

AIRTOURER ASSOCIATION

May 1997
Newsletter No. 82



Dedicated to the preservation and continued airworthiness of VICTA and AESL Airtourer Series



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 August 1997. Contributions and/or advertisements are to be with JOH by 15th July 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

This issue of the Newsletter has turned into a mad rush as usual. Despite the great efforts of the members writing articles my work patterns have conspired to leave me in a rush. To help ease this problem in future I'm going to move the deadline for articles two weeks earlier to the middle of the month prior to publication.

One of the easiest ways for me to use articles is if they're emailed to me. On this point I have changed my email address to the new one above.

It was great to see everyone at Yarrowonga despite arriving at 9:30 PM. In true Airtourer Association form the party at the restaurant was in full swing when we finally made it.

Safe Airtouring.

John O'Halloran

Cover Photo

Stan Tilley in formation with his brother Ray at Skyrace Tasmania. Ray is flying the Thorp T18 that he completed himself.

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**Minutes of the Airtourer Association
Annual General Meeting
held at the Central Motel, Yarrowonga, Victoria
16th March 1997**

Open: 8:45 AM

Apologies: K. Bell, R. Graham, J. Plummer, P. Roche, B. Rankin, K. Hilsberg, P. Bons, A. Jolly.

Minutes of the Previous Meeting.

Proposed B. Gray, seconded A. Matthews that the minutes of the previous AGM, as published in the May 1996 Newsletter, be accepted as a true record of the last AGM.

CARRIED

Business Arising From the Minutes.

None.

President's Report.

Tony Matthews presented a report on the activities of the Association over the previous year. It was generally a successful year marred only by the passing of Dr. Millicer, our patron. The complete report is published in the May 1997 Newsletter. Proposed H. Blemings, seconded S. Tilley that the President's report be accepted.

CARRIED.

Secretary's Report.

Barry Gray reported that membership now stands at 154 with a possible decrease by another 5 due to renewals not received for '96/97. New members were Geoff Partridge (Coffs Harbour), Lars Larson, (Wagga), Andrew Temby, (Eltham, Vic.), and Bronte Lockwood from Mt. Gambier.

Proposed B. Gray, seconded S. Hilsberg that the Secretary's Report be accepted.

CARRIED

Treasurer's Report.

John Treble tabled the accounts for the year. A copy is included in the May Newsletter.

Proposed J. Treble, seconded P. Carey, that the accounts as tabled be accepted.

CARRIED.

Election of Office Bearers.

All positions were declared vacant, Liz Matthews took the chair.

George Penfound thanked the out-going Committee on behalf of the membership and nominated Tony Matthews for President, seconded S. Tilly. There being no other nominations the motion was carried.

Proposed Lorraine Howson, seconded Graham Wood that the out-going committee be renominated for the remaining positions.

CARRIED BY ACCLAMATION.

Historian.

Doug Stott still needs more photographs of missing Airtourers.

General Business.

John O'Halloran advised details of a Queensland Fly-In over the Anzac long

weekend.

Hector Blemings advised details of a "Picnic at the Point" at Point Cook on 6th April. Doug Stott reminded members that it was 20 years since the founders meeting at the RNSW Aero Club and suggested we present 10 and 20 year membership mementos. Gerry Lawson reported on the CASA Review presently underway and advised members to put any grievances in writing to Leroy Keith.

