

# TARMAC NEWS