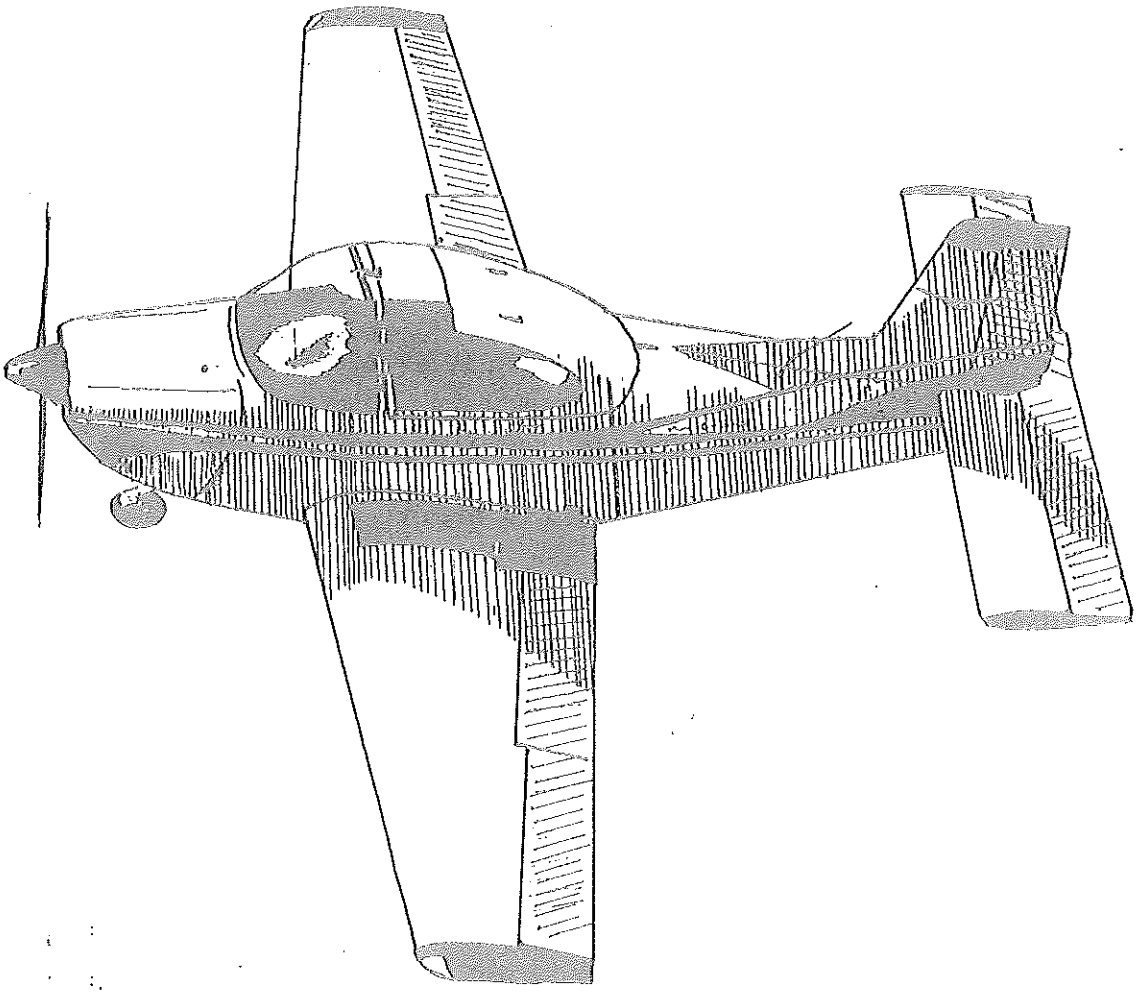
AIRTOURER ASSOCIATION

FEBRUARY, 1991

Newsletter No. 57

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

AIRTOURER ASSOCIATION

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Articles for inclusion in the Newsletter should be submitted direct to the Editor.
Please enclose payment for any advertisement.

The next Newsletter will be published May 1991. Contributions and/or Advertisments preferably close typed are to be with the Editor by 30.4.91.

Advertising Rates

Small advertisement (3 to 4 lines)	=	*$10.00*
Large advertisement	=	*$20.00*

Cheque to be made payable to the Airtourer Association and post with copy direct to the Editor.

EDITORIAL

Well, Leonie and I managed to put to print Newsletter No. 56 and we thank those who subsequently wrote to us with kind words of encouragement.

Please let us have any constructive suggestions, ideas and typed material for future issues.

We are indeed fortunate to have one or two consistent contributors who write quite a number of articles of interest to us all.

It is pleasing to note that some State Reps have already planned at least one local event for this year. Maybe others could follow suit and organize a small get together at least.

See you all at Moree.

WELCOME

On behalf of President Tony Matthews and all members of the Association we would like to welcome the following new members

Rick and son Richard Dowsett of Mt. Macedon Victoria

Andy Morris of Syndal Victoria

Ron Ryan of Glenroy Victoria

Peter Newman of Caloundra Queensland.

A belated welcome to Graham Hewitt of Mundaring West Australia and a welcome back to Peter Coy of Woorndoo Victoria.

ACKNOWLEDGEMENTS

Thank you Gordon Robinson for sending the extract from the Bega News re MVR which appeared in Newsletter No. 56.

On behalf on the Airtourer Co-op, Hugh Knox would like to thank all those who assisted in the recent mammoth stocktake - in particular Ken Bell Ron Stiebel and Barry Anderson.

PRESIDENT'S FLY-IN PARKES

22nd/23rd September 1990

Ken and Jean Bell always beat us to Parkes - the reason is that they always start a day earlier - and then only win by an hour or so.

1990 was no exception and we joined 23 other Airtourers, 2 CT4's and 1 Cessna in the annual 'pilgrimage della Presidente'.

Proudly tied down at the head of the lineup was a very early model Victa Helicopter with 18 inch blades.

It seems a lot easier weatherwise to travel the inland route from Queensland. On this weekend gentle rumblings of marginal weather over the eastern dividing range brought memories of our failed attempts in past years.

Parkes Airport to us is a kind of inland paradise set amongst all the surrounding greenery. The town is one where you could enjoy a peaceful lifestyle, flying your Airtourer silly until your money runs out.