AGM Venues. The venue for the 1998 AGM was reaffirmed as Griffith (NSW) for our 20th anniversary. Doug Stott mentioned that 1999 would mark 20 years since an AGM was held at Mildura and suggested that a return may be appropriate. There followed further discussion about future AGM venues with Pat Kelly suggesting Redcliffe, Jim Crocker suggesting Lake Keepit and Bill Miller suggesting Geelong. Loraine Howson suggested Western Australia and it was felt that this would have to

(Continued on page 13)

**Airtourer Association Annual General Meeting
Held at Yarrawonga 16 March 1997**

Statement of Receipts and Expenditure 1 Mar 96 to 28 Feb. 97

Receipts		Expenditure	
Credit Balance	4,211.48	Newspaper	697.75
President's Fly-In	1,500.00	President's Fly-In	1,660.00
Membership Fees	2,430.00	Insurance	247.62
T/Shirts etc.	37.00	Postage	85.10
Adverts	191.15	Co-Op	175.00
		AOPA	96.00
		Wreath	38.00
		Dept. of Fair Trading	30.00
		Austair Data	11.00
		Trophies	75.40
		Bank Fees	14.49
		Credit Balance	5,239.27
	\$8,369.63		\$8,369.63
Reconciliation		Assets At Cost	
Credit Balance	5,239.27	Typewriter	400.00
Investment Account	12,176.66	Label Printer	761.00
T/Shirts etc	2,080.00	Filing Cabinet	267.00
1 A/D VAT 28	120.00		
	\$19,615.93		\$1,428.00

John Treble

Treasurer

Yarrowonga '97

Airtourer Association Annual General Meeting

Greg Rutherford

This account of a trip in an Airtourer, which happened to take in the Airtourer Association Annual Convention at Yarrowonga, comes from a very reluctant correspondent. However, when you see JOH striding towards you with a determined and purposeful look it takes far more resolve than I possess to decline an invitation to fill up some space in the Association's newsletter.

For the last few years my involvement within the Airtourer Association has been quite a passive one, as we first had to contend with Judy's illness, then adjusting to my new role as a sole parent, whilst at the same time trying to keep a farm afloat. Despite my lessened involvement with the Association there always existed a discreet and very supportive contact with fellow Airtourer devotees, something that was always very much appreciated.

This year I was determined to attend the gathering at Yarrowonga, which hopefully would give me the chance to re-establish contact with members I had not seen for some time, and also the opportunity to meet the newer faces of the Association.

I have owned an Airtourer 100, VH-MOC, for 22 years and after some good interstate trips in the early 1980's, for the last decade it has had a comparatively quiet existence pottering around Western Australia. With a thorough Periodic Inspection completed we thought it was capable of a trip across the Nullarbor again.

I planned to depart on Thursday

March 14, with the intention of making Ceduna on the first night and the Marshalls' at Lockington on the second night. The day before my departure had a sense of gloom as I surveyed the 30 knot Easterly wind, and the Stratocumulous remained pretty solid until well into the afternoon. Hardly the ideal scenario for a trip to Victoria.

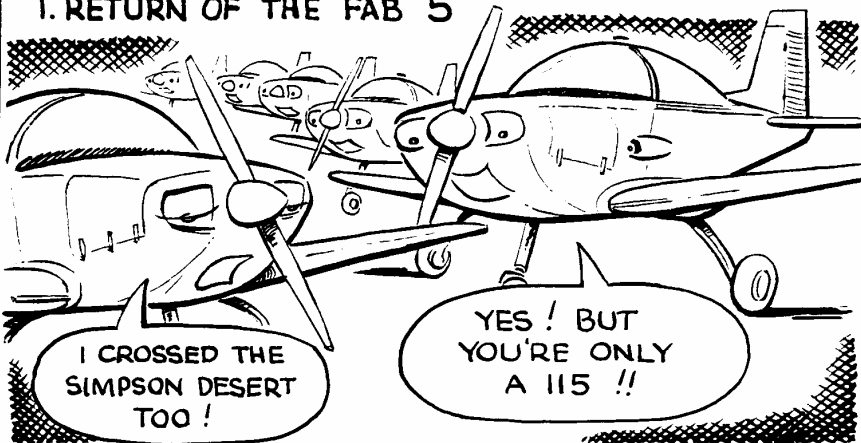
The AVFAX painted a fairer outlook on departure day, but still could hardly be called the ideal forecast to head East. I was airborne 20 minutes after first light for the first leg, with a 370 Nm run to Caiguna planned. Monitoring the ground speed on the GPS on climb was not giving a lot of joy until we were through 7500', and after getting out a big stick Moscali was coaxed to 9500' (yes, in a 100!). Once in cruise, the ground speed held around 90 knots, which meant we were losing about five knots to a headwind. The SC reappeared half way to Norseman, but remained broken and posed no problem. It was just a matter of sitting there and letting the miles go by.

