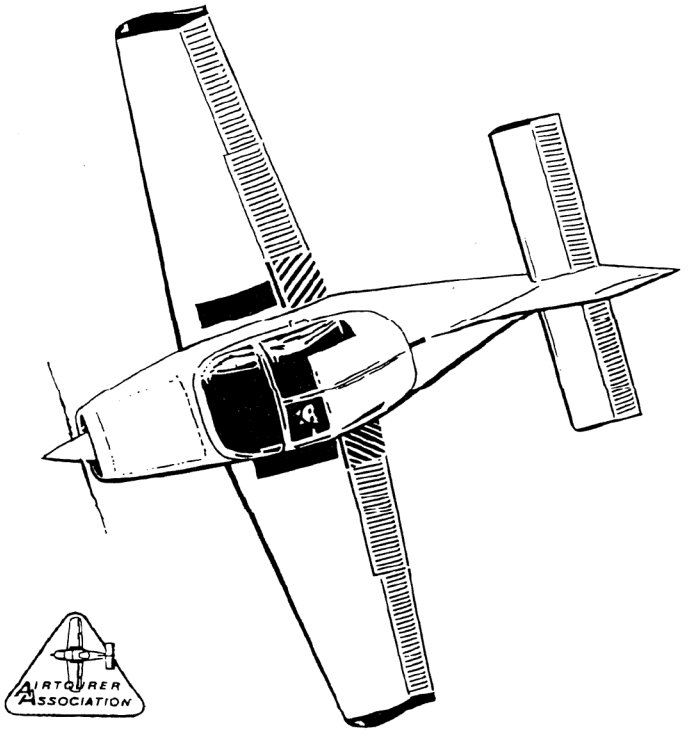
AIRTOURER ASSOCIATION

August 1996
Newsletter No. 79

PATRON: *Dr. Henry K. Millicer, A.M. (Airtourer Designer)*
Dedicated to the preservation and continued airworthiness of VICTA and AESL Airtourer Series Aircraft



NEWSLETTER

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Articles for inclusion in the Newsletter should be submitted direct to John O'Halloran at the contacts listed above. Please enclose payment for any advertisement. The next Newsletter will be published in November 1996. Contributions and or advertisements are to be with JOH by 31 October.

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 publisher.

EDITORIAL

As I put the final touches to this edition of the Newsletter I am assisted by Beryl and Lindsay Marshall. (They spent the previous night with John and Leonie Plummer and so were suitably briefed to ensure this issue was up to the previous editor's standards.) As we are sitting under an overcast sky with the fireplace blazing they are wondering why this is called the Sunshine Coast.

Many thanks to those members who contributed to this issue. I'm sure that there are many more interesting stories out there like Lin Heffernan's. Even if it's not an Airtourer story we all like to hear a good yarn, especially if it's flying related.

Membership Database.

Barry Gray and myself are updating the membership database and converting it to a different format for my computer. In the conversion process some of the data has become corrupted and we need your help to ensure it is correct. Additionally we are adding new entries to cover modern capabilities such as mobile phones and EMAIL. I have therefore included with this newsletter a printout of your current membership data. If there are any corrections or additions please forward them to me. After the President's Fly-in in September I will enter all the changes and print a new membership list. At this stage I intend to print it in booklet form similar to the newsletter, however I am open to any suggestions.

Temora Bush Fly-In

Last weekend was the AOPA organised bush fly-in at Temora. Initial reports suggest that it was a resounding success. It is good to see general aviation working together to improve the lot of sport and recreational flying. The Airtourer Association, being a member of AOPA was part of this event and Doug Stott will be reporting in the next issue.

John O'Halloran

AIRWORTHINESS NEWS

EMERGENCY LOCATOR BEACONS.

With regard to the current ELT situation this is how I understand it. An amended CAR252A was signed by the Governor General on 29 May. It cancels the requirement to fit C91a ELTs by 1 July this year and replaces it with a requirement to carry an ELT, permitting portables.

