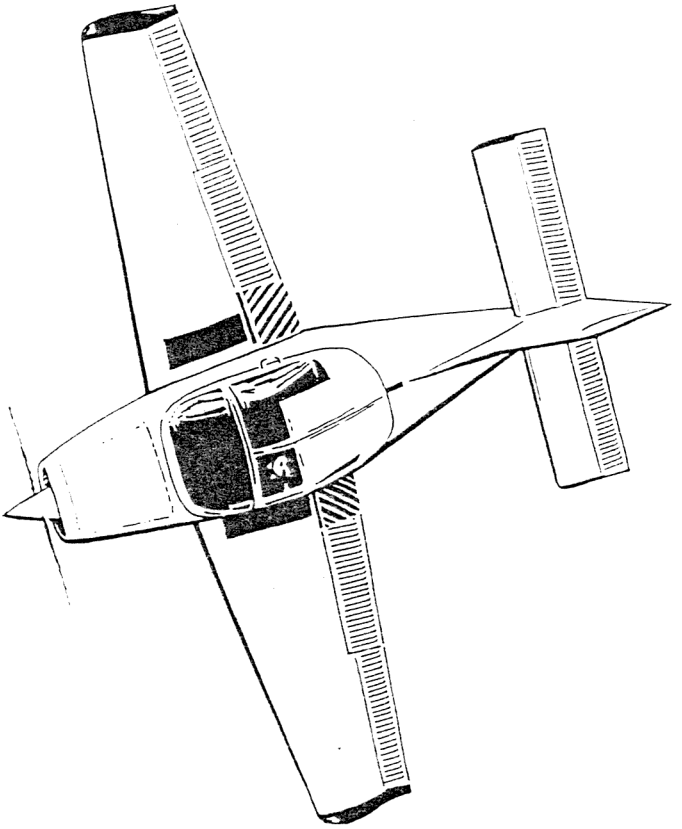
AIRTOURER ASSOCIATION

JULY 1995

NEWSLETTER No. 75

PATRON: *Dr. HENRY K. MILLICER, A.M.* (AIRTOURER-DESIGNER)

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



NEWSLETTER

EDITOR: John PLUMMER, 20 Mallard Place, Bokarina, Qld. 4575
PHONE (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 November 1995. Contributions and/or advertisements preferably close typed, are to be with the Editor by 31.10.95.

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

U.S. of A. only two weeks away! What a buzz for a pilot who has been trying to get to OSHKOSH for 25 years since learning to fly.

While Leonie and I are away, fellow Association member Fred and wife Gwen will be manning the Bokarina Fortress. Fred, a former owner of BQW, will, of course, reluctantly fly Hummingbird as part of the deal.

We have quite a contingent going overseas with one of our youthful members celebrating his 70th birthday.

After a 3½ week Hammersley Range safari in CRK John Treble missed out on the Gunnedah Fly-In but is nevertheless forcing himself and Doreen to catch the Jumbo.

This is a two monthly publication hence the abbreviated issue but it serves to remind us again that without your stories and contributions your Newsletter would look a little thin.

Please ensure that all material submitted is (a) legible (b) of reasonably large print (c) as clear and as dark as possible.

Faxes are generally too light and have to be retyped.

Safe flying,

John Plummer

FOR SALE

VICTA AIRTOURER 115(VH-FMA)

T.T.2750, E.T.R.840, P.T.R.1977, NAV/COM, ADF, UHF, INTERCOM. VERY GOOD CONDITION $41,000 PH(069) 782238 or (069) 782256.

CRAIG CLARK - ARDLETHAN

ENGLANDS
ANNUAL FLY- IN

REPORTER MR Walker (alias the Phantom)

translated by Glenn Sturges

Well you all thought the phantom had disappeared not true only went overseas for two whole months.

Merry (Mrs Phantom) and I decided we needed a rest from OZ and would like to brush up on some culture and history so booked a seat on a Malaysian airlines flight to dear old U.K. Nice flight. Capt did everything right except could never make up his mind what language to address everybody so he tried three each time he said anything.

