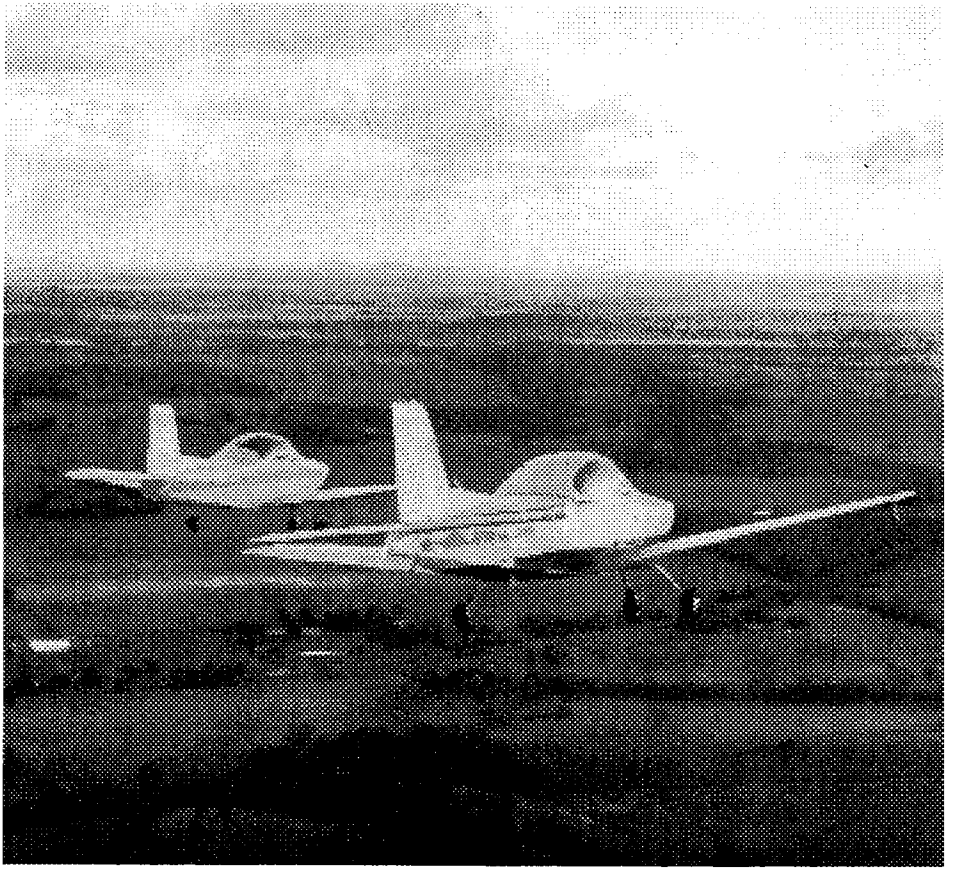
AIRTOURER ASSOCIATION

February 1997
Newsletter No. 81

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 May 1997. Contributions and or advertisements are to be with JOH by 30th April 1997.

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

When I took over from John Plummer as editor he did warn me to avoid publishing anything controversial. Unfortunately I must have forgotten his advice as articles in the last newsletter have generated two 'letters to the editor'. I have now also included a disclaimer.

As promised in the last issue I have included an article detailing the life of Dr. Henry Millicer. It was originally published in the August 1994 issue of Queelsland Vintage Aeroplane News and we are grateful to Paul Lomas and the Queensland Vintage Aeroplane Group for allowing us to republish this comprehensive article.

Jan and I are looking forward to seeing everyone at Yarrawonga, till then.....

Safe Airtouring.

John O'Halloran

Cover Photograph.
Two Airtourers, COI and EQG, in formation over Parks at the President's Fly-In in 1996.

Disclaimer

The views expressed are those of the contributors and not necessarily those of the Publishers, the Airtourer Association or the Airtourer Co-Operative Ltd.

Letters to the Editor

Jabiru Jabberings

I enjoyed reading Stan and Bonnie Tilley's adventures on their trip around Australia but went into a spin at their mention of the flock of Jabirus that had 'dogged us for much of the route - ground speeds around 60 knots and on the air jabbering' on the frequency that Stan and Hugh had chosen.

Stan my apologies for being on your chat frequency but we weren't jabbering - most people would know you twitter in a Jabiru, at a cruise of 90 knots for 13 litres an hour, and we did that all the way around Australia, including the RAAF tour and raising $6,000 for the flying doctor tour, and the Jabiru jaunt was conducted in a safe, professional manner - organised by a jabbering Jabiru pilot who came second in the Brisbane - Adelaide air race in an ultralight registered Jabiru - modesty prevents me telling you it was me but there was a lot of twittering and screeching when the award was announced.

As we, as you state, were kind enough to tell you where to go to find the whales when you missed them I'd like to tell you where to go again - you and your loquacious mates are most welcome to fly-in for the Noosa Escapade 24 May - 1 June organised by the Noosa Flying Club. Details in AOPA - love to see you. We can jump in a birdbath and twitter away!!!

Mike Hagen

President, Noosa Flying Club

P.S. John has to publish this as he's a member of the flock_er club.

Coober Pedy.

How hard it is to report anything without upsetting some innocent person. In the November Newsletter, the article titled "The Curse of Hitchcock and Anderson" by Mike Fisher makes a disparaging remark about fuel prices etc at Coober Pedy.

While some may have had reason to form these views in the past, times do change. I visited Coober Pedy in July 1996 and found that the fuel etc. is now under the control of The Desert Cave organisation. Desert Cave also do the transfers and probide an excellent guided tour of the town, underground dwellings, and opal mine and shop. Believe me, all of our party were given a most favourable impression of Coober Pedy as a good place to visit. From the aviation point of view the fuel was available, delivered with goodwill and at very fair prices. The only fly in the ointment was an unexpected CASA ramp check!!

I was therefore sorry to see our Association giving the good endeavours of Desert Cave an inadvertent raspberry. We owe them a favour when the opportunity presents.

Roger Merridew.

MRE Sale

This is not a Bill Miller type letter (apologies Bill) but.....

What are Pat and I to do with MRE?

We have offered her for sale since September 1995 and have been running (expensive) advertisements in both AOPA and Aviation Trader since January last year with virtually no response.

Price does not seem the obstacle, as Ads without price, or asking for offers, are suffering same fate! The only two Airtourers that have changed hands through the year were both "cheapies" in rather poor condition but BXD was still sold too cheap in desperation by it's young and very despondent owner, who was caught-out by expensive mechanical problems even after an already low price had been accepted.

As most of you know, MRE was very lovingly restored by John and Margaret Hannon and since Pat and I have had custodianship, we have lavished care (and money) on further improvements to the stage that she has to be one of the most attractive 115s in the fleet.

Still we cannot sell her!

I acknowledge that I am a very poor salesman - if forced to sell for a living I would starve to death! MRE however, should surely sell herself - if only.....
- her virtues were extolled more widely,
- a more positive attitude to her advertised price, pointing out to friends that yes, other 115s have sold for less, but this one IS good value for the money.
- emphasising the existence of our Airtourer Association and Co-Op, with the advantages of our social gatherings as well as group technical support.

