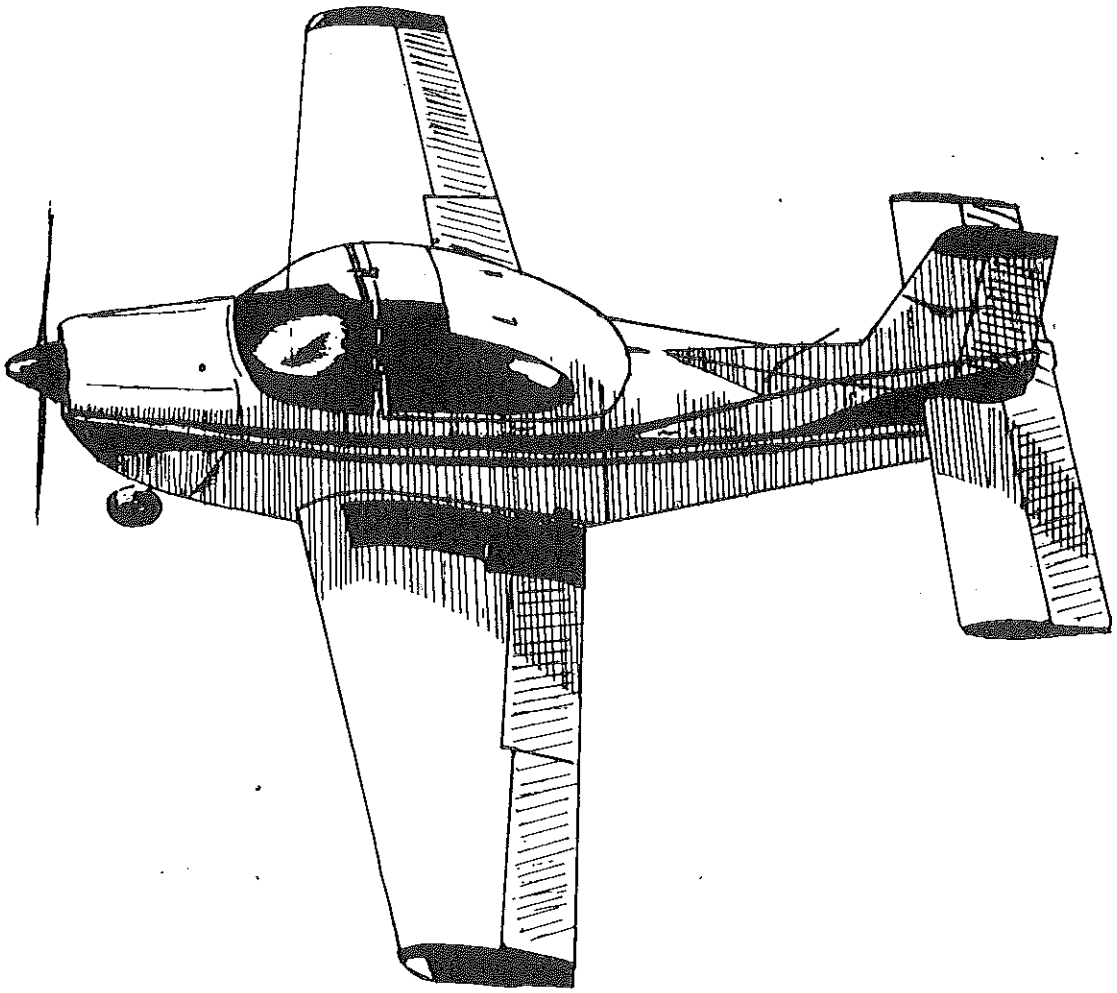
AIRTOURER ASSOCIATION

FEBRUARY 1993

Newsletter No. 65

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

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

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

PRESIDENT: TONY MATTHEWS, P.O. Box 74, Parkes, N.S.W. 2870
Phone: (068) 621270 (Home)(068) 621766 (Bus.)
Fax: (068) 621114

VICE-PRESIDENT: STUART HILSBERG, P.O. Box 904, Tamworth, N.S.W. 2340
Phone: (067) 621322 A/H

SECRETARY: BARRY GRAY, P.O. Box 688, Morwell, Vic., 3840
Phone: (051) 661352

TREASURER: JOHN TREBLE, P.O. Box 57, Keilor, Vic. 3036
Phone: (03) 336 2056

COMMITTEE: STAN TILLEY, 9 Acushla Crt., Sandy Bay, Tas. 7005
Phone: (002) 252302
ALLAN WOOD, 23 The Outlook, Bilgola, N.S.W. 2107
Phone: (02) 9188639
JOHN PLUMMER, 20 Mallard Place, Bokarina, Qld. 4575
Phone: (074) 934915

HISTORIAN: DOUG STOTT, P.O. Box CP291, Mildura Plaza, Vic. 3500
Phone: (050) 212614 Fax: (050) 212628

AREA AND STATE REPRESENTATIVES

Q'LAND: JOHN PLUMMER, 20 Mallard Place, Bokarina, Qld. 4575
Phone: (074) 934915
KEN BELL, 229 Mains Road, Sunnybank, Qld. 4109
Phone: (07) 345 1084

W.A.: JOHN MULHERON, 12/39 The Esplanade, South Perth, W.A. 6151
Phone: (09) 474 1336

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

N.S.W.: GEORGE PENFOUND, 1 Little Place, Scullin, A.C.T. 2614
Phone: (062) 542532
HARRY COUZIN, 53 Douglas St., Faulconbridge, N.S.W. 2776
Phone: (047) 512865

VIC/TAS: DOUG STOTT, P.O. Box CP291, Mildura, Vic. 3500
Phone: (050) 212614
HECTOR BLEMINGS, P.O. Box 1, Ballybracken, Yarragon, Vic. 3823
Phone: (056) 342421

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

U.K. CHRIS SCHOLFIELD, 10 Swan Street, Ashwell Baldock, Hertsfordshire
Phone: (046) 274 2136 U.K. SG7 5NX.

