AIRTOURER ASSOCIATION

SEPTEMBER 1979

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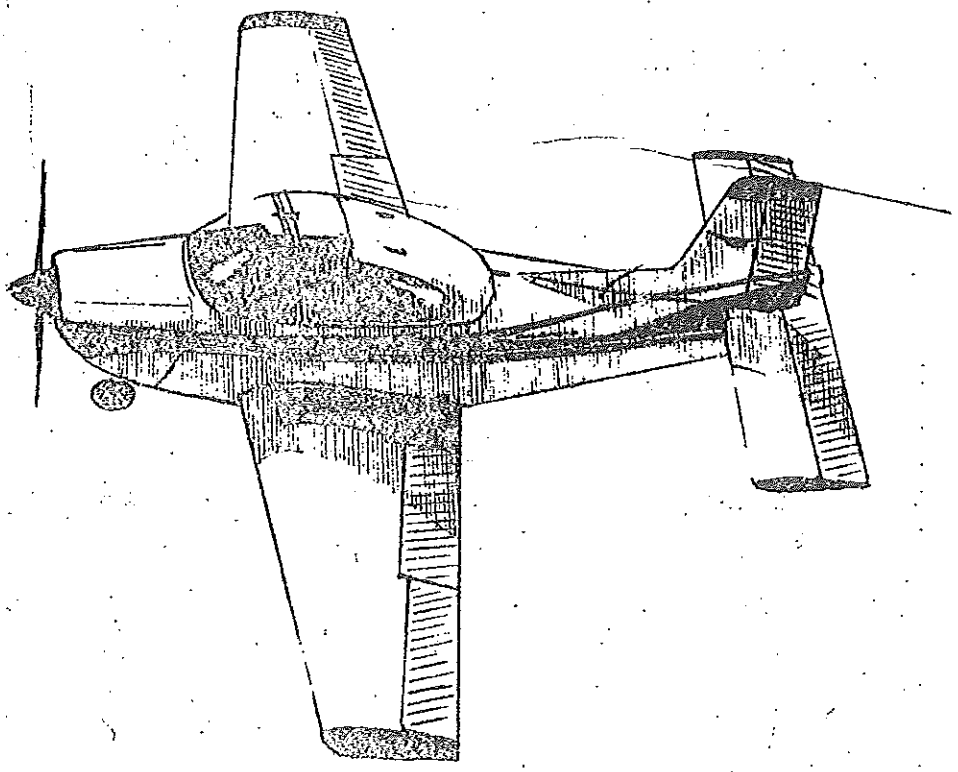

NEWSLETTER

Registered for Posting as a publication Category B.

AIRTOURER ASSOCIATION

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NEWSLETTER

Published Quarterly and as required

EDITOR: Alex. Hood, P.O. Box 200, Morwell, V., 3840

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

Advertisements by members are included free of charge

Advertisements by non-members are accepted, space permitting, and a donation to the Association is requested.

EDITORIAL

Faced with the increasing cost of Avgas and fuel rationing, sport and recreational flying is taking a severe battering. There is nothing like increasing costs to kill incentive and enthusiasm.

In an attempt to avert these crippling costs and restrictions some owners have considered the use of motor spirit. This prompted an Airworthiness Advisory Circular No. 110 from D.o.T. to all aircraft owners discussing the reasons why motor gasoline could not be approved for use in light aircraft (piston) engines.

This was followed by an A.I.C. (C.O. 14/1979) to all pilots which contained the same information, but under the heading: "Prohibition of the use of motor gasoline in aircraft engines".

In a far more enlightening article in "Aircraft" (August edition) deputy editor Mac. Job goes further than discussing the pros and cons of using motor spirit in aircraft . He even suggested what precautions would have to be taken if using Mogas! To quote from his article, "... it is not much good berating a hungry man for eating food that is not good for him when he has nothing else to eat". Perhaps we could add to that phrase, ".. or cannot afford to buy that food."

Although the article lists several points to watch for if using Mogas it should be noted by Airtourer owners that other problems do exist, i.e., those inherent in the aircraft design. One of these was the prevalence of vapour lock in the early 100 series. This fact was mentioned in the Owners Manual and was eventually modified by fitting an air scoop to direct cooling air to the fuel filter.

