.00 =	176.00
169 Lapel Badges @ $2.00 =	338.00
75 Tie Bars @ $4.00 =	300.00
89 Cloth Badges @ $5.00 =	445.00
279 Decals @ 50¢ =	139.50
219 Stubby Holders @ $2.00 =	438.00
	$1,836.50

John Treble,
Treasurer

SECRETARY'S REPORT FOR 1987/88

This report covers the entire year since the last A.G.M. held in Condobolin. During the year there have been changes in the personnel on the Executive Committee. Our 'legal eagle' Earl Johnson resigned. Tony Matthews became our new VIce-President and John Plummer was indoctrinated into the mysterious rights of a committee member!

I will now go through all the main activities I have undertaken this year.

a) Executive meetings.

In accordance with the constitution there were two executive meetings held during the year. The first was on the 18 July 1987 at Yarrandale and the second on the 19 March 1988, also at Yarrandale.

b) Correspondence.

During the year I received 56 letters and despatched 92 letters. The vast majority of correspondence covered routine matters between Association members and does not require further discussion. I will now cover correspondence which concerned more significant issues.

c) Import Duty and Sales Tax.

I continued to write to the Federal Treasurer and the Minister for Customs and Excise in an attempt to reduce expenses incurred when importing Airtourers into this country. Unfortunately the final result was that no concessions were granted. The import duty remains at two percent and the twenty percent sales tax can only be waived it has been previously paid.

d Membership Lists and Address Labels.

When I took the reins last year the membership list needed to be updated with the details of new members and quite a few changes to existing members. I spent much time on the phone checking the pertinent details of many of our members and I entered the list into my personal Apple computer using a standard word processor program. I completed this task last June and mailed copies of the membership lists to all members together with renewal applications.

Earl Johnson resigned due to personal commitments. We are all indebted for his contributions to the Association especially in legal affairs. One of Earl's tasks had involved using his office computer to produce address labels. These are used by John Treble for mailing 'Newsletters' and by also by myself. These labels are essential as it takes in excess of four hours to hand write one hundred and forty five envelopes. Also the there is a significant chance of making an error. This last year there were seven 'Newsletters' and one batch of renewals mailed. This would work out to thirty two hours if done by hand.

As it was no longer practical for Earl to regularly update his mailing list I accepted the task. The ability to quickly and easily correct the membership details is important as last year there were a total of 181 amendments. Unfortunately my Apple computer is an old model and the word processor could not print the address labels. To overcome this problem I developed my own program which produces both the mailing and membership lists from the one data base. This program was completed in late December and the complete data base was re-entered by the end of February this year. I would like to give a special thanks to my wife Lyn who spent many hours helping. The complete data had to be re-entered three times (accompanied by many un-speakable expletives!) following firstly a computer failure and secondly a power black out!

The computer program also has a sorting function which enables address labels to be printed out in the following ways:-

1. All members in alphabetical order (both financial and un-financial)
2. All members from a particular state.
3. All financial members.
4. All un-financial members.

To enable my Apple computer to print labels a tractor feed printer was jointly purchased by myself and the Association.

The most useful advantage of the overall system is that if anyone doesn't receive a 'Newsletter' then I can blame the computer!

e) Membership

Membership has grown from 136 to 140 over the past twelve months. There has been a loss of about 10 members who have decided not to re-new following three written reminders and a personal telephone call. John Plummer volunteered his assistance to write to all Airtourer owners who were not members. (There were thirteen of these). They were advised about our Association, the advantages of belonging, and of this A.G.M. Additionally I wrote to Ross Bateup in New Zealand and asked him if he would become the local representative for New Zealand.

f) Archives.

After my appointment as secretary last year four large boxes of paper work arrived on my doorstep. These contained an odd assortment of correspondence, old 'Newsletters', A.N.O.'s, trophies and even ancient raffle tickets! Some letters dated back to the formation of the Association. All of these have now been sorted through. Those letters dealing with policy, legal matters or D.O.A. affairs have been stored in two files. Letters of historical significance have been handed over to our historians, the Hilsbergs, for preservation. The remaining irrelevant correspondence has been discarded.

g) Insurance.