So I appeal to you my friends, please pass the word about and for my preference, keep MRE within the family as it were, and at the same time enhance the value of your own investments for when the time comes for you to sell.

Yes, I do expect to haggle on the price, but we are not prepared to give her away, so please, I so strongly feel that it will be word of mouth from within the group and not expensive advertising that will eventually find a good home for our VH-MRE.

Bob Peak.

FOR SALE

VICTA AIRTOURER 115 - VH-MRE

Lycoming O-235 engine. Fully aerobatic and night VMC category.
Auxiliary fuel tank fitted. Cleveland brakes. All ADs current.
Modern avionics and instruments: Narco Comm 120, ADF 141.
Transponder/Encoder, GPS 100, Sigtronics voice activated intercom.
Excellent paint.
$49,500 asking price, but will **negotiate** with **sensible offers**.
Bob Peak
PH/FAX: (02) 9525 2471

Airworthiness Report

A number of changed and new AD's have been issued over the last couple of months.

AD/HOSE/ 1 and 2 have been cancelled.

The responsibility for hose maintenance has quite correctly been given to the LAME conducting the scheduled maintenance on your aircraft. There is no longer a "time in service" requirement, rather the more appropriate "on condition" assessment by your LAME. Full and open discussion with your maintenance organisation is the key to the longer term safe operation of your aircraft and the condition of the various hoses under the cowls is no different to any other maintenance.

Lycoming Engines

AD/LYC100

A large number of Piston Pins fitted to Lycoming Overhauled, Factory Re-manufactured engines and Cylinder repair kits have been found to be "substandard". AD/LYC100 and the associated Service Bulletin (527B) identifies the Pins and engines affected. The list of engine numbers is far too large to print in the newsletter so the following course of action is suggested.

1. Talk to your maintenance organisation and together read AD/ LYC100 and Lycoming Service Bulletin 527B. If you can positively establish that your engine is NOT subject to the AD you may breathe a huge sigh of relief.

2. If you identify your engine as being "on the list", then follow the AD and the SB word for word, conduct the maintenance as required and lodge your warranty claim.

A copy of the AD and the SB are held by both myself and John O'Halloran and we would be happy to check it for you. However in all honesty, suggestion 1 above really is the appropriate course of action. You MUST talk to your maintenance organisation.

Lycoming 320 and 360 Series Engines.

At the time of writing this report no Australian CASA Airworthiness documentation has been seen in this matter. The US Federal Aviation Administration (CASA's equivalent) has issued a Supplemental Notice of Proposed Rulemaking in relation to the above Lycoming engines. The NPRM goes for some 20 pages so I will paraphrase the basics for brevity.

There has been some history of Lycoming engines suffering corrosion inside hollow crankshafts when fitted with fixed pitch propellors. Eventually the corrosion weakens the crankshaft and a number have failed in flight, the prop actually coming off.

It is proposed that all Lycoming engines of more than 160HP fitted with Fixed Pitch props would require immediate and ongoing inspections. The FAA estimates there are 11,000 160 HP 320 series engines and 5,357 360 series

engines in service worldwide, 60% or 9,814 are in the USA.

There are few Airtourers with 160 HP engines or greater and fixed pitch props about, none are members of our Association that I am aware of. You may well ask why have I written so much about something that probably doesn't affect any of us. Well try this for size. The original NPRM included ALL Lycoming engines fitted with hollow crankshafts and fixed pitch props (got your interest yet.) The FAA estimated that had all these engines been included, there was approximately 77,000 engines worldwide to be stripped, checked, overhauled and reassembled (and this is NOT a warranty job). In that 77,000 there could have been 65 or so 115HP Airtourers fitted with the 235 series engine and those fitted with the 150 HP and fixed pitch props. Please note, none of this applies to Continental engines or Lycoming engines fitted with a variable pitch or a constant speed propellor.

The original NPRM has been modified as a result of a submission based on the original accident reports and ongoing engineering assessment by AOPA (US). This submission has benefitted not only us but some 61,000 owners throughout the world. I think it is safe to say "Thank you" to AOPA (US) from the Airtourer Association members that could have been badly affected by the original NPRM.

For those with internet access.

CASA are in the process of putting all AD's, CAAP's and AAC's on their home page, http://www.casa.gov.au and follow the menu. This move by CASA must be loudly applauded. Well done Frank Grimshaw (General Manager, Airworthiness) and those with the foresight to use the internet for information and communication.

Airservices Australia can be found at http://www.airservices.gov.au/

AOPA (Aust) Aussie Aviator can be found at http://www.aopa.au/

AOPA (US) can be found at http://www.aopa.org/

There are many links from these pages that can be easily followed eg BASI, the UK AAIB (UK equivalent to BASI), NTSB (US equivalent to BASI), Boeing, NASA, QANTAS, ANSETT, CATHAY and even the Airtourer Association.

Don't forget, if you think we can help you, give us a call, write a letter or send an e-mail.

See you all at Yarrawonga.

Stuart

Aircraft For Sale

Air Tourer T3A. Engine O240A with 130 hp and only done 100 hrs since overhaul. Fully aerobatic. Hangared. Excellent overall condition.
NZD49,995. inc GST
Ph. Christchurch (03) 326 7744

A Noteworthy Australian

'Henry Kazimierz Millicer'

Author: Paul Lomas

Born in Druskienniki, Poland (now Druskininkai, Lithuania), on June 11, 1919, Henry Millicer was educated at King Batory's college, Warsaw. At the age of nine, he entered a model seaplane competition. His model won the competition by flying the longest distance. The prize was a joy ride in a WWI French Hanriot rotory-engined biplane, which introduced Millicer to a lifetime career in aviation. He became friends with Professor Witeszynski, a teacher of aerodynamics, who let Millicer assist his final year students construct their own aircraft design. The aircraft became the RWD 2, which later took the world height record. On buying a German textbook by Stammer and Lippisch, called "How to make a Glider", Millicer obtained permission from his headmaster to build a man carrying glider in the school workshop. This he completed at the age of 14 and the glider was given to the Warsaw Academic Aero Club to train university student pilots. When he turned 17, the Warsaw Aero Club paid for him to learn to fly at the Polichno Gliding School, in recompense for the use of the glider. In June 1932, Millicer obtained his "A" and "B" gliding certificates. He repaired his glider after it was damaged in an accident and lent it to the Rover's Association of Poland, who formed a gliding group. In exchange, Millicer was sent to the soaring centre at Bezmiechowa in southern Poland, where he obtained his Gold "C" Certificate.