Another problem common to both the 100 and 115 series is that the fuel booster pump is mounted on the firewall. If a vapour lock occurs in the fuel line between pump and tank there is no way it can clear the "lock" as it is a 'suction' pump, unlike other aircraft types which have the booster pump located at the sump pushing the fuel to the carburettor and thereby forcing out any vapour locks.

"YARRANDALE" 29, 30 SEPTEMBER, 1 OCTOBER IT'S ON AGAIN!

This popular venue, at the West Wyalong property of President, Sonny Rankin, is once more to host the Spring Fly-in of our Association.

Special attraction will be the R.A.A.F. CT-4s from Point Cook. They will be attending and plan some form of a display.

Also of interest will be Sonny's Aircruiser VH-MVR, now flying with its Australian C. of A.

Fuel will be available at "Yarrandale". Further details appear in the attached page with this newsletter.

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OBITUARY

It was with deep regret that we learned of the death of F/Lt. Stephen Elliot of Point Cook, in a CT-4 accident at Oakey earlier this month.

Although he never attended any Association Fly-ins he was known to several of our Melbourne members. Representing our Association at the funeral was our Secretary, Doug Stott.

To his family and friends the Association extends its deepest sympathy.

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AIRTOURER SPINNING CHARACTERISTICS

(February, 1965)

INTRODUCTION

Victa Airtourers 100 and 115 are both approved by the Australian Department of Civil Aviation to perform two-turn spins from any attitude for training, demonstration or any other purposes. On the strength of that, this design had received its type approval in Fully Aerobatic Category in July, 1962. Both types (of which 105 have been built to date) are being produced in quantity of 100 A/C per annum at the Victa Aviation plant at Milperra, N.S.W., and are used as training aircraft by 35 Aero Clubs in Australia and New Zealand.

BRIEF STORY OF AIRTOURER SPINNING TRIALS

Prior to its certification the Airtourer underwent 6 months extensive spinning trials and some modifications to tail end and control angles were found necessary. The final production configuration is D.C.A. approved to two turns of spin in service or four turns in flight tests by Victa pilots. In its original prototype form the aircraft could be made to enter a flat type spin, after five turns if out-spin aileron was used, from which the recovery was prolonged and difficult, and furthermore required an unusual form of control application, namely the in-spin aileron deflection, both quite unacceptable for a training aircraft. Consequently, the relevant control angles, namely rudder, (port and starboard), and up elevator angles were reduced and the control stops strengthened. It is now impossible to enter a stable mode spin using any combination of controls and/or C. of G. position (even with 1% of S.M.C. aft of rearmost).

AERODYNAMICS

Wind tunnel tests on a similar configuration were conducted at the Aeronautical Research Laboratories, at very high angles of incidence, and flight tests using streamer technique were carried out in order to ascertain the aerodynamic reasons behind the two modes of spin. A colour film taken in the spin as well as the wind tunnel data are available.

It has been proven that the initial two turns of spin are those of a true spin, namely the inboard wing is deeply stalled with a wake thickness of 2 - 2½ feet depth - whereas the outboard wing becomes unstalled as the rotation develops with the fuselage acting as an end plate, completely separating the two wings. Due to insufficient control angles, particularly the elevator up angle, the aircraft nose down pitching moment is too high for the elevator nose up moment and thus cannot be balanced. Consequently, the spin develops quickly into an unsteady mode of spin, with airspeed steadily increasing until it reaches such high values (in the fourth or fifth turn) that the aircraft either unstalls and recovers on its own accord, or there looms a danger of exceeding the V_{NE} on recovery. Measured along the normal (vertical) axis the acceleration force does not exceed 2.8 G during the rotation with full up elevator and speeds exceeding 120 knots. This alone proves that this unstable rotation is a spin and not a spiral, otherwise at 120 knots with full up elevator 6 G would be long exceeded in a pure spiral (V_A = 122 knots E.A.S. @ 6 G).