Earl Johnson had co-ordinated previous insurance cover. Since his resignation from the Committee this policy has lapsed. I have received two quotations for insurance both costing around fifteen hundred dollars per annum. As this amount represents some seventy percent of our total subscription income these quotes were not accepted. An informal quotation for incorporating the Association was received from Fraser Bestic Horn & CO (Chartered Accountants) at one thousand dollars for the initial change and four hundred dollars per annum for filing a tax return and a submission to the Corporate Affairs Commission. Legal advise presented to the Committee recommended against the need for incorporation provided that the Association had appropriate insurance cover. No further progress has been made regarding insurance and I will raise this as a topic for discussion during the General Business section of this meeting.

h) Stock Levels.

The current value of stock held by the Association is around $1,836.50. Sales have been modest with the item most in demand being T shirts. A further one hundred replacement shirts was purchased by Tony Matthews and appear to be of superior quality to the previous ones. We have also added stubby holders to our range of souvenirs.

In conclusion I would like to thank the Association and the Executive for their support and guidance and also for the confidence the have expressed in myself over the last year.

Graham Wood.
Hon Secretary.

In response to an article by Liz Matthews in our last Newsletter, I'd like to start the ball rolling by asking the Co-op what progress has been made to a motion, moved, seconded and passed approx. August 1986, that a plan for extra fuel capacity for the Airtourer be designed, approved and built, and be available in kit form ?

The above question was included in our last Newsletter. The good news is "I received an answer." The bad news is "A start is yet to be made." Comment:- If a start hasn't commenced after 2 years, completion would seem remote indeed.
Perhaps the suggestion (as recorded in the Airtourer Association AGM Mogas Report) that S.H.J. maybe interested in the project.

Anyone have any suggestions ?

John Trollo

MINUTES OF THE ANNUAL GENERAL MEETING OF THE AIRTOURER CO-OPERATIVE

HELD AT GRIFFITH ON APRIL 25th, 1988

The meeting was chaired by Mr.Hugh Knox in the absence of the Chairman, due to ill health.

ATTENDANCE: The attendance book recorded a total of 17 Members present.

APOLOGIES: G. Main, F. Rogers, D. Rankin, K. Bell.

MINUTES: The Minutes of the previous Annual General Meeting were read. Moved R. Evans seconded D. Stott that they are a true and correct record. Carried. Business arising from the Minutes: Nil.

CORRESPONDENCE: Nil significant correspondence, except for the draught agreement drawn up with ANAP Ltd., which was presented for perusal. Hugh Knox read the agreement and explained in general the various clauses. Moved P. Cary seconded P. Roche that this be received. Carried.

SECRETARY'S REPORT: The secretary's report was read. Moved J. O'Halloran seconded R. Gilmour the report be accepted. Carried.

TREASURER'S REPORT: Balance sheet and Financial statement was read and distributed to Members. Moved S. Tilley seconded B. Gray that the statement be accepted. Carried.

RETIREMENT OF DIRECTORS: Under the rules of the constitution Directors Rogers, Wood and Main were due for retirement. All three elected to stand for re-appointment and were elected unopposed. Carried

GENERAL BUSINESS: Hugh Knox explained that we must in the future see the eventual retirement of the present management of the Co-Op. He explained how the remanufacture scheme by ANAP would assure a continuation of support for present owners. The question of product liability was raised in the event of remanufacture and it was explained this would be borne by ANAP.

D. Stott requested that invoicing from the Co-Op. show the list price and the Members discount on future transactions. This was agreed to as being fair and reasonable.
H. Millicer requested that investigation be made to clarify the true ownership of the design certificate and type approval of the Airtourer.
There being no further business the Acting Chairman closed the Meeting at 1005 hrs.

CHAIRMAN

CO-OP CORNER

Firstly I must say it was with great surprise and pleasure that I received from the Secretary of the Association a letter informing me of the granting of Life Membership of the Airtourer Association.

I would like to take this opportunity to thank the Committee and Members for this honour which is most deeply appreciated.