I was able to get under the cloud about 40 miles out from Caiguna, a fortuitous move as by the time we landed it was drizzling rain. Typical Caiguna, I have never landed there with less than 10knots crosswind, and this was no exception. Refuelling showed a rate of consumption of 20 litres an hour - there has to be one advantage for a 100.

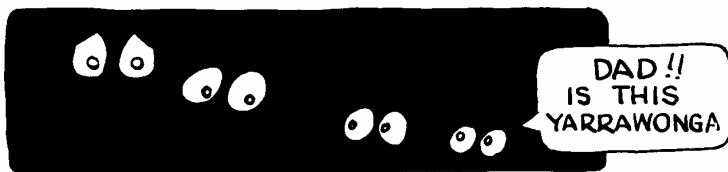
Departure from Caiguna had us cruising initially under the cloud base for the first 30 minutes, then up through a break for a good pickup in ground speed.

YARRAWONGA

1. RETURN OF THE FAB "5"



2. LATE ... LATER ... LATEST ...



3. GUESS WHO CAME TO DINNER ?...EARLY!



This did not last too long before higher CU tops had us back down through a break for an up, down or around routine that lasted until the Head of the Bight. All told there were seven level changes with cruising altitudes between 1500' and 7500' used between CAG and HOB. Once we had cleared HOB 7500' was held until Ceduna with a nice 10 knot tailwind. The 435 miles was covered in 4 hours 30 minutes which gave us just over 800 miles for the day. Not a bad day's work.

Friday had us setting off for Lockington, and after slowly coming to terms with DECTALK, was anticipating a slight headwind initially and the chance of picking up a tailwind closer to Victoria. Once again the broken SC was present, but 5500' saw us on top of it with a ground speed equalling TAS. Two hours 30 minutes had us on the ground at Port Pirie for fuel. After many years of friendly service Jeff and Marg Findlay have retired, so there is a new face at PIR.

The last leg to Lockington and 5500' was not enough to top the SC so back up to 7500'. By Waikerie we were picking up 5 knots of tailwind, and the cloud cleared to give a spectacular view of the Murray through to Loxton. Once we were into Victoria we had 10 knots of tailwind which enabled us to achieve the 600 miles for the day in an even six hours.

Lindsay and Beryl's strip stood out quite prominently and soon MRF and MOC were able to renew acquaintances. They were built within a few months of each other in 1964, with an identical paint scheme and both are still in their original paint. You really have to have a good look to see which one is which. They became good mates on the Simpson Desert trip in 1984 and whilst their owners have maintained good contact,

usually over the phone, they have not seen a lot of each other in recent years.

After a welcome cup of coffee the pilot in the blokes bedded their aircraft down for the night, then the farmer in the blokes commenced a trip around Lindsay's sheds. What a fascinating collection of vintage farm machinery! I had not seen any such machines since I was in England on Young Farmer exchange over twenty years ago.

The evening passed very happily away, with a lovely meal, lots of memories revived, photographs perused and the tide steadily going out on a nice bottle of red.

On Saturday morning we only had the 100 miles to cover to Yarrowonga and it was too good an opportunity to miss to get my formation flying back up to scratch. After dropping into Echuca for fuel we settled into an easy flight on a glorious day in close company.

A formation landing was not an option at Yarrowonga so we settled on a stream landing. As soon as the engine stopped and the canopy slid back there was a steady run of people coming across to extend a welcome. Most were familiar faces, but there were some new ones to meet as well.