AIRTOURER CO-OPERATIVE LTD.

SECRETARY: HUGH KNOX, 1 Merlin Street, Roseville, N.S.W. 2069
Phone: (02) 4163976

EDITOR: John PLUMMER, 20 Mallard Place, Bokarina, Qld. 4575
(074) 934915

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 1993 *Contributions and/or Advertisments preferably close typed are to be with the Editor by* 30.4.93

Advertising Rates

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

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

EDITORIAL

Since our last Newsletter our patron Henry Millicer AM has undergone bypass surgery and I'm pleased to say that he is on the way to a rapid full recovery. Best wishes Henry from all of us - we will look forward to seeing you and Kate at Torquay in May.

Late January, Hugh Knox and Maureen organised a small fly-in at Port Macquarie for visiting U.K. members Brian and Jill Strawford. I am told that it was quite pleasant and we hope that Brian and Jill carry home fond memories of PMQ and especially of Aussie fish and chips.

Maybe Brian or Jill would care to put pen to paper for the Newsletter?

Last week on my way to Sydney (by car) I called in on Stuart Hilsberg at Tamworth Aerospace Academy. He is enjoying his new position and spared a few moments for a quick tour of what appears to be a training establishment par excellence.

Within this issue are details of the tender of four Airtourers (RNZAF) which I understand was advertised in the Australian on January 15th.

With apologies I have abridged a contribution by Stan Tilley describing the Targa Road Race in Tasmania. Hope our readers appreciate something that is somewhat akin to flying. No wonder Stan loves the Apple Isle.

Please keep up the contributions. See you all at the Lake.

Safe flying,

SPRINGTIME IN THE GRAMPIANS

Hector and Wendy arrived first on the Friday and had returned to the airport with a car by the time Jane and Andy touched down. We were made most welcome by our hosts Bob and Melina Farmer at the Lake Fyans Holiday Park. They invited us for dinner and we enjoyed a very pleasant sociable evening. (Don't buy a caravan park -they were up every 5 minutes answering the buzzer till 11:30 pm!)

Saturday saw us checking out the scenery from the air. Hector took Bob on this tour. It is spectacular country and a must for flying if you are in the region.

Most of the group arrived by lunch time Saturday. We could have been excused for thinking Christmas had arrived early in the form of Allan and Merle, as Allan was handing out goodies (Airtourer parts) in all directions!

After lunch at the Lake Fyans Holiday Park we were taken to Hall's Gap and following a lengthy discussion and map consultation, walked (Yes, WALKED, after all it is an Airtourer trip) up Mackey's Peak. The Pinnacles were a bit further and this walk was saved for next time. The progress was a bit erratic at times due to certain peoples interest in wildflowers. We stayed for quite a while atop Mackey's Peak admiring the views and it should be noted that the time spent was not related to our physical condition! On the way down, we visited the Venus Baths, a natural series of pools, where Bonnie seemed tempted to stay (swim?) and Stan had to prompt her somewhat firmly to join us.

We had a while to wait for the bus to take us back to Lake Fyans. Ice creams were delicious, and a few beers went down well while we chatted. A fairly naked (male) leg was waved as the bus arrived - it's a wonder it stopped at all!

Gordon and Marietta arrived for dinner an Saturday. The planned BBQ dinner turned out to be a roast dinner in the new recreation hall, (Bill was delighted with this change of plan - ask him about BBQ's sometime!) white table linen, set places complete with wine glasses, and an open fire. An excellent meal and a most enjoyable evening.

A reasonably early start was needed on Sunday (in spite of Saturday night!) Gordon and Marietta headed home as JVV was getting a new coat of paint on Monday. We all headed off for a four wheel drive coach trip of the Grampians, including a morning tea stop. Bob kept us informed about the local points of interest and knew just where to take us for the best views. We visited an Aboriginal ceremonial site and also viewed Mackenzie's Falls. We thoroughly enjoyed all of this and were sorry we didn't have more time to explore the area.

Back to the Holiday Park for lunch, (Spaghetti Bolognese and sandwiches - as we tucked, in a few were thinking of the load and balance) We were then taken out to the airport. Our farewells included one "hello" to Ian Donovan who arrived to see us depart. Was this a record for the shortest attendance on an Airtourer trip?

Participants in the weekend were:

Hector and Wendy
Andy and Jane
Allan and Merle
Stan and Bonnie
Gordon and Marietta
Bill Miller
Bob and Bev Gilmour
John and Doreen Treble
Ian Donovan

Andy and Jane

AIRTOURER ASSOCIATION HISTORY AND RELATED MEMORABELIA

PLEASE HELP WITH:

(1) Copies of the following Newsletters
  (a) Any copy between 1978 and 1979
  (b) No. 28 May 1984
  (c) Nos. 31 to 43
  (d) No. 48 onwards

(2) Any photo taken at Association Fly-Ins or Conventions since 1978.

(3) Good copies of newspaper cuttings dealing with Airtourers, Owners and Pilots etc.

If you can assist please bring your contribution to AGM Lake Cargelligo or post to Doug Stott at the address below.

All items should be identified if possible by labelling same. Also should you wish them to be returned (after copying) then please indicate.

A report on the official scrapbook and Association Records will be presented at the Annual General Meeting.

Doug Stott
Historian

Doug Stott
P.O. Box CP291,
Mildura Plaza, VIC 3500

Fax No. 050 212628

FLY-IN FOR HENRY.