In 1933, Millicer commenced a mechanical engineering course at the Warsaw Technical University. He joined the Polish Volunteer Air Force Reserve in 1935, learning to fly rotary engined WWI biplanes. The only instrument fitted to these aircraft was a tachometer. In 1936, he obtained a degree in mechanical engineering and took a job as a junior designer with the PZL National Aircraft Factories in Warsaw. He won a scholarship in 1937, to go back to university for a Master in Aeronautics. At this time, he obtained an International Commercial Pilots Licence; number 441. Millicer also made twelve attempts for the Polish altitude record in gliders, which had to be carried out in thunderstorms without oxygen. On the last and successful attempt, the glider was thrown into a spiral dive from 18,000 ft. and sustained considerable damage. Millicer was chosen to represent Poland in the 1940 Olympic games, which were to be held in Helsinki. After gaining an aeronautical engineering degree from the Warsaw Technical Universty in 1939, he was offered an appointment with the RWD company in Warsaw; overseeing construction of the wings for the RWD 25 fighter. As part of his education at university, he had designed and built his own glider and test flew as a cadet-officer, new aircraft for the Polish

industry.

On September 1, 1939, when the Germans invaded Poland, Millicer joined the Polish Air Force. He had to ferry aircraft out of Warsaw to auxiliary landing fields, for hiding amongst the trees. For rescuing the President's damaged aircraft from Warsaw, he was awarded the "Polish Air Force Cross". His squadron was sent to Conztanza in Rumania, to fly Hurricanes and Fairy Battles on September 16, 1939. Not knowing that the Polish Campaign had closed, they were arrested and gaoled on arrival. Their Squadron Leader bought them out of goal and they were hidden with Polish families living in the district. In late October 1939, they escaped to England.

While waiting to join the Royal Air Force, Millicer received word that his mother had been killed, his father seriously injured, his brother had disappeared, and their house had been burnt to the ground. In despair, he went to France and served with the Armee de L'Air. On the fall of France, he managed to escape on the last ship to England, where he joined the RAF as a translator and pilot. After serving for two years, the strain of his experiences took their plight and Millicer was admitted to hospital with stomach ulcers. Invalided out of flying, he took an intensive course in English and became an RAF interpreter. In 1943, he studied under Professor Bairstow at the Imperial College of London University and obtained a Master of Science in Aeronautics.

Millicer became a junior aerodynamicist with Airspeed Ltd. in January 1944, and he worked on the design of the Ambassador Airliner. He joined Percival Aircraft at Luton in October 1947, and helped with the flight testing of the Percival Prentice; which had severe spinning problems. The Prentice would spin flat and not recover. They found that by opening the cockpit canopy, all fuselage lift was destroyed and the aircraft would recover automatically. Six months later and with nine modifications to the tail, they got the aircraft to recover within the specified number of turns. Millicer didn't like the slow climbing and fast spinning Prentice and designed a replacement aircraft for it in his spare time at home. The design was accepted as the Percival Provost and Millicer was promoted to project aerodynamicist in charge for its construction. He was also responsible for the preliminary work on the Jet Provost. In 1947, he became a naturalised British subject.

Whilst gliding on the Long Mynd in Shropshire in August 1949, Millicer crashed into power lines. The weeks in hospital gave him time to think about his future and he thought about moving to Argentina or Australia. In 1950, he took up the position of chief aerodynamicist with the Government Aircraft Factory at Fishermans Bend, Melbourne; working on the Jindivik Mk2 and Mk3. He found that the Jindivik could carry a sizeable bomb and avoid radar detection following a T.V. Map developed by the Weapons Research Establishment. This gave Australia a feasible Cruise Missile, 30 years before the USA. Later, he was responsible for the design of the Malkara anti-tank missile.

Henry Millicer designed and built a wooden sailplane with a laminar-flow wing in 1952. Basically it was a 2-seat version of one of his earlier sailplanes, the TM-2.

In 1952, the Royal Aero Club of London offered a 100 pound prize for the best

design to replace the DHC-I Chipmunk. Millicer submitted a design called the Air Tourer. Stressing for the design was done by the chief stressman at GAF, Mr. Gordon Bennett and the detailed drawings by the GAF draftsman, Mr. John Tutty. Out of the 104 entries, Millicer's took the prize. But to his dismay, the Lord Kemsley Trust failed to provide the finance for the construction of two prototypes. Millicer, Bennett, Tutty and Peter Carr, a designer with GAC, decided to build a prototype of the aircraft themselves. The four men decided to form the Ultra Light Aircraft Association of Australia (now the Sports Aircraft Association of Australia), to gain DCA approval (similar to that of the Gliding Federation of Australia) to build a light aircraft in a backyard. It was to be built of wood for ease of construction and to save cost. A 65hp Continental A-65 engine was to be used instead of the planned 95hp Cirrus Minor. East West Airlines from Tamworth sent a number of licensed engineers to Melbourne to help with its construction. In return, the airline was to be given the sole manufacturing rights of the aircraft.

The Millicer Air Tourer was a side-by-side 2-seat cantilever low-wing monoplane. Its wings had a metal main spar and a wooden rear spar. An all-wood fuselage had double-ply walls filled with a honeycomb insulation. The fin and sailplane were of wooden structure and plywood covered. A fixed tricycle undercarriage had cantilever spring-steel main legs and a automotive shock-absorber nose leg. All three wheels were identical. Access to the enclosed cockpit was through two upward-opening perspex doors. A Joystick between the two seats had two hand grips for dual control. Luggage space aft of the seats held 45 kg. Wing fuel capacity was 114 litres. Empty weight was 279 kg. and the maximum all up weight was 544 kg. Maximum weight for semi-aerobatics with two people was 500 kg.

Chief Instructor of the Royal Victorian Aero Club, Mr. L. McPherson, made the first flight of The Air Tourer from Moorabbin on March 30, 1959. It had a maximum speed of 108 knots, a cruising speed of 85 knots and a stalling speed of 39 knots. Initial rate of climb was 630 ft./min. RAAF test pilot on loan to De Havilland Aircraft, Randy Green, carried out the test flying for its certificate of airworthiness, which was issued on July 31, 1959. Registered VH-FMM (Foxtrot Micky Mouse), the Air Tourer was flown to Tamworth for assessment. On August 25, 1960, Newcastle instructor, Eric Gratehead, took the aircraft on a trial flight. He inadvertently placed the aircraft in a too-high nose attitude on takeoff and it failed to climb. To avoid rising terrain, he made a left turn and landed the aircraft on an unused section of the aerodrome; wiping the undercarriage off in a drain. Although the aircraft was insured and repaired by the airline, the East West directors took a dislike to light aircraft manufacturing and cancelled the project.

De Havilland Aircraft at Bankstown, showed an interest in producing the Air Tourer, but refused to accept the cost of tooling and building an all metal prototype. Mervyn Richardson of Victa Ltd. at Milperra, had began work on Pellarini's R-2 and was also looking for another design to put into parallel production. His son, Garry Richardson, had previously seen the Air Tourer at Mangalore, whilst awaiting a lift to

Melbourne. Contact was again made and in August 1960, Victa agreed to put into production an all-metal version of the Air Tourer. Henry Millicer resigned from the GAF, Victa put on Gordon Bennett as stress engineer, Bob Dangate as assistant designer, Roland Carr as chief draftsman, Bruce Ralston as production line manager and from Ansair, Peter Carr as project engineer.