Once we were at the motel there was evidence in abundance of the spirit the Airtourer Association is renown for. The steady buzz of conversation, the joy of meeting or renewing acquaintances and above all, heaps of laughter.

After lunch some of us walked down to where Bob and Bev Gilmour had their caravan parked, right by Lake Mulwala. It was great to catch up with the Gilmours', and especially to see Bob in pretty good form after his stroke.

Over sixty people squeezed into Lussino's Restaurant for dinner. There

were some arrivals still trickling in, some beating last light and a few able to log some night time. It was a happy and boisterous occasion. Trust the school-teacher in Liz to observe from the menu that we would all receive **Main Course!!**

Sunday morning had the AGM of the Association scheduled. All the incumbent office bearers retained their positions - something of a tradition. There was an interesting focus of the maturing of the Airtourer Association, as this was the 20th AGM and next year will be the 20th anniversary since its founding at Griffith.

Some fond memories of the Simpson Desert trek were revived as it was the first time that all of Alpha Formation had been together since 1984. Alpha Formation comprised the five 100 hp Airtourers, under the able stewardship of Stuart Krichauff and his faithful followers of Bob Gilmour, Lindsay Marshall, Bill Miller and myself. Gerry Lawson was granted retrospective membership of Alpha group as a fellow Simpson Desert trekker, and current 100 owner.

Late morning saw us all board the Paradise Queen for a very leisurely and pleasant trip around Lake Mulwala. This was a great time to mix and mingle, with the time to just spend relaxing and talking amongst friends.

Some departures were made on Sunday afternoon, and those remaining made their way down to the Mulwala Services Club, across the border in NSW! The weekend was closing off, and what a rewarding and enjoyable time it had been. An interesting amalgam of top venue, perfect weather and delightful people, all bound together by that unusual little aeroplane that we share such a great affinity towards.

Monday morning saw departures to most points of the compass, though I

chose to tag along with a sizeable gaggle of Airtourers that had the intention of meeting at Wangaratta for lunch, via various intermediate stops, almost without exception wineries! MRF and MOC headed direct to Wangaratta, once again in formation and this time we got our formation landing on the wide runway at Wangaratta.

We were then able to meander through Air World and view an interesting and diverse display of aircraft and associated equipment. During our wanderings I was assailed by the Sherriff of Lockington asking all sorts of questions, some of which I had an answer to and some that left a void on a sheet of paper.

Lunch was enjoyed with some members of the Wangaratta Aero Club with the afternoons activities of a visit to Brown Brothers Winery and the cheese factory at Milawa being contemplated. With most people staying for the night the aircraft were tied down and a bus provided the means of transport. I was planning to be in Queenscliff with Judy's parents that evening, so in order to fit in the visit to Brown Brothers I decided to fly out and land there, from whence I would leave for Barwon Heads.

An extensive tour around the winery was conducted by Peter Brown, and with the wine crush in progress we were able to gain a detailed understanding of the process necessary to get the wine into the form that we can all enjoy. I have always been very partial to the fruit of the grape and found the visit very interesting. Peter was going to join the group for dinner that evening, and I have no doubt he would have continued his insight into a fascinating aspect of agriculture.

The tour was rounded off with a foray into the sampling room, and for once I

was ruing that I was flying. Great care was taken to position me right alongside the spittoon and I was under a fair degree of scrutiny to make sure that all that I was tasting was given up. I did however manage to get enough of a taste to ensure I had enough emergency water for the trip back to the West.

In planning a route to Barwon Heads I had the good fortune of being able to draw on the experience of Andy and Jane Morris. Given the good weather we decided it was possible to take the shorter route over Lake Eildon and Coldstream, which would then take me down the East side of the bay and over the Heads.

After farewelling the group, who were then making their way to the cheese factory, we were airborne. I really enjoyed the trip down. There is some rugged country, which in poor weather may be lethal, but on such a good day could be really appreciated. At cruise, 4500' is not enough to top some of the countryside, and Mt Buller is not all that distant.