The Weekend of the 1st May we are having a fly in for our Patron Henry Millicer at Torquay. Victoria. Arriving Saturday at Torgair Airpark. fuel available and no landing charges.

Plan. A formation fly around by the club team Saturday afternoon and some Aerobatics. There will be a dinner that night at the Surf City Motel with Henry and Kate as our guests. Sunday there will be a fly past before departure.

Cost. Surf City Motel $85.00 a double
Tropicana Motel $78.00 a double

Dinner 3 course meal $27.50. per head.
Beer and Brown Bros. house wines available

Small charge for transport.

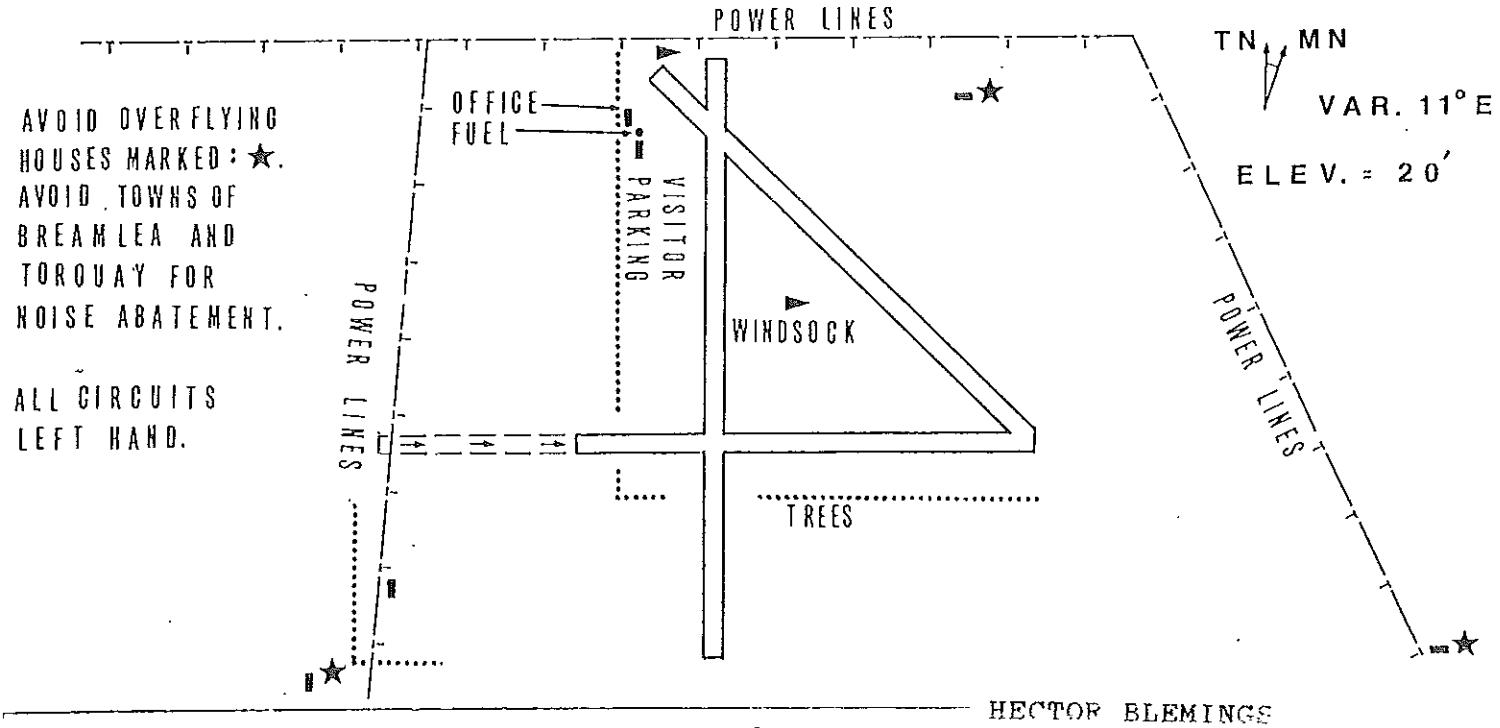
A $40.00 deposit is required by the motels and limited accommodation is being held for us so please book early. Send cheques to me at P. O. Box 1 Yarragon. Vic. 3823 nominating motel preference by March 10th.

GPS 38 13 S 144 22 E CTAF 119.0.
1 km from beach. 15 km from Geelong.
All circuits left hand. Elev. = 20 feet.

This is not just for Victorians so would love to see as many interstate members as possible. Some house accommodation in Melbourne and Latrobe Valley for a day or so can be arranged for those travelling from far distances.

STRIP DETAILS: ALL STRIPS CAMBERED GRASS

STRIP	APPROX. SLOPE	TOTAL LENGTH FENCE TO FENCE	APPROX. EOL 1:20 3·33%	COMMENTS:
18/36	LEVEL	800 M	590 M	PREFERRED STRIP
13/31	1% UP TO NW	720 M	540 M	2ND. PREFERENCE
09/27	1½% UP TO W	900 M	680 M	OP. ESSENTIAL ONLY



HECTOR BLEMINGS

The Roar of the Radial

(flying the AT6)

There are engines and engines, and quite apart from the fact that to an aviator the most important thing about an engine is that it keeps going at the right times - the most important thing an aviator will probably say about an engine is that the engine must SOUND RIGHT.

At the top of the popularity stakes for engine sound there is without a doubt the Rolls Royce Merlin. Not the scream and thunder of the jet or the whistle of the turbine but the Merlin, with its V12 configuration and the sound of 'music'. The throaty purr that brings tears to the aviators eyes.