Built to the same dimensions as the wooden Millicer Air Tourer, the all-metal prototype Victa AirTourer had a semi-monocoque fuselage, which was reinforced with an dual skin filled with foam around the cockpit area. The mainplane had a continuous spar from tip-to-tip and was constructed with pressed metal light-metal ribs. Wide thickskinned walkways on each side of the cockpit, transferred the wheel loads from the main undercarriage legs and the aerodynamic loads from the wings to the fuselage pick-up points. Heavy-gauge alloy was used to skin the bottom of the rear fuselage, which was also fitted with a steel tail skid. A single 132 litre rubber-bladder fuel tank was mounted in a double walled structure filled with foam, and located in the wing centre section. The ailerons and flaps were interconnected, so that the ailerons could be drooped as flaps, or the flaps could be functioned as ailerons. Dunlop Australia wheels and hydraulic disk brakes were fitted to the undercarriage. A 100 hp Rolls Royce Continental 0-200-A engine drove a 2-blade McCauley fixed-pitch metal propellor. Its empty weight was 480 kg. and its maximum AUW was 748 kg. The maximum AUW for aerobatics was 703 kg.

Flt. Lt. Randy Green test flew the prototype Airtourer, VH-MVA, from Bankstown on December 12, 1961. It had a maximum speed of 119 knots, a cruising speed of 105 knots and a stalling speed of 46 knots. The VNE (never exceed speed) was 220 knots. Initial rate of climb was 675 ft./min. On June 20, 1962, the first production aircraft, VH-MVC was flown. Type approval was granted by the Dept. of Civil Aviation on July 4, 1962. It was the first granting of type approval for an Australian-designed single engined light aircraft since the war. A second version powered by a 115 hp Lycoming 0-235-CIB engine was first flown on September 17, 1962 and received its type approval on July 6, 1963. Production was at the rate of four aircraft a month, with a model 100 selling for 4,250 pounds and the model 115 selling for 4,750 pounds; no radio. These prices should have been higher, but were kept down to match the 4,250 pounds price for a Cessna 150, which had the same 100 hp. Continental engine as the Airtourer 100.

The 1962 Oswald Watt Gold Medal was awarded to Henry Millicer for his contribution in the advancement of civil aviation with his Airtourer aircraft. This award is administered by the Royal Federation of Aero Clubs of Australia as a bequest from Lt. Col. Walter Oswald Watt OBE., of the Australian Flying Corps, who died on May 21, 1921. It is presented each year to an Australian who has made a significant achievement in aviation.

Henry Millicer now realised that production of 2-seater aircraft was unprofitable; unless it was a contract for a military trainer like the DHC-I Chipmunk; or that the aircraft was built from existing jigs of a 4-seater like the Piper Colt,, which used the tooling of the superseded Tripacer. In August 1963, Millicer decided to design a profitable 4-seater, using common parts from the Airtourer. Similar in appearance

to the Airtourer, but larger, the Aircruiser had a large door entry into the cabin on the port side and this could be used as an emergency exit. Conventional steering wheels and rudder pedals were fitted instead of the centralised joy stick control. The flaps were no longer controlled as ailerons and were of a new technology design, taking Millicer some 200 hours of wind tunnel testing to create. Called a 'Vortex Flap', it produced a high lift factor for a low-drag factor. Engine power was originally going to be the 180 hp 4-cylinder Lycoming, but this was changed to a 210 hp 6-cylinder Rolls Royce Continental IO-360-D which drove a Hartzell 2-blade constant speed metal propellor. Two rubber fuel cells mounted in a foam reinforced double-skin cradles were situated inside the inner wing sections and had a total capacity of 193 litres. The wingspan was 7.92 metres and wing area 11.98 metres squared. Its length was 7.09 metres and height 2.59 metres. Empty weight was 612 kg and maximum AUW was 1,089 kg.

In the early 1960's, the quality of Australian materials was very poor. All steel-tubing and dural-sheeting for use on aircraft had to be imported at extra cost. The making of dies and jigs for the manufacture of light weight components was also very expensive and required a large number of aircraft to be produced to cover costs. For Australia to make aircraft production a paying proposition in small batches, the cost of jigging and tooling had to be kept to a bare minimum. This gave the disadvantage of the aircraft being heavier in weight. In late 1965, the Transavia Corporation and Yeoman Aviation asked the Minister for Trade and Customs, Mr. McEwen, for a bounty (subsidy) to be paid by the government on each aircraft that they produced. Victa sought that the number of 2-seat trainer aircraft imported into Australia during the next twelve months be limited to the same number as were imported last year. Possibly this could be increased by 20% as a normal growth rate. This was rejected on the grounds of insufficient evidence. In January 1966, Mr. McEwen gave approval for the Tariff Board to conduct an inquiry into the proposal of the Australian light aircraft manufacturers, that a bounty should be paid on each aircraft that they produced as an encouragement to the development of the local industry. On February 14, 1966, Victa stopped production of the Airtourer, due to the lack of government support. Over a 4 year period, a total of 169 Airtourers had been built.

The Tariff Board began their hearings in Canberra on June 9 & 10, 1966. Victa chairman, Mr. Gary Richardson, assured the inquiry that Victa's application for Government assistance had specifically excluded any request for increased tariffs against imported aircraft. The bounty imposed no financial burden on the light aircraft industry, nor did it restrict the marketing activities of overseas manufactures.

General sales manager of Cessna Aircraft Corporation, Mr. R. Robinson, said, "That some years ago, his company had investigated the Australian Market as a possible production centre. They had estimated that they would have to build 850 Cessna 172's over a 5 year period in Australia, to bring the manufactured cost down to import cost and this did not make sense with the size of the Australian Market."

Mr. F. Sylvester, sales director of the Piper Aircraft said, "That Australia did not have a big enough market to support a light aircraft industry and if initial Government financial help failed, it would lead to a demand for straight tariff protection. When the market warranted local production, the best approach would be for the production of Piper aircraft under licence.

Market research officer for Hawker De Havilland, Mr G. Walker, recalled the post-war development of the DHA-3 Drover, of which only 20 were built, because of the heavy losses sustained. He said, "in order to survive, a local manufacturer would have to sell at least 100 aircraft per year for 5-7 years; and the aircraft would have to remain saleable without modification or redesign during the period. This was unrealistic in the current Australian Market.

Mr. D. Perkins and Mr. S Cossar of the Tariff Board, adjourned the inquiry to be reopened in Sydney about mid-July.

Victa test pilot, Vic Walton, first flew the 4-seat Aircruiser prototype, VH-MVR, on an unofficial flight at Bankstown on July 17, 1966. In its attractive gold and white colour scheme, it made its official first flight before a large party of guests the following day; appropriately timed the day before the reopening of the Tariff Board inquiry. It had a maximum cruising speed of 148 knots and a stalling speed (flaps down) of 49 knots. Initial rate of climb was 1200 ft./mint Takeoff distance to 50 ft. was 365 metres and landing distance from 50 ft. was 427 metres. Maximum range in still air was 870 nm.