After landing at Barwon Heads I spent a few days at Queenscliff, before heading to Latrobe Valley on Wednesday. I wanted to catch up with John Keily, who was the Victorian Young Farmer representative when we were both on Young Farmer (or Rural Youth) exchange to the UK in 1976. John learnt to fly at LTV and has hours logged on MOI.

LTV was also a homecoming for MOC as it was its home for the first two years of its life. Also caught up with John Willis very briefly, who recalled MOC as one of the first aircraft on which he instructed .

Back to Moorabbin late in the afternoon for a couple of days in Melbourne with Judy's brother and

family. I got a chance to spend a few hours in the city as a tourist, and then had a chance to catch a "rattler" out to St Kilda.

All too soon it was time to head back West and on Friday departed for Ceduna via Parafield.

I had never been through Parafield before, and given that the forecast wasn't anything flash I might have been pushing to make Port Pirie direct, so decided it would be worth a try.

Ironically the last bit of blue sky I saw on the trip to Parafield was over Melbourne.

The weather between Bachus Marsh and Ballarat was nothing brilliant but once past Ballarat improved with a cloud base around 3000'.

Just past Ballarat there is a small town called Beaufort, which is Judy's home town. She always liked to look out to the West from the kitchen window of their house and see Mt Cole with the cloud obscuring the peak. My response was that while I might like the aesthetics, as a pilot I could never fully appreciate it. There was a wry smile on my face when I flew past Beaufort and observed Mt Cole shrouded in cloud. I gave it a very wide berth!!

The forecast headwind of 15 knots was actually turning out to be a tailwind of 5-10 knots, which got me into Parafield just under four hours. A quick refuel and back into the air for a steady run to Ceduna achieving around TAS. Seven hundred miles in just under seven hours. One more day and I will be home.

The less said about the Saturday the better. All packed and planned early, thirty seconds after start-up an exhaust valve stuck and was determined to remain so. I was able to contact a LAME at Port Lincoln who gave me some advice to

follow, and if that was not successful would be able to fix the problem tomorrow. After freeing the valve a number of times it would then stick again. It was going to take more than I could do to get things back to order.

Whilst accepting the situation, I was far from overjoyed and retired back to the East West Motel for the day. A while ago I had bought Terry Waite's autobiography "Taken on Trust" and had never had a chance to read it. Now was my chance, so settled down for the day with my nose in a book.

First thing Sunday morning Carl from Tuna City Aviation called and arranged to fly up to get Moscali firing again. I got a lift out to the airport and had the prop and cowl off by the time Carl arrived in a Commanche 400.

I had heard of the rope trick before, but this was the first time I had seen it done. Working together we soon had the valve back into the cylinder and were reaming the valve guide. It certainly removed a fair quantity of grey deposit, which was no doubt the cause of the problem. Things ran well for us and after just over two hours work Moscali was back together and running. I was very grateful to Carl for giving up some of his Sunday to get me rolling.

Back into the air and heading West I was determined to get as far as I could. The best wind was down low so it was 500' agl run following the highway. A small tailwind was helping and getting into the wave effect off the cliffs running

down the Bight was giving a good ground speed.

A quick refuel at Caiguna and back into the air I headed in the direction of Norseman with decision time looming. I knew I could reach Kalgoorlie but home was looking a possibility if the tailwind persisted. By Norseman we were making 110 knots over the ground, still at 500' agl. It was time to head for home, well at least Narembreen.

I arrived back at Narembreen just on last light with over 800 miles covered in just over 7 hours 30 minutes.

I had been away eleven days and covered 3500 miles in 35 hours. A 100 knot groundspeed is nothing to complain about in a 100 hp Airtourer. The bonus is a fuel consumption under 21 litres per hour.

It had been a thoroughly enjoyable experience, if a little hectic at times. Many thanks to those people I met along the way and contributed to a very memorable trip.