Close behind the Merlin, for the popularity of the sound come the big radials with their distinctive roar, giving an impression of lazy power.

Perhaps the most famous of the early radials was the 9 cylinder Wright Whirlwind which powered Charles Lindbergh on his solo flight across the Atlantic. Lycoming,Warner, Bristol, Fiat are just a few of those who made radials. Pratt and Whitney built thousands of the Twin Wasp radials of 1200 horsepower, main power for the immortal DC3, but whoever makes it, there is no mistaking that radial 'rumble' sound is there.

Only once (in a Beaver floatplane) in over 3500 hours of flying I had ever been any more than a passenger behind a big radial, so when offered the opportunity, by owner Peter Houghton, to actually fly a Harvard AT6, powered by a big 600 HP Pratt and Whitney, I jumped at it.

The Harvard is one version of one of the most famous World War 2 advanced trainers built by North American Aviation. In America they were Texans and SNJ's, in England,Canada and New Zealand, Harvards, and in Australia after some modification by our own aircraft designer,Wackett, became the Wirraway. Even the Australian Boomerang fighter owed a lot to the original AT6 design.

The Harvard is a big aeroplane. Even the distance from the seating position to the bottom of the fuselage is enormous so you endeavour not to drop anything, as it would be impossible to recover during flight. Despite this height the size and tailwheel configuration mean that vision whilst taxiing is restricted - so its the old 'wig-wag' trip to the thresh hold. Line up and open the throttle to be greeted with a magnificent roar and a real surge of power. Stick forward, tail up,torque balanced with rudder and we are climbing out at over 1200 ft per minute. Power back and revs back to 2000 and the 'racket' reduces a little but the aircraft still climbs firmly.

Aerobatic tactics proved to be VERY different. The engine is very easy to over speed and with a repair figure like $40,000, the procedure is to avoid any negative 'G' to reduce this possibility. Even so being used to rolling on my back and poking in lots of forward stick, I initially found it a little difficult to change tactics. Peter,brave man that he is,after 'rescuing' his engine a few times, soon put me right. Roll off to one side -let the nose FALL AWAY, level wings and the speed will build up to that required for a particular manoeuvre.

Elevator control is is excellent with loops entered at around 160 knots. Again the nose is allowed to fall off the top. What magnificent great big loops they are. All rolls are really barrel rolls with a very high nose entry and no forward stick whilst inverted with the nose falling away to avoid any negative forces. Plenty of rudder response for stall turns and spin recovery quite normal. Being a big, heavy,aeroplane control input needs to be very positive. I was initially much too tentative.

The result is a series of what can best be described as giant corkscrews in the sky. Magnificent fun and no doubt very spectacular from the ground accompanied by that super big radial roar.

As the aeroplane has a reputation for being somewhat easy to ground loop and although I have lots of tailwheel experience, I was happy to merely 'follow through' on the landing. The procedure is a definite 'wheeler', the object being to retain rudder in the airstream for as long as possible. When the tail drops naturally, the stick comes right back but like all tailwheel aircraft, rudder and brake control is maintained until the 'plane is tied up in the hangar.

Thanks Peter, I could very easily get 'hooked' on that big beast. Great performer, great fun, great landing challenge and absolutely GREAT SOUND.

Stan Tilley.

INSTALLATION DRAWINGS

At it's meeting on 9th March 1992 your committee resolved as follows.

"The Airtourer Association pay the Co-operative's accounts of expense involved in obtaining drawings for installation of avionics, alternate static source, type inspection-hole scheme, and that members should pay a small fee for this service upon request of this and any subsequent approved informational drawings".

"CT4 NEWS"

Received a letter on the 27th January to say the Minister of Defence, Science and Personal, will be forwarding information as soon as possible.

Hector Blemings

"Flying the Dragonfly"

You may well ask, "what has this got to do with Airtourers'" the answer of course is everything and nothing.

However my association with the Dragonfly sparked the desire to own an aircraft, that I could fly for the sheer joy of flying and do a little more than fly from A to B, an historical aircraft with character,(the Airtourer).

A conversation with Stuart Hilsberg today resulting in his suggestion, that I might like to submit an article for the Airtourer magazine on flying the A37, so here goes.

My involvement with the Dragonfly started three years ago when the Managing Director of the corporation for whom I work, purchased a Dragonfly restoration project from Col Pay of Warbird fame. Naturally as their Chief pilot I was asked to become involved, having no idea what a Dragonfly was other than an insect with the flight characteristics of a helicopter, I did some research.

Cessna developed a Jet trainer for the US military, the T37 a twin jet with side by side seating and powered by two Marbour engines developing 990 lbs of thrust each. The conflict in Vietnam and the developing need for a ground attack aircraft that was highly manoeuvrable and could carry a vast array of ordinance, sparked the development of that little trainer into the A37B (Dragonfly), a beefed up version equipped with Minigun and hard points and due to the engines GE J85's or rather military versions of the CJ 10-6 as fitted to the early Learjet 24's and 25's developing 2,850 lbs of thrust each, resulting in an aircraft that could carry it's own weight in ordinance and as I was to find out could climb like a homesick angel.

Having flown Learjets for 12 years, with 5 years flying the Lear 24D, I became enthused at the prospect of flying the Dragonfly, with the same engines, but 5,000 lbs lighter, I anticipated exhilarating performance, I was not to be disappointed.

A year before our Aircraft was due to be flown, I took the opportunity of flying the T37 version, operated by David Brady in Georgia USA. This aircraft was less than inspiring in its take off performance, needing flaps for take off and having to be cleaned up and accelerated to 150 Kts before initiating a climb, however it was a delight to fly above 200 kts with a brisk rate of roll and good elevator response and a joy to Aerobat. Unfortunately David was killed in an Accident in the T37 only 3 months later, whilst flying formation with a B25 the prop of the B25 striking the tailplane of the T37 which went in.

