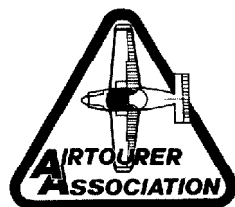


AIRTOURER ASSOCIATION

February 2001
Newsletter No.97



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



NEWSLETTER

<http://www.Airtourer.asn.au>

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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 2001. Contributions and or advertisements are to be with JOH by 15 April 2001.

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

Just when we have recovered from the Christmas /New Year celebrations 2001 events are rushing on us. Here in Hong Kong we have just finished the second of our New Year events welcoming the Chinese Year of the Snake. In Australia the children are starting the new year of school and now the Association's Annual General Meeting is upon us. Committee members have been busy with the arrangements. Although the date and venue were advised in the last Newsletter the finer details are included on separate sheet with this issue. As a result I have kept this issue down to 12 pages. The next issue should be a good one with reports from the Glen Sturges's Australia Day weekend fly-in as well as the AGM.

It's good to see continued interest in our aeroplanes with two advertisements in this issue looking for Airtourers Events like Bendigo should help spread the word further. Jan and I are looking forward to seeing you in Bendigo, till then...

Safe Airtouring,

John O'Halloran

Cover Photo: Mark Pracy's T6 LVV.

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.

END OF YEAR FLY-IN TO ECHUCA

Beryl Marshall

And Wendy Blemings, at Inverell, said, "Go you to Echuca and help Lindsay celebrate his birthday", and it was so! At one stage we thought we'd have to turn people away, such was the enthusiasm - was it Lindsay's birthday, seeing Beryl!, seeing each other, seeing Echuca, or another fly-in, what? Unfortunately some had to cancel out on bookings for various reasons, which often is the case, - but for a cat?!! Get well Hamish.

What a superb week-end it turned out to be. The first eager aircraft (EQG) arrived Thursday and left Monday, most came for three nights, some one night, from Brisbane, Sydney and Newcastle, Adelaide, Hobart, Canberra and Victoria. For some it was their first visit to Echuca, and they were impressed. Not only for tourist reasons, but for hospitality reasons. One comment noted was the fact that there was someone at the Aero Club when they arrived, and that was appreciated.

Friday night "Happy Hour" was enjoyed at the Aero Club, with greetings exchanged between members of the Club and Association. Show bags, containing updated itinerary, brochures and lollies, and even mosquito wipes, were handed out. From there off to the American Hotel for a delicious dinner and the odd conversation or two? Two were fortunate to win draws from the Pub raffle, winning liquid refreshments.

A feature of the evening was a presentation by Gerry Lawson to the Marshall's of two of his original full sized cartoon sketches in which Beryl was "picked on". The subjects of the cartoons are - "Swan Hill Pioneers" (this is in News-

letter No.74 of May 1995), and "Parkes Puzzles 2" (Issue No.72 November 1994). Beryl and Lindsay were thrilled and honoured. Thanks Gerry.

Saturday morning the time was free, but several men elected to go to the Aerodrome to do a few maintenance jobs, etc. Time ran out for local flying, although one Sydney-ite car person (Ron) was determined to place the Marshall farm co-ordinates in his GPS, so hitched a flight in EQG. Several women took advantage of checking out the shops.

Our last Airtourer arrived from Sydney on Saturday at 2.00 pm, with a rather hot and bothered first time flier, but she was able to refresh herself and enjoy her visit. At 3.30 pm we cast off on a Paddlesteamer cruise of one hour on the P.S. Pevensey. Although rather warm, the passengers enjoyed the hot oily smell of the steam engine, the scenery, the fast flowing river, the tangle with a gum tree when turning the vessel, relaxing and 'catching up' with friends. Upon embarking and disembarking, evidence of four weddings was seen in the port area. (Thankfully no funeral!)

Dinner in the Bridge Hotel's Restaurant was excellent - a superb three course meal served to 42, but the noise of us all talking at once had Pat Kelly demanding a moment's silence, which gave Beryl the opportunity to give a few orders before the liquid refreshments clouded their memories! Our new members Bill and Pam King were introduced and rewarded with a prize. Bob and Pat received a colour co-ordinated "zoom zoom" toy aircraft for being first to arrive, Lor-

rairie & Bill's trophy was more distinguished for the farthest flown in, and Peter Hurst was tactfully? given a "Just a note" pad so he could advise organisers when he intends going to a fly-in. Wendy Blemings was given two marbles to add to her collection seeing she has added gall stones to it. A highlight too was a special birthday cake for Lindsay Marshall, decorated with an aeroplane stolen from one of his trophies and one of Beryl's badge earrings!