My spies tell me about an article on Airtourers in the April Australian Aviation magazine. It included a photograph of a group of aeroplanes clearly captioned as being typical 100s. It included CTM. Now Doug, have you been fibbing to us about your "160 HP, fuel injected constant speed" engine all these years?

PRESIDENT'S REPORT, 1997

It is my pleasure to report another successful year for the Association.

Unfortunately, during the year our Patron, Henry Millicer, died and he will be sadly missed by those of us who knew him personally. As the designer of the aeroplane, we all know he was responsible for the formation of this Association.



You will have seen the Treasurer's report and will have seen that the Association is in a very healthy state financially, thanks as always to John and Doreen Treble, and our sincere gratitude is extended to them.

During the year, Fly-ins were held at Latrobe, Lilydale and Parkes, and our thanks are extended to the State Representatives and all those who arranged these get-togethers.

The one thing that binds us together and keeps us informed of the Association activities is the Newsletter which we all look forward to receiving regularly. On behalf of all members, I would like to thank our Editor, J. O. H., and all the members who helped by submitting contributions to the Newsletter.

This Association is now a financial member of A.O.P.A. and as such, our members receive a discount of 25% on members' subscriptions to the A.O.P.A.

I would like to thank all members of the Committee for their help and encouragement during the year and particularly, the Airworthiness Sub-committee for keeping us up to date on the latest requirements of the C.A.A. which affect Airtourers, and suggesting ways to reduce the cost of complying with the various A.D.s.

Thank you for giving me the honour and pleasure of serving as your President for the past year.

Tony Matthews

AND GINGER NUTS TO YOU TOO

Geoff Roberts



The heading is an attention getter Right ??? Wrong!!!! Well, even if it is, how am I to wake you up ??

A long time ago when people used to sit around and listen to the radio at night for entertainment I knocked about with a girl whose mother (God rest her soul) made the most delicious, moreish, sickening chocolate fruit slice and I had a weakness for it. The OLD GIRL (who wanted to get rid of her daughter real bad) woke up to this and began making this goo especially for me and would present yours truly with a tray full every Sunday to see me through the week... and life was great...for about three years or so, when the novelty started to wear off. In fact it got so bad I renamed it "STUFF" (the words CHOCOLATE SLICE made me nauseous and still does.....BAAAFFFFF....(sorry about that)) and began tossing IT out the car window on the way home till the piles on the side of the road became too obvious. To stop the supply of the STUFF without offending the dear old lady took over my life. I tried every thing. Eventually a plot was hatched that worked.....I married her daughter....

The moral to this little story is ..don't tell nice people that you like something they offer you to eat, and for 40 years everything went fine till a visit to that Engineer Extraordinaire at Hoxton Park produced coffee and a bottle of bickies full of GINGER NUTS and I ate some Well.. OK, I ate the lot !!!!! (So I like the damn things) .

I don't remember if Merle was there that day or not but if she wasn't you could imagine Allan describing to her how this bozo from the bush scoffed his ginger nuts. They must have seen the funny side because at the next fly-in we attended, Merle presented me with ... you guessed it . So with emotions somewhere between appreciation and embarrassment I retreated to my motel room to polish off the ginger nuts before I was forced to share them. And it was a good joke!!!

At the next fly-in the joke (and the ginger nuts) was just as good, and all times after that were too except one when I decided to retaliate. The plan went something like this.... I'd present the Woods's with a packet of ginger nuts before they had a chance to do so to me and the joke would be that they would end up with 2 packets of biscuits (that would be the best scenario) or we would swap , either way I'd score the points... right?? Well at this fly-in dear Merle with perception only women possess rushed out to our plane before the prop had stopped and beat me to the punch, stole my thunder in a big way.....Have you ever been alone in a motel room and tried to eat two packets of GINGER NUTS????