Compliance date is now 31 July 1997. This will allow local manufacturers to make approved beacons for the market. With regard to locally made personal beacons, AOPA have advised that contact with Mark Knowles of Kinetic Technology International Pty. Ltd. at (phone) 039 583 9566 would be a good place to start. Whilst I haven't seen an "official" document like the new CAR, this information comes from the Minister and distributed by AOPA.

The result we have now is what I referred to at the Association AGM, it just took a little bit of time for industry (primarily AOPA) to convince the Minister that we had a good idea. Personally I feel we have achieved a happy and safe balance that provides an effective safety net without inflicting ridiculous cost penalties on us (owners).

REMINDER AD/VAT28/Amdt 7

The time is approaching for the above AD to be re-done (except for those aircraft identified by manufacturers serial number in the AD). If you need another copy of the Engineering Instruction to enable compliance with the AD give me a call and I will post you a copy.

That's all for the moment, if any other matters occur I'll discuss them with you at Parkes.

Till then,
Happy Airtouring

Stuart Hilsberg

for the Airworthiness Sub-committee

Disclaimer

The brochure attached to the Secretary's notice for payment of annual subscriptions, which were posted to all members recently, was intended as an interesting item of news.

Your Committee would like to make it clear that this Association is in no way connected with the project to possibly build a new aeroplane.

THE FIRST VICTA FLIGHT TO NEW GUINEA.

By Lin Heffernan.

"Looks like you're it," said Dick Sims. "Looks like I'm what ?" I said.

"You and Des West (the top Victa Airtourer salesman) are to escort Ben Hall to Saidor, New Guinea and then carry out a thorough sales tour."

Dick's decision was possibly swayed by the fact that Des had been in the RAAF in the Islands during WW2 & I had spent 4 1/2 years flying DC4's from Sydney to Moresby & Lae in the mid 1950's .

VH-MRE was fueled up on the morning of 15th January, 1965, and with a stack of maps, brochures, order forms and a bag each of clothes for 3 weeks, we set off with Ben Hall in close pursuit - up the East Coast and over the Torres Straits to Daru Is. and onto Port Moresby - then the tricky bit!! over the Owen Stanley's. Des was around 15 stone (95kilos) plus full fuel and luggage etc. However, climbing at about lOOft/min for quite a while, we slipped over the Range and landed in Lae. Here I had a great thrill to meet a T.A.A. pilot with whom I had been in the R.A.A.F - Capt. Peter Kent. I gave his son, Mark, a "demo" flight and who knows that could have sparked him to be the MDll Captain he is now, with Martin Air (Holland). Then on to Saidor to deliver Ben, who had a Copra & Coffee plantation and the luxury of a beautiful WW2 sealed air strip. That sadly was the last time I saw Ben as he came to grief at Hinchinbrook Is. Q'ld, in bad weather later. He was a lovely man, coast watcher during the war in New Guinea & had a beautiful property near Orange.

From Saidor to Madang to Wewak, where I gave a Lutheran Bishop between 6'6" & 6'8" a demo. I just managed to get his head in under the canopy, with his eyeballs one on top of the other. New Guinea must have taken on a new perspective!!! He had 2 or 3 funny looking twin engine Dorniers in the Mission - a gift from the Dornier Co., Germany.

Back to Kalaua, Madang & Lae. The Victa met with great interest.

Demo flights were given at every landing point. I inherited the title of "Lik Lik Baloos man" by this time, and sales started to increase.

It was at this stage Des became a little testy. He had a severe attack of gout and after a couple of days of pills & diet he became bearable again and could squeeze back into the righthand seat.