STRUCTURAL PROBLEMS

As a result of one wing being deeply stalled in a spin and the other one still flying, the respective wakes behind them are entirely different. Consequently, the tail unit, situated in such airflow is subjected to high asymmetric bending moments of an unusual and novel type, never before described or calculated. On the inspin side the tailplane and elevator are both stalled and are submerged in a wake of high turbulence and low velocity, so low that the resultant load on this side can be ignored. On the outspin half, the tailplane has a measured incidence of about 11° and is supplied with a steady airflow of full airspeed. The full up elevator of 21° is incapable of overcoming the large negative pitching moment due to tailplane incidence and the stalled wing. This effect puts on the tail a high asymmetric down load and drag load. The magnitude of the resulting bending moments in two planes were found to be much more critical than any other

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design tail load required by ANO's, BCAR's or CAM3's. Discovering such a high asymmetric drag load on the tailplane and elevator in a spin is claimed to be an original Victa finding, and is believed to apply generally to other aircraft. The proving of this load explained the in-service cracking of the original tailplane to fuselage fittings in 150 - 200 hours. These had to be completely redesigned to carry about twice the then ANO asymmetric tail load. The redesigned fittings have not shown any signs of deterioration in service life of 1000 or more hours.

SUMMARY

It is the opinion of the Australian Department of Civil Aviation and of operators with many thousands of hours of training experience in the Victa Airtourer, that it is safe in all phases of spinning and that it is completely suitable for training purposes as it enters and recovers from a spin of up to two turns using conventional technique, and this provides a clean demonstration to the student of the techniques of spin initiation and recovery.

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D. o. T. AIRWORTHINESS ADVISORY CIRCULAR 111-6

A.E.S.L. (VICTA) AIRTOURER BRAKE LINES

Consideration should be given to periodically annealing or renewing the copper brake lines fitted to some early model Victa Airtourer aircraft, in particular those modified to accept Cleveland brake assemblies.

With this type of unit the brake line floats with the calliper and work hardening of the copper line takes place at an accelerated rate, leading to a possibility of sudden brake failure.

A more permanent solution would be to modify the lower end of the brake lines by fitting a short length of flexible hose assembly between line and calliper.

Approval for this modification may be obtained by submitting the usual DoT Form 259 Design Advice, obtainable from the nearest DoT regional office.

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"SOME STRIPS WEREN'T MEANT TO BE EASY"

A.T. 115 - M.V.J.

Pilot (Member) Contribution

The competition on this day was a mini air race. Pilots were required to fly a triangular course, landing at two strips en route, to obtain directions to the following landing point. Other competitors in this mini air race flew the club's Cessna 150, but as my recent flying had been in an Airtourer I decided this would be my aircraft for the trial.

Each pilot was required to take along a check pilot to ensure that the correct height was maintained for the entire race, and correct power settings and airspeed were not exceeded, as well as to assist in the location of directions to each leg.

Prior to departure we were advised the first landing strip would have a marker in the centre where we would find directions to the next landing point, and the second landing point would supply directions to the required spot for landing at the home base, and point of shutdown.

With my check pilot comfortably seated, we departed for the first landing point, carried out a short field landing to the marker point, where the check pilot quickly alighted and picked up instructions to the next point, and without delay we took off.

The directions to the next point were read out to me by the check pilot, "land on the strip three miles south of Devil Bend Reservoir", etc. etc. I did not bother to listen to too much detail as we had recently held a club barbeque in this area, on which there was a strip, and I was quite

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suits because of the members awareness of this strip, this would be our landing point.

We climbed quickly to the required height and set a direct track for south of the reservoir and landed on the strip on a farm property nearby. My check pilot had great difficulty in locating any marker on this strip and turned over many tyres believing the directions to the point of touch down at the home base must have been planted under one. Time was ticking by - I yelled, "pick up a twig - anything - something to confirm we have at least landed on the strip". I then taxied back to the end of the strip for the last leg to home base. It was a hot day, and this did not help the performance of M.V.J. with full tanks and two people on board, and this fact became very apparent when half way along the strip I had to abort the take off. Becoming quite concerned at this stage, I decided to back track to the extreme edge of the strip. I picked a point along the strip for definite decision of stop or go, lined up, and pulled on the brakes as much as this aircraft would allow, and gave it full throttle. M.V.J. struggled off at the pre-determined point and with the roar of the engine, and the intermittent squark of the stall warning, I then had to decide whether I would fly OVER or UNDER the power lines. Once clear of the power lines, and after concentrating on first gaining airspeed and then height, I turned to my check pilot and enquired, "where were you looking after take off?" - "I wasn't looking", was the reply, "I had my eyes closed and I was praying".