Because of my Learjet experience, check and training background and my checkout on the T37, the CAA gave me an endorsement and Check and training approval for the A37B.

I studied the flight manual until I felt I knew the systems thoroughly and ran numerous performance calculations. Finally having ran out of excuses I made the first flight with Col Pay. The interesting thing about test flights, is that getting the aircraft off the ground is always the easy part. Once you have accomplished that, your next problem is to get the aircraft back on the ground in one piece, since there is no way of leaving the thing up there one is forced by necessity to resolve the problem.

I was in possession of the test flight program, as set out by the USA Air Force and I shared the test flying with Col whom I endorsed along the way although at times I was a little unsure as to who was teaching whom, the combination of my Jet experience and Col's Warbird experience working effectively to resolve problems as they arose.

The Dragonfly is very easy to fly, fortunately, with excess power and delightful handling, it is also very easy to land although I must admit that after flying the B727 for the last 4 years I had to re-adjust my perspective from a 30 feet high flare to 6 feet which made for some interesting approaches.

It does have some performance limitations, that need to be observed and like any aircraft needs to be flown in a professional manner, with strict adherence to the limitations as laid down in the flight manual.

Unlike the T37, the acceleration is breathtaking and slams you back in the seat as you instantly go from zero to 100 kts, on rotation you need to keep pulling back on the stick to avoid exceeding the gear retract speed resulting in 45 degree climb out attitude and with a full power take off you find yourself passing through 2,000 feet in the time it takes to get the gear retracted. Of course the versatility of the aircraft is such, that by using reduced power for take off and further reducing power after lift off, you can easily work within the confines of a normal circuit pattern, although I have to admit the opiate of performance often overrides conservatism.

I found most Aerobatic manoeuvres worked best with about 85% to 90% power and speed between 230 and 250 kts, however at these speeds loops require 2,500 feet to accomplish. With so much power on tap the vertical performance is outstanding and the aircraft is very smooth with very little rudder input required, an Aileron roll only requiring 10 degrees nose up on entry and the aircraft holding inverted flight without exaggerated attitude.

Because of the abundance of power on tap, it is easy to sustain High "G" loadings, so in deference to our bodies and the 1200 combat hours that our Dragonfly flew in Vietnam, we restrict "G" loadings to +5 and -2 "G".

With only 3,100 lbs of fuel, we do have a limited range and since it is unpressurised, we require helmets and oxy masks if we wish to maximize the range. Most of our flights to date have been made without oxygen below 10,000 ft, by setting a cruise power based on 1800 lbs per hour fuel flow and an indicated 230 Kts, this has resulted in a comfortable 250 miles range, which will increase, when we fit the drop tanks presently under restoration.

All of the above leading of course to my purchase of VH-MTN, currently under restoration and being modified to take a 160 HP engine and membership of the Airtourer association.

Phillip Reiss

FOR SALE

Electric Flap/Trim Motor Fittings are available from Air Tourer Co-op.
2 Way Motor 28 Volt.
Contact Alan Wood for further details.

FOR SALE

Acceleration 'G' Meter
+ 10 to -5 Range
In working order $150.00
Adrian Jolly, P.O. Box 56, Loxton S.A. 5333
Phone 08 847456

TROPHIES TO BE AWARDED AT AGM L. CARGELLIGO

(1) Sonny Rankin Trophy for Best Presented Airtourer.

(2) Longest distance travelled.

(3) Secret time of arrival.

John Treble

HEADQUARTERS NEW ZEALAND DEFENCE FORCE

RNZAF 346

All correspondence should be addressed:

Chief of Air Staff
Royal New Zealand Air Force
Headquarters New Zealand Defence Force
Private Bag
Wellington

Telephone:
(04)498-6891

AIR STAFF

In reply please quote: AIR 11510 AIR/81-2

9 December 1992

The Editor
Airtourer Association Newsletter
20 Mallard Place
Bokarina
Queensland 4575
AUSTRALIA

Dear John,

Unfortunately the Royal New Zealand Air Force has decided it is not economically/commercially viable to continue operating the Airtourer aircraft when the Airtrainer can accomplish the same tasks.

If you wish to insert a short article in your newsletter to this effect, please do so. The aircraft will be sold by Tender but not necessarily to the highest bidder. Tenders open 12 Dec 92 and close 15 Feb 1993. Vital statistics are:

Victa Airtourer T6/24. Qty -4-, Average time = 3,350 hrs
Registered with the RNZAF since new (1970) as NZ 1760,61, 62 and 63. Corrosion inhibited during manufacture.
Engine - Lycoming 0-320-D1A uprated to 160HP.
Average TSO 800 hrs.
Propeller - Hartzell HC-C2YL-1B constant speed
TSO 287 - 1,300 hrs depending on serial number.
Avionics - VHF 251
Emergency Locator Transmitter ELT 110
Airways Transponder TRT 250
Condition - very good,always kept in a hanger. The aircraft will be aligned to NZ CAA Certificate of Airworthiness standards prior to sale.
The "ZK-..." registration will be up to the successful purchaser.

I wish all readers and Association members a prosperous New Year with many an enjoyable 'fly-in'.