Arrived in Heathrow as an alien so had to go through the sheep races to get to customs. They could learn from my mate on the farm. A few sheep dogs and they would move things a lot quicker. Still they have been trying to get it right for some 800 or 900 years. Any way once through customs and the ever watchful uniformed personnel who seem to lounge round airports, we found our way out to the underground to wait for our daughter. The tube doesn't start till about seven and we had got in at six. Most pleased to see a pretty face amongst all the sea of strangers.

Nearly lost Mrs Phantom on the tube, You have to be quick getting off its no good swinging your handbag through the door and being two paces behind it because the door shuts and the train takes off with you inside, bag outside and the phantom and daughter on the platform. Bye Bye Merry .The story has a happy ending, She figured get off at the next station, wait for the two morons killing themselves laughing at Earls Court to come and pick me up---maybe, they'll leave me - then she spied, train to Heathrow one minute and as the next train coming to where she was would be four minutes she came back to Earls Court much to our surprise, complete with hand bag firmly alongside. After much Genuflecting to each other. We were laughing she was blessing her skill at mathematics

We stayed at Wimbledon for our first week and did all the castles museums cathedrals abbeys etc in London in the two months took 25 rolls of film and six video including some of the Fly In.

We hired a car Vauxhall station wagon bit more power than BWA and went up to Yorkshire to stay on the moors in a quaint little cottage at Castle Bolton. All of Yorkshire is a low flying area for the English,German and French and we were buzzed at two to three hundred feet at times by F-18, Harrier,Jaguar and Caribou oh and the odd helicopter. After we toured the Lake District rang up Brian Strawford at Brecon and arranged to meet him the following day. He's well known in the district as he runs a Caravan Park.Surprise! Brian was just back from doing time with Hugh and Stan in Tasmania and had actually been at the Pylon Racing where Kym Brougham and I had been competing. Dare I say it in a Bonanza (got Second too) Its a small world when you own an Airtourer,eh Brian..

We overnighted at Brecon with Brian our host and went to a "Son-et-Lumiere" (For all you non French speaking bods thats a song and light concert) it traced the 900 years of the Abbey and was magnificent the children of the schools dressed in the costumes appropriate to each era and played the musical instruments of the time Brian said they were having their annual fly in next Saturday and he was of to France and then North but if the weather was bad he would go to the fly in

They get three or four aeroplanes and would love to see me. So I negotiated with the navigator to detour the required 45kms north of Stratford

to an aerodrome called Sywell pronounced Sool when Chris Schofield arrived in AWVG he was met by "Gday cobber". Can't disguise an Australian accent and I proceeded to meet all the planes as they came in with my home grown accent and inspected their planes. Merry and I spent a lovely few hours with the English contingent. All up **eight aeroplanes** turned up. If Brian hadn't gone to Europe we would have had nine.

For the record book there are 12 flying Airtourers in England - two at Lands End that are wrecks and nothing worth salvaging on them. I had a look. The 15th is a mystery its registration is AFO ? the last letter we are not sure of but it went north according to a local at Lands End

Swapped a lot of stories and some info. They don't travel far to go to a fly in and were amazed at the distances we can fly and the amount of time we can fly as weather and traffic restrict them.

My parting Koo de tah was to introduce them to the whistle and organise them for a photo and video session. I must say they respond well to the whistle and don't require repeated burst like the rest of you. I did explain how I got the name and the reputation.My parting speech was to thank them for turning up in such great numbers to meet me as in Australia we find it very hard to get up to the 40 with a roll up But when just under 75% of the membership in England turns out to see the Phantom thats great.

I must say I did shed a little tear going away from Sywell because it was a highlight for me to meet all you great guys. You are doing a great job to up hold the traditions of a great little aeroplane in such a far flung corner of Australia !!

Below is the roll up and if you guys make it to one of our state fly ins you will get a seat and meet the rest of our one great big family of fun people

Here are some interesting stats. At any one time there are 382676 people on a red bus in London

Every 1min 15 secs a Jumbo crosses they sky for Heathrow we watched for 3 hours

There are 250 steps up to St Pauls whispering Dome.