Despite our delay in trying to find the marker I knew we were making good time at this stage, in this nippy little aircraft, and quickly headed back to home base.

Unable to find the directions for the precise landing point and touch down, by some strange coincidence we did land at the required point. I quickly shut down and ran into the clubhouse to confirm time for the trial, at the same time alerting the competition judge in the interests of safety, "For heavens sake, don't let anyone else fly the Airtourer in this race, I was more than lucky to get off the strip, let alone clear the power lines"!! "What power lines", was the reply, "there are no power lines at the end of the strip east of the road"! Yes, I had not studied the directions picked up at the first landing point, but landed on the strip WEST of the road, being the one I was familiar with.

We made very good time during the race, despite the holdup and aborted take-off, and if I had entered the clubhouse, without commenting on the dangers involved, thereby alerting the judge to our incorrect landing point, M.V.J. would have won the trial.

The Chief Flying Instructor was not on duty on this competition day, so who could resist the temptation to phone early Monday morning and tell him to fly over to the strip on the western side of the road and look at the rubber on the power lines ..... no wonder the phone went dead!

Jean Thorpe

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Thanks, Jean, for sharing with us such an experience (or confession). Perhaps some members may have other or similar experiences to share with us through these pages. You never know, you may be able to pass on some valuable tips to others.

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ANTIQUE AEROPLANE ASSOCIATION FLY-IN - WODONGA - 16 and 17 JUNE, 1979

For those who penetrated the SIGMET-ED "Severe Turbulence - forecast and observed" through the Kilmore Gap and made it to Wodonga on the Victorian Queen's Birthday weekend, a welcoming sight of some sixty vintage, classic, and home-built aircraft was to be seen.

Held at the delightful setting of Joe Drago's Museum Field it presented an interesting program of high speed dashes by Joe's Staggerwing and John Love's Lockheed 12 to sedate fly-bys of Arthur Whittaker's 1929 Widgeon and Ken Orrman's 1925 Hermes Moth - "Pilvetar".

Association members in attendance were :

Doug Stott : VH-CTM, Ian Donovan : VH-[illegible], Alex. Hood : VH-FTC (Cessna)

Also two CT-4 Airtrainers from Point Cook, flown by F/Lt. Bob Hazel and F/Lt. Mark Lewis

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"YARRANDALE" FLY-IN

A G E N D A

FRIDAY 28 SEPTEMBER

Members welcome to arrive on this day
Preparations in progress

SATURDAY 29 SEPTEMBER .. Last Light - 0833 GMT (1833 EST)

Arrival of Members, Guests and Visitors
Please register on arrival - Fee payable (all inclusive)

1200-1400 B-B-Q Lunch (Late arrivals catered for)

1500-1630 Flying Activities and Forums

Victa 210 Aircruiser
R.A.A.F. CT-4 s

1630 Drinks

1700 Transport to WWL for those staying at MOTEL
(Be ready to depart your Hotel by 1900)

1900-1915 Transport pick-up WWL to "Yarrandale" for Social Evening

1930 Social Evening and Dinner. Guest speakers to be advised.

2300 or when required - Transport to West Wyalong

SUNDAY 30 SEPTEMBER

0800 Breakfast ("Yarrandale" Guests)

0845-0900 Hotel Guests depart WWL for "Yarrandale"

0930 Informal discussions on technical, maintenance, and performance topics.

Briefings - 1. Formation Flying
2. Aerobatics

Flying Activities

Tea or Coffee as required

1130-1330 Lunch

1330 Departures
(An early or takeaway lunch by arrangement)

MEMBERS ARE WELCOME TO STAY LONGER IF THEY WISH

A QUIET (?) SOCIAL EVENING IS PLANNED FOR THOSE REMAINING

MONDAY 1 OCTOBER (Public Holiday, N.S.W.)