Negotiations are still proceeding with ANAP for the rebirth of the Airtourer. Fibreglass parts are in good supply, some moulds were missing but have had new ones manufactured. Sheets of placarding for cockpit and exterior are in stock.

Guy Main.

During early 1983 there was considerable concern within the committee regarding the lack of regularity of our Newsletter.

It was, and still is, the very important link that keeps our Association bonded,

I was so personally concerned what the consequences of an irregular Newsletter might be, that Doreen and I decided to take on the job and put the Newsletter back on its feet.

Although we have enjoyed doing the job (some five years later) the time is now ripe for a change of Editor. All those interested please advise the President.

We will continue to produce the Newsletter until that change is made.

John Treble

A tentative date of the 16th and 17th September for our Annual President's Fly-In was printed in our last Newsletter, but due to a request from Stan Tilley at our A.G.M. for Airtourers to attend the Hobart Airshow on that date, the President's Annual Fly-In at "Yarrandale" has been moved back one week to the 24th and 25th September.

The Tilley's have attended mainland events many times in the past, so let us get behind Bonnie and Stan for this event and support them by attending their Airshow.

VIC/TAS and N,S.W.COMBINED CANBERRA FLY-IN - WEEKEND 3rd/4th DECEMBER 1988

After a very successful combined Fly-In last year to Mallacoota a repeat get together was only a matter of time. Preliminary arrangements have already commenced, with George Penfound making arrangements for a proposed visit to our new Parliament House plus the War Memorial, (time permitting). Although a Transponder is a requirement for Canberra, dispensation via George is being sought for Airtourers for our proposed visit. We don't envisage any problems.

A full program of this coming week-end will be in our next Newsletter.

ANOTHER AIR- TOURER FLIES AGAIN!

As some of you may have read in the latest Air Safty Digest, VH - R Q H had a mishap back in August last year, which resulted in considerable damage to both wings, fuselage, empenage, landing gear, engine and propellor; In other words, --- the V H F aerial was OK and undamaged.

As a point of interest, the main landing gear legs, WILL flex sufficiently to allow the wheel to not only leave tyre marks under the wing, but also to push the wheel right tarough the lower skin and mark the inside of the upper skin ------ try doing that with a Cessna! And the main leaf still passed a magnetic partical inspection with no damage.

Anyway, after more than six months of repair, replacement and modifications, the end result justifies the time and effort spent, as most of you will agree when next you see R Q H again.

C'ntd.

QUEENSLAND BRANCH FLY - IN. KOORALBYN.

JULY 30th. -- 31st. AUGUST 1st.

KOORALBYN is a resort offering a whole range of things to do,-- GOLF. An 18 hole international course, plus a par 3 course.
TENNIS. Day and night courts.
LAWN BOWLS.-----HORSE RIDING. ---- POLO. ----- HIKING.----SWIMMING, (Brrrr!) but one pool is heated, SAUNA,----SPA? ETC. ETC. ETC.. Clubs, racquets and bowls are available for hire, Oh! And horses too You do NOT have to bring your own horse.

The units already booked are:- 2 double bedrooms plus 2 single beds, kitchen, living area etc. per each unit at $140:00 per night.

Transport around the resort is free and is available at all hours; There are three restaurants plus snack areas.