On Sunday morning the one hour walking Port Tour was undertaken and enjoyed, then Lindsay drove them via bus to Lockington & District's Living Heritage Centre where lunch was served and the opportunity given to visit the centre and enjoy the talents of those contributing to the Art & Craft day. (MRF's co-owner, Fenton Phillips is the President of the Heritage Centre, and was most welcoming). A quick little tour of Lockington, then out to the Marshall's to check out the old and not so old machinery and the 'in case of need' piles of steel. Afternoon tea was enjoyed and some relaxed on the lawn before heading back to Echuca, and yet another meal - this time at the RSL Club. Farewells, then home to bed - "Far from the maddening crowd" - is what Beryl said it would be, but it truly was a wonderful week-end of safe flying and driving, many things seen and enjoyed, reunions, and very warm, sunny weather.

A big thank you to Bernie Kitchell for a lot of running around in his car, and also to the

Echuca Aero Club for their hospitality, and the 5¢ /L fuel discount offered to the visitors, adding to the success of a great week-end.

And thank you all for coming, and making it a memorable week-end for us. You were worth it!, Lindsay & Beryl Marshall.

Attendees:

YVV - Hector & Wendy Blemings
CND - Mike Fisher & Dot Ross
XVV - Lorraine Howson & Bill Pennell
RVC - Pat & Cath Kelly
RVC - Mick & Glenys Browning
RSJ - Bill & Pam King
MTI - Gerry & Pam Lawson
FVV - Andy & Jane Morris
CKE - Frank & Jean Murray
EQG - Bob & Pat Peak
API - Albert & Chris Poon
DAM - Elaine Sage
MTL - Stan & Bonnie Tilley
MUL - Alan & Merle Wood

CAR

Frank Fankhauser & Gwen Williams,
Ian & Lyn Poyitt,
Roy & Judy Riddel,
Ron & Denise Steibel,
David Crotty,
Bernie Kitchell,
David Wearne,
Fenton Phillips,
Lindsay & Beryl Marshall.

For Sale

Airtourer 100 VH-MFN, \$27,000

TTIS 7950 ETR 1300 PTR 400

Barry Cadzow 03 5495 1138 email: cadzow@frog.net.au

Stuart Robinson 03 5495 1252

Big 'O' to be in Echuca 2000



Stan Tilley

Whilst we were at Inverell for the President's flying the big question that was being asked was "Are you coming to Echuca?"

To be quite truthful, Bonnie and I had been so busy that we had scarcely thought about it, but when we heard that the trip coincided with the celebration of Lindsay's BIG O birthday, well it was a "Must attend"

Planned to get away about lunchtime Friday but due to carelessness, it was 2 o'clock before we left. Yes, we were all fuelled, packed and belted up when I noticed the master switch 'on'. "Oh No!" The night before I had been pushing the aeroplane into the hangar when Albert called for a radio check. We had fiddled about a bit and successfully checked his radios but of course I had then only turned the avionics master switch off, not the aircraft master. Oh well! It was out with the jumper leads with specific instructions to Bonnie to "Hold this connection", "Don't let the aeroplane move once it has started" and so on. Three and a half-hours later we arrived in Echuca. "Where have you been" cries Woody. We were supposed to be there in time to check a few AD's that were due before adjourning to the pub for a 'refresher' course.

Once again it was fun to be with the mob. Friday was the actual Birthday day so even though Beryl had organised the 'official' cake for Saturday night, we managed to sing 'Happy Birthday' and to celebrate with another delicious cake, for a trial run, with a certain amount of red to get the mixture right.

Saturday, Alan and I first checked the aeroplane, and then joined every one else in the River cruise and other activities. As mentioned Saturday night was the Birthday Dinner.

Sunday was busy. Whilst most of the Airtourers did a walk around Echuca, Bill and I went and tried out his new engine which together with the three bladed prop makes for a very smooth machine. Will we have another aerobatic enthusiast? Then the bus arrived to take us to the Heritage Museum at Lockington. Lindsay was the bus driver and I must say Jack that you had better watch out.

The highlight of Lindsay's driving was overtaking a fire engine, **WHILST THE FIRE ENGINE WAS DRIVING DOWN THE ROAD WITH ITS SIREN AND FLASHING LIGHTS GOING.**

We did get to the site of the fire first, but another engine had it under control.