Departures

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"YARRANDALE" FLY-IN

AIRSTRIP

Details of the "Yarrandale" Airstrip are attached.
NOTE: If there has been recent rain use N-S strip only and confine turns to centre section.

FLIGHT PLANNING

IT IS REQUESTED THAT YOU SUBMIT YOUR SUNDAY (GOING HOME) FLIGHT PLAN TO DoT AT THE SAME TIME THAT YOU SUBMIT YOUR PLAN EN ROUTE TO "YARRANDALE". THIS IS ACCEPTABLE TO DoT PROVIDED YOU CHECK FOR WEATHER PRIOR TO DEPARTURE AND YOU LEAVE YOUR SARTIME (if not FULL SAR) AS T.B.A. (TO BE ADVISED). ENSURE REMARKS SECTION OF PLAN INDICATES PLAN IS FOR "SUN. 30 SEP." or "MON. 1 OCT".

This is due to the limited telephone facilities at "Yarrandale". All necessary forecasts will be obtained and made available.

ETD's and SARTIMES etc. will be collected and passed to DoT using minimum phone calls.

YAR is an accepted abbreviation for "Yarrandale".

V.H.F. COMMUNICATIONS

"Yarrandale" is located in SYDNEY F.S. Area (frequency 125.0) very close to the boundary with WAGGA (frequency 122.1).
At an altitude of 2500 ft, (QNH) it is possible to communicate with either station.

"YARRANDALE" Base Station will be operating on 119.1 during the Fly-In.

SARTIMES should be nominated to WAGGA FLIGHT SERVICE

FUEL

Fuel WILL be available at "YARRANDALE" on a cash only basis. Re-fuelling facilities are also available at WEST WYALONG.

Members requiring fuel en route to "Yarrandale" are advised to confirm availability ahead by phone at their intended landing points.

WEST WYALONG ACCOMMODATION (Preferred Order)

1	Charles Sturt Motor Inn	Phone	WWL 949
2	Country Inn Motel		WWL 897
3	Golden Way Motel		WWL 534
4	Mayfair Motel		WWL 897
	Tattersalls Hotel		WWL 30

EXCEPT FOR THOSE STAYING AT "YARRANDALE" (SLEEPING BAGS, ETC.) MOTEL OR HOTEL ACCOMMODATION (BOOKINGS AND CHARGES) IS MEMBERS RESPONSIBILITY.

BOOKINGS MAY BE MADE THROUGH THE ASSOCIATION PROVIDING A DEPOSIT OF TEN DOLLARS PER HEAD IS ENCLOSED.

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GENERAL AVIATION COST RECOVERY STUDY.

A submission from the "AIRTOURER ASSOCIATION"

BACKGROUND: The Airtourer Association was formed in 1977 to bring together the owners and operators of the Australian designed AIRTOURER series aircraft. Designed by Mr. N. K. Millicer, his design won a world wide competition for a new training aircraft in the early 1950's. A proto-type was then built and first flown during 1959. This was the first post-war aircraft design to be built and approved by the D.C.A. in Australia.

Production was commenced by 'Victa Ltd.' in 1959 and a total of 163 aircraft were built before overseas competition forced the up until then successful company to cease production in 1968. The rights were then sold to Aero Engine Services Ltd. of Hamilton, New Zealand, who manufactured the Airtourer in N.Z.. from 1968 to 1973 making a total of 80 aircraft. Production ceased when this company, now known as New Zealand Aerospace Industries Ltd. started production of a design developed from the Airtourer, known as the CT4 Airtrainer. This aircraft is now used by the R.A.A.F. as its basic trainer.

As the Airtourer has not been in production for some years the non-availability of spare parts and resulting high cost of items made "on demand" from New Zealand was one of the primary reasons for forming the Airtourer Association. Other reasons considered were, administrative and technical advice, a parts register, collective representation, social contact between owners, pilots, and engineers and the publication of a regular newssheet to members.