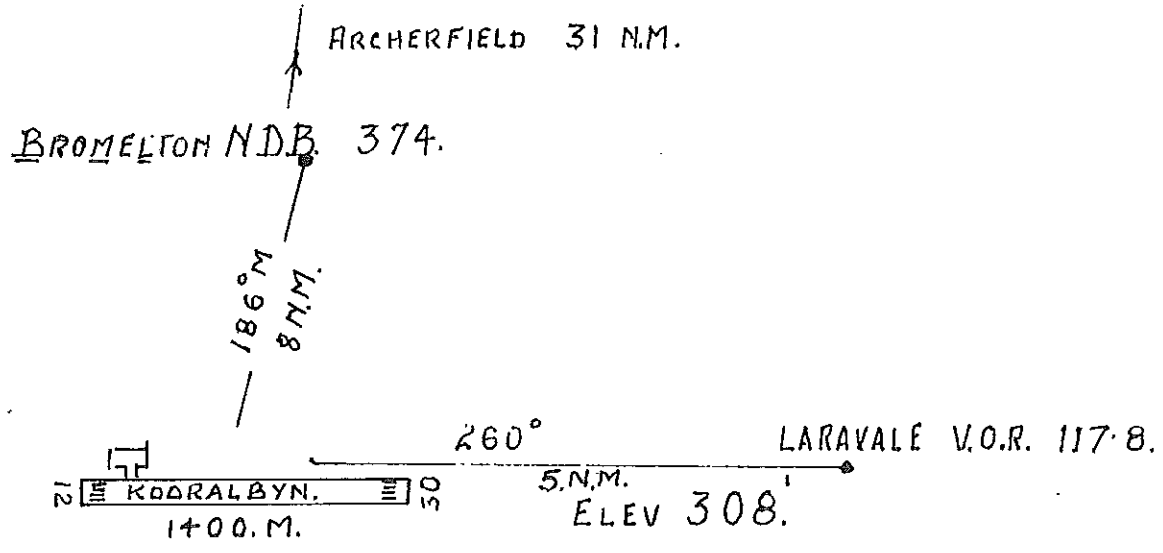
There may be some who would wish to spend some time at the Brisbane Expo! For these persons arrangements can be made for them to fly into Archerfield and be billeted with Airtourer members or friends in Brisbane for a few extra days and attend Expo at their leisure, or Motel accomodation can be arranged if preferred.

KOORALBYN has a sealed bitumen strip, 1400 meters long, running 12 -30, elevation is 308 ft. and it is 8 nm from Brommelton N.D.B. on the 186 mag. radial or 5 nm from Laravale V.O.R. on 260 radial.

Situated on the Eastern side of the range, there are very few occasions that it is affected by weather so it is accessable both from the coast and from inland.

All interested persons are asked to please contact Ken Bell Ph. (07) 3451084 as soon as possible so that bookings may be confirmed.

For those who have not yet been able to obtain a Brisbane V.T.C., the following sketch may be of sore help.



ONE SMALL STEP FOR AN AIRTOURER - ONE GIANT LEAP FOR THE ASSOCIATION.

Sunday 18th September you are invited to attend and participate in an airshow at Hobart airport.

The airshow is being run by the Aero Club of Southern Tasmania in conjunction with Hobart Lions and as ATC liason officer, I have slotted into the program "display by the Airtourer Association".

The type of display I would envisage would be

(a) a mass flypast of our Australian built and designed aircraft in this Bi-centennial year or

(b) a formation demonstration by those qualified and practiced and

(c) an aerobatic display with the aeroplane on fire (smoke)

Now the big thing we need to know to facilitate the type of display and accommodation required etc is how many?

For those who have not been to Hobart a few "helpful hints" might be Hobart is a primary zone - but no radar - not much traffic (no transponder required). A NDB, locator, ILS, DME, T Varsis so it is an ideal place to practice your instrument proceedures - night circuits etc.

ATC are very good and most helpful, depending on traffic which as I said is not very much - clearances are given -(if necessary above the drome) for formation or "unusual attitudes below 4000'". This means no tracking to and from a training area - but up into an aerobatic practice say and down - with a total tacho time of 0.3.

Cambridge is the light aircraft field right next door (literally just over the road). Still almost fully controlled - but as I said -ATC are excellent.

Although the airshow will be at Hobart - we are working to keep Cambridge open to allow normal arrivals and departures at any time during the day.

Weather. In Tassie we can guarantee it - as we usually have 4 seasons daily. Seriously September should be pretty good - as its a period of S/W trades. Bit of wind - bit of cloud - occassional shower - but the main thrust of the weather keeping up the rainfall average on the S/West coast.

Should still be plenty of snow on Wellington and the highlands - so when the sun shines its magnificent. Apart from frontal stuff the only weather to "bug" aviators in Hobart are (like the NSW coast as Sydneysiders know) south easterlies. These are usually associated with offshore H/P systems and can close Hobart with low cloud and drizzle for a day or two. But rare and usually not in September and besides Hobart is the second driest capital in Australia with an average of only 26" of rain - and even less at the airport.

Of course a few people worry about the water - i.e. the bit between Tassie and the big island. But no sweat - Flinders Island is probably the most common route and with 10 mls vis you are never out of sight of land.

If you need or want to refuel before crossing - Welshpool is great - on the coast - fuel yourself - pay the man - you are in and out in 15 minutes. Latrobe Valley is better - but this is because the people and facilities are great. But if its inclined to be a bit foggy then LTV is it!

18 NM from WPL - but only 10 NM off the coast is the Cliffy Island group of 4/5 islands. 22 NM to the Hogan group again about 6/7 islands. Deal Island if big - about 1000' high and big enough to land on and take off again if necessary. Again one of a group of islands and about 15 minutes airtourer time from Hogan. Another 15 minutes past Craggy Is then about 9 minutes to the northern coast of Flinders. Change radio frequency to "Launnie" from Melb (you have reported at each island group and are never out of radio range). Then on down the coast of Flinders (NDB - DME) - past Cape Barren - Clarke - Swan and a myriad of small islands - almost all with an airstrip (Mutton birds). On to Tassie and either direct or coastal to Cambridge.

The western route is via King Island - with longer water crossings and fewer of those magnificent east coast islands.

Bass Straight weather is predominently westerly. When it goes south westerly there can be a build up of coastal cloud on Wilsons Prom and the Vic coast - but the door to WPL is usually open.

Similarly a north westerly can cause a build up on Flinders and the Tassie coast. Tailwinds are fine - but also mean you are flying into the build up.

N/easterlies to s/easterlies can often be associated with moist unstable conditions - i.e. sea fog and low stratus.

King Island conditions tend to be similar - but a bit more dramatic.

I must have crossed Bass Straight over 100 times by "lighty" and although not a "press on" merchant - have (when the decision to "go" was made in the first place - and I have often waited an hour or a day) probably only had to do the 180° 4or 5 times (and if you do get stuck on Flinders - see my friend Leedham Walker - he is a great host).

So lets have that decision now.

Tourers for Tassie.

See You
Stan

YES! I WILL BE THERE

NAME:

PASSENGER:

A/C

Do you want me to book accommodation?
Double: Single: Twin: What quantity.
Dates: How many nights:

GENERAL INFORMATION:- CAMBRIDGE is the LIGHT AIRCRAFT landing field (You can use Hobart but a landing fee is payable)
PARK: In S/West area near Tasair/Aero Club op South Tasmania hangar.
AVGAS: Available.
CLUBROOMS: Will also be available.
TRANSPORT CBG is approx 11 klms from city - Private lifts - Taxis - and the Airport RPT bus will stop if advised - but if we get enough I will get a mini bus.
No cable ties so bring your tie-downs and pegs

Please return this information sheet with any questions to:-

Stan Tilley, G.P.O. Box 1123 L, Hobart 7001. Phone (002) 345922 work or (002) 252302 home.

AIRTOURER ASSOCIATION 10TH ANNUAL CONVENTION - GRIFFITH, NSW

I must say that I had been looking forward to our 10th convention for months for it was to be the beginning of a whole week off work for me.

Stuart and I departed Penfield about 1pm on Friday the 22nd of April for Oxley, about 100nms West of Griffith. We were to meet up with the John and Doreen Treble for a quiet (!) night before moving onto Griffith the next day. We did not see another soul in the air until the circuit area at Oxley when Jan and John O'Halloran popped up on my right wing tip. We landed to find that Jim and Judy Crocker were already there. Then over the top came the drone of a 150hp and the Trebles had arrived (wonder how he found it?). Oxley International Airport and Hotel is a wonderful stop over in the area. The Publican made us very welcome. We were very impressed with the service and the quality of the meals that we had, we were also impressed with the cellar that was kept, we made a good job of sampling. After Jan and I finished showing the locals how to play pool, we all retired to our bungalows. Lots of banging on walls by some of our members was explained by them having to bash the walls with their pillows to kill the mosquitoes. I hope you all believe that!

Not so bright and early, after losing Jim for a couple of hours, we departed for Griffith. Amazing! we all departed hot on the heels of each other and yet did not sight each other till on the ground at Griffith.