Following lunch it was off to Beryl and Lindsay's for afternoon tea. When I was congratulating Beryl on what had already been a fabulous weekend she commented "That it all goes downhill from here". Beryl, how could you be so wrong. We were to see Lindsay's priceless collection steam engines including a 1924 Ransome steam truck and then, as if it was possible to improve on, we were allowed to see and crawl all over his incredible International tractor which is probably one of the first petrol /kero tractors ever built. It dates back to 1908. Like all Lindsay's collection the tractor still goes.

Lindsay, we need a whole day at your collection alone just to see and hear some of the equipment working.

The evening meal was held over the border as we traveled across the Murray to the RSL Club at Moama, Echuca's twin city in NSW.

Monday dawned fine and 'beaut' so it

was a leisurely trip back in just over three and a half-hours. We even managed a DME arc and practice ILS into Hobart, just for "the heck of it"

Another wonderful weekend with the Airtourers. "Thanks" Beryl for your excellent organising and "Thanks" Lindsay for having a birthday.

Travelling North.

(Subtitle - 'the two Ronnies')

Stan Tilley

There were several reasons why it was a good idea to fly North from Tassie in October. The Tasmanian weather was not one of those reasons. It had been a mild dry winter and the pool was already up to swimming temperature but other things were far more important.

First, our youngest daughter Elspeth and her husband Brett were to produce their first child and we were invited.

Second, the Airtourer President's Flyin at Inverell, which had been postponed because of the fuel contamination, was now back on the calendar.

Third, it was time to check on the North Queensland property, especially as there had been a cyclone.

There was also a fourth reason and that was that our Perth based 'kids' had been to Cuba and other exotic places. I was keen to do the round trip and come home via the west but we just did not have the time.

As usual there was a 'mad' rush to get away but the good thing was that there were fixed commitments north so matters like sorting out the GST requirements, changing banks and re-financing property all had to be organised to fit in with the travel arrangements.

The departure forecast was terrible with

fifty-knot headwinds all the way up to 8000ft. We waited a couple of hours but there was no change so planned via Mallacoota. This may have reduced the effect of the winds but would have taken us through Sydney, which, with the projected Olympic traffic, we wished to avoid. We need not have worried. The forecast was wrong so it was a change of plan in the air. Before long we were re-fuelling at Wangaratta. I then asked Bonnie where she would like to spend the night. She requested somewhere that we had not visited before so away to Temora we went. Interesting, not only as the home of famous trotters (horses not pigs!) but now the home of David Lowie's Spitfire and Aviation Museum. Next day it was in to Coolangatta with a lunch break at Mudgee. It was at Mudgee that we admired a magnificently restored DC3, which was taking a group on a wine tour. The skipper was Captain Jack Curtis, obviously a veteran, as when we mentioned the 3's coming to Tassie about 40 years ago, he said "I know, I was flying them"

But at Cooly there was no baby. So we idled around in the sun, swam a lot and laughed a lot. We were even able to catch up with the Treble's, who had flown to Brisbane from Melbourne. Great fun although Bonnie and I did

not enhance our reputations by being the only ones to fall out of the canoe. Still no baby so we went off to Brisbane to catch up with another daughter Kate and friends at Maroochydore.

That did it. Elspeth produced a beautiful daughter, Charlotte Saffron. We were back in Cooly quickly and in time to take photos to show off at Inverell.

Inverell was great. Our President Hugh, with Maureen to back him up, had excelled himself. There was an excellent line-up, despite the weather, which created problems for a few. Interesting town not only with lots to do and see but an excellent aluminium welder. I know about this because the aeroplane starter gave up. I thought that it was the battery but the "two Ronnies" came to my rescue. Ron Steibel produced a voltmeter so soon decided that the battery was fine. He then produced a tool kit and had the cowl removed to find that the starter was broken off from its mount. I was not happy. Then the second Ronnie came on the scene. Ron Thorp, our wonderful host and owner of the aerodrome at Inverell North, introduced us to a local welder who made an excellent repair. He was really expert in the field. In no time at all we were back in the air en route to Cooly to spend the week babysitting the new mother and daughter.

To give the new family space it was time to move on. First it was to Noosa where we landed on the old Noosa strip which seems to be under some kind of dispute about access. Here we were picked up by our Tasmanian flying friends, Don and Carol Prairie to spend a most enjoyable night in their beachside apartment. Late on Sunday we flew off again. It was intended that we only go as far as Bundaberg, but these Airtourers just won't stop, so we actually found ourselves at Rockhampton (and the first of the tropical rains).

I think that we were the oldest couple in the oldest pub, the Criterion, in town, but a

good night was had. The following morning saw us away into the murk for a refuel at Townsville then off to Cairns.