The Airtourer Association is dedicated to the preservation and continued airworthiness of all Victa and A.E.S.L. Airtourer series aircraft.

The Airtourer was very successful as a training aircraft, mostly in Australia and New Zealand. Some forty examples were exported to Europe, Asia and South Africa for service with various training schools. Since production ceased, the Airtourer has been slowly phased out of training school operation as those schools updated their fleets. Although some six flying schools still operate the Airtourer in Australia, most are now operating in the private category.

There are approximately 170 Airtourers still registered worldwide of which ninty-two are in Australia. The aircraft as a design is well worth preserving (apart from the historically important fact that it was one of the few Australian designed and built ever.). In particular it is noted for its strength, ease of flying, manouverability and aerobatic capability.

The Airtourer Association has a current membership of 132, representing 81 of the Australian registered Airtourers and a few of the overseas ones.

GENERAL AVIATION COST RECOVERY STUDY - JULY 1979.

Submission from the Airtourer Association.
(Postal Address: Post Office Box 29, North Essendon, Vic. 3041.)

1. (a) Airtourer Association members primarily operate in the Private category with only a few in the training (Aerialwork) role.
Ownership is mainly by private individuals and groups.
Usage - Private and Aerialwork. (Training)

A large proportion of our members are country land owners and use their Airtourer in association with the operation of their business. (farm ops.)

Use of Aerodrome and Airways facilities.

1. Approximately fifty percent of Airtourers are based on private airstrips.
2. Very few Airtourers are fitted with Avionics other than that required for basic VHF Air/Ground/Air communications. Use of Radio Navigation aids by our members is minimal because few Airtourers are so equipped.
3. Most of our members operate VFR and OCTA in country areas and as a result the use of Airtraffic Control facilities is small.
4. Most members would avail themselves of the facilities of Flight Service on extended touring or travel flights only.
5. The Operational Control Service provided by ATC staff at major aerodromes should be completely revised. The Flight Information Services as provided by Flight Service could equally be provided by ATC units. If a Directed Operational Control Service is REQUIRED by the Airlines, it is the Airlines that should bear the cost. Only Search and Rescue (SAR) services should be provided by the Departments operations centres.

(b) The use of aircraft is available to ALL members of the community and it is considered that the provision of facilities so available should be shared by ALL the community.

(c) There are no institutional constraints applied to the Airtourer Association.

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(d) The provision of facilities for Aviation in Australia must be considered by the Government in the same light as other public utilities (including Military aviation) and not be burdened with costs it cannot afford.

(e) General Aviation services to the General Public are not provided by the Airtourer Association.

(f) The present level of cost recovery in the form of:

i Air Navigation Charges,

ii Aviation fuel taxes,

iii Landing fees. (where applicable)

must be considered in relation to the task performed. If the task is private or training the Governments share of fuel taxes and present Air Navigation Charges are considered by this Association to be high. We are not in a position to comment on other classes of operation.

(g) ANY INCREASE IN USER CHARGES FROM PRESENT LEVELS WILL BRING A RAPID DECLINE TO PRIVATE OPERATIONS AS NOW KNOWN. FULL COST RECOVERY FROM USERS CANNOT BE CONSIDERED if the industry is to exist in the light of present and future fuel costs.
Future demand for General Aviation services will decrease if the total cost to the user rises beyond an economical level - dependant on the type of operation.

(h) Methods of apportioning costs:
Existing: (1) Air Navigation Charges - presently based on weight of aircraft and class of operation.
(2) Fuel Tax - Everyone pays in proportion to the fuel used.

(i) Additional methods:: Other methods may be considered in conjunction with the above including:
(1) Hours flown. (i.e. A charge for maintaince release issue - per 100 hours.)
(2) Loading for Navigation Aids installed and how the aircraft is certified. (i.e. VFR, NGT VMC, L/IFR or IFR).
(3) Flight Plan lodging fee.
(4) Pilot Licence Fee.
(5) Charges for documents issued to the industry.
THESE METHODS COULD ONLY BE CONSIDERED IF THE RESULTING ADMINISTRATIVE COSTS WERE MINIMAL.