The next stop was to be Daru direct from Lae but with full throttle and trying to climb when the Vertical speed Indicator showing 600ft/min descent, I decided to slip back to Lae via Lake Trist and then elected to fly down the coast to Popondetta. At this stage, we developed Radio problems and couldn't cancel S.A.R. watch in the air, so we landed at Popondetta and found the strip covered with wooden stakes - when we finally made radio contact with Moresby, they told us we couldn't land at Popondetta as it was unserviceable!!!!! All this seemed to have a detrimental affect on Des's gout again, so we climbed up over the Owen Stanley's (Kakoda) again and back to

Moresby. Here I gave a conversion to Flying Instructor, Ross Smith, a very popular pilot who also was tragically killed at Rabaul whilst dropping parachutists when one became entangled with the tail of his Cessna.

Back in Bankstown on 6th February, 1965.

The trip to New Guinea was considered successful as after dozens of Demonstration Flights, we came back with 8 orders and achieved the honour of taking the first Victa to New Guinea and making it's first overseas flight to another country.

My eternal thanks to Richard Sims for ordering a trip to N.G. in a fully laden 115HP aircraft in the hottest part of the wet season - it certainly added to my experiences.

Dick is still one of my best mates.

Travelling With The Fella's

by Wendy Blemings

I have just spent nearly four weeks travelling North with three fella's due to the other couple dropping out because of aircraft trouble. Now some females would say " half your luck" but let me give you a few insights into the trip.

Now the younger of the group like staying in local Hotels to take in the atmosphere, the local drunk, snorer or cougher in the next room, personally I prefer a Motel but that's just me. Broken Hill is an extra on the itinerary so they get their wish for a Hotel and appear to be the only ones staying there - does that tell you something? The next couple of stops are fine with Elliott being a gem with little self contained cabins at the back of the pub. Here we have our first feed of Barramundi for the trip. On arrival at Tindal all is well and we collect our rental car and drive to Knots Crossing Resort where cabins have been booked. After we settled into ours I had two worried fella's back at the door saying they had a problem with their cabin - only one double bed!! A quick trip to the office and that was sorted out, phew! Our apartment at Darwin had more beds than we knew what do to with so no complaints there. Kakadu was a little luxury but one has no choice there as you are a captive of the system, but we can only afford to eat Barra Burgers now. Our last night back in Darwin we lash out and dine in style on, Barramundi of course. Kununurra is our next stop with one standard room and one deluxe - guess which one everybody spent the most time in?

By this time meals are getting a bit "hit and miss" especially when one fella's suggestion for a dinner spot has nothing on the daily special board available so a hamburger seems the best bet. During our trip to Ayers Rock several things happened. Firstly we arrive late and they are all booked out even though I had made reservations four months prior. All is not lost though and we are upgraded to the $300 a night Sails in the Desert, top resort for the same budget price. Only catch is the first night we all have to

share the one room! Once again the second double bed is a problem so we demand a roll away bed, extra towels etc. then go downstairs for some dinner. Now being at a top place the food is superb but it takes one of our fella's just a little time to come out of shock when after being seated is told the buffet is "$39.95 per head - enjoy." Next day we set off in our rental car which for some reason runs out of fuel. Now how come these fella's land every couple of hours to top up with fuel for the aircraft but when it comes to cars they expect them to go on forever. That was not the only incident that day. Unable to find a car space that evening to watch the sunset our driver pulled into a handicapped spot and immediately said "Hector start limping!" This was proceeded by comments like "Don't rush - take your time - let me help you - are you all right."

The trip back down through the centre was good with once again a little place like Cadney Homestead being a gem. More museums, planes and rockets to inspect at Woomera then Waikerie for our final night together.

By now I **have been** to every museum there is in the top end, whether it be General or Aviation, also I have relived the bombing of Darwin (several times) and gone to various sights to inspect where it all happened. We have driven up and down the old strips and walked some of them as well. I **have not been** to one craft shop. The diamond shops where I was sure I would get my Argyle Diamond were both shut - something I think they organised beforehand. One of the highlights of the trip for me would have to be the five minutes I was allocated at the Alice Springs Airport to go shopping. I managed to buy a tee shirt. I have learnt a new expression while travelling with the fella's "The hangar doors are open" which I was told meant we could talk aviation! Once or twice we got into real heavy stuff like the state of the nation or Aboriginal affairs but that was rare. After 25 days and nights all I can say is what a really great trip, I loved every minute and wouldn't have missed it for quids.

Thanks fella's!

Co-operative Shares

At the last Airtourer Co-operative annual general meeting the matter of selling shares was raised. I understand that shares can be only sold to the co-operative and while the committee agreed to purchase some shares from deceased estates, nothing was resolved about shareholders who no longer wished to hold their shares. Some members felt that there was no demand for shares. Nevertheless, some members do wish to dispose of them and before approaching the Committee again I would like to determine if there is any demand. Therefore if there is anyone who wishes to purchase co-operative shares please contact me. I will then pass the information on to the Committee with a request that they consider facilitating the transfer of shares in accordance with rules of the Co-operative.

John O'Halloran

My "Overseas Student"

Stan Tilley.

The telephone rang. "Hi! This is Andrew - I am planning to enter the Victorian Aerobatics in a 160 Airtourer but I can't get it to loop properly. What am I doing wrong?"

This was the first of quite a few calls asking about various aerobatic performance aspects and it was pleasing to be told each time "That's great. It works like a charm. Now what about the roll off the top?"

Bonnie thought it was quite a joke. "It's your long distance student again."

I persuaded Andrew to start off in the Basic Competition. He won! So he went off to the National Championships at Griffith. He won again! Good on you Andrew.

Andrew says "The Aerobatic Club keep telling me I must get a Pitts, but I like the Airtourer, and besides if I can beat a Pitts in an Airtourer then I must be a better pilot".

Spot on again Andrew - stick with it.

New Zealand 1996

It was quite an honour to be chosen for the second year running to represent Australia in the Light Aircraft Championships to compete against New Zealand for the Wings International Trophy. Of the team of six Aussies I was the only one not from West Australia, but as Sue Clarke was competing in the Formation at least we had two Airtourer members.

The competition is for Spot landing, Forced landing, Formation and Aerobatics with me doing the latter and this year the venue was at Blenheim in NZ.

Although chosen back in May last year it was a bit of a worry when nothing much seemed to be happening well into September but finally accommodation was arranged and an Airtourer promised.

This was great as it took the pressure off having to decide whether to fly MTL across the Tasman. No great drama but it is a long way. Sponsored airfares had been suggested anyway.

I had planned to leave on the 20th Jan. but no tickets. Panic - finally resolved just 24 hours before leaving with a very cheap ticket by courtesy of Air New Zealand, arriving by courier from Auckland.

I decided that I had better check on the promised Airtourer. "Sorry! The aircraft has been hired to a pilot in Wellington for a month".

More panic. All turned out OK however as the Wellington hirer was very co-operative and allowed me to use and practise ex Wellington. The 'plane was a T6 and was a pleasure to fly but very different so took some getting used to.

When the time came to fly across Cook Strait to the competition site on the South Island, it was getting close to last light. I was not fazed, even though only the compass was serviceable (23 degrees variation) as I had carefully entered the co-ordinates and charged the batteries in the trusty GPS. Bit of a shock when I had

no sooner taken off than the GPS went 'BLINK' 'batteries flat.' I had 'stuffed up' somewhere.

But we arrived safely at the overall grass field, (no lights). The only other shock was in the morning. Much of the overall grass was covered with vineyard!

The hospitality of the New Zealanders was fantastic. The competition was fierce. I made a lot of new friends.

Australia won the Spot, Forced and the Aerobatics to gain enough points to win the Wings Trophy.

A most enjoyable and successful trip.

Skyrace-Valleyfield Tas. 1996.

The site is magnificent - The weather was fantastic.

Where were you all? Well not quite. A lot of familiar faces amongst the spectators including Col Taylor, Doug Dow, Des Stagg, Roger Merridew, Sibylle Reisch, Graham Saunders and no doubt lots of others. Glen Sturges was there too as ground support for his mate's racing twin Baron. Several Airtourers graced the parking lot but there were only four CT4's and a lone Airtourer (mine) racing.

The CT4 racing was excellent. This is the type of event with similar type aircraft that is the best. Maybe not the roar of the radials or the whistle of the jets but tremendous fun.

Initially I was placed in the CT4 class but after qualifying and as four is the required number for a race I was moved into the under 250 HP class but **GIVEN A HANDICAP**.

This proved to be great as I WON.

What we need is four of each type of Airtourer to make a race. A race with four 100's would be just as spectacular as the CT4's

What you need is an aerobatic endorsement and a formation endorsement .

To get these qualifications is well worth while. In fact in view of the group flying that we often perform at Airtourer meetings I would venture to suggest that for SAFETY alone we should all be trained and in practice.

Then all you need is the will to enter Skyrace and to have fun.

CALLING ALL ARTISTS

Logo Design Competition

The Committee is considering ordering new shirts/caps/sweatshirts of a better quality and design than our present supply.

It is thought a new logo should be embossed on these so a suitable prize will be presented at Parkes to the member who designs a more interesting logo which is adjudged the best by those attending the President's Fly-In.

So all you artists get cracking and either bring your design to Parkes, or if unable to attend, send it to Tony Matthews.

Vale

Peter Jones

It was with very much shock that we learnt of the passing of Peter. A member of the Airtourer Association in South Australia, Peter was only 53 years old and died suddenly. On behalf of his Airtourer friends and myself I attended his funeral service on the 15th of May at Port Pirie. Peter was the proud owner of VH-RKL, the last of the 100hp Airtourers built in Australia. He gained his licence in 1966 and on the 30th August 1978 began a love affair with RKL. RKL was built in 1977 and had the model number 168. Peter and the little Airtourer had quite a career together. They first got to know each other with a forced landing near Bungaree, east of Port Pirie. The 17 and a half years they spent together was very eventful! and some of the things they did together are as follows.

Peter was coached in aerobatics by Chris Sperou and acquitted himself well in many competitions for 5 to 6 years. Peter coached Chris Sperou at Port Pirie and I recall coming into Pirie seeing this guy with glasses laying back in a chair talking to the little Pitts up in the sky. Ian Drennon at Port Augusta gave Peter his aerobatic rating and then Peter became more fanatical about his flying, so much so that he was the 1980 Northern Areas South Australian Aerobatic Champion and in 1980 competed in the Northern Area air show. Even though he loved his little 100 he got a bit more serious and bought VH-TIT, a Pitts. He brought TIT in March, did a forced landing in July and bent the main U/C, got it back in December and did another bingle when the tailwheel assembly detatched itself from the aeroplane. In 1981 he took out the Ace Pilot for the Northern Areas Competition. In 1982 with Rolly Milhinch of Port Augusta and Peter as Navigator they won all the events at the Port Augusta Competition. In 1982 he came fourth in the Australian Aerobatic championships at Murray Bridge.

In 1982 he went to Austria as support crew for Chris Sperou. In 1984 he came 6th in the Iron Triangle Air race and went to Hungary with Chris to the World Aerobatic championships and ended up in the tower directing traffic. He competed in many other Air Races, quite a few that were organised by me. Two stick in my mind and the most memorable was the trip to Parachilna, the one where John Treble won the snoring competition and Murial followed by Peter went heading off to Lake Frome instead of Wirrealpa. Peter was the guy who sat next to JOH and turned a bright pink colour when we presented Murial with the "chook up" trophy and next morning Peter was the one chasing the kangaroos in the lee of the Flinders Ranges with his beloved Airtourer and then did an impromptu aerobatic display outside the Pub front door at legal level... Like most of us A/T owners Peter loved flying and in these last few years had been unable to fly due to health problems. Peter loved the Flinders Ranges and flying and his ashes will be taken and deposited by plane at one of his favourite spots in the northern Flinders Ranges.

We, the South Australian members and the Association extend our sympathy to his family and friends and he will enjoy his last flight to a resting place he knew so well in VH-RKL.

Glen Sturges

Australian Portable ELT Development

by John O'Halloran

Mention has been made elsewhere in this Newsletter of a portable ELT manufactured in Australia by Kinetic Technology International Pty. Ltd. I spoke with Mark Knowles of Kinetic Technology about his product.

Kinetic Technology have been making emergency beacons for marine use for some time and has made one for the aviation market for the past three years. They have a program underway to improve and miniaturise the present design.

The circuit improvement program is almost complete and has the approval of the Spectrum Management Agency and Maritime Safety Agency. It has been built to design standard AS/AN 4330:1995 which means it will satisfy the requirement of CAR252A.

The miniaturisation program aims to use 99% of the presently approved circuitry and the major remaining task is to reduce it to about cigarette packet size. The estimated cost is $185 excluding tax and it should be available by June next year in time to meet the 31 July 1997 deadline of CAR 252A.

FOR SALE

Victa Airtourer 180 Horse Power

Lycoming O-360-A1A (180 HP)
MT 3 Bladed CSU Propellor
Category: Private/Aerial Work - Normal and Aerobatic
Engine Completely Overhauled
Overall Maintenance in Excellent Condition
Completely Refurbished
Aircraft Exterior has been Freshly Painted in Sporty Blue/Orange and White colours.
Internal Upholstery, Seating and Instrument Coaming have been Completely Re-Upholstered
Overall interior in Excellent Condition.
Windscreen, Canopy and other Transparencies are in Very Good Condition.
It's Aerobatic Capability is Simply Spectacular.
The Controls are nicely balanced making it a pleasure to Fly.
Overall Outstanding Condition.
Asking Price $85,000
Telephone: 0412 57 2000

THE SHERIFF OF LOCKINGTON INTERROGATES....

MERLE WOOD. wife of (P.O.B.) ALAN.

Occupation, (before retiring)?	Worked with Commonwealth Aircraft Corporation War Effort.
Where were you born?	Melbourne.
Where have you and do you live?	Melbourne and now Sydney.
When did you marry Alan?	August, 1943.
It's a silly question to you, but do you enjoy flying?	Love it.
Any ambition to obtain a pilot's licence?	No.
What have you gained from the Airtourer Association?	Alan and I have been involved in Aviation all our married life, and we're impressed with this Association. We have made a lot of special friends, even Airtourer Visitors from Overseas.
Total hours flown?	Don't know, well over 1000. A lot over 33 years.
Longest trip flown?	First trip around Australia - did 90 hours in the air.
What was the (or one of the) most memorable flights you have done?	Oh golly!, I've enjoyed them all so much.
Favourite pilot?	Alan, I never worry about flying knowing the Pilot and Engineer.

Most humorous moment in flight?	At Innamincka, we lined up with the cars to get fuel.
Other interests?	Gardening. ("The Sheriff" can vouch for her beautiful garden, it was chosen as a National Trust garden, and has been open to the Public on occasions for Charitable Causes).
Favourite food?	Sizzlers Salads.
Favourite drink?	Nothing Special.
Favourite music?	Popular Classics.
Favourite sport?	Walking.
Do you, or did you, have a nickname?	"Bugs".
How did you acquire that?	Alan and Family call me that.
If you were prime minister of Australia for one day what would you change for the betterment of Australia?	Advise all Politicians to be more tolerant to Flyers.
If you had a spare million dollars what would you do with it?	Give a lot to Charity, e.g. Asthma & Cancer Foundations, and especially sick children.
What's the colour of Alan's eyes?	I think they're blue.

Thank you Merle for your participation and willingness, the last question is a mean one to throw in isn't it?