Yours sincerely,

Alan J. Weir

A.J.WEIR
Warrant Officer
For Chief of Air Staff

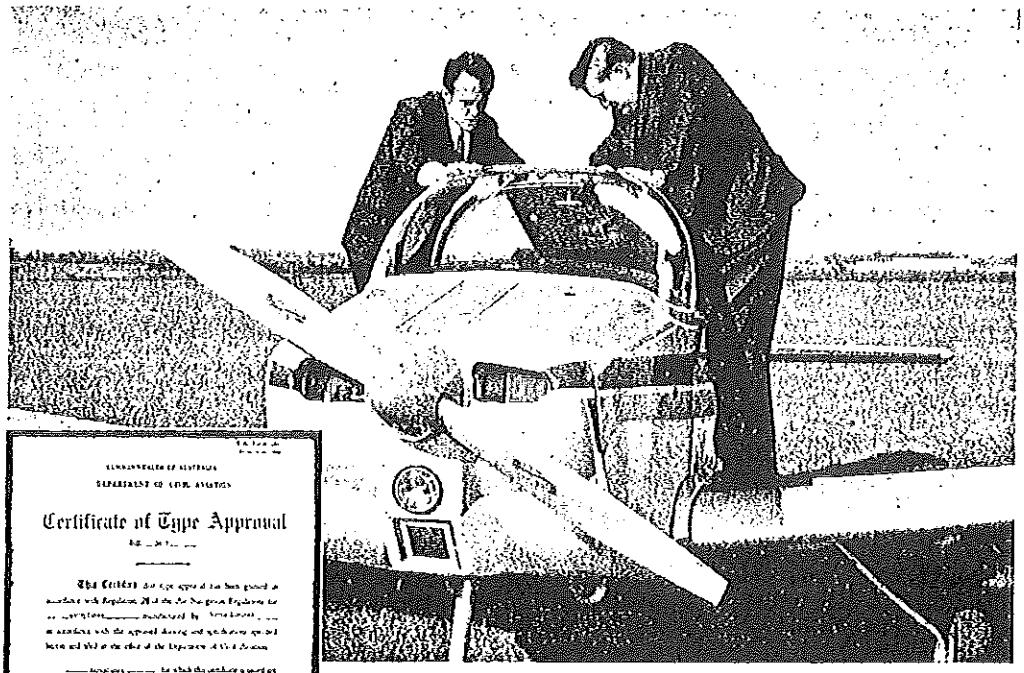
VICTA AIRTOURER 100

Australia's first all-metal light aircraft to be granted Type Approval

At Bankstown aerodrome on Wednesday, July 4, the Director-General of Civil Aviation (Mr. D. G. Anderson) presented the Certificate of Type Approval for the Victa Airtourer to Mr. G. B. Richardson, deputy chairman of Victa Ltd.

The Victa Airtourer is the first Australian light aircraft to be granted type approval, which means that it has passed all airworthiness tests and is fully cleared by D.C.A. to go into mass production.

In presenting the certificate, Mr. Anderson congratulated the company on its enterprise in setting up a commercial aviation industry in Australia. He said Type Approval was not granted lightly and the aircraft had had to pass very strict tests. He was confident that Victa had established a very sound engineering basis on which to build an aircraft industry.



Certificate of Type Approval

ABOVE: Mr. D. G. Anderson, the Director-General of Civil Aviation, together with Mr. G. B. Richardson, inspecting the Victa Airtourer 100.

INSET: The actual Certificate of Type Approval.

AT LEFT: Mr. D. G. Anderson seated at the controls of the Victa Airtourer.

In accepting the Type Approval certificate, Mr. Richardson said he believed it to be the start of an important Australian industry and one that could prove an export earner as considerable overseas interest had already been shown in the Airtourer.

He added that the Airtourer was the first of a planned family of Victa aircraft. Probably the next member would be a four-seater version. Other designs were also on the drawing boards.

He forecast that within three years Victa would be producing and selling 300 aircraft annually.

Australian designed and built, with such components as engine and propeller being imported, the Victa Airtourer 100 is believed to be the only fully aerobatic, all metal light aircraft in the world.

Behind the 100

Mr. Mervyn V. Richardson (left), Chairman of Victa Ltd., and Mr. Garry B. Richardson (Deputy Chairman), the driving forces behind Australia's new commercial aircraft venture. Mr. Richardson, Jnr., has been twice holder of the Australian Interclub Aerobatic Championship.

V I C T A L I M I T E D

AIRTOURER 100

OPERATING COSTS	PRIVATE USE
ANNUAL CHARGES	
Comprehensive Insurance - 7½% full price £3,998	£299.17. 0.
Depreciation (20% residual after 7 years)	456.19. 0.
Hangarage (estimate)	52. 0. 0.
Passenger & Third Party Liability	17.10. 0.
Certificate of Airworthiness - (3 yearly) per annum	50. 0. 0. *
	£876. 6. 0.
RUNNING COSTS PER HOUR	
Fuel - 4.5 g.p.h. @ 4/- gal. (average)	18. 0.
Oil	1. 3.
Maintenance - 100 checks @ £25. 0. 0.	5. 0.
Engine and propeller overhauls (£400 for 800 hours)	10. 0.
Sundry maintenance	2. 6.
Total cost per hour	£1.16. 9.

TOTAL OPERATING COST PER HOUR FLOWN

Hours per annum utilisation	200 hrs	400 hrs	600 hrs	1000 hrs
Running costs per hour	1.16. 9.	1.16. 9.	1.16. 9.	1.16. 9.
Annual charges per hour	4. 7. 8.	2. 3.10.	1. 9. 2.	17. 6.
Total hourly operating cost	£6. 4. 5.	£4. 0. 7.	£3. 5.11.	£2.14. 3.
MILES FLOWN @ 125 m.p.h. cruising	25,000	50,000	75,000	125,000
Cost per aircraft mile	1/-	7¾d	6½d	5¼d

* Average figures

December 12, 1962.