The Aero Club is right there on the spot with friendly flying type people quietly entertaining their guests from far and wide. Those few who can't afford a room in the town are welcome to billet within the clubhouse.

This year our clever possum's bus tour broke new ground with visits to the B.H.P. mine, the new freight handling terminal among other sights finishing with Memorial Hill where us true blue Airtourists witnessed orderly and not so orderly attempts by other Airtourer pilots to fly formation around the town.

Where would we be without our R.A.A.F. CT4's. This year we were blessed with the presence of 2 aircraft flown beautifully by Wing Commander G. Carrol C.O. and Flying Officer A. Clements both from 1 FTS Pt. Cook who were very welcome ambassadors for the Air Force.

I write this report belatedly in January 1991. The men and women in the R.A.A.F. would now have much more serious thoughts but let's hope that all will be back to normal as soon as possible.

Came Sunday - most of us said thank you and goodbye to President Tony and Liz and we headed for home. A few aircraft visited with Betty Rankin at Yarrandale where there seemed to be no shortage of district floodwaters. Betty sends her regards to all.

On our way north we spent a few days with relatives at Dubbo where our friend and Association member George Kinscher again obligingly provided hangarage for 'Hummingbird' along side 'Wee Bird'. This is the second time we've tried to mate them without success. Maybe they're both girls.

Roll on Parkes 1991.

John Rummel.

Aircraft Participating at Parkes

CT4 - A19 051	PCC	CRK	MRZ
CT4 - A19 055	SHR	DAO	BQW
MTI	MRF	TPY	BVV
MVI	MKL	MOI	JVV
FMA	CTM	TWG	KOH
MUY	MOA	MOJ	
MOH	MUL	MOG	

RE-FUELLING PROBLEM

Bruce Martin of Victoria advises that at Launceston, Tasmania he had problems with a refueller who had an oversize nozzle. I experienced the same at Normanton on the Safari and at Coolangatta some years ago. Refuelling takes forever with up to 50% wastage. Maybe on trips we should carry some kind of lightweight reducing funnel? Any suggestions?

Editor.

"These Foolish Things Remind Me"

Once having got over the shock of running over myself with my own aeroplane(yes ! it is as stupid as it sounds) it was time to consider ways and means of getting airborne again as quickly as possible.The wing was going to be the slowest part of the repair so it made sense to aquire another Airtourer,MTC,which had a good wing but fuselage damage, following a landing accident and so quickly get back in action,by matching the good wing to the good fuselage.

The only problem was that MTC was in Sydney and we had decided to do the repairs in Hobart !

Discussions with freight companies were disastrous - we tried

Road freight

Containerising

Furniture van

Truck hire but -

Every method of transporting seemed to add up to some $5000,which was ridiculous !

Ofcourse lots of people have transported Airtourers by truck or trailer all over Australia but not across that wretched bit of water.An empty truck cost $2000 _____one way_____ and $2500 loaded and,I guess you can't blame them but the hire companies would not look at a one way rental.Even an empty trailer cost $900 .

Then some bright 'spark' said "fly it ".A check with our old mate,Allan Wood determined that this was a reasonable possibility,so we relaxed and waited.But time was passing by and not only were we going away for a month on the Safari but Allan also had an extended trip planned for around the same period.The 'vibes' started to indicate that maybe the flying bit wasn't so good - so I talked to Russell,a line haul truckie with his own 'Big Mac'and semi.

It was looking really good,Russell organised a load of freight to and from Sydney and would put MTC on the return load and would also take his wife,Jan,who also happens to be my secretary,on the trip to visit the relatives.

I could almost feel the relief come down the 'phone line as spoke to Allan"Get Pete Bons to help with the dismantling and we will have it all loaded up and 'out of your hair' next Tuesday".This gave us a week to get to Sydney,pack up and be on the return !

Came Wednesday - the 'roof fell in' "Sorry Stan,the load to Sydney is not going to be ready until next week !"(But I have told Allan that MTC will be shifted by next Tuesday !!!!!)

Back to the drawing board ! Well we will hire a car and trailer in Sydney but Avis NO ! Budget NO ! Thrifty NO ! - OK then we will drive a car up and buy a trailer for the return.At last some positive reactions "Yes we could make up a suitable trailer-but it will cost 'ya " - so now what car to take?

Ever looked in your garage and thought"What a useless heap of garbage ?"Sure there is an Austin Healy,a MGB,a Morgan a Campervan a few others and even an E Type -totally 'bloody' hopeless for the job in hand.

Then secretary Jan made a courageous decision"Take my car".Wow ! that would be great,an almost brand new Mazda turbo - but dare I trust myself with Jan's pride and joy (or rather does she trust me to remember all these fancy 'modern' innovations ,like letting the turbo cool down after 'bombing the block'or even to engage that fifth gear that cars of my vintage havn't heard about ?).After due consideration (one second) I said "Yes - but I think that you should come with me,not only to keep watch on your car but to get that little mini-holiday with your family anyway(and besides you could not expect Peter,Allan and myself to do all the heavy lifting of aeroplanes on to trailers by ourselves !)

So all was settled - then the 'walls caved in'.No ! we could not use the truck booking for the car on Friday night because the Strait ferry had mechanical trouble and after tonight's (Wednesday)sailing would be dry docked for 10 days !. It was by this time after 2PM on the Wednesday in question and if I wanted to sail that night I had to be at the ferry terminal,some 200 klms distant,in Devonport,by 5PM.

Whilst I frantically tidied up some office work,Bonnie and Jan threw a few necessities together for me(like money !).I told Jan - (who had decided to come - together with her two 'kids) that I would collect her from Melbourne airport and,well after all,it was a turbo so I was duly at the wharf by 5.15 PM .

Relax ? no way ! "Sorry,we have been trying to contact you,but you had already left.THE BOAT IS FULL-THERE IS NO ROOM ! ". I pleaded,I threatened,I cried,I beat my breasts all to no avail then a 'voice from the wilderness" Oh! Stan,you're the bloke who flies those little aeroplanes ".I had an 'instant'new friend and with 5 minutes to spare I was afloat on the 'high seas'.