Victorian Fly-In 30th Nov. - 1st Dec.

This year our end of year fly-in will be held at Latrobe Valley where we will be made honorary members for the weekend.

They will hold their monthly dinner on the Saturday night to include us and Sunday we are invited to participate in the club's flying activities.

There is a Motel 700 metres from the airfield at a cost of $45.00 a double. Arrival would be anytime Saturday, with tea, coffee and snacks available at the club rooms.

Final details in November Newsletter but interested parties should register with me at Parkes to enable updates to be forwarded.

Hector Blemings

Isn't There Anyone Out There Who Appreciates What a Delightful Aeroplane the Victa Airtourer is to Fly

The one we have for sale is Australian Built 1964, 2 Seater, Low Wing, Centre Column, Lycoming 115 HP (1200 H.T.R.). Aerobatic and N.V.M.C., Modern Instruments and Avionics, Plus GPS.

Excellent condition throughout.

Fresh 100 Hourly Inspection just done.
Asking price $49,500 - but try a sensible offer.

Bob Peak (02) 9525 2471

MILDURA AIR SHOW

MILDURA - SATURDAY 23 NOVEMBER

Airport open day and Air Show starting at 1300 hrs.
Super Connie, PC9, Chris Sperou and more...
Hanger party Saturday night.....

Airtourer Association members welcome.
Further info - contact Doug Stott
Tel: 050-212614
Fax: 050-212628
Email: doug@mildura.net.au

Victa Airtourer VH-TPY
115 HP

Serial No. 35, Built 1964,
TT 1767 Hrs, ETR 1732 Hrs
Annual Inspection due Dec. 96
All ADs and Mods complied with.
Instrument Panel rebuilt to include: Narco Com11A, King KR86 ADF, KT76A Transponder and encoder, Sigtronics voice activated intercom.
The aircraft is in the original livery of Dark Green, Light Green and White.
Including all spares.

Price - Best Offer

Bruce Martin, Phone 03 97876585

PRESIDENT'S FLY-IN -20th, 21st & 22nd SEPTEMBER 1996

PROGRAMME

Friday, 20th	Early Arrivals 1900 hours	Book into motels Informal dinner at Coachman Hotel/Motel
Saturday 21st	1230 hours 1700 hours 1830 hours 1900 hours 2030 hours	Lunch at Aero Club Bus from airport to motels Bus from motels to Aero Club Dinner at Aero Club Bus to motels
Sunday, 22nd	0900-1100 hours 1100 hours 1130 hours 1300 hours p.m.	T.B.A. Bus to airport Depart to "Timaldra" Barbecue lunch at "Timaldra" Depart at Will

"Timaldra" is the farm owned by John and Adele Allan who previously owned Airtourer VH-DAO. The property is 22 nm. 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 contact the Motel direct to reserve a 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 -20th, 21st, and 22nd SEPTEMBER, 1996

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.

Calender of Events

President's Fly-In
20 - 22 September
Details page 15

Mildura Airshow
23 November 1996
Details page 14

Victorian Fly-In 30th Nov. - 1st Dec.
See page 13

Convention and Annual General Meeting 1997
Yarrawonga, Victoria
15-16-17 March 1997

On A Lighter Note

A helicopter pilot is flying to Seattle, and hits a pea-soup-thick fogbank. He's completely disoriented, and flies blindly around until he spies the top few floors of an office building. He pulls up real close to it, and gets the attention of a woman sitting at her desk. "Excuse me!" he yells. "Where am I?"

"You're in a helicopter," she replies.

The pilot pulls off sharply to the left, takes one or two crisp turns through the dense fog, and then does a perfect blind landing at the Seattle-Tacoma Airport.

"That was amazing!" says a passenger. "How did you know from her answer where you were?"

"Easy," says the pilot. "Her answer, while correct, was absolutely useless. So I immediately knew I was at Microsoft tech support."