(j) General Aviation is presently finding it difficult to exist under present user charges and further increases will slowly kill the industry. The use of G.A. facilities is available to ALL members of the community and and to some is an essential commodity. The community must therefore help pay for the provision of these facilities. If General Aviation did not exist the facilities would still have to be provided by the D.o.T. for use by R.P.T. and Military operations. The provision of facilities for G.A. private, aerialwork and charter operations is as important as for R.P.T. and consideration must be given to ALL sectors of the industry before any D.o.T. dollar is spent.

(k) HIGHER LEVELS OF COST RECOVERY OR FULL COST RECOVERY CANNOT BE CONSIDERED ON ANY SECTOR OF THE INDUSTRY AS 'THE CAPACITY TO PAY IS NOT AVAILABLE'.

2. 'RECOMMENDATIONS'

(A) The provision of "Aviation facilities" as provided by the Department of Transport should be supported financially by the Government to a level of about fifty per-cent.

(B) The method of cost recovery must be fair and equitable on the owner or operator depending on the type of of operation and demand and use for Departmental facilities.

Present methods should continue, but the level of Aviation Fuel Tax must be kept to a realistic level, considering the already high price of such fuel.

(C) It is regretted that the Department of Civil Aviation no longer exists as its ability to discuss matters of importance with the industry were more realistic than the present Department.

All levels of management within the Department must appreciate fully the problems of industry with which they are assigned to oversee.

This study is welcomed by the Airtourer Association and is considered long overdue.

(D) As the long term future of Aviation in its present form is in doubt due to the availability of fossil fuels the Administration MUST remain in close contact with all Groups and Associations representing the various sectors of this important industry.

(E) The Government must monitor the PRICE and AVAILABILITY of Aviation Fuel and help ensure the industry is not strangled by the oil companies.

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A copy of the above Report has been sent to the D.o.T. on behalf of your Association. However if anyone has any further suggestions or comments to make then you should submit your own report, as an individual, to the D.o.T. as soon as possible.

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AIRTOURER CO-OPERATIVE SOCIETY

The formation meeting of the proposed society was re-convened in Sydney on 28th July.

The result of this meeting is that the required documents for the formation of the Society are to be lodged with the Registrar for Co-operative Societies in N.S.W.

On obtaining approval all members will be circulated with full information, together with application forms etc.

The shareholdings will be a minimum of five (5) shares of $100 per member.

Only on receipt of sufficient support will the project go ahead.

More information is expected to be available by the time of the "Yarrandale" Fly-in.

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AIRTOURER UNDERCARRIAGE LEGS

The Association intends to conduct a survey of Airtourer owners with the view to increasing the 'life' of Airtourer undercarriage legs.

At present these legs have a finite life of 1500 hours, after which they can be replaced or, alternatively, 'magnafluxed' at every 100 hourly.

To assist the Association in applying for a concession we ask all members who have undercarriage legs on their Airtourers with over 1500 hours to provide maintenance histories, in particular 'magnaflux' test reports.

The Association would also like to hear from any operator, if any, who has experienced a gear leg failure as a result of fatigue cracking.

Your support in preparing this case is important if maintenance costs are to be kept down. Additionally, new Airtourer undercarriage legs are almost impossible to come by.

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SECRETARY'S NOTES: Membership Fee

Due to a rise in the cost of "Airsport" since the Annual General Meeting at Mildura, an adjustment to the membership fee has been found necessary.

The membership fee for Association members (who are not members of the S.A.A.A.) is now $24 per annum.

It would be appreciated if those members who have already paid their $20 could forward the additional amount.

Airtourer Parts Supply

Any member requiring parts for his aircraft is requested to contact the Secretary.

A Parts Register has been started and information on parts held in Australia and N.Z. is being compiled.

If enough requests for like items are received the manufacture of small batches will be considered.

FOR SALE :

Airtourer Maintenance Manual	..	$35.00
Airtourer Parts Catalogue	..	$30.00
Copies of all Victa & AESL Service Bulletins		@ copy price & postage
(A list to be included in a coming Newsletter)		
Badges .. (Brooch or clutch grip)		$ 2.00
Tie Bars		$ 4.00
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