Hearings for the Tariff Board inquiry reopened in Sydney on July 19, 1966. Victa's Garry Richardson told the hearing that "in late 1965, Victa became aware of activities by American importers and their overseas principals. American imports of 2-place aircraft were being increased far beyond normal market needs; 633% on the 1963/64 figures. Special price reductions and extended trial periods without payment were being offered as special customer incentives. It was for this reason that Victa had sought a restriction on imports for 2-place aircraft. When the Government refused this, Victa decided to cease production of the Airtourer in February 1966."

"The board was also told that there was no foreseeable prospect of engines and propellors being produced locally. These comprised the greater part of the value of materials and they would have to be continued to be imported. This diminished the possible foreign exchange savings of a local manufacturing industry. The cost of these components was also an offset against any exchange earnings from export sales."

Giving a lecture to the Royal Aeronautical Society in Melbourne on August 18, 1966, Henry Millicer discussed the subject "Aircraft Design in Australia". "He spoke of the design and production facilities at GAF, CAC and Hawker De Havilland. How during the war, these three factories and twelve sub-contractors had built 3,625 new aircraft and 2,300 engines. At the same time, they overhauled 4,500 airframes

and 12,500 engines; all with a labour force of 44,000 people. Now in 1966, only Hawker De Havilland had a production line and that was for aluminum boats. During 1965, Australia had imported over $5 million worth of business aircraft, which was a drain on our country's economy. For example, in 1951, the French light aircraft industry started receiving a French Government subsidy of 100% refund on research and 90% refund on development costs.

This was done on a reducing scale over ten years. Fifteen years later, five years after the subsidy stopped, the French light aircraft industry is the second largest in the world after the USA. An injection of $10 million for say six projects over two years, would repay itself in terms of this country's development, making us far less dependent on imports by the same amount in one year. What is needed is leadership, incentive and capital backing. A well developed light aircraft industry alone could, in eight years time, save Australia $10 million in foreign exchange annually and provide a good defence potential in case of an emergency.

In early December 1966, Victa announced it would close down its aviation division on Friday, January 20, 1967, unless a bounty was approved before that date. The company had intended to close down in December, but had no wish to put off employees before the Christmas season. With no decision from the Tariff Board on January 20, the aviation division of Victa Consolidated Industries Ltd. closed down. Aero Engine services Ltd. of Hamilton, New Zealand, purchased the manufacturing rights, jigs and tooling for the Airtourer and Aircruiser. Unfortunately for Millicer the Victa patent on the vortex flap was allowed to lapse. It was seized by Boeing and used on the B747-SP, without Victa or Millicer receiving a cent.

On February 14, 1967, Mr. McEwen announced that "the Government had accepted the Tariff Boards recommendation that assistance be not accorded the production in Australia of single-engined aeroplanes". In the recommendation, the Board also suggested that the 7.5% import duty on American aircraft be dropped, as it served no useful purpose and added to operating costs.

Henry Millicer joined the Royal Melbourne Institute of Technology as a lecturer of aeronautical engineering in September 1967. He found the working conditions and training at the institute far outmoded and began a major effort to upgrade them.

The first New Zealand built AESL Airtourer, ZK-COZ was flown on October 12, 1967. Civil versions of the AESL Airtourer were identified as the T1 with a 115 hp Lycoming and the T2 and T4 with a 150 hp Lycoming engine. Military versions were built for the Singapore Armed Forces and RNZAF. They were the T5 and T6 with a 150 hp Lycoming engine and a constant speed propellor. The T6 had a maximum speed of 142 knots and a cruising speed of 123 knots. Initial rate of climb was 1,150 ft./min. Maximum range was 580 nm.

In July 1968, the Latrobe Valley Aero Club obtained the assembly and sales rights for the AESL Airtourer in Australia. Fully equipped, the model T2 sold in Australia for $13,000.

Cliff Tait flew Airtourer ZK-CXU 53,097 km around the world in 1969. Flying time was 288 hours and at the time it was the smallest aircraft to have completed the flight.

During 1970 Henry Millicer secured a Commonwealth grant, which with extra funds from RMIT, allowed him to spend 15 weeks abroad. He visited 53 universities, aerospace firms and Government establishments in the USA, USSR, Canada, UK, France, Italy, Germany, Poland and India to inspect their educational systems. A report he wrote for the Commonwealth, pointed out the faults and needs in Australia's engineering training. "Australian engineering students were suffering badly through lack of facilities and equipment. They needed workshops where they could work on large projects; designing and building entire aircraft. Open-book examinations were needed, where students would have their text books with them, as they would in actual professional work after graduation. This would stop cramming for the examinations sake. More cooperation between industry and university was needed. The Australian trend to specialize graduates must stop. Economics, politics and report writing should be included in the final years. Workshop practices and academic studies should be integrated into one system. Taxation incentives should be provided to firms offering vacation training to students. Workshops should be equipped with machine tools and design aids so that students could make and test their own models. Post graduate summer schools should be introduced for qualified practicing engineers to update their knowledge."

New style ailerons, elevator, cockpit canopy and the addition of a rudder trim were the changes given to the New Zealand version of the Victa Aircruiser. Renamed the AESL CT4 Airtrainer, it remained identical to the Australian design, but was restressed to +6C/-3G as a military trainer. The prototype was first flown on February 21, 1972. It had a maximum speed of 159 knots and a cruising speed of 137 knots. Initial rate of climb was 1,350 ft./min. Maximum range was 780 nm. With the introduction of the Airtrainer, production of the AESL Airtourer was stopped in 1972. A total of 85 AESL Airtourers were built.

Defence Minister, David Fairburn, announced in Wellington, New Zealand, on July 25, 1972 that the RAAF had purchased 37 AESL CT4 Airtrainers at a cost of $3.2 million. Deliveries would begin in mid-1974, when the CAC Winjeels would be phased out. Millicer said, "he was pleased, for the fruits of Australian blood, sweat and tears resuming to Australia, But! It was the Federal Government and vested interests that had killed this project in Australia.

Henry Millicer was appointed senior lecturer of the aeronautical section at RMIT in 1972. He revised the aeronautical engineering course to one of high quality, which was granted degree status and recognised worldwide. Young men and women could take a bachelor course of 4 years, or a diploma course of 3 years.

Travelling to England in 1976, Millicer experimented in the wind tunnel at the

Cranfield Institute of Technology. He studied the influence of fuselage camber on the spanwise lift distribution induced drag on aircraft. Returning home in 1977, he carried out tests at RMIT on the Airtourer wing fatigue loading. As a result, the official life of the Airtourer was increased to 12,000 hours.