AIRFRAME:

Tubeless tyres (interchangeable all three)
Control Gust lock
Cabin heating and ventilation
Safety harness
Outside access steps and hand grips
Map Compartment
Cabin sound proofing
Ash tray
External tie down points
"Dayglow" fibreglass fairings and propeller spinner
Instrument panel lighting
Cabin light
Navigation lights

INSTRUMENTS:

Air speed indicator
Sensitive altimeter
Compass, magnetic
Tachometer with engine hour log
Oil pressure/oil temp. gauge (Combined unit)
Electric fuel contents gauge
Turn and balance (air driven from venturi)
Generator warning light

ENGINE EQUIPMENT:

Radio shielding
Electric auxiliary fuel pump
Dual magnetos
Key operated ignition
Electric starter
Generator 20 amp.
Aerobatic battery 12V.
Oil cooler
Dual throttle controls
Carburettor heat control

OPTIONAL EQUIPMENT

ITEM	FACTORY INSTALLED PRICE
Rotating beacon	£ 43.11. 6.
Landing light	16. 5. 0.
Artificial horizon	41.18. 0.
Directional gyro	41.18. 0.
Second venturi (for above)	14.15. 0.
Cylinder head temperature gauge	30.10. 0.
Clock	20. 7. 9.
Outside air temperature gauge	12.17. 6.
Fuel pressure gauge	12.11. 6.
Vertical speed indicator	27.11. 6.
Ammeter	12. 5. 6.
Vacuum gauge	15. 5. 6.
Carburettor air temperature gauge	35.11. 9.
RADIO	
A.W.A. Skyphone VHF radio with 2 crystals installed	223.17. 7.
A.W.A. Skyranger HF radio with 5 crystals installed	410. 0. 0.

Both above radios include aerial, cabin speaker, hand microphone and headset.

PRICES SUBJECT TO CHANGE WITHOUT NOTICE. 9th November, 1962.

LAKE CARGELLIGO - 13th, 14th, 15th March, 1993

WHERE: 33°17'S. 146°23'E. FIS Melbourne 126.0

EL.: 555 ft. CTAF 126.7

RWYS: 06/24 length 1200m gravel
12/30 length 880m grass
No aids, no lights, no special procedures.

Avgas will be available from drums @ 95¢ p.l.

ACCOMMODATION: 2 Motels - about 42 bodies.

"Bunkhouse" at Bowling Club - 40 bodies

TARIFF: Motels - $55.00 per room

"Bunkhouse" - **free!** (dormitory-type accommodation but must bring own linen! Beds and mattresses provided and cooking facilities for breakfast - food will be available.

There are no taxis at the Lake and there is no Aero Club, and as the Aerodrome is about 2 miles out, we will be relying on the good nature of the local citizens for transport to and fro. Ring Lachlan Way Motel (ph: 98.1201) from Aerodrome.

Please note, when completing the accommodation form, to give details of your expected time of arrival and departure, as well as your preference for accommodation.

There will be a registration fee of about $40.00 per head which will cover (a) bus transport; (b) Saturday lunch; (c) Convention dinner; (d) Sunday lunch.

LAKE CARGELLIGO ANNUAL CONVENTION 1993 - PROGRAMME

Friday, 12th March, 1993

Arrivals - informal evening.

Saturday, 13th March, 1993

Arrivals/registrations.

1300 Lunch at Sailing Club

1600 Annual General Meeting - Bowling Club

1700 Co-op. A.G.M. at Bowling Club

1900 Convention Dinner at Bowling Club and presentation of awards

Sunday, 14th March, 1993

0900 Bus departs from Motel/Club for tour of district including sheep and cattle properties

1230 Barbecue lunch at Euabalong Weir with entertainment by Aboriginal Dance School

1430 Continue tour and return to town

1900 Bus to Sports Club for informal meal and get-together

2200 Bus home

Monday, 15th March, 1993

0900 Bus transport to Aerodrome. Fuel will be available prior to departures

Targa Driver

by Stan Tilley.

Five ,four ,three two, one- Go! Clutch out ,foot down and we were away on the first Targa section.

'We' were brother John and myself in the inaugural 1992 Targa Tasmania.Most of us know that Tassie is a great place but well you may ask"What is Targa Tasmania?" The short answer is that Targa Tasmania is 'fantastic' - but to elaborate it is a 2000 klm rally around Tasmania,for sporting and historic rally cars.The driving is divided into transport,touring and "Targa" sections. It's all on Tassies magnificent twisting,climbing, turning sealed roads, with the Targa sections being **closed to all other traffic.**

Revs up to 5000,second gear 5000 again corner coming up,back off just a trace,foot down again round under full power and into third up to 4000,140 kph next curve coming up fast,touch the brakes back into 2nd foot down and around we go 'lovely stuff"

Having owned an 'E' Type Jaguar for many years,the legal opportunity to drive this car as it was designed to be driven under controlled and safe conditions was all the incentive I needed to ask for an invitation to participate.Mind you ,that was only the beginning.It soon became apparent that the 26 year old car,not to mention the considerably older driver, needed quite a bit of'pre-Targa' preparation,a process that became more involved as the'neglect'of years was overcome. (Also decided to upgrade the brakes and finished up flying the front hubs -in my'toy'aeroplane- to Melbourne for modification)

Targa section-yellow flag - hold on the power but be prepared for the red - there it is - stop for control -beauty - we broke the minimum I'm going to enjoy this.

The prize ? Well 'Targa' is apparently 'plate' in Italy,the home of the once very famous'Targa Floria',a motor race promoted by the Floria family where the prize was a gold plate.(It seems in Tassie we have to get three china plates in consecutive years before we finish up with a gold)

Targa section- Hey! There is a Porsche overtaking me - well let him go he sure is nifty and taking beautiful lines on this tight little section. He has to be turbocharged with that acceleration.