And what a sight at Griffith, all our immaculate machines lined up in front of the Aero Club. The only thing missing from the scene was our President, I don't know how I will manage another couple of months without a kiss and cuddle from you Sonny, I barely manage on two a year now!

We received a welcome and very nice luncheon from the members of Griffith Aero Club before some of our members departed for a bus tour of the surrounds. There was much discussion about our machines in the light of the presence of some of the Board members of the Australian National Aircraft Production Company who had made the time and taken the opportunity to come to the convention to see us and our machines. Certainly a nicer and more interested and interesting group of gentleman would be hard to find. They were willing to listen to all comments and suggestions that were made to them and showed interest in every aspect of the private operation of our aircraft. A couple of them went for flights, doing aerobatics and the right side up stuff, it would seem that if they weren't awed by the machines before they certainly were after.

Saturday night saw us at dinner at the Hotel. It certainly took some getting used to, seeing some of our members "dressed" for dinner, didn't recognise some! It was wonderful to see Betty Rankin there, sad to see her on her own, we all knew that Sonny was with us in spirit, I am sure he would have felt the goodwill vibes all the way from Griffith.

Henry Millicer gave us one of the most interesting talks I have heard for a long while. I am sure that most members will agree that the very early days of Henry's flying and designing experiences was something that most of us would not have imagined. The superb slides of some of the earlier flying machines and Henry's anecdotes on their behaviour were fascinating. I hope Henry, that you put all this into a book so that we can look through and absorb at our leisure your incredible achievements.

The evening was made complete with the cutting of a magnificent cake given to us by Betty Rankin. The cake was decorated with the Association emblems and was a sight to behold. It also tasted scrummy!

Sunday morning we all turned up at the Airtourer Association Annual General Meeting. In the absence of our President, Tony Matthews took the chair. The meeting went well with all persons having the opportunity to put forward their views on various issues. I would like to take the opportunity of congratulating Tony on being unanimously elected as President of our Association. Congratulations also to Graham Wood for his re-election to the position of Secretary, John Treble for his re-election to the position of Treasurer and to John Plummer and Stuart for their positions of Vice Presidents and Stan Tilley and Alan Wood as committee members.

After the meeting was adjourned, we departed for the aerodrome to take part in the Nav. Trial. Those not interested were taken on another scenic tour of the surrounds. John Treble and I went out together again, we didn't exactly get off track, but neither did we exactly stay on track, consequently we didn't exactly get all the questions. Still it was nice that Stuart and Bob came last (again). Congratulations to the winners in MOJ.

The Aero Club put on a wonderful evening for us on Sunday night. We had a BBQ with an apparently unending supply of meat, salads and drinks. Bill Miller provided us with some wonderful light moments with presentations to various members for such things as the most broken promises, and the best friend he had (the person who had taken him for a fly). The presentations were accompanied by much hilarity, Bill certainly should try for a new career as a stand up comic.

The evening ended with our members, well fed and watered, travelling by bus back to the Motel.

Monday morning was the Co-op meeting for members, others were able to sleep in. After this we descended yet again on the aerodrome and made ready for our departures in all directions of the compass rose. Two groups of our members did a fly over of the town centre for the ANZAC day service, John O'Halloran and a group of Airtourers and Doug Stott with the four T6's. Once again, with the help of some of our members, the Aero Club provided us with cut luncheons to take us on our way.

I feel that some mention could be made of our Secretaries' best kept secret. As most members would have observed, there was a supply of a newer style of T-Shirt on sale at Griffith. These were in the safe keeping of the Secretary of our Association. After absorbing the frivolity on the Sunday night, he decided to leave these most precious belongings in the Aero Club until the following morning. They were carefully placed inside large green rubbish bags. Our hosts in Griffith obviously take great pride in the appearance of their Club and went out of their way to make sure that when we arrived back there on Monday, we would be greeeted with an immaculate club room. Well, we were. All of the rubbish had been heaved into the back of a truck and carted away to the tip. Alas our T-shirts, so discreetly camouflaged in green garbage bags, were also delivered to the local tip. A trip to this local site revealed that the T-shirts had done a moonlight flit. Great consternation. Were the local scavenger birds making their nests from cotton/polyester instead of twigs? Our hosts were not deterred, they sought and they found our items in the car boot of a two legged tip scavenger.