In September 1978, The Royal Aeronautical Society of United Kingdom announced a competition for the design of a fully-acrobatic training aircraft. Henry Millicer and Peter Carr created a design suitable to be built as a 2-seater or a 4-seater, to meet a production requirement of 250 aircraft per annum. Named the Kite 2 and Kite 4, they were to be powered by the 130 hp Rolls Royce Continental 0-240 and the 200 hp 10-360 engines, which were basically a 4-cylinder and 6 cylinder version of the same engine. Although similar to the Airtourer, the Kite 2 was of a simpler construction with a rounded lower fuselage. The wings had a simplified spar and rib construction, and were divided at mid-span for easy transport in a standard shipping container. A simplified flight control system had mass balanced controls with no movable trim tabs. Elevator trim was accomplished using a cable-operated spring bias. Vortex flaps as used on the Aircruiser, were manually operated by a centrally-positioned lever. A large rudder ensured good spin entry with positive recovery; thus preventing the development of a flat spin. Duel joystick controls and throttle levers were fitted, with the instructors throttle lever on the central console beside the flap lever. The undercarriage was similar to the Airtourer, using an automotive Armstrong nose strut and BHP spring steel main legs. Cleveland disk brakes were hydraulically operated. Wingspan was 9.14 metres, length was 7.25 metres and the all-up weight 772 kg. It's estimated performance was for a 75% power cruise of 120 knots, an initial rate of climb of 1,000 ft./min. and a range of 540 nm on 127.4 litres of fuel.

In June 1979, the designers were advised that their Kite design was in the ten finalists. Part 2 of their submission was dispatched to London in December 1979. The results were announced in October 1980, with the Kite being placed third in a world-wide entry of forty designs. At this time, Dr. Henry Millicer MSc, FIE Aust, FRAeS, resigned as Principal Lecturer in Aeronautics at Royal Melboume Institute of Technology.

At a lecture to the Melbourne branch of the Royal Aeronautical Society in 1981, Millicer stated "that Australia needed a different design of trainer, simplified for production as a kit. With the help of Peter Carr and Mr. D. May, Millicer designed a high-speed, high-altitude, amateur aircraft in late 1981. Named the Swift, it was a low-wing, tandem 2-seat monoplane, powered by a supercharged 180 hp Lycoming engine. Construction was predominately all-metal in conventional light-alloy, with a steel undercarriage and fibreglass cowls and fairings. Cruising at 75% power at 15,000 ft. would give a TAS of 230 knots and a range of 1,250 nm on a fuel capacity of 273 litres. A maximum range of 2,000nm could be obtained by cruising at 19,000 ft., giving a non-stop flight from Melbourne to Cairns of 5 hours. Stressed to 4.4G for semi-aerobatics, it had a maximum dive speed of 270 IAS and a stall speed on 54 knots. Its climb rate from sea level to 12,000ft was 1,400 ft/min. Gross weight was 904.5 kg. To be sold as a kit, it would

have sold in Australia for around $15,000 plus the bought out items such as engine, propellor and tyres etc. All that was needed was some capital to accelerate construction and certification of the prototype, but this was never forthcoming. Millicer did commence construction of a prototype at his home in Anglsea.

The RAAF issued specification AC180 for a turboprop trainer to replace the piston-engined CT4 Airtrainer and Macchi MB-326H jet trainer in 1982. With assistance from the students at RMIT, Millicer designed the A10 Wamira (throwing stick) to the specification. It was a side by side 2 seat low wing monoplane powered by a 550 SHP. Pratt & Whitney PT6A-25D engine. Wingspan was 11 metres, length 10.01 metres and height 3.7 metres. The planned empty weight was 1,394 kg and maximum take-off weighs 2,600 kg. Estimated maximum speed was 202 knots and cruise 180 knots. Rate of climb was estimated at 1,840 ft./min. Maximum endurance was to be 3 hrs. 50 mins. The Australian Aircraft Consortium Pty Ltd. was launched at Canberra on June 16, 1982, when the Minister for Defence Support, Mr. Ian Viner, announced a $36 million contract for the development of the A10 Wamira. Chairman was Mr. J. Davenport, general manager Mr. Alan Smith, project manager Dr. Jim North and chief designer Mr. Bob Dengate. Newly-built, but modest offices were built at Fishermans Bend close to CAC and CAF. A wooden mock-up of the Wamira was built by GAF and two prototypes were commenced with sub-contractors GAF building the fuselage and CAC building the empenage and HdeH building the wings and undercarriage. In 1983, the RAF sought tenders for a tandem 2-seat turboprop trainer and the AAC submitted a revised seating version of the Wamira, with the more powerful PT6A-25C engine; designated the A20. This contract was lost to Shorts in Belfast, who quoted a cheaper price to build the Brazilian Embraer Tucano under licence.

In May 1984, the Royal Melboume Institute of Technology bestowed its first ever honorary doctorate of engineering to Henry Millicer, for his work as an aircraft designer and leading technical educator.

Mr. Paul Foley, assistant secretary for the Department of Defence, led an eleven man team to Shorts in Belfast and Pilatus in Switzerland in early 1985. Both companies had submitted tenders for the RAAF trainer specification, with the Tucano, PC7 and PC9. On April 16, 1985, the Auditor General's report tabled in Parliament was critical of the A10 project, saying that it was running 12 months late and that costs had increased from 46 million in August 1981 to $64.4 million. Estimated production costs had risen from $155 to $281 million. Defence Minister Kim Beazley, supported the project, but called for reduced costs.

Work ceased on the second prototype on June 28, 1985. The AAC was closed down by the Defence Minister Kim Beazley on July 9, 1985, and HdeH took over management of the A10 project. The aircraft was redesigned for the 950 SHP. PT6A-62 engine, as used in the PC9, and redesignated the A10B. HdeH then submitted a fixed price of $184.1 million to build 69 Wamira's for the RAAF. Shorts withdrew their tender in October 1985. Defence Minister Beazley announced on December 16, 1985, that the Department of Defence had purchased 69 (later reduced to

67) Pilatus PC9 trainers at a cost of around $240 million. The aircraft were to be built in Australia under license; a contract later won by HdeH. Work on the Wamira was stopped, with the first aircraft completely assembled and 6 months away from test flying.

Henry Millicer wanted the Government to reduce the PC9 order and purchase between 10 and 44 of his Miltrainer design; a turboprop version of the CT4 Airtrainer. The Miltrainer was designed in 3 versions; the 330T with a derated 300 SHP. Allison 250-B 17-oD engine, which could have a fixed or electric-retracting undercarriage, or the 375T with a derated 375 SHP. Garrett TPE 331-1-151 engine and electric-retracting undercarriage. All three versions were to have Hartzell 84 propellors. Modification of the fuel system with three integral tanks was to increase capacity to 393 litres. This gave an endurance of 3 hr 50 min as compared to 2 hr 20 min with the PC-9. The rudder bar was to be replaced with rudder pedals and toe operated brakes. It was designed to operate from grass strips an inability of the PC9. Cruising speed of the Miltrainer was 250 knots compared with 300 knots of the PC9; but the RAAF specification only required 180 knots. Although the Miltrainer would have given cheaper operating costs, the RAAF did not want two aircraft types for the job.

