

AIRTOURER ASSOCIATION

NOVEMBER, 1989

NEWSLETTER No. 52

PATRON:- Dr. HENRY K. MILLIGER (AIRTOURER-DESIGNER)

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



*Stan Tilley on his way to Perth for the Federation of Aero Club Championships
(see story inside)*

NEWSLETTER

Registered Publication by Australia Post — No: VBH2662

AIRTOURER ASSOCIATION

PATRON : Dr. Henry Millicer (Airtourer Designer)

Address all Correspondence to the Secretary: P.O. Box 688, Morwell, Vic., 3840.

PRESIDENT : TONY MATTHEWS, PO Box 74 Parkes. NSW 2870
Phone: (068) 621270 (Home) (068) 621766 (Bus) Fax: (068) 621114

VICE-PRESIDENT: STUART HILSBERG, Box 34, Sunbury, Vic., 3429
Phone (03) 744 1071

SECRETARY : BARRY GRAY, P.O. Box 688, Morwell, Vic., 3840
Phone: (051) 661352 (Home) (051) 341733 (Bus) Fax: (051) 346950

TREASURER : JOHN TREBLE, 16 Meehan Court, Keilor, Vic. 3036
Phone: (03) 3362056 Home
(03) 3116122 Bus.
Fax: (03) 3126852

COMMITTEE : STAN TILLEY, 9 Acushla Crt., Sandy Bay, Tas. 7005
Phone: (002) 252302 (Home) (002) 345922 (Bus) Fax: (002) 346685.
ALLAN WOOD, 23 The Outlook, Bilgola, NSW. 2107.
Phone: (02) 9188639 (Home)

JOHN PLUMMER, 20 Mallard Place, Bokarina, Qld. 4575
Phone: (071) 934915 (Home)

HISTORIAN: ANDREW RONALD, 7 Savage Street, Belmont, Vic., 3216
Phone (052) 442050

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. : 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. RICHARD ZUKOWSKI, 42 Deepdale Avenue, Scarborough, N. Yorks,
U.K. YO11 2UF Phone Q8 2521767

AIRTOURER CO-OPERATIVE LTD

SECRETARY : GUY MAIN, 9 Cobbity Road, Cobbity, N.S.W. 2570 (046) 512320

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

10- 3-1990 Annual General Meeting to be held at Moruya, N.S.W.
11- 3-1990

4- 8-1990 Queensland Safari
(see inside)

PRESIDENT'S FLY IN - IMPRESSIONS OF A QUEENSLANDER

Why do we enjoy them so much? They are all the same but they are all different. Another President's Fly In which was attended by 30 Airtourers, so, speaking for those wives who like myself are not pilots but are just as fanatical as the pilots themselves, what is the attraction? There is a magic and excitement of gathering to-gether to greet old friends and meet new ones with our common interest and catch up with what has been happening since last we saw each other. This is what we enjoyed under the care of President Tony and Liz at beautiful Parkes with its lush green countryside and comfortable Aero Club. The scientific minded members of our group were escorted to the Radio Telescope by Liz who gave us an interesting commentary on the bus which showed how informed and proud she is of her town of Parkes. Most of us agreed the talk by Liz's astrologer friend and the video we were shown in the visitors center afterwards were somewhat beyond our comprehension but most enjoyable all the same. That is most of us except Henry Millicer who attended this year's Fly In to the delight of us all.

Our other visitors who entertained us with their superb flying skills were the CT4 pilots from Point Cook. Their presence always adds an element of excitement. I for one feel so appreciative that they attend and participate in our Association Fly Ins.

The ladies of the Parkes Aero Club catered for all our meals most willingly and we were invited to visit the home and garden of Eston & Dina White whose home was built by a pioneering grandfather which has been beautifully restored to-gether with its surrounding "dry" cottage garden. The floral display left many of we city folk marvelling at what can be achieved under very difficult circumstances. (Liz informs us that the display came second in the Cottage Garden section of the competition.)

Further to our well programmed week-end a committee of John Treble, Stan Tilley and Stuart Hillsberg managed to conduct a meeting to gage the interest of members in a Queensland Safari next year and by the attendance and enthusiasm shown I am looking forward to flying once again all over outback Queensland next August.

It was great to meet the new members and their wives who flew their T6s into Parkes.

As BQW, John and I were flying the unfamiliar northern route to our new home in Queensland I had a feeling of well being that the Association is alive and flourishing. We look forward to the next Fly In and hope we can be part of as many Airtourer gatherings through out the coming year.

Leonie Plummer.

*The next Newsletter will be published early February, 1990.
Written contributions to be with the Editor by the 31st January, 1990.*

AIRTOURERS IN ATTENDANCE AT PARKES

CRK	MOG	A19 042	MWR	MTL
RQL	BQK	A19 039	OVV	KHP
MOH	EQA	A19 043	MRZ	MVL
MTC	RSJ	RQH	XVV	JVV
IOF	BQW	MRF	DAO	SHR
MOJ	MUL	CND	MTI	MRL

1990 QUEENSLAND SAFARI 4-8-1990

A very interested party assembled at Parkes to hear the latest proposal and offer thoughts towards making this Safari a highly successful one.

A majority of members desired a later date than originally proposed, such as late July/ early August. The suggested route through to Escott Station was generally agreed to but on leaving the Gulf area some wanted to go on to Cairns and follow the Coast Southward, another suggestion was Kakadu, another was Cape York etc. etc.

Taking all considerations into account the sub committee have decided (subject to some fine tuning) this proposal.

The starting date to be Saturday 4-8-1990 (6 years to the day since grouping at Broken Hill for our Simpson Desert crossing).

The official organised Safari to be a 9 day event finishing at Escott Station (9 days being long enough to be organised). From Escott Station you do your own thing, such as those wishing to go North, South, East or West are free to do so. For me I'll be staying an extra few days at Escott to relax then casually wind our way home for a total of about a 14 day journey.

TENTATIVE PROGRAM

Day 1	Sat.	4-8-1990	Group up at Lightning Ridge	
"	2	Sun.	5-8-1990	Lightning Ridge - Carnarvon Gorge
"	3	Mon	6-8-1990	Carnarvon Gorge (day tour)
"	4	Tues.	7-8-1990	Carnarvon Gorge - Longreach (Stockmans Hall of Fame Lorraine.
"	5	Wed.	8-8-1990	Lorraine - Mt. Isa
"	6	Thurs.	9-8-1990	Mt. Isa (Mine Tour etc.)
"	7	Fri.	10-8-1990	Mt. Isa - Normanton (Ride the Gulflander)
"	8	Sat.	11-8-1990	Normanton - Escott Station
"	9	Sun.	12-8-1990	Escott Station with official finish of organised Safari.

More next Newsletter,

John Treble.

Rick Evans advises 500-5 6 ply Condor Tyres at \$61.00 each plus freight are available from General Tyre (Australia) 6 Welch Street, Southport, Queensland, 4215. Phone: (075) 328144 Fax: (075) 913631

HOME THE LONG WAY ROUND

OR

"HOW THE WEST WAS NEARLY WON"

The decision to attend the Federation Championships in Perth had been made way ahead.

1. Because the West Aussies always seemed to be able to bring a couple of Mooneys over and support the event when held in the Eastern States and,

2. I felt a bronze in the aerobatics was not good enough and I should upgrade it! Besides! Perth is a great city - with such lovely people - so things like dates clashing - work overload - aeroplane 100 hourly's etc. just had to be fitted in. Decisions! Decisions! forget the Vic. Aerobatics (clashed with Leeton) - forget the Aust. Aerobatics (Q'land at Easter) and go for

First 100hr Inspection at Quirindi (A long way from Hobart- but the first since MTL'S rebuild, so a chance for Mark and myself to discuss the aeroplanes performance.

Second. Leeton - who could miss the Airtourer mob?

3. and Third Perth. Bonnie had decided against the trip mainly because as she put it "I'm saving my energy for far North Queensland in May (we had a trip planned for 4 in the Mooney!). (But also we have some GP's not quite as well and mobile as usual).

For awhile it looked like a solo venture as there was a great lack of enthusiasm from aero club members (and if you have never flown to the west - you have really missed out) - but at the last moment Paul Boland jumped in and we were away.

Great trip to Quirindi on Thurs. (9th March) comfortable 3500' over the Strait (where I've caught up to, and passed a Cessna 175 flying the same way). Fuelled at Latrobe and Wagga with an evening arrival to a wonderful welcome by Margaret and Brian Leech (in the next couple of days we ate them out of the house and drank all their beer !!). Next day had been booked for the 100 hr - but of course the "usual" panic when an "AG" plane was stuck with a cracked cylinder and a host of other "urgents". So Paul and I were into MTL and before long had her "bared to the bones". The only real problem with the aeroplane has been an intermittent lack of brakes (not required above one foot anyway). This was my fault as being "stingy" I had declined to specify Cleveland in the rebuild - so now was the time.

Off with legs, change over wheels and tyres, check fit of spats, put on new calipers, blast, the back plates are wrong - so it was all for nothing and we had to replace the Dunlop system (Paul is really experienced now with aeroplane wheels and tyres!). Anyway with new linings and a full bleed the Dunlops were as good as they ever were. Finally at around 7.30 p.m. it was all done and certified - with only the cowls to replace (and spats) which we decided to leave until the morning.

Saturday a.m. button up and start up "what the heck"? 3 cylinders only! panic call to Mark who was doing emergency plumbing tricks at home "check plugs, check leads and ring me back". Duly checked and nothing apparently wrong (a bit of bridging on the plugs??) so back together to run as smooth as the proverbial. And so to Leeton - Great line up of aeroplanes (did I count 32?) and wonderful to meet all our friends, lots of flying, wining, dining, swimming, more flying (Pauls 1st introduction to formation) then "Good Heavens 3 p.m. Sunday already, we had better think about moving on". Mildura about 5.30 p.m. and as the FIS man gave us a reasonable forecast for Pt. Pirie and Whyalla we decided to fly off into the night.

Turned the lights on at Pirie and decided to look for a bed (besides Adelaide was saying it was foggy down there and were we OK?). So I proceeded to demonstrate a night down wind landing as bad as I could make it !!! Then found I again had no brakes (a fairly smart 180° at the end of the strip, thank goodness for the strength of the Airtourer undercarriage). Paul said the night flight as another "first" for him (I guess the type of landing was too - but he was too polite to comment !).

Hartindale provided the information on a motel which would both fetch and deliver us. So by 9.30 a.m. local we were fuelled up and away.

Still foggy next morning but excellent forecast for Hobart- so it was up through a hole into glorious sunshine at 7500' for home.

Tiny glimpses of Cape Otway and King Island, then just lots and lots of cloud. 8500' over Wynyard, still in beautiful sunshine, but raining down below.

9500' over the Highlands - when will it break ? (The ATIS was still giving 3/8th at Hobart).

However the cloud and the traffic kept us at 8500' until we were over Hobart where a nice little hole appeared - which allowed us to descend visually (at a much greater rate than I would have preferred) and there was Cambridge (Amazing !!!) - and the completion of a most enjoyable and successful trip.

StanTilley.

Still stacks of fuel at Ceduna, our planned stop, so we overflowed on to Nullabor where low cloud and rain required a little "jiggling" before landing (on the road). After lunch Paul took us to Forest (where we wasted 45 minutes on an unnecessary fuel stop) and IFR (I follow railways) to Kalgoorlie.

Again local time was around 5.30 and as it was dusty and blowing and Kalgoorlie did not seem inviting (despite its reputation!) we again passed on into the night. Despite lots of abeam wind giving massive drift, not as forecast, we duly arrived at Jandakot where the magnificent blaze of Perth city lights was only overshadowed by the lights of 10 or more aircraft doing night circuits (I think Paul was again impressed - and was certainly keeping a good lookout for me). "You are No. 4 to land following 2 on final and one on base - expedite departure from runway". (little did they know that part was easy with no brakes!). And so we arrived having between us covered about 1200 nautical miles in about 11 hours flying.

As mentioned lots of activity at the W.A. Club, so we received a great welcome, not only from Kerry Hillsberg our Airtourer Historian, who is currently instructing in the West, and of course wanted to know all about Leeton, where we had been "Hob Knobbing" with her husband Stuart, but also Debra Scott from Tassie and Club and Airtourer Association Member Sue Clarke who (typically) was wearing a brilliantly coloured overall suit - so could hardly be missed!. Organised a Motel (terrible) and a Hire car (good) and decided that the next few days would be spent - "Flying".

As practice sessions were allocated at 6.30 a.m. it was an early start each day - but necessary to get in lots of practice as the traffic - the weather (nearly 30° every day) - and the procedures made it all very different. (Only managed to get reported 3 times for low flying a/c - but was not impressed - especially by one chap who said "I fly ultralights and they are always having a go at us so I thought I would have a go at you" . . . I was very diplomatic !! So I went and practised at Bunbury in-between, we managed to catch up with Antony (Crawford) in our Mooney DYS and (with Paul taking us to Rottnest for an absolutely glorious swim) - plus got the radio 100 hourly done - plus had a look at Augusta - plus spent a delightful evening with Sue's parents - and did some hilarious flying with Kerry when we managed some totally novel aerobatics (warning - never leave the intercom on or the tower makes remarks like "Who is that giggling Gertie" - and Kerry an Instructor too !!) and accepted gladly when she invited us to help "Babysit" a lovely Perth home where we enjoyed relaxing in the pool.

All too quickly competition days arrived together with the usual "Butterflies" Managed to "get in" in all the forced and spot landing attempts - but felt I had "blown" the aerobatics. However when Kerry and I attended the final night dinner - it turned out that the best I could do was 16th in the Spot - 9th in the Forced - but at least retained the Bronze Medal in the aero's - giving our club a 10th place overall.

Airtourers though did pretty well with Greg Rutherford getting 3rd place in the Spot Landing and John Mulheron just pipping me in the Spot and Forced (good stuff John !).

Eventually departed Jandakot (having had to wait and watch Berie Sarroff's "Safari" of around 28 aeroplanes depart) and had a pleasant and uneventful flight to Esperance. Paul then flew us to Caiguna (recording another first as after landing you taxi right up to the motel). Next leg to Ceduna was probably the longest leg flown at 4¼ hours - all totally enjoyable - flown just above or just below ground level (the cliffs are spectacular). Paul took over again - but we ran into fog, necessitating a northerly diversion (but not too much as Adelaide was fogged in). I was getting plenty of work as navigator working out alternates - finally settling on Kangaroo Island after over flying Port Lincoln. Very pleasant night as Kingscote - but plenty of fog next morning.

Adelaide Flight Service were very pessimistic about being able to go anywhere! Eventually the sun shone through and away we went - but within ¼ hour caught up to the fog - so a smart 180° back to Kangaroo Island where we were loaned a car for a quick tour. Conditions improved so away again.

Met the fog this time near the Murray Mouth - but was able to fly the whole length of the beach along the Curong - from Meningie to Kingston (about 150 klms) at sea level - before it lifted sufficiently for us to pass over Mt. Gambier and on to Warrnambool - where the fog again settled for the night.

FOR SALE

Victa 150 "DAO" Excellent condition. Eng. Prop. 1900 HTR. New Windscreen
Com 11A VOR/Glideslope ADF Voice Actv. intercom. New upholstery, Major
due mid 91. \$43,000.

Hector Blemings (056) 342421 or (03) 8595793

Com 11A with tray \$950.00

(050) 212614 Doug Stott.

McCauley Met-L-Prop, IC 90 LM70.5-50. Ex Victa 115. 1744 H.T.R.
Excellent Condition \$1,275.00

Engine Mount Ex Victa \$15, best offer

Contact Frank (03) 5803427 or Stephen Fankhauser (03)
514985 (Home) or (03) 6473789 (Work)

1. Lycoming O-235-C1 1st life-155 HTR Mags have 1460 HTR - OH Carby- Starter
\$6,800.00 Firm
2. New Westac EGT/CHT Gauge Fittings Also \$100.00
3. New Narco AT 150 TXP with aerial (new in box) \$1,200.00
4. 3 Head sets \$90.00 each
5. 1 Vac DG Ex Victa Airtourer \$50.00
6. 1 Turn & Bank B & B \$50.00
7. 8 day Panel Clock Ex Victa AT. \$70.00
8. O-235-0-320 Fuel Pump \$70.00
9. 12V Starter O-235 O-320 \$200.00
10. New Ring Gear Suit O-235 O-320 (Gene) \$120.00
11. Victa A/T 100 Cont O-2-- E/Mount- Any Offer
12. New OH Oil Cooler \$500.00
13. Stainless Steel Oil Cooler Control Door Kit (new) \$130.00 (1 only)
14. Magneto Switch (Ex Victa Cont-0200) \$30.00 " "
15. 1 set Engine Bushings Lycoming (new) 1-P/N 72065 3-P/N72063. 2-P/N72064
\$395.00 (6)
16. 10/32 Rubber Wellnuts suit Victa Airtourers 5/8" \$2.50 each
17. Victa Instrument Panel Shock Mounts \$8.00 each
18. O-235 O-320 Oil Filter Housing & Gauge Filter \$50.00
19. CHT Thermo Coupler (Plug Type) \$50.00
20. Westac CAT Probe \$25.00
21. Victa 100 Vac Venturis Any Offer
22. Ring Gear only suit O235-0320 \$50.00

Phone: Col Taylor (069) 202028

CO-OP. CORNER

The Co-op has now relocated the spares, tooling and jigging due to the sale of my previous property. Thanks are due to Mr. Alan Wood for his generosity in making his premises at Hoxton Park available for storage.

I have had the Windcreens and Canopy moulds refurbished and changed the moulding manufacturer, and as a result the resultant product is the best quality yet produced. Both items are now readily available in both clear and green tint.

With a feeling of regret I have to inform members that on medical advice I must resign all positions of responsibility that I hold in the Airtourer Co-Operative. There are some areas within the framework of the Co-op, where if so desired, I am more than willing to be of help.

Further communications will be forthcoming to Shareholders.

Regards to all,

Guy Main.

The impossible turn

Is the label more dangerous than the turn itself?

In the May edition of *Aircraft* we published No 3 in our Alan Bramson series on Flying Techniques which looked at engine failures at T/O (P57). Coincidentally in the same issue (P15) we also reported that an experienced flying instructor was advocating a turnback procedure. In the interests of constructive discussion on this matter *Aircraft* presents the other side of the turn.

by Graeme Faux

ONE of the most challenging aspects of learning to fly is that there is always something new to learn and do. No matter how good you are you could still be better. It is not all that difficult to see if your skills are improving. Short landings can be measured. You learn that 172's can be landed crosswind with 30 kts from the left and 40 kts from the right and may even work out why there is a difference.

Aerobatic judges have for years scored manoeuvres out of a possible perfect 10, and even grade according to the difficulty level.

If the engine should fail on a cross-country flight we would expect that a good pilot would squeeze the ailing bird into a clearing or on to a one-way Ag strip on the side of a mountain. If an engine fails on takeoff we are confronted with two very different sets of standards.

In a twin-engined aircraft the pilot has been trained so that on each takeoff he will revise the vital actions, the speeds to be used, assess the terrain and pre-brief his plans of action. The pilot must do all of the above and fly an aircraft which may regain 15 per cent of its previous performance potential, if and only if, it is flown within a very narrow airspeed range close to the ground with a 40 kg pressure on one rudder pedal. If the pilot cannot master all of these things he will not obtain an endorsement to fly the aircraft.

If we "lavished" the training on the multi pilot that the hapless single pilot receives we should quite rightly tell him to close both throttles and land. There would probably be statistics to back up such a rule.