I hope that all present would agree that having our convention over three days was an outstanding success. We were able to enjoy each others company and chin wag on anything and everything in a leisurely manner. It is a shame that there isn't a weekend at this time of the year every year that was for 3 days. It obviously suited everybody, even all the Sydney members were able to escape their atrocious weather.

I must congratulate and thank Tony & Liz Matthews as well as the Griffith Aero Club for a wonderful 10th Anniversary. See you all in Griffith on the 20th anniversary!

Kerry Hilsberg

MOGAS REQUEST

Alan Wood would like to hear from anyone willing to offer their 100/115 Aircraft for some flight testing to enable us to achieve Mogas approval.

Alan's address and Phone No. is on the inside cover of the Newsletter.

AIRTOURER ASSOCIATION 10TH ANNUAL CONVENTION - GRIFFITH, NSW

Attendance

MTC	Graham Wood	Ron Steibel	
FME	Jim Crocker	Judy Crocker	
RQL	Kerry Hilsberg	Stuart Hilsberg	
IOF	Rick Evans	Thelma Wallace	
RQG	Ray Abernathy	Karen Abernathy	
MVI	Stuart Krichauff		
MTI	**Gerry Lawson**		**BEST PRESENTED AIRTOURER**
MWR	Hugh Knox	Maureen Knox	
SHR	George Penfound		
COI	John O'Halloran	Jan O'Halloran	
CND	Mike Fisher	Roland Jahne	
RSJ	Peter Roche	Marjorie Roche	
CRK	John Treble	Doreeen Treble	
MOJ	**Barry Kirkup**	**Warren Kirkup**	**NAV. TRIAL WINNERS**
MRF	Lindsay Marshall	Beryl Marshall	
MOG	Bob Gilmour	Bev Gilmour	
MUX	Michael Thomas	Simon Thomas	
MKL	Ian Donovan	Dr. Henry Millicer	
MOI	Barry Gray	Ross Graham	
PCC	Paul Cary		
CTM	**Doug Stott**		**LONGEST DISTANCE**
BVV	**Andrew Ronald**	**Jenny Cox**	**SECRET TIME OF ARRIVAL**
LVV	Julian Johnson		
JVV	Roy MacMillan		
FVV	John Sherrington		
BQW	John Plummer	Leonie Plummer	
KHP	Col Taylor		
MUL	Alan Wood	Merle Wood	
EQA	Tony Matthews	Liz Matthews	
DAM	Ken Sage	Elaine Sage	
BJP	Malcom Anderson	Chris	(Cessna)
SKK	Robert Glenn		(Mooney)
FTC	Alex Hood		(Cessna)
PLD	P. Bons, J.Kelde, D.Smedley, J.Clifford, C. Swan		(Cessna)
DXO	Stan Tilley	Bonnie Tilley, Sue Clarke	(Mooney)
CIG	Geoff Storey	Marg Storey	(Piper)
PRQ	R. West	V. Thomas	(Cessna)
CAR	Bill Miller	Yvonne Miller	
CAR	Betty Rankin		

SECONDARY SURVEILLIANCE RADAR (SSR) MANDATORY CARRIAGE OF MODE C

It was a requirement to have Mode C Capability in Melbourne Controlled Airspace from 1-1-1988.

Due to delays by D.O.A. in activating the equipment we have been able to fly in C.T.A. without Mode C.

As from 1-7-1988 it is now mandatory to have Mode C in ML CTA and no dispensation will be granted even for an Essendon SAP arrival.

The East Coast is to become operational early 1989. Transponder equipped aircraft will need an Encoder to be able to use CTA.

Due to an overwhelming number of articles an additional Newsletter will be published during August. Included will be details for the President's Fly-In to be held at "Yarrandale".

Contributions from the Historians, Julian Johnson, Bonnie Tilley, Alan Wood plus a very interesting Propeller Alternative for 100/115's from Barney Jones.