At a function in Melbourne during late October, Dr. Henry Millicer was awarded the prestigious Grand Master's Australian Medal by the Guild of Air Pilots and Air Navigators. It was presented by HRH The Duke of Edinburgh, Prince Phillip, for Dr. Millicer's "very considerable contribution to Australian aviation over a protracted period". The award to this truly "Noteworthy Australian", gave him tremendous satisfaction.

This article was originally published in Queensland Vintage Aeroplane News and is reprinted with their kind permission.

FOR SALE

AIRTOURER T6/24 - VH-BVV

AESL manufactured Hamilton N.Z. 1971, 150 HP Constant Speed
Engine to run approx. 1900. Lyc 0-320
Prop. 50 hours since overhaul, Total Time 3,900 hours.
All ADs completed, no incidents, always hangared, nil corrosion.
NAV. COM. ADF. TXPDR. Mode C. Garmin 100 GPS. Electric trim. Intercom.
Fresh 100 hourly. Nice aerobatic aircraft in good condition.

$72,500 or near offer.
Adrian Jolly, 085 527054

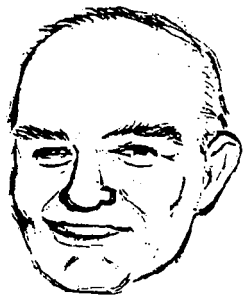
THE SHERIFF OF LOCKINGTON INTERROGATES....

LEONIE PLUMMER. *(At Bokarina, Qld., 7/8/96)*

Occupation before retiring? Air Hostess.
Where were you born? Brisbane.
Where have you, and do you live? Sydney, Melbourne, Adelaide (for 1 month) and now on Queensland's Sunshine Coast.
Any family? 1 son in Bangkok, 1 daughter in Los Angeles.
Do you enjoy flying? I used to be mad keen, now I feel it is time to retire.
Any ambition to obtain a Pilot's licence? Not any more.
What have you gained out of the Airtourer Association? Many, many happy years with friends of like interest.
Total hours flown? Too numerous to count, I have been involved with flying all my life.
Longest trip flown? Professionally - BN-LR-CY-MSA-LR-BN in one day at 10,000 ft. in unpressurised DC4. Privately - My wonderful husband flew me to the tip of Australia, somewhere I have always wanted to go.
What was one of the most memorable flights you have done? After seeing my family in Sydney, John and I left for our home at Bokarina and flew up the Burragorang Valley through the Blue Mountains below the cloud and I felt over-awed by the majesty of our surroundings and that we were one tiny part of it.
Who is your favourite Pilot, or who is your most regular Pilot? The only person I would fly with - my husband.
Most humorous moment re flying? Humorous? Not at the time, but as a Hostie panicking when stranded on a sand-bar at 1.30am during a crocodile shoot, hoping tide would come in, to get back to Darwin for 6.30am flight. We made it!
Other interests? Sewing, gardening.
Favourite food? Seafood, and eat it!
Favourite drink? Dry white wine.
Favourite music? Andrew Lloyd Webber.
Favourite Sport? Lawn Bowls or Walking along Kawana Beach early in the morning at the beginning of a new day.
Do you, or did you, have a nickname & what is it? Nancy.
How did you acquire that? After the cyclone that was hanging around after we moved to Queensland.
What is your greatest extravagance? Have I got one?
If you had a spare million dollars what would you do with it? Probably invest it, and give some away.
Have you a pet aversion? Sand on tiles underfoot.

THE SHERIFF OF LOCKINGTON INTERROGATES.... ROY GORDON RIDDEL. (At Parkes 21/9/96)

Role in Airtourer Association? I'm a N.S.W Rep, organised a fly-in to Old Bar, & Gunnedah but Judy did all the work!.
Year joined the Airtourer Association? 1989.
Occupation? Dentist, now Farmer. RAAF Pilot 1940-45. Served in England & in the Pacific Islands flying Fighters.
Where were you born? Brisbane.
Where have you, and do you live? Brisbane, Sydney, Coffs Harbour.
Aircraft type & registration? T6 OVV.
When did you buy this Airtourer? 1989.
Any interesting stories about the previous owner? Singapore Airforce.
Have you owned any other Airtourers? No. Owned a Cessna 172.
Year gained Pilot's licence? 1940.
Total hours flown? About 3000.
Longest trip flown? Eastern Papua New Guinea in the Cessna in 1975. At Milne Bay I expressed the need to get to the Airport, they thought I was a VIP, so they sent a car, washed inside and out - the seats were still wet! Got to Horne Island and they confiscated our sandwiches because of quarantine!
What was one of the most memorable flights you have done? Safari with Airtourers to the Gulf.
Who is your favourite co-pilot, or who is your most regular co-pilot? Judy, she does most of the flying.
Most humorous moment in flight? Going to a Dental conference in Port Macquarie - Judy decided to change her stockings during the flight. I, the pilot, had difficulty preventing I and the plane going into a spin. No-one was in control!!
Other interests? Grow Blueberries commercially. A timber cutter still using a bullock!, sells our timber. Interest in shares and real estate. *(Judy said "Too many, needs to be 2 people!")*
Favourite Food? Not fussy. Usually a peppered steak - medium. Rather Judy play golf than cook!!??
Favourite Drink? Dry white wine.
Favourite Music? Like all, especially organ music.
Favourite Sport? Golf.
Do you, or did you, have a nickname, and what is it? Unprintable! . Refer "Milne Bay 1942" Book.
If you were Prime Minister of Australia for ONE day, what would you change for the betterment of Australia? For their own dignity, would make everybody work for their money. All students be prepared to pay for their tuition. The World doesn't owe them a living.



Any further comments you wish to add? What a joy it has been to be part of this Association. A great bond of friendship and all love a great Aircraft. I was due to buy an Aircraft, when a friend showed me a magazine with a photo of 3 T6s on the cover and I was sold!

(Thank's Roy for what I consider a privilege to "interrogate" you. I was most humbled, especially when privately relating some experiences during the war - it is we who owe you. Also, like all the other interrogations I have done, it was fun and an experience, and you made it easier for me. - 'The Sheriff'.)

Calendar of Events

Lilydale Airport "Open Day"
Sunday 2 March 1997

Yes - mark this in your Diary NOW. To be held again on the Sunday of the famous Yara Valley Grapegrazing Weekend! In 1996 we had well over 2,000 attend - the public loves little aeroplanes. Come and visit the home of ECI.

Convention and Annual General Meeting 1997

Yarrawonga, Victoria
15-16-17 March 1997

Fly In Pt. Cook.

There is to be a Fly-in to Pt Cook on Sunday 6th April to visit the R.A.A.F. Museum. Arrivals 10.00am, departures 2.30pm, BYO Lunch.
Please give me a ring if you can make it .
Hector Blemings:03-9859-5793 or 03-5634-2421

Queensland / NSW Central Queensland Tour

25, 26, 27th April 1997
More details available at Yarrawonga or call
John Plummer (07) 5493 4915

Noosa Escapade Fly-In

24 May to 1 June 1997
Details in December AOPA (page 62) or call
Mike Hagen (07) 5449 9880 or
John O'Halloran (Contact details inside front cover.)