Imagine this scenario: You are practiced at forced landings, not perfect but capable of rescuing the situation should the downwind leg turn out to be 500 AGL. You takeoff from a capital city aerodrome (day or night). Shortly after reaching the end of the runway the engine loses power. You rapidly assess the situation and decide that you can return to the field. The only rule you have ever been taught is to never turn back,

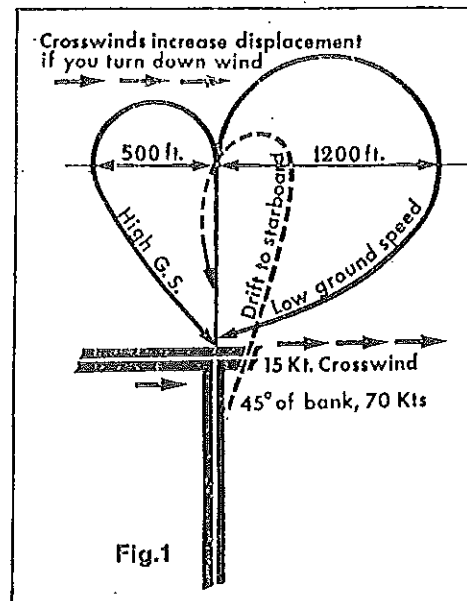
and that rule has been drummed relentlessly (I am not saying mindlessly) into your subconscious by a series of instructors who learned all that they had been taught. Just in time you realise that a turn back would be "suicidal" and set about the task of getting down straight ahead. An amount of confidence is necessary to complete any task with a degree of flair. Confidence is a rather fragile commodity when you are about to crash because of a sloppy pre-flight inspection.

You have never flown close to trees or

The Faux turn

Following receiving details from Mr Faux on his procedure *Aircraft* was keen to try it out using both an experienced instructor, with over 5000 hrs, and a PPL holder with only some 60 hrs. In both cases T/O was simulated at 2000 ft over a suitable paddock with failure at 2500 ft. Height loss was in the vicinity of 230 ft in each case and the aircraft appeared to be in a position to comfortably make the paddock boundary. At this stage the following points should be emphasized:

1. The procedure is complex and difficult and will require considerable practice at height before attempting below 500 ft. The pilot must watch bank angle, airspeed and pull on flap while keeping an eye out for the aerodrome and other traffic. Somewhere in there he should also tend to the normal engine failure procedures.
2. Because of the complexity we would not recommend initial practice without a second pilot to help monitor the above parameters.
3. We would not recommend anyone accepting this procedure without prior discussion with their flying club, school or flying instructor.
4. We would consider this procedure as acceptable only when faced with a take-off on a runway where a straight ahead forced landing is not practical.
5. We highly recommend that Alan Bramson's suggestions for avoiding EFATO be thoroughly read and followed.



under power lines, so with all previous faith in your judgement shattered you head for a clearing between houses that would frighten a stunt pilot!

In most cases a landing straight ahead would be the obvious choice. Historically a fighter-bomber pilot with a military overload had no real options except to land straight ahead, and if I was training out of Temora or Narrandera I would have no fears of landing ahead.

On very windy days I would accept a landing straight ahead because kinetic energy is halved with a moderate head wind. Meeting the proverbial immovable object may merely make one's eyes smart. My real concern is that there is a serious lack of knowledge about the performance of aircraft following EFA-T/O and this lack of knowledge has created a void.

How often do you go forth with clipboard and notebook and record the height loss in a gliding turn, trying to minimise height loss by keeping speed down around takeoff safety speed? What height do you need in your aircraft?

Before I detail my method of returning with minimum height loss let's look at some of the factors which affect performance.

Engine:

- Check for presence of carb ice
- Check RPM on takeoff
- Note the change in fuel pressure when the electric pump is turned off. If pressure keeps dropping then the engine pump has failed and the electric pump should be selected back on. There will usually be enough time before a drop in fuel pressure causes an engine to fail.

Performance: Use the full runway length. Climb at least at takeoff safety speed angle (VTOSS) ie. 1.2 times stall speed for configuration.

Positioning: I guess I cannot advocate climbing out to one side of the centre line. But a pilot who inadvertently drifts off with a cross wind will be better placed should he wish to return to the runway (see fig 1), the pilot should turn crosswind ASAP and depart overhead.