As we approached Cairns, not that there was anything to be seen, my thoughts drifted back to the first trip to Cairns in 1968 in an Auster J1B with my older brother Ray. At that time we were poking about at a couple of hundred feet, peering through the tropical rain and hoping that we were on track to avoid those very high mountains (6000ft) that surround the city. Our job was complicated as we had no navigation aids and the radio was an AWA skycom, which was almost impossible to hear. As well, it needed a manual change of crystals to get different frequencies. On top of this there was no generator so we had to carry a car battery which we charged up each night in the motel. Thirty two years later I just have to follow instructions "turn right on to 020" "Turn left on to 015 for traffic avoidance", "descend to 6000", "expect vectoring for an ILS approach on 15". Mind you, we were 'caught' when they said "track from your present position direct Upolo" Where the hell was Upolo? I had only heard the 'polo' but once the name was spelt out, a frantic check of the charts by my most efficient navigator finally located it as a turning point well North of Cairns. It is 'magic' when suddenly you are visual and there is the runway.

That night four inches of rain fell but it did not worry us. It was very warm and we were able to get our NQ business done. The following day and night there was another three inches of rain. Had the wet begun? I decided to buy an umbrella. No it was just Bonnie's arrival. Everywhere we went the locals were delighted. Cooly, Inverell, Brisbane, Rocky, Cairns, Mossman, all had been complaining about the dry until Bonnie arrived. I thought that it was yoga that Bonnie did each night but the locals knew better. They decided that it was a rain dance.

A visit to the 'Port', (Port Douglas), is always full of interest. The mango trees were laden, to the delight of, not only the lorikeets, but the girls from a local restaurant who were reaping a rich harvest by the means of a plastic bag on the end of a very long bamboo pole. There had been cyclone damage but fortunately, Bonnie's property, which is situated even further north, still had the roof on! All too soon it was time to move. This trip we checked out the Wetlands Reserve at Mareeba. Great place, full of bird life. Then back through Kuranda and down to Cairns.

Had a wonderful evening with those intrepid Airtourer friends, Rick and Debbie. Despite having a house full they insisted that we stay but will we get invited again? I doubt it. The next morning we were left in charge of the toast. The auto release stuck and we filled Deb's immaculate house full of smoke. What an embarrassment!

So we left, straight off to Mackay, arriving at the same time as the tropical thunderstorms. Then it was back to Coolangatta.

Els, Brett and young Charlotte were do-

ing fine and getting into a real routine. Bonnie had the true "I want to go home" feeling so after just one night we left for Parkes to enjoy afternoon tea with our former Airtourer President, Tony and his wife Liz. It was good to see them both as we had missed their company at Inverell.

The last overnight was in Canberra with my brother John and his wife Judy, where it was also great to catch up with our niece Helen. Helen is a very busy young lawyer and fortunately has now almost fully recovered from a very nasty knee injury received whilst ski patrolling in California in January.

Talked all the morning, finally leaving CB about 2PM to arrive at Sandfly at 6PM.

Excellent trip and that Charlotte really is beautiful.

P.S. Flying time for the total trip, was about 40 hours. Distance was about 8000 kilometres. Bonnie's question is "How do I claim my frequent flyer points?"

NOTICE OF ANNUAL GENERAL MEETING

Airtourer Association Inc.

The Annual General Meeting of the Airtourer Association will be held at the National Bendigo Motor Inn on Sunday 4th March 2001 at 0830.

Agenda:

- Presentation of Minutes of the previous Annual General Meeting.
(Published in the May 2000 Newsletter.)
- Business Arising from the Minutes.
- Presentation of Reports
- Election of Office Bearers

Heard at the Hangar Door

Frank & Jean Murray are celebrating their 50th Wedding Anniversary on Saturday 17th February. It has been suggested that Jean needs a Sympathy Card for putting up with Frank for 50 years. Jack Murray observes that you don't get that long for murder!

Congratulations.

Members Stuart Hilsberg and Amanda Cann who have announced their engagement. The wedding is planned for the first half of next year.

Welcome

Stanly Charlsworth from Janair P/L at Grafton.

NOTICE OF ANNUAL GENERAL MEETING Airtourer Co-Operative Ltd

The Annual General Meeting of the Airtourer Co-Operative will be held National Bendigo Motor Inn on Sunday 4th March 2001 at 0930.