Latrobe Valley Fly In, 30 NOV -1 DEC

The Blemings

It had all the ingredients of a disastrous weekend. Rain, a few breaks - more rain, you know the story but we figured IFR pilots would get in surely and some Victorians could drive, after all it's only 2 hours from Melbourne. Well we sure proved this Airtourer crowd are a determined lot. A phone call around 11.00am on the Friday from Sydney for a weather check ended up in a decision to drive now! Alan and Merle Wood and Bob and Pat Peak - I did tell them it would take around 10 - 11 hours as we had just driven it the week before but they said the alternative was miss the fun and that wasn't on. That afternoon the Aero Club received a call from Wangaratta - 120NM away - 3 aircraft there from Cessnock and they can't get any further but will try tomorrow. Just as we were about to leave and await the night arrival of the Sydney mob there was the sound of a CT4 overhead in that grey sky, Paul Carey had got through from Taree. Friday ended up with 8 of us at KFC (the only place still open) at 10pm.

Next morning weather still hadn't improved so the Wangaratta group decided to drive. What takes 1 hour to fly will end up taking them 8 hours to drive via the scenic mountain route, (the most direct looking road on the map isn't necessarily the quickest) but they'll make it. The locals started to arrive, new member Andrew Temby and Michelle as well as the Tasmanians and by evening we had 35 of us joining the LTV Members for a delightful meal.

The CFI at Latrobe Valley John Willis OAM gave a very interesting talk on Airtourers and their roll at LTV in the early years. This will be printed in a future Newsletter for all members to enjoy. A raffle was run and some money raised for the club, also a $30 donation being funds left over after expenses. Next morning saw us on the bus and cars to Walhalla for a train trip and lunch at the township. This old gold mining town is set in a lovely gully and the weather was perfect as we sat outside the general store with our large salad rolls and goodies. We spent a total of 1 1/2 hours there which of course was not enough time for the walkers in the group to do everything but at least they got a bit in. Walhalla can best be summed up by a note from Bonnie and I quote " the bus and train to Walhalla - there was something quite dreamlike about that day. The little village itself of course is like stepping through a time warp and the charming courtesy of Norm from the general store, putting the lunch outside on the grass for us, and the way he promised us a surprise when we returned to the bus - and it turned out to be the gold nugget on the leather thong - what a gem, and the quiet anticipation in Rhonda's face as she put out the parrot seed and we waited for the parrots to come down out of the trees - I thought there was something quite magic about stepping back in time".

During Saturday and Sunday afternoon tours were arranged through Gippsland Aeronautics hangar to view the work being done on the Airvan which

(Continued on page 24)

Airtourer Association Annual Convention.
Yarrawonga.
14,15,16,17th March 1997

Information.

A Registration fee of $47.00 per person payable on arrival covers the Convention Dinner ($25.00) and the Paradise Queen luncheon cruise. ($22.00).

As there is no Aero Club at Yarrawonga to support us, lunch on Saturday is not catered for, but there are good food places close to the Motel, which is right in town.

Yarrawonga Aerodrome is 1.5 NM SE of the township.

Co-ordinates	36°02' S - 146°03' E
Elevation	400 ft.
Runway	01/19 Sealed 1,200 M.
Frequency	118.6 Area and CTAF
Fuel	None available.
PAL	121.3

For transport from the Aerodrome, the Motel courtesy car is on standby. Call 57443817 or taxi available on 57441633.

Program.

Friday	14th March	Arrivals - Informal Evening (Chinese Cuisine), BYO.
Saturday	15th March	Arrivals/Registrations. A relaxing day sightseeing the area, flying, or lay about the Motel Pool.
	1800	Pre Dinner Drinks at Lussino's Italian Restaurant (Licensed or BYO).
	1900	Convention Dinner with presentations.
Sunday	16th March	
	0800	Breakfast in your Motel Room
	0830	Airtourer Association AGM in Motel Courtyard.

Sunday 16th	0945	Airtourer Co-Operative Ltd AGM
	1100	Short walk to Lake Mulwala for a 4 hour luncheon cruise aboard the Paradise Queen.
	1130	Cruise departs, returning approx. 1530 with the rest of the afternoon free.
	1800	The Mulwala Services Club courtesy bus will arrive to take us to and from the club for a very easy and informal evening.
Monday 17th March	Departures to suit.	

Accommodation Form

Please complete this form, with cheque made payable to Yarrawonga Central Motor Inn and post with accommodation form to:

John Treble
P.O. Box 57
Keilor, VIC 3036

Please send by **28 February 1997** to ensure accommodation and to count all heads for catering purposes.

✂----------

Name _____.

I will be accompanied by _____
and will arrive at Yarrawonga at _____ hours on _____.

Please arrange accommodation for _____ nights and I will require a Double/Twin/ Share Twin *.

I will / will not.* be going on the Paradise Luncheon Cruise.

I enclose a deposit of $25.00 per person for accommodation.

The Motel cost is $72.00 per unit per night.

* (cross out not required).

(Continued from page 21)

all the men found very interesting.

On arriving back at LTV the weather turned on us again and departures were made between showers. Sunday night saw 15 plus the Gray children for dinner at the Traralgon Hotel. A great finish to a marvellous weekend. Thanks for the support.

LTV Roll Call

Paul Carey	AGH
Andy & Jane Morris	DDZ
Stan & Bonnie Tilley	MTL
Mike Fisher	CND
John & Doreen Treble	CRK
Andrew & Michelle Temby	ECI
Hector & Wendy Blemings	YVV
Lindsay Dyer	MUY
Ross Day	MBG
Graeme & Yette Saunders,	Cessna

The following all arrived by car:

Alan & Merle Wood, Bob & Pat Peak, Jack & Colleen Murray, Frank & Jean Murray, Doug & Frances Beckwith, Lindsay & Beryl Marshall, Ross & Lynette Graham, Barry & Judy Gray, Bill Miller, Harry & Ruth Gibson, Des Stagg & Sybilla Reisch

Welcome

We welcome new members Andrew and Michelle Temby from Eltham in Victoria. Andrew has achieved fame in an Airtourer by winning both the Victorian and Australian Aerobatic Championships in the Basic Class last year. This year he will be competing in Sportsman Class, again in an Airtourer.

Trophies to be awarded at Yarrawonga.

The Sonny Rankin Trophy for Best Presented Airtourer.

The longest distance.

The secret time of arrival.

FOOTNOTE TO OUR JOURNEY NORTH.

On the Katherine leg of our trip we visited the Museum where Clive Fenton's aircraft is hangared. There on a special 50th Anniversary display was a picture of 548 Squadron RAF at Parap, Darwin. 11 Spitfires lined up together with Officers - one of those Officers was my father.

Hector Blemings