There are 201 steps up to the top of The Stump at Boston

Mini Cab you phone for them are cheaper than London Cabs

Saw Derek Fowlds the Actor at Goathland

John Sturges born 1685 was the Cannon of Winchester Cathedral guess some of my reli's were religious

Michael Dale	ATEX	Ted Collett	AYWM
Chris Schofield	AWVG	Richard Zukowski	AZOE
Derek Beese	ATEX	Gorden Jones	AWMI
Peter Hunt	ATHT	Cyril Thomas	AWMI
Paul Bennett	AZOE	Glenn Sturges	CAR
Ralph Vincent	AZBE	Merry Sturges	CAR
Bob Parker	AYLA		
Ivan Black	AGAR	The Phantom strikes again	
J.Gittings	ATEX		
B Edmenson	AZOE		

Gunnedah '95.

The last time that I remembered being at Gunnedah was in 1988. Even then it was actually over the town at about 3000 feet on the test and acceptance flight of MTL following the installation of the 150 HP conversion at Quirindi.

Since then a lot of air has passed under the wings (about 1100 hours) so it was rather good to get a NSW invite to a 'proper' flyin.

As usual there were the few things to be done prior to departure. One was the annual inspection which I had arranged with Andy in Melbourne but our plans were rather rudely interrupted by the arrival of some uninvited guests - a large batch of metal flakes in the oil filter.

Crossing Bass Strait did not seem quite so inviting until the source of the 'squatters' had been determined (fortunately it was quickly found to be worn piston pin plugs). Then of course there was the weather!

Quite frankly I did not like what the fax said at all. Low cloud and rain with 'inters' on everything North of Hobart, but worst of all headwinds of 45 knots at altitude. To be happy (and legal despite our 5 hours endurance) it meant a refuel stop at Flinders island.

I opted 'out' and offered Bonnie "A trip in the camper van?" or " A quiet weekend at home?" I had even telephoned my brother in Canberra, the planned overnight stop, and said "Sorry- not coming". We had already spent over two hours in the process of not going so I was surprised when Bonnie said "We are all ready so let us go and take a look".

Forty miles North we disappeared into cloud (and rain). One hundred and ninety miles North we were over Flinders and we were early, so kept going.Three hundred and fifteen miles we were visual (in rain) on descent into Bairnsdale and still earlier (nothing like the forecast winds). Bonnie's comment was "Land carefully - the back is full of water" (My suggestion that a stall turn would drain the water out was not treated in the serious manner in which it was made).

Fifteen minutes later (the fuel man was waiting by courtesy of the mobile 'yuppy' 'phone) we were again airborne in the rain (and cloud) climbing to 9000 and hopefully heading for Canberra. One hundred and forty miles later the man said"You are identified- descend to five thousand" and magic. There in the distance were the lights of Canberra. A practice (as if we had not had enough) ILS on to runway 35 then " Hi John- I know we said we were not coming but we are here"

Surprise ! Next morning it was raining so once again off into the rain (and cloud). One hundred and forty miles North , FIS said "What is your position ? We want you to look for a lost aeroplane and listen on 121.5" (Thank goodness for the GPS). Well we flew West as requested and descended to lowest safe altitude and saw the inside of 'heaps' of cloud but no aeroplane (or land). Then the man said "Thank you for your cooperation, we have located the wayward aeroplane- 'phone this number for a refund" but we said "Forget it - someone may be looking for us someday"

Two hundred and twenty miles North we were at last visual and it was NOT raining. I got a terrible rubbishing for doing a very smart left hand circuit when Gunnedah finally appeared but there was no one in the circuit and the suggestive nature of all that water had had its effect. The situation was critical, indeed almost desperate and it was not the time to be messing about with formalities. Later it was interesting to compare notes with Andy and Jane who had encountered similar weather on their way from Melbourne.

Fabulous weekend - as no doubt others will report. One interesting sidelight was that we had elected to get 'Home host' accommodation rather than the more usual motel.Spent a couple of nights with a local family who were most hospitable. Mum and Dad had even given up THEIR BED for us (as I discovered after I found them cuddled up in the middle of the night on the lounge in front of the TV!). The host family also mentioned a future trip to Tassie, so I said 'Drop in' but under my breath I added 'But I am NOT giving you MY BED'

Regretfully - as is always the case it was time to think about the return trip. Freezing levels down and similar headwinds forecast (yes! the wind had gone around to the S/W). This time Canberra was definitely too doubtful so Andy and I departed in company for Melbourne. No, not quite in formation as Control kept on making remarks like 'Are you aware of the preceding aircraft' and 'Cleared amended altitude due traffic' Much easier trip - mostly on top in bright sunshine capped with a magnificent sunset though gaps over Eildon then a descent to Moorabbin with the lights twinkling like fairy land as we became visual at around 3000 ft.

But do the 'Airtourers' call it quits for the day. No way. It's straight off to a restaurant where Hector and Wendy are already waiting to enjoy 'gourmet and gossip'. Great to see them both.

I had hoped that the experts at Moorabbin would have been able to solve an interesting radio problem. The display on the Nav/Com had gone 'funny' so that instead of just dimming at night it disappeared completely. In order to identify the many frequencies required at night, Bonnie had the job of shining the torch directly on to the sensor so that the radio thought it was daylight and went all bright again.

Not a good forecast for the return to Tassie but someone had got it wrong. Only forty miles out over the Strait we burst into typical Tassie winter weather. Brilliant sunshine with not a cloud in the sky. We climbed up and completed our trip in perfect conditions.

Hope everyone else had as enjoyable and interesting trip as we did. It's always good to catch up. (It also keeps your flying current)

Stan & Bonnie.

NOV. FLY-IN HOPETOUN AIR SPORTS '95.

Due to poor response and the need for me to confirm numbers by the 30th June '95, I have informed the organizers that anyone interested will contact them direct:-
Doug Hallam, President, Hopetoun Air Sports Committee, Box 44, HOPETOUN, VIC. 3396. or Allison Hudson, Secretary on 050-833397.

Hector BLEMINGS

President's Fly-In - 22nd, 23rd & 24th September, 1995

Programme

Friday, 22nd	- Early Arrivals - book into motels - 1900 hours - Informal dinner at Coachman Hotel/Motel
Saturday, 23rd	- 1230 hours - Lunch at Aero Club - 1700 hours - Bus from airport to motels - 1830 hours - Bus from motels to Aero Club - 1900 hours - Dinner at Aero Club - 2030 hours - Bus to motels
Sunday, 24th	- 0900 - 1100 hours T.B.A. - 1100 hours - Bus to airport - 1130 hours - Depart to "Timaldra" - 1300 hours - Barbecue lunch at "Timaldra" - p.m. - depart at will

"Timaldra" is the farm owned by John & Adele Allan who previously owned Airtourer VH-DAO. The property is 22 n.m. from Parkes, has two grass strips 800 and 1000 metres in length. A mud map with details of co-ordinates and headings will be provided for those attending.

Accommodation: Has been reserved at two motels

Coachman Hotel/Motel, Phone: (068) 62 2622
Court Street Motel, Phone: (068) 62 3844.

Please note change of motel above due to change in ownership. The Coachman is situated in the main "square" of the town.

Please contact the motels **direct** to reserve your room.

There is some basic dormitory accommodation available at the Parkes Aero Club - B.Y.O. sleeping bag.

After booking your room at the motel of your choice, would you please complete and return the following form.

President's Fly-In - 22nd, 23rd & 24th September, 1995

TO: Tony Matthews, PO Box 74, Parkes 2870

I, _____ will be arriving in VH - _____

about _____ hours on Friday/Saturday.

I will be accompanied by _____.

I have booked into the _____ motel.

I will/will not be flying to "Timaldra" on Sunday for lunch.

I will be departing about _____ hours on Sunday/Monday.

GUNNEDAH FLY-IN 10th, 11th, 12th JUNE

As a kid I was fascinated by stories told by a shearer friend of the family who worked under contract in such distant places as Boggabri, Narrabri, Gunnedah etc and any trip he made to these parts from Sydney in 1935 was considered by us city folk to be quite an expedition. Yet here I was flying with my favourite co-pilot at 115 knots (20 knot tailwind) into this magical district taking only three hours from our home in Queensland. Little did I know that others such as Allan & Merle coming from the other direction had experienced groundspeeds as low as 47 knots on the G.P.S. (dammed new-fangled gadgets are probably wrong). Stan & Bonnie Tilley relate their experiences elsewhere in this issue.

A giant coal mine just out of Boggabri somehow seemed to be out of place in the surrounding picturesque valleys.

Once on the ground at Gunnedah for a few moments we thought we had landed at Bogganairtourer because of the very soft pliable nature of the parking area and indeed after further overnight rain we all saw fit to make an early move to firmer ground.

As the attendance list shows, many of the inner sanctum had declined to fly in the marginal conditions and came by car. Over the weekend their decision proved to be of immense value to the rest of us. For a nominal fee (nothing) we were driven in great style backwards and forwardsinto town not only by our wonderful brothers and sisters but by the hospitable members of the Gunnedah Aero Club.

Isn't it interesting to peer inside country hangars? Gunnedah hangar boasts two Percival Proctor and one Bucker re-build projects, along with the normal run of G.A. aircraft.

The plaque on the terminal wall reminded the Federal Minister who blessed it that the Gunnedah district was not only of a different political persuasion but had supplied a goodly proportion of the building funds for the project.

An ancient bard once wrote: 'As strong windes doth whistle bie, Airtourers in formation flie'. The 20 to 25 knots challenge was accepted readily by our splendid team and and over the weekend the squadron made a number of forays throughout the ountryside dodging the occasional low grey fluffies which persisted over the weekend. Some of the locals were able to experience the joy of an Airtourer flight.

It rained Saturday night but that didn't deter Aero Club members as they served us a barbequed meal prepared of course on the lee-side of the clubhouse. For this event which lasted till late evening, we all occupied their clubhouse and the terminal building next door.

Speaking personally, it does one the power of good to brush up on one's primary procedures albeit at the expense of Tamworth A.T.C. However it was all well pre-arranged and as a group I think we performed to a reasonable standard. Things might have been a little different mid-week when the academy is in full swing.

The Aerospace Academy for Commercial pilot training is a 50/50 deal between British Aerospace and Ansett and boasts the best of modern facilities. Just as well they couldn't find the key to those similators for the CT4B, Trinidad and Seneca aircraft. We certainly had 30 people or so who wanted to try them.

Our contingent spent some time admiring the fleet of aircraft parked outside particularly the CT4B before adjourning to the Tamworth Aero Club where we were made most welcome and partook of a satisfying meal.

The club didn't sell much grog as most of us had to fly back to Gunnedah but I'm sure they understood.

Sunday night ended with a corporate dinner at the local main street Chinese. There was initially some conversation about the size of the banquet but silence soon prevailed as the clever ones attempted coloured aeroplane card puzzles introduced by the sadistic Wizard Roy (who had to get his grand child to explain the solution).

Next fly-in he has promised wire puzzles for everyone.

Monday gave us low cloud and by lunch time most had departed. We won the jackpot twice with a 20 knot tailwind both ways. Kelvin locals, Athol and Lyn Butler apologized for their strip having cat-eyes capable of causing tyre punctures and then insisted on providing lunch for us all on the Sunday for which we thank them very much.

Thanks also to the members of Gunnedah and Tamworth Aero Clubs, A.T.C. at Tamworth for their patience, Stuart Hilsberg, and of course our principal organizers Judy & Roy Riddel who 'pulled it off again'.

Some of our friends were:

At Gunnedah - Michael and Susan Junas
Michael and Lyn Punch
David Henry
Des Callaghan

At Tamworth - Ross Scanlon
Bruce Clark
Stuart Campbell

GUNNEDAH PARTICIPANTS WERE:

Pat & Bob Peak - MRE
Judy & Roy Riddel - OVV
Stuart Hilsberg) - RQL
Scott Andrews)
Ken & Jean Bell - RQH
Hugh Knox) - MWR
Ross Moffatt)
Lola & Des Hurst - MUZ
Leonie & John Plummer - BQW
Pat & Cath Kelly - RVC(Debonair)
Lorraine Howson) - XVV
Bill Pennell)

Stan & Bonnie Tilley - MTL
Merle & Alan Wood - MUL
Andy & Jane Morris - Cherokee
Geoff & Janette Roberts - IOL(B36)
Doug & Frances Beckwith - CAR (CT4 owner)
Jack & Colleen Murray - CAR
Jean & Frank Murray - CAR
Liz & Tony Matthews - CAR
Lyn & Athol Butler & - CAR
Daughters Jane & Annie (Both pilots trained by Lyn)

John PLUMMER

CALENDAR OF EVENTS

SEPTEMBER 22-24 PRESIDENTS FLY-IN PARKES, NSW
(Details herein)

NOVEMBER 11-12 HOPETOUN, VIC AIR SPORTS FAMILY DAY
(Refer article herein)

Telephone No. Changes - John Treble

I'm sure most people are aware that all telephone numbers within Australia will alter over the next three years or so, with Melbourne already changed. For example my number has altered from (03) 3362056 to (03) 9336 2056. So please note that a 9 has been added to the beginning of all Melbourne numbers.