Now I still like ginger nuts and I wouldn't offend dear Merle for the world so I'd

appreciate if you didn't tell her about this story. Thank you...

Oh yeah if there are any narks out there who decide to muscle in on Merle's and my little joke and present me with biscuits be warned I've invented a brand new method of inflicting injury with a packet of GINGER NUTS .

(Continued from page 4)

be in conjunction with an extended trip in the order of a week or ten days. The final decision was left up to the Committee who will take into account established factors such as ease of attendance, facilities and accommodation.

Closure.

There being no further business the meeting was closed at 9:17 AM.



It is with deep regret that we inform you of the passing away of George William Hunter late of Quirindi and South Hurstville, aged 59 years. George built and operated a hanger flying school complex at Quirindi.

Unfortunately the hanger complex must now be sold or leased. The Victa Airtourer that George loved so much (VH-MUN) must also be sold.

Expressions of interest in the above are invited.

Please contact Frank Hunter Ph (02) 9520-0336 or fax (02) 9548 1703
21 Brooke Street Engadine NSW 2233

Our AGM

Stan Tilley

Is it always going to be like this?

I had been 'conned' (not really as it's actually good fun) by the Aero Club to once again join the Club team at the Light Aircraft Championships this year to be held at Griffith, NSW. But once again dates clashed – this time with our Airtourer AGM – not to mention a local aerobatic display as well.

Typical Tilleys. Try to do the lot! Well not quite, The display had to go. As Bonnie had Yoga class on Tuesday night and we were not due in Griffith until Wednesday – there is nothing like an early start.

That was the morning that the ever reliable Escort van decided to have a flat battery. Easy methinks as, forgetting the steering lock, I run backwards down our steep drive and finish up in the garden. Sometime later and fortunately still dark so that I can pretend not to notice the mangled mudguard we arrive at the strip.

The aeroplane started beautifully and indeed so it should. Over the past few days I had given it a complete new set of high compression cylinder assemblies, bringing it up to 160 horsepower. I had also been running it in before venturing over the pond and certainly before aerobating. Soon we were climbing into the dawn en route for Launceston and a fuel top-up. A wise decision. The forecast headwind was much stronger than given, at one stage up to 40 knots 'on the nose'. From Lonnie we tried eight, six then settled for four thousand over the Strait, spending about two hours over the water with a bit of rain and lots of cloud to vary the monotony. The weather steadily

improved so with another refuelling stop at Wangaratta, we arrived at Griffith in time for lunch and much needed practice, after a trip of about six and a half hours.

Not much can be said about the Competitions. Despite the excellent weather, organisation and the record number of competitors (over 50 from around Aussie and New Zealand) the best I could manage was a bronze medal in the aeros. At least MTL won a couple of Gold as our member Sue Clarke won the aeros in both the Federation Comps. and the International Trophy. Bonnie politely asked, "Why do you let that girl (my ex student) fly our aeroplane?" Our Club Victa formation, (two Victas, MTC flown by Graham Saunders and myself in MTL led by Beech Musketeer), was a close fourth and as I had been reasonably well placed in each of the five events, I had to be content with third overall. With early mornings and late nights it was an exhausting few days, perhaps more as I was very disappointed that our really enthusiastic Aero Club team had performed so well but had not quite got the results they deserved.

It seemed quite normal to again arise in the dark and set off for Yarrowonga and the Association AGM. This was followed by a cruise on the lake and at last a chance to meet and chat again with our wonderful Airtourer mates. A highlight was to fly Bill and Lorraine's T6 XVV fitted with it's new light weight three bladed propeller. Beautifully smooth. All too soon many were heading off home but quite a little group had been organised, (mostly by

Colleen), to stay a few more days and visit Milawa, Markwood, Wangaratta and Beechworth. It was pure coincidence that this seems to be the heart of Victorian wine industry.