On arrival in Sydney I found that Peter and Allan had already done most of the dismantling-so I placed the order for a trailer with an adjustable rack to carry the wing ("Yes! no problem-it will be ready 8AM Monday morning")

Jan went off to her people,we completed the rest of the work on MTC and were able to help Allan get started with a 100 hourly on his beautiful,in fact immaculate MUL and watch with interest as Al fitted the approved extra tank.(I was even allowed to help-with Allan making comments like"Take those screws out and replace with stainless if you damage the paint "then later"Did you replace those screws ?""Allan I did *not damage* the paint !".Or after I had spent considerable time cleaning a very clean underside "Well,how does that look?""Hmm ! I'll just give it a run over with a cloth and it will be fine !".

In Sydney I was very fortunate to be staying at the 'Woods Motel'which if the Hilton is five star must rate as at least seven star - but

there was one occasion when 'The Chauffeur"had just moved into a right hand lane to turn right at the next set of lights when I distinctly heard him say "Stuff me-we've lost a donk"(which meant that we were in a rather'nasty'situation as we only had one!).After restraining Allan I got out and tried to push the machinery right up to the lights so I could make a quick'pushaway'and get to a safer location once the lights turned favourable."Bloody Hell she's heavy Al,I can't move her!""I've still got the brake on, the lights aren't green yet!'.

Don't think Merle was too pleased when I announced that our late arrival was because I helped out an 'old guy' who had broken down,but what could she say when Allan wanders in,just as dirty and says"Yes,it was me"and adds"Can't understand that car,it's been going alright for the last 400,000 kilometres".

Monday 8AM,no trailer-nor at 10,12,2,4,5,'Guaranteed first thing in the morning!"

Tuesday 8AM,no trailer(but I've promised to be out of here today!).It finally arrived about eleven,with a fixed rack!!!(At least I had been able to spend the necessary hours the day before at the local Transport Department getting a permit for(at that time) a non-existent trailer)

First a trip to the local St.Vincents,to purchase a heap of old mattresses,then back to the hangar,where with Pete's help ,we started to load up. Needless to say the rack was wrong(due to space on the boat the whole contraption had to be under 2.5 metres high)so it was back to the trailer maker-but by about 8PM we were loaded -but the "bloody"trailer lights wouldn't work !!!!!!.Finally located that fault in the car wiring and despite the late hour departed-only to a motel at Cambelltown a few miles away-but due largely to Pete's help we were out of Allan's 'hair'on Tuesday!

No trouble then on the drive to Melbourne,except that in booking into motels one had to ask"Have you got a really large parking area?"and"Does your motel have a low canopy over the entrance gate?".Needless to say it also rained very heavily for much of the trip(so much so that the mattresses were absolutely soaked-they cost me a dollar each but I will be unlikely to recover more than fifty cents each!).Drove straight to Tullamarine to get Jan & co on to a 'plane but of course ran into the usual parking problems,finally settling on the long term park,only because it had a wide entrance.We were almost in and the gate had issued a ticket when Jan said"Do you realise this is $13.00 minimum charge ?".To hell with that so despite the traffic,backed out again,so the gate issued another ticket.(Have been wondering ever since how the FAC are coping with not one,but TWO 'lost'cars!).

Next morning down to the boat where the height of the load was measured.It was 2.59 metres !.We were 9 centremetres too high !! So I let the trailer tyres down !

The slowest trip I've ever made Sydney to Hobart with an aeroplane.

Still cost $5000 but I've a beaut trailer if you want to borrow it !

Stan TILLEY

S.A. GOOLWA - FLY-IN REPORT

Artwork by Airtourer member Gerry Lawson (MTI).

This report is late but when you fly 100 HP everything is slow. I enjoyed organizing the Goolwa Fly-In its a great time to meet real pilots as Airtourers are the only real Aus. plane's that can carry real Australian characters. I enclose an article from the Cessna (wash my mouth out) newsletter suffice to say all who attended had a ball. Talk around•find out.

Merry Christmas a safe New Year and keep the pointy side in front and the shiny side up.

Regards•Glenn Sturges

She's apples

I had been ill & after so long indoors, wasn't sure I could still fly, let alone go to a fly-in event. But after flying VH-KKA with owner, my friend Peter Scott, we decided I hadn't forgotten & I asked Glenn Sturges to include VH-HYY in the Airtourer Group.

Very strong winds were forecast initially for the Saturday but they abated & HYY & I strolled leisurely through the sky to Goolwa. Those travelling from the eastern states found much more difficult weather. The turbulent cross-wind was a challenge for some of us. The Airtourers however boast an almost unlimited cross-wind capability with their low wings, strength & controlability.

Goolwa Air Services had loaned Glenn their passenger van & they made us welcome to the use of their facilities. After watching the departure & arrival of Stewart introducing our host Bryan Chester to the Airtourer & the arrival of other Airtourers, we drove to register at Goolwa Central Motel.

That evening cruising gaily in the still balmy air over the lake to our restraurant & returning in moonlight pleasantly replete, some of us noted what a pleasant night it would have been for flying.

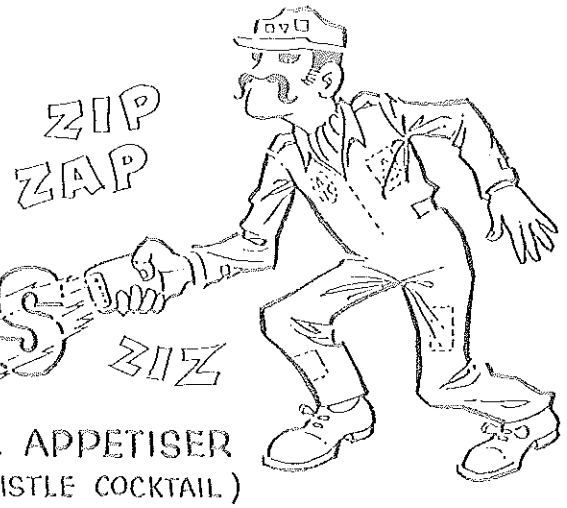
On Sunday morning we gathered for the Navex briefing. At the airport Marian Chester agreed that her husband Bryan should take a days holiday to navigate HYY. We took off a minute apart with navigators to fly various coordinates & identify the features blocked out on Glenn's photos. Following instructions we found ourselves landing at Meningie as the members of the Meningie Aero Club were barbecuing meat & Coorong mullet. Later, after food, talk, flying, we prepared to return to Goolwa with an apple & blunt knife to while away the time. It was difficult to take attention from the beauty of the land & sea to peel that apple but it was done & after Bryan completed flying lesson No.1 by tying down HYY amongst the Airtourers, he presented the peel for judging. It was the longest!