When yours alters, don't forget to advise Barry Gray (our Secretary) for Membership List purposes.

Internet E-mail

DOUG STOTT WOULD LIKE TO KNOW OF ANY MEMBERS THAT ARE ON Internet. PLEASE E-mail ME AT THE FOLLOWING ADDRESS: stott d @ apollo. moenet. com. au

---

COMPLAINTS DEPARTMENT

As an OLD GERIATRIC member (of which we have an increasing body) I give the new Newsletter the thumbs down. I would prefer to pay extra subs and revert to the original. I do appreciate all the effort required to organize it but feel it has lost its character. NO! I don't require the free magnifying glass, I've ordered new lenses. P.S. Our Historian Doug may like it, will negate the need for "microfiche". HECTOR BLEMINGS.

'VIVE LA DEMOCRACIE'

Hector's 'COMPLAINTS DEPARTMENT' herein (which, it is hoped, you can all read), by giving the thumbs down to the new Newsletter format no doubt voices similar expressions of dissatisfaction by other members of the Association. Indeed we all probably share his misgivings about any change to the style of our publication that increased costs have thrust upon us.

By dint of assiduous effort, your Editor has minimized Newsletter production cost increases over the last five years, has kept staff salary levels at a steady zero, (Accord Mark 1995) and will strive to improve the quality of our publication regardless.

Your committee at its Swan Hill meeting considered potential cost increases (labour, printing and paper) which would apply more to the previous A4 format and decided to trial the latest A3 format at no cost increase above existing levels to our members.

BLANK SPACE

Since publication of the infamous No.74, talks have been held with our current printer and editors of 'like publications', about improving Newsletter quality and clarity.

It appears that in order to guarantee both of these characteristics the Association could adopt a desktop publishing system which involves initially the purchase of a Personal Computer and associated equipment costing around $4000.

However such a system will present a major change to our current 'Editorial' practice. At present the Association owns a small Brother typewriter which is used to type articles and retype illegible or handwritten A4 input material only - the Newsletter is then edited, re-assembled to fit the available space, reduced to A5, copied by the printer and stapled, folded by hand and mailed to you all - this takes place over about a 10 day period every 3 months.

With desktop publishing every word of every contribution must be (re) processed with a significant increase in the current cost per Newsletter copy. The resulting increased time and effort required would spell the demise of your current editor.

However before any further change can be contemplated, members views are sought as per the following opinion poll.

Replies to the opinion poll should be sent to the Secretary Barry Gray before the 15th September so that they may be considered by the Committee at Parkes 23rd September.

OPINION POLL

	Tick
I am content with the new A5 format ie. Newsletters 74 and 75.	
I am dissatisfied with the new A5 format but do not wish to increase my Annual Subs.	
In order to either return to the previous A4 format or improve the current A5 format to a higher quality, I am prepared to increase my Annual Subscription by :	
$5	
$10	
$15	
$20	
I am prepared to undertake the role of Honorary Editor of the Quarterly Airtourer Newsletter producing 200 copies (max) per issue at a cost of no more than	
$2 per copy	
$4 per copy	
$6 per copy	

Name.....

WANTED TO BUY

AIRTOURER WANTED, PREFER 115

WILL CONSIDER ALL MODELS AND CONDITIONS PHONE/FAX 07 2894282

BILL WHITE - CLOSEBURN, QLD

FOR SALE

VICTA

PARTS AND ACCESSORIES

WHEEL SPATS & FITTINGS	$895 SET.
U/C LEGS (NIL HRS NEW)	$600 PR.
U/C LEGS (S/H 3 ONLY)	$150 EA.
LYC.0.235 EXHAUST S/H	$900
STUB AXLE MAIN WHEEL	$100

GENERAL ITEMS

PORTABLE ELB.EPRIB	$150
WW.2 LEATHER FLYING HELMET	$150

PHONE 054/353412 AH.