First a flight into Markwood to visit Rick Morris. (A good friend of, but no relation to Andy and Jane). Then we flew to Wang to be chauffeur driven by Jack, (with numerous instructions from brother Frank – and others), in a twenty seat passenger bus to Brown Brothers, where we had a personal tour with Peter Brown, (who owns TWO Comanche 400s) and bought a few wines. Then to the cheese factory and bought a few cheeses and eventually back to Wang where Peter joined us for a meal.

Breakfast around the pool and a swim for those hardy (crazy) Tasmanians (who were joined by Jane) then away to Beechworth for the day. What a lovely little historic town. Loaded with history it was fun to ride in the stagecoach, stand in the dock and pretend to be Ned Kelly and read about and enjoy the sights. A special highlight was the bakery and of course we also had to visit a vineyard and buy a few wines. This time it was the Pennyweight winery, run by Rick's brother Stephen. About the only building that we did not see the inside of was the gaol but as that is still in operation we were quite happy about that.

After another poolside breakfast it

was time to head South. Cheeky comment as our wine laden aeroplane taxied out "I didn't know that Victa made a taildragger!"

Stung into action MTL responded by having us back on our home grass in just 3 hours.

P.S. What do the Tilleys do at Easter?

The work had not gone away so after such a lovely holiday followed by several hectic 'catch up' days we decided to have a quiet Easter at home. Just as well. A short sharp downpour on Friday produced a 'lake' of considerable size at one of the commercial properties. After fitting Bonnie out in gumboots and waterproofs and arming her with a shovel I launched her into this massive flood. Bonnie found it "interesting – I now know a lot more about big sewers and drains"

Unfortunately I was unable to help. I had promised a friend that I would take his Cessna 182 down to the South West and pick him up from his yacht in Port Davey, so of course I could not let him down, could I?

AIRTOURER FLAPS.

(Contributed by various spies)

It was great to see Bev and Bob Gilmore at Yarrawonga after Bob suffered a stroke last September. Bob has made progress and is striving to improve more, and we wish him all the best. We must be very proud of Bob and congratulate him as he

was presented by his local town, Donald, with their 1997 Australia Day Citizen of the Year award. What a great honour, and as a result Bev is out shopping for a dress as the Donald Debutante Set is being presented to Bob and Bev in May! Bob you'll enjoy all those young people bowing and curtsying to you! Incidentally Bob was eager to point out that Yarrawonga has a Gilmore Street! Don't let it go to your head Bob!

Maureen and Wendy commented that their visit to Yarrawonga was "disastrous", they were leaving without buying china, antiques or craft - despite having found some! (Is there Husband intervention there?)

Liz Matthews excitedly ran around with her photo album like a clucky grandmother showing everyone - her newly acquired puppy, Tas! (Not bad looking for a dog).

English language is not on the menu of Yarrawonga's Lussino's Italian Restaurant - after entree was the 'Main **Coarse**'.

Pat Kelly had a bright idea on Saturday night after several glasses of red, but when he said to Cath "Gear up". She replied "Locked down".

Cath's quote of the week-end, "Bugger me bloody dead eh".

The Women's Pilots Annual Meeting was held in Echuca mid April, and Beryl and Lindsay Marshall saw Judy and Roy Riddel on T.V. Local News, as part of the arrivals. On the Saturday, Lindsay flew to Echuca to see if he could see the Riddels, but they had departed (without a word to the Marshall's!!), but the big surprise was seeing Robyn Stewart of Northam, W.A., owner of G.P.S. Robyn came commercial. We well remember the great hospitality the Stewarts gave us when we were in Northam.

Overheard at Pt Cook, one of our longer serving, silver tailed, committee members appears to have an ulterior motive in acquiring a CT4.



Calendar of Events

Noosa Escapade Fly-In

24 May to 1 June 1997

Details in AOPA or call

Mike Hagen (07) 5449 9880

President's Fly-In

Parkes, 19-20 September 1997

Details in next Newsletter

Airtourer Association Annual General Meeting

Griffith NSW

Details in future Newsletters