That night we celebrated the weekend further with prize giving, dinner at the motel & a video presentation of the weekend. Bryan & HYY won an award for navigation before it was seen recorded on video that he liked the Cessna although he did appreciate the advantages of the Airtourer.

Airtourer Fly-ins are great fun!! Go to one if you can! Goolwa Central Motel is a great place to stay. Visit Bryan sometime to see if he's progressed further as a Cessna pilot! He'd be more than pleased to see you!

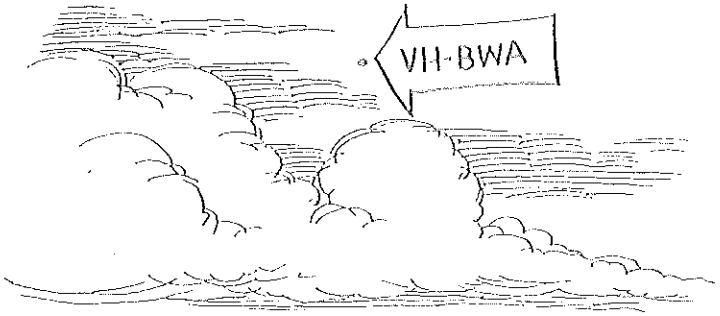
Muriel Chen

GLENN'S GOOLWA GOURMETS

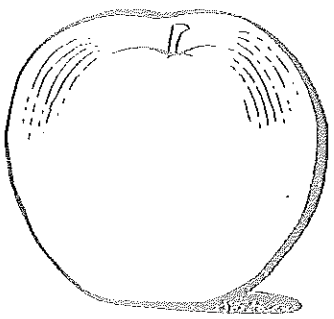


◎ GLENN'S ZAPPER APPETISER
(REPLACES HIS WHISTLE COCKTAIL)

◎ GLENN'S NAV PLANNING PUREE -IT'S ALMOST A STEW



◎ GLENN'S STREAMER CUTTING FILLET
(VERY RARE)
✳ RECOMMEND WITH BINOCULAR SALAD



◎ NAV TRIAL DESSERT
(THIS HAD NO (AP)PEEL TO MOST.)

G.L.

S.A. FLY-IN - PARACHILNA

Next Fly-In is at Parachilna in the Flinders Ranges to be held the June long week end June 8,9,10, arrivals Friday arvo or Sat. morning.

If you haven't been to a S.A. Branch Fly-In then you don't know what you've missed out on - Book early by ringing (phone) Glenn on 086-450467 leave all your details - and why you rang so I can tell the difference between patients and pilots (not much).

Glenn Sturges
S.A. Rep.

The only thing exposed to the chill air must have been an ear outside the bed clothes, but yes it was. Liz Mathews on "Australia all over" talking about Airtourers on the radio.

I wished that I had been joining everyone else and travelling north, but instead it was a trip to Perth and work that afternoon.

While it seemed like years since Les Davis and I had discussed the alternate safari to the NT, but it was only a few weeks since our return.

In all six of us went north, Les and Barbara Davis, their daughter Kelly and her friend Mark in the Piper Arrow (CVZ) with Peter radial Ross and myself in the Airtourer (CND).

As it turned out the Victa private bag allowance was 9kg each while the Arrow was only 3 kg - some very careful choices had to be made.

Our depature from KTN was through scattered cloud to BDG, after that the weather was fine until we returned to BDG 3 weeks later!

MI was a lunch and fuel stop. Who should we meet but Doug Stott doing his Aeroclub duties. It is nice to meet a friendly face and if it hadn't been for Doug's help we may still be waiting for fuel and not on our way to the first stop over, PAG.

Next day was a short leg to CBP, but what hard country. Thankfully the WR NDB/DME were boomers which enhanced our confidence.

Over flying Woomera, many of the once extensive facilities are evident although many as foundations of demolished buildings, particularly up the range.

Both A/C found themselves off track before CBP - a worry in this part of the world. Once on the ground it was obvious that the wind was from the entirely opposite direction from the forecast - a situation that became standard throughout the trip.

If you have never been to Coober Pedy then its an eye opener. The comment was passed "that have we been here before, oh yes it was the Kyneton tip" and at the tip the locals are not practised vultures waiting to strip an innocent tourist clean. Civic pride is not a major interest at CBP only money.

Lets disregard the winds forecast and try a low level leg following the 'iron compass' to Marla Bore. At low level the feeling of being on a sea of land, in a very small and fragile craft, is driven home.

At Marla the advice is to fly around the roadhouse to attract attention and the fuel man will come out. But this will not work, unless perhaps you went up the road doing slow rolls of 20 ft, because there is a throng of new bushmen being served (Bushmen are identified by ownership of a new Toyota 4 wheel drive, usually in association with AGC & a two day rest from the razor).

At times like this Les can walk very fast, so after 30 minutes we strode into the roadhouse. On the way we interrupted a squatter in the rail siding shed but he had no AVGAS either. Finally drum stock was delivered at only 92 cents a litre - gold at any price.

Trying something again the Marla - AS leg was at 6500 (CVZ) and 8500 (CND) which was a much better ride to Alice.

En route we saw numerous long strips at stations etc, none marked on the WAC's which is a pity.

A day of touring at AS. No hire cars are available so we went around town on a shuttle bus from attraction to attraction. The aviation museum was closed, very poor indeed. The old telegraph station was best for interest and presentation.

Everyone up before dawn for a first light departure - the entire team filed into the AS briefing office where the 2 private pilots huddled in a remote corner surrounded by the local professional aviators.

The early morning cool made for very pleasant flying over blue grey country, a fuel stop at TCK being the only interruption to a long day.

Arrangements were made to stay at the DLW pub, so Les being in the lead vigorously circled the road house to attract attention for fuel and a pick up - ut wrong place. When we arrived at the right Pub everyone from the barman t the cockatoo knew of the aeroplane buzzing around the wrong place.

Fuel was drum stock at $1/litre so we had organised things between us so that we used the whole drum - much to the disappointment of the yard man who could just feel and smell the Landcruiser running on 100 octane.

The Daly Waters pub is a unique and historic building. There are no pretentions, accommodation is basic, the food reasonable and the drinks cold. After a magnificent Barramundi dinner the cook takes up the guitar, giving a fairly good rendition of John Williams. And of all things Earl Grey tea - a small delight in the bush.

Revenge is sweet.
An early departure demanded that we show the pub what a rocket attack was like, DLW was a war time strip after all, so we both 'bombed' the pub.

I hope the fellow spewing outside the window at 5am heard us. A 2 hour leg took us to our nesting place at Jabiru.

It was now time for rest - swimming in the local pool, meeting all the people at the Jabiro Aero Club which has many unusual rules. For example urinating over the edge of the upper level handrail has a penalty of buying drinks all round!

We also met all the Kakadu Air pilots,. fellows working their tails of flying tourists around the Kakadu National Park. This brief look back at GA confirms that the white slave trade is still going strong.

A quick trip over to Cooinda for a boat tour of the wetlands. A very relaxing way to appreciate what Kakadu National Park is about. A quarter of all Australians bird species are found in the Park. We also had a yarn with a professional crocodile catcher who had the task of re-locating a bad mannered 18 footer, a job we did not offer to assist with.

To get the best out of the day we made a first light departure for DN. Economic ground transport was provided by a 'rent-a-dent', having no windows - not a problem in such pleasant weather. What was to be a short visit was extended with visits to the fish feeding, Darwin Aviation Museum, Botanic Gardens, Fanny Bay Gaol (which is a museum) a number of fine restaurants all interspersed with swimming & walking. In the winter warmth its very easy to become languid and go "troppo", and there is always tomorrow.

The DN departure was painful, a 30 minute start delay while the Air Force returned to roost, wave after wave of F18's, F111, Macchi and lastly an Orion. The remainder of our northern stay was at Jabiru where I had to fulfill a promise to David Urquarht from the Aero club.

An hour in the Victa was to be his punishment!

I can say that our little show gave then on the ground something to watch and comment on and that Dave loved it - another one converted.

The southward journey was to take a similar track to the northward but arrangements had been made for a clearance into Woomera. At WR we were hosted by Mr Bob Bower who most generously took time to show us the sights of this once secret place.

A heritage centre in the village explains some of the past history, outside their is a missile park with various examples of the Woomera trade - Bloodhound, Jindiuik, Meteor etc.

Many of the facilities have been demolished or are being run down, what a pity a massive investment being let go.

We stayed in the ELDO Motel which is the former European Launcher Development Organisation Mess, a very 1960's atmosphere is still there.

Visitors are welcome in the village, to cater for this a Caravan Park is being built and former quarters are to be refurbished for back packers accommodation.

Aircraft Fuel however is very expensive and its best to plan for no uplift out of WR..

All too soon we were home and in the cold - the whole experience was now a memory, which is an excellent reason to do something like it again.

Mike Fisher.

N.S.W. FLY-IN AT KHANCOBAN

The Snowy Mountains Authority Chief of Aircraft Branch has given his approval for a Fly-in at the Authority air strip at Khancoban, one reservation being to avoid parking on the sealed parking area (reserved for emergency for air ambulances etc.)

I am negotiating motel rates etc. Fuel is available at Corryong which is 17 miles west. The date is April 27-28 being the week-end after Anzac Day this can be "stretched" a day either side. I will have full details at the A.G.M. at Moree on 9-10 March. This will allow me to gauge interest and arrange tours of the power stations and other areas as well as accommodation.

Khancoban is about 1000 ft AMSL. This runway is 3000 ft east/west and is down-stream of the dam. The weather in late autumn is usually mild however Corryong should be kept in mind with road transport being arranged if Khancoban is non V.F.R. (it will be non I.F.R. as well!!)

Yours
George Penfound
NSW/ACT Rep.
Telephone Private (062) 542532
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AIRTOURER CO-OP REPORT

Our recent mammoth stocktaking excercise is now complete. A number of catalogues which list all stock items will be made available for perusal by Association members at the Annual Convention. Demand for items continues to be steady with parts being supplied to customers throughout Australia, the U.K. and also the N.Z. Airforce.

The Annual General Meeting of the Co-op will be held immediately after the conclusion of the Airtourer Assoc. A.G.M. at Moree 10.3.91. Agenda items will include

1.) Rotation of Directors
2.) Presentation of accounts.

Hugh Knox
Secretary.

SAFARI LETTER - TALES OF THE SUPERNATURAL

Billabong Millerong & Dorabillabong Treblelo decided at Mt. Isa that they would form a new indigenous tribe, called the Whingee Tribe, Billabong Millerong to be chief, Dorabillabong to be chief adviser. The Tribe agreed that, on future tours and inspections it would grant to the Victa Airtourer Group full rights to make plenty of bus stops in order to buy films, shop, get money out of banks etc. and further decreed that all the land that the Victas wheels touch on landing, be it 100, 115, 150, 160 or other bybrid, shall be declared sacred sites. With appropriate incantation on VHF, VOR, ADF, HF, RADAR, these methods be used to steer by to ensure safe arrival at all places except Laura.

If any one possesses sacred maps of direction and sites, then these must be handed to Tribesman Gordo Dickorailroad who will only let people who obey his commands navigate the secret paths and passage ways to next landing site. All people not using these maps, plans and directions must sit in the left seat and peer out the window in the front, must not look look down to see secret fences, roads, rail lines etc and must at all times shut up.

However when completely lost or 50° off track, person in left seat may speak and help find where they are.

Dorabillabong will have the sole right to whinge anyone to death that does not obey these directions.

Yours etc.,
Bill Miller

PS. A special thank you to Jim Crocker who made my trip so memorable by teaching me how to do a backward pike out of a canoe. Thank you Jim.

PPS. Yes we got home.

SAFARI QUIZ

1.) Who are the odd couple?
   a) Ken & Jean
   b) Geoff & Marg
   c) Bill & Gordon
   d) John & Leonie

2.) Of all the above who argued the most on the trip?

3.) Where the hell is Laura? That is Laura Queensland - take your pick of Laura, Old Laura, New Laura, give long. & lat.

4.) How many aircraft found Laura? To prove you landed what was the price of fuel and colour of drum?

5.) How many aircraft landed elsewhere? Name airfields.

6.) Where was Jack when Frank wanted to talk to him at Laura?

7.) Why did Geoff travel all the way to Queensland to talk to someone from Victoria and keep John waiting at Laura?

8.) Why was the Flying Lettuce the last aircraft to take off anywhere and the last to arrive?

9.) What lady was called the Bouncer at Lightning Ridge Bowls Club and caused one local old joker to have a heart attack?

10.) Who used the most books of flight plans on the trip?

Allot 10 points for each question, take off 1000 points if you get first question wrong.

Safari Participants Only. Neatest correct entry wins yet another propeller C/- W. Miller Esq.

Even before setting out on the Airtourer Safari,several of us had decided to extend our tour even further North.In fact having been thwarted in our attempt to reach Thursday Island on a previous trip,by an unseasonal cyclone,it was almost mandatory that this time we would make it !

The 'wind down'of our so successful safari at the Sovereign Motel at Cooktown was so relaxing that it was almost with some reluctance that we'fired'up the Mooney again,but our enthusiasm soon returned when we realised that not only would we be flying in company with John and Doreen and Frank and Jean in their respective Airtourers,plus Geoff and Margaret in their Cherokee,but Jack and Colleen decided to give their little Victa a rest and use the two empty seats in our plane.

First refuelling stop was Lockhart River thence to Bamaga an enormous strip almost in the middle of nowhere.Built by the Yanks in WW2,Henderson Field as it was then known ,was an important link in the Pacific war zone and still has some scattered remains of aircraft that did not make it lying in the surrounding bush.One a DC3, is now fenced off as a memorial to those who did not survive . The field is now called Jacky Jacky after the faithful and surviving member of Kennedy's ill fated exploration trip up the East Coast to Cape York in 1848.

We recalled with amusement our somewhat reserved welcome by local policeman Peter on a previous visit. Being a pilot himself it seems that Peter used to enjoy visits by itinerant pilots.Late one evening a light twin arrived,duly welcomed and would be invited to stay the night at the local 'cop'shop - except for the fact that Peter and his wife were going out for dinner.

"Go and enjoy yourself,I will be delighted to accept your hospitality and will baby sit the kids as well"

Great night was had by all and pilot departed at the crack of dawn,despite plenty of rounds of port in the'wee small hours'.

9 am brought an URGENT message from Brisbane headquarters !

'REPORT IMMEDIATELY ANY SIGHTING AND HOLD IF POSSIBLE - STOLEN TWIN ZZZ AND NOTORIOUS DRUG RUNNER ZZZZZ THOUGHT TO BE IN YOUR AREA '

This time it was Norm who met us - former police sergeant - and now manager of the Punsand Resort ,complete with 4wd to transport us the 48 klms to the coast.But first a quick trip to Bamaga township as Doreen was decidedly unwell and a check by the local 'doc' seemed very wise.Fortunately ,although rather distressing it appeared that Doreen's illness was not serious - so we carried on 'regardless'

Bamaga was a pleasant surprise,as we had not been very impressed on our visit only 18 months earlier.With a population of approximately 600,about 50/50 Torres Strait Islanders and Aborigines who apparently fight with each other like crazy,the arrest rate for a year was around 1300 . This trip the place was much cleaner and quieter - the difference ? .The dole is not now just handed out,but some 20 hours of work a week is required.Drunkenness,and the number of arrests,has dropped by 80%.

Punsand was as beautiful as ever,but the traffic ! Due to that unusual cyclone there were no 4wd vehicles last time,so our plane load of four enjoyed the very best 'red carpet' treatment the six staff could provide.This time was fine too but we did have to share with at least 200 vehicles scattered through the camp.Walked right to the Cape and got a trip round to Somerset, site of Jardine's unfulfilled dream - the Singapore of Queensland !

Swam too,in water the temperature of a hot bath,keeping a casual eye out for the odd crocodile - that is until the last morning when prior to taking our dip we were watching the sun rise.

"What's that fast moving log (with eyes),about 3 metres out from our swimming beach"

Yes,it was a croc,so we decided that we would forgo a swim'for the time being'

Time to move on to Thursday Island,only you don't go to TI,you go to Horn Island because that's where the airstrip is.Then its bus and ferry to TI.We arrived about 10-30 am so caught the 1100 ferry -cost - $25 each for us but for the locals $2.50 !

No ! We could not catch the last ferry back at 4.30pm,because it was full of housewives,nor could we plan on the 3.30 because that was full of school children and the 1.30 did not run because it was lunchtime,so needless to say we 'decided' on the 2.30. So it was indeed a very quick trip,but enough to sample a counter meal and do an island tour with Willie Nelson (no,not THE singer) before heading back across the shark infested waters.

Personally I was disappointed with TI.In expecting native markets and tropic island life I was a bit naive - it is an administration centre only -but has to be seen.

Down the coast to Weipa soon became pure IFR due to smoke from numerous bush fires.Mind you there is nothing much to run into except the RPT Fokker F28 which kept asking us all in turn "Have you crossed the Wenlock ?" and other difficult questions and besides the mining at Wiepa is strip mining so much of the area is covered with red gravel 'landing strips' but the real one being bitumen and slightly less red is the hardest to see.But we all (including the Fokker)landed safely and spent an enjoyable night and part of the next day exploring this typical company owned mining town.

Direct but rather bumpy trip back to Cooktown (John said it was lovely and smooth at 7500 !) to collect MVL,then straight on to Cairns to a great welcome by Rick Evans and much socialising for the next few days.

So our party split up.Bonnie and I off to Mossman by hire car for a few days,to do a bit of business ,Geoff and Margaret opting to enjoy Cairns a little longer and the others away to the South.

It was pure chance that as we approached Rockhampton at night,we decided to stay,rather than overfly and then have to call the kids out for a midnight arrival in Brisbane.

This was fortunate for we were able to give a little moral support to Jack and Colleen.

In between visiting the family in Brisbane we managed to visit with John and Leonie at Bokarina and then it was time to return home after yet another great adventure.

Stan Tilley.

BODO KING OF THE SOLOMONS or
Eat your heart out fellers.

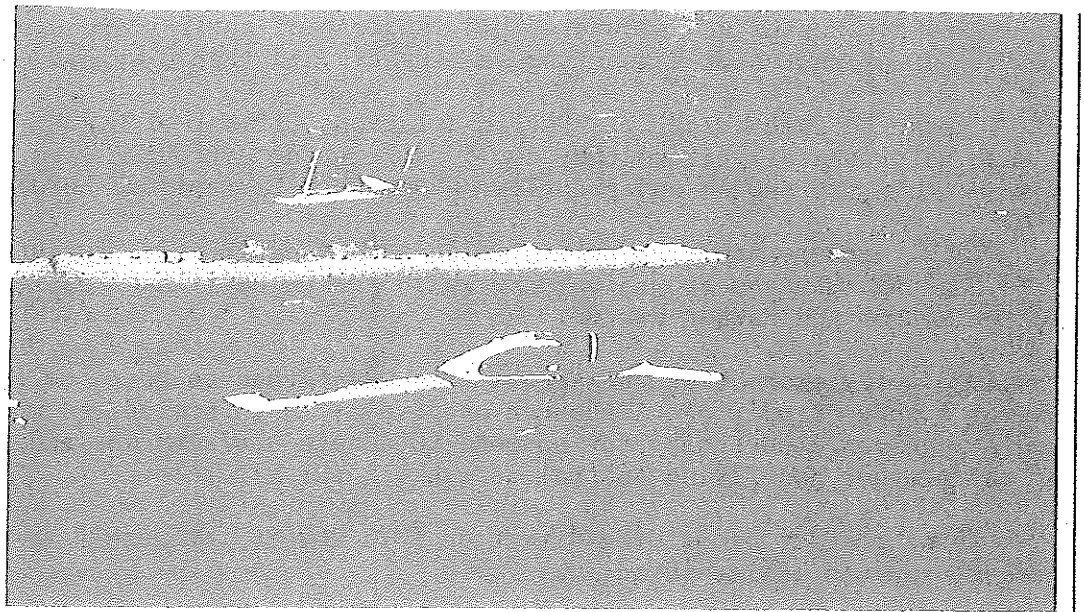
An article appeared in the German Magazine STERN (Star) 28th July 1977 containing the following photograph of an aircraft which seems very much like an Airtourer with a callsign DQ-FBD or similar.

It appears that one Bodo Dettke migrated to Cooma Australia in 1954,made his fortune, became a crocodile hunter and later in 1977 as the photo shows, lived in the Solomon Islands flying his own Sports Aeroplane throughout the 100 islands and visiting his lady friends (some of whom were also pictured in the magazine). According to the article Bodo was well known to kings and millionaires alike.

Does any reader know of the present whereabouts and history of this aircraft? It could probably tell a few juicy tales about Bodo and his co-pilots.

EDITOR

Fotos:



Auf über 100 Inseln hat Dettke Freundinnen. Er besucht sie im eigenen Sportflugzeug

BANJO'S ODE TO STAN TILLEY

(Sung to the tune of 'Click Go The Shears')

Verse 1.

Down at Cambridge Aerodrome the sun was sinking low,
Time for one more flight aloft•our Stan was keen to go,
He stopped to make a final check with prop in hand he pressed,
The engine roared•the plane took off•we know the flamin' rest.

CHORUS*

Verse 2.

Across the taxiway it ran with Stan in late pursuit,
And crashed it's way through thick and thin - it didn't give a hoot,
It charged across the paddock wide the atmosphere was tense,
Until it stopped entangled in the airport boundary fence.

CHORUS*

Verse 3.

Down at Cambridge Aerodrome they've lost their great concern,
For they know that Stan the man was very quick to learn,
He taught the lovely Bonnie to make all his pre-flight checks,
So now there wont be further need for all to 'clear the decks'.

*CHORUS
Click goes the prop Stan, Quick, Quick, Quick,
Leave the bloody thing alone before it gives a kick,
Three thousand revs a minute mate, oh what a way to go,
You're flying off to heaven if you're just too bloody slow.

QUEENSLAND AIR MUSEUM VH•CPE AIRTOURER 100

Some years ago when I was interested in purchasing an Airtourer, I was shown an aircraft fast becoming derelict which was parked amongst long grass at Surfer's Paradise airstrip. A number of friends had also enquired previously but we were told that CPE was an item included in some unresolved legal tangle and that was that.

To my surprise and joy the latest airtourer membership list includes the Queensland Air Museum at Caloundra, Qld. and one of their possessions is C.P.E. which is at present stored awaiting re-assembly and then display.

I spoke to James Wing, the Public Relations Officer of Q.A.M. who told me that unfortunately before they could collect the airtourer from Surfers someone stole the engine and propeller which must be replaced before re-assembly.

Q.A.M. members are very enterprising and recently they brought back the three Sentosa Orphans from Singapore which are De Havilland Sea Vixen, Gloster Meteor and Hawker Hunter.

I am fully aware that our association was formed to keep 'em flying. However I know of only one Airtourer on display in an accredited museum and here's a golden opportunity for someone to donate a u/s engine and propeller for yet another non-flying Australian exhibit for all to see.

Please contact James Wing direct on (07) 2626865 or myself at the A.G.M. Moree if you can assist in any way.

Recent AD amendments that may effect Airtourer operations:

CIVIL AVIATION ORDERS
PART 107

AD/ELECT/53 Amdt 1 BENDIX S20, S200, S1200, S4L(R)N20 AND S6L(R)N20 SERIES MAGNETOS 8/90

Applicable to Aircraft: All Bendix S20, S200, S1200, S4L(R)N20 and S6L(R)N20 magnetos.

Requirement: Remove from service all Bendix magneto coils having "clear case" insulation.

Compliance: Within 100 hours time in service after 22 February 1990 but no later than 22 February 1991.

Background: Three recent accident investigations have found that "clear case" coils previously thought to have been removed from service are still installed in some magnetos. Under normal operating conditions the clear case material becomes soft and porous allowing cooling oil around the coil windings to leak through the outer case. This causes overheating and subsequent failure of the coil. Amendment 1 to this AD is issued to remove reference to manufacturers' service documents which may cause confusion.

AD/RAD/43 Amdt 2 ATC TRANSPONDER SYSTEMS WITH ACTIVE MODE C 8/90

Applicable to Equipment: ATC transponder systems, having an active automatic altitude reporting facility (Mode C).

Requirement: 1. Ensure that the altimeter, which is used for primary control of aircraft altitude and which will be used for the mode C data correspondence check, is calibrated in accordance with the requirements of USA Federal Aviation Regulations Part 43, Appendix E, Paragraph (b).

2. Perform an integrated system test in accordance with the requirements contained in USA Federal Aviation Regulations Part 43, Appendix "E", Paragraph (c).

Compliance: At intervals not exceeding 24 calendar months;

At the intervals approved in accordance with a System of Maintenance for the aircraft pursuant to Civil Aviation Regulation 38(3); or

Following installation of, or maintenance on, the altimeter, altitude encoder, air data computer or any equivalent of these systems, the ATC transponder, or any interwiring, where a change in the relationship between the altitude indicated on the altimeter used to control the aircraft altitude, and the altitude reported to Air Traffic Control by the ATC transponder may have been introduced.

Background: This amendment clarifies the Compliance requirement and brings it directly into line with the requirements of the United States Federal Aviation Administration.

David HILL passed away suddenly on 28th Oct. 1990. Committeeman Alan Wood represented the Association at the memorial service.

David was an airline Captain flying Boeings and Tri-stars out of Scandinavia and for the last few years out of Saudi Arabia.

He owned his N.Z. built Airtourer which he operated out of Denmark and for quite some time he had planned to retire home to Australia. But each year he was requested to stay on a little longer as a check and training captain.

Last year he shipped his Airtourer out to Australia for restoration by Alan Wood a friend for some twelve years, looking forward to his participation in our Association which unfortunately was not to be.

David is survived by his widow Annika to whom we express our deepest sympathy.

AIRTOURER ASSOCIATION CALENDAR OF EVENTS*

16.2.91	Queensland Assoc Members 7pm Dinner at Irish Club, Brisbane
9.3.91 10.3.91	Annual Convention, Moree N.S.W.
27.4.91 28.4.91	N.S.W./A.C.T. Fly-In to Khancoban, N.S.W.
8.6.91 9.6.91 10.6.91	S.A. Fly-In to Parachilna, S.A.

*Would all State Reps. and others please try to plan future events at least 3 months ahead so that we can all read about them in the Newsletter.

FORTHCOMING ARTICLES - NEXT NEWSLETTER

	Author/Contact
Report on Moree A.G.M.	To be selected
Report on Flinders Is.Fly-In	Hector Blemings
Report on Khancoban Fly-In	George Penfound or nominee

N.Z. MEMBERS

An appeal to all those N.Z. members - please - we desperately need a representative to liase with Australia and keep us up to date with what's happening in N.Z. Two letters so far have produced no response. Come on, kiwis - let's hear from you.

Barry Gray, Secretary

Fri. 8th March p.m.	Arrivals, drinks - informal evening meal available at Moree Aero Club - small charge.
Sat. 9th March a.m.	Arrivals/registrations
1230 p.m.	Lunch at Aero Club
1330 p.m.	Navigation trial
1330 p.m.	Coach tour to places of local interest
1600 p.m.	Refreshments at Aero Club
1700 p.m.	Transport to motels
1900 p.m.	Transport to Aero Club - pre-dinner drinks
2000 p.m.	Annual Dinner at Aero Club - Presentation of Trophies
2330 p.m.	Transport to motels
2400 p.m.	" "
Sun. 10th March	
0800 a.m.	Transport to Aero Club
0830 a.m.	Breakfast at Aero Club
0900 a.m.	Airtourer Assoc. Annual General Meeting
1000 a.m.	Airtourer Co-op Ltd Annual General Meeting
1100 a.m.	Morning Tea
1230 p.m.	Lunch at Aero Club
p.m.	Free afternoon for flying - departures to suit

For those arriving on Friday 8th March an informal evening meal can be obtained for a small charge (about $5) at the Aero Club.

Dinner at Saturday's Convention will consist of a smorgasbord main meal, dessert to table and a carafe of wine.

Breakfast on Sunday will be held at the Aero Club prior to the A.G.M. Lunch on Saturday as well as lunch and morning tea Sunday, will be provided at the Aero Club.

Accommodation at motels is approx $50 double room only.

Total cost of both lunches, morning tea, the dinner and bus tour for both Saturday and Sunday is $30 per head payable on registration.

Make cheque payable to Alexander Motor Inn for Friday accommodation and/or Golden Harvest Motel for Saturday accommodation and post with above Accommodation Form to Tony matthews, P.O. Box 74, Parkes, N.S.W. 2870, by the 22nd February, 1991 to ensure accommodation. Do NOT send direct to motels.

AGENDA

1. Apologies
2. Minutes of previous Annual General Meeting
3. Business arising
4. Correspondence
5. Presidents's Report
6. Secretary's Report
7. Treasurer's Report
8. Election of Office Bearers and Committee - President, Vice-President, Secretary, Treasurer plus 3 Committee
9. Notice of motion of Committee - election of Alan Wood to Hon. Life Membership
10. General Business

TROPHIES TO BE AWARDED AT MOREE

President's Trophy. The President's Trophy for the secret time of arrival will be presented to the crew whose arrival time is closest to that of a pre determined time.

Association Trophies. 1. The Sonny Rankin Trophy for the Best Presented Airtourer.
2. The Cliff Tait Trophy - Navigation Trial.
3. Longest Distance.

These Trophies will be presented at our Dinner on Saturday 9th March.

Make sure your accommodation deposit is with Tony Matthews by the 22nd Feb. as the Motels will not hold pre-booked accommodation beyond that date.

STOP PRESS

Moree Aero Club has video screening facilities for your A/T videos.
Moree has artesian baths - don't forget your togs.
Happy birthday Glenn Sturges! (Pick a number half way between 0 and 100)