At first I nominated my wife Bonnie as navigator but after a preliminary look at parts of the course it was soon apparent that if I wished my 36 year old marriage to continue for another 36 hours, that other arrangements would be advisable!

Targa section - Catching the big Mustang which is going really well - give him a flash - great he has moved over -take him on this bend -now !

I rang John,who lives in Canberra.It was his birthday and he seemed a bit depressed(with good reason as he was still recovering from a broken neck received in a push bike accident) "Come on down to Hobart,we are just enjoying a barbeque" So he jumped on a 'plane and did just that.

The plot was hatched. John agreed to navigate but with two conditions. First,being a little notorious for doing aerobatics in the aeroplane I was to promise "not to do down here what you do up there" and second "not to break his neck again"

So here we were-in the very first Targa Tasmania.

Longford flying 'mile'John"Don't back off that's only the yellow" Yes I know but the road is wet we really don't know how good these brakes are yet and there are too many people down there.

The start was at Launceston in the North.

Targa section-Wow that massive Aston is overtaking us as if we were standing still but only a few moments ago I saw him literally ploughing through the grass like a Sherman tank as he headed back on to the track.

The line up of cars was magnificent.From a 1908 MAB chain driven monster to a 1992 Ferrari F40 reputedly worth a million dollars.The MAB had a V12 engine of 27 litres.A little Fiat Arbarth had an engine of 750ccs. In between was probably the biggest collection of Ferraris, Porsches, Austin Healeys, Alfa Romeos, Aston Martins, Jaguars, Mustangs, Cobras, Lotus's, Bentleys, MGs, ever seen together in Australia plus a bevy of immaculate'super seven' type clubman cars,a '33 Packard V12 ,a 1920 Hispano Suiza,a '27 Delage a beautiful '35 Lagonda, a superb Mercedes 300SL Gullwing and a Rolls Royce which was an incredible performer.. Also included were rally cars such as the Lotus Cortina,Honda S800,Datsun,Escort and a Hillman Hunter that had already completed the London to Sydney in 1968 and last but by no means least the modern(after'77)'exotica',including a Porsche 968,BMW M5,a Lexus,Holden Gp A and Falcon XR8 super cars and the Honda NSX.

Targa section - Wow its slippery especially in the shade - this car is very 'tippy toey' in the wet - hold 2nd around this -hell there is the Mini down the ditch looks as though its hardly damaged

Altogether 205 cars started in the Targa.Grouped into classes and capacities with Targa times set to match,everyone had a chance to get a personal Targa.

Targa section-Damn- that's a 90 degree left at that junction with the camber all wrong -no way -we are too fast-brake hard hold it straight and "sorry chaps" it's down the escape road- confound this car's enormous turning circle.Thank goodness for John who is saying"Take it easy there is no panic you are well inside your time allowance we will still do it easily"

Drivers too were from every where and included such famous names as Roger Clark,Stirling Moss,Greg Crick and former World Formula 1 Champions,Denny Hulme and Sir Jack Brabham. At least half a dozen of the cars and drivers were from Japan.

Targa section - Ease off there is a safety triangle - someone in trouble - its the EH Holden-holding out the OK card but it looks like a puncture.

Spectator response was nothing short of incredible.Thousands lined the start.Schools came out in total to watch the cars go by. Targa 'parties' with a 'barby' and a few 'tinnies' in a lot of front gardens.

Thus we arrived at the second last Targa stage,still in company with our others in the 'E' team with whom we had enjoyed much fun and cameraderie.

Targa- 'E' one has started-'E' two has started- time for us to line up-hang on there seems to be a bit of fuss-delay-section stopped-what are they saying a car blocking the road-hope everyone,including our 'E' team is OK

The road at Tarraleah took ages to be cleared so that we were not to know it but our 'Targaring' was over.Felt very sad for the masses of people at New Norfolk who had been running a street party for us but we were just too late.A disappointing anti climax.

But as we finally drove up the finishing ramp at the Sheraton in Davey Street Hobart to the resounding cheers of thousands of loyal spectators ,all was forgiven.

We had successfully completed the very first Targa Tasmania and had qualified for a Targa plate and a team position. The car was going like a dream and was not damaged.We had achieved our objectives.Thanks John.

John's comment "Well you are either a pretty good driver or very lucky but whatever, I'm ready for bed"

BAZZA'S BARGAIN BAZAAR

Bazza wishes to remind all his customers that his entire range of Airtourer Association T. Shirts, Badges, Patches, Transfers, Stickpins, Stubby Holders etc. will be available for purchase at the A.G.M. Lake Cargelligo.

Enquiries please to Barry Gray on (051) 661352.

FORTHCOMING EVENTS

March 13, 14, 15.	A.G.M. Lake Cargelligo, N.S.W. Details and accommodation form herein.
May 1, 2.	Henry Millicer Fly-in Torquay, Vic. Details herein.

AIRTOURER ASSOCIATION ANNUAL CONVENTION
LAKE CARGELLIGO - 13th, 14th, 15th March, 1993

ACCOMMODATION FORM

Please complete this form and post, with cheque made payable to LACHLAN WAY MOTEL, PO Box 26, Lake Cargelligo, 2672.

NAME:_____ A/C Regn._____

ADDRESS:_____

_____ PHONE:_____

I will be accompanied by _____

I expect to arrive at Lake Cargelligo at_____hours on_____

and will be departing at_____hours on_____.

I prefer accommodation for ____ nights at a Motel/Bunkhouse and a Double/Twin/ Single room. (Cross out accommodation not required).

I enclose my cheque for $_____ ($10.00 per person for Motel accommodation. Not required for Bunkhouse).

I will/will not require refuelling on Sunday/Monday (delete one).

- - - -