Agenda:

- Presentation of Minutes of the previous Annual General Meeting.
- Business Arising from the Minutes.
- Election for retiring Board Members
- Other Business

Airtourer Wanted

Airtourer, T6 or CT4 with 115 HP plus that has ideally been hangared. No corrosion. My intention is to probably repaint, so quality is not important. All ADs done and documented. Good engine hours and prop hours ideally, or priced accordingly. No accidents or time off register. Quick sale to fill empty hangar.

Ring Tony Ph/Fax. 02-94821986 E-mail: renshaw@ozemail.com.au

THE TRUE COST OF RESTORING A VINTAGE CAR

Purchase weekend newspaper to read for sale adds	\$1.20
The actual purchase of a ton of rust on four wheels	\$ 1,500.00
Flowers for the wife to break the news	\$25.00
Dinner at restaurant after argument with the wife	\$70.00
Restoration costs- engine reconditioning and chassis rebuild	\$8,000.00
Parts and endless trips to swap meets	\$1,250.00
New lounge suite to balance the ledger and keep the wife happy	\$2,800.00
Restoration costs -new upholstery and hood	\$5,900.00
Flowers for the wife to save buying a new kitchen suite	\$25.00
Dinner at restaurant after argument with wife	\$70.00
Family trip to Movie land to compensate for the	
1000 hours spent in the garage	\$2,000.00
Restoration costs- panel beating and spray painting	\$4,500.00
New outfit for wife to save another argument	\$225.00
Dinner at restaurant after argument with the wife	\$70.00
Registration and other on-road costs and stamp duty	\$1,000.00
Dinner at restaurant to celebrate the finished project	\$70.00
Visit to the hairdresser after wife's first ride in an open tourer	\$35.00
BBQ to invite neighbours in to see the finished project	\$50.00
Repairs to paintwork after neighbours son drew a crayon picture	\$75.00
Settled out of court for clobbering neighbours son	\$450.00
New slacks and cardigan for wife to go rallying in	\$290.00
New shoes to go with the slacks and cardigan	\$75.00
New handbag to go with the shoes, slacks and cardigan	\$45.00
Dinner at restaurant with wife after asking her to economise	\$70.00
New clutch after teaching wife to drive vintage car	\$250.00
Dinner at restaurant after shouting at wife to release clutch slowly	\$70.00
Repairs to mudguard after wife's second driving lesson	\$290.00
Dinner at restaurant after shouting at wife to look where she's going	\$70.00
Speeding fine after wife drag races young lad at the lights	\$135.00
Candlelight dinner at home, can no longer afford restaurant	\$5.00
Add in weekend paper 'Vintage Car For Sale'	\$14.00
Total	\$ 29,430.20
 Proceeds from sale of vintage car, due to downturn in the market	 \$12,000.00
Balance— outstanding loan added to mortgage repayments	(\$17,430.20)

The costing listed on the opposite page was supplied by Roy and Judy Riddle. Roy, (shown in the photo on the right at the Inverell Transport Museum), restored a vintage Rolls Royce.

Members who have restored an aeroplane could probably identify with the sentiments!!



Wanted

CT4 or Airtourer 150/160

Margot Rayner 02 4473 6245

Email: birddog@acr.net.au

WARBIRD FOR SALE, VH-LVV

T6-24 0320-150 HP CSU, TT3500 ETR 1750 PTR 1920

VOR-ADF TRANS MODE C

100 HOURLY done DEC 99, 2 NEW MAIN TYRES

\$75 000 ono Mark 0265453970 or mobile 0417 674 324

Calendar of Events

Airtourer Association Annual General Meeting 2001

3 & 4 March 2001

Bendigo

Details with this Newsletter

Committee Elections

The Rules governing an Incorporated Association lay down the following requirements for election of the Committee:

- The Committee shall consist of a President, Vice President, Secretary, Treasurer and 3 Ordinary Members.
- Nominations must be submitted in writing to the Secretary.
- There must be 2 Proposers and the Nominee must state acceptance of the nomination.
- A member can be only nominated for one position.

Nominations are called for all positions on the Committee to be elected at the AGM as notified in this Newsletter. Nominations are to be sent to the Secretary at the following address on the attached or similar form.

Secretary: John O'Halloran
P.O. Box 778
Tewantin QLD 4565
FAX: 07 54425180

Airtourer Association Nomination for Election to the Committee

I nominate _____
for the position of: *(mark appropriate position)*

President

Vice President

Secretary

Treasurer

Ordinary Members (three positions)

Nominated by (Signature) _____

(Name) _____

Seconded by (Signature) _____

(Name) _____

I agree to being nominated for the above mentioned position.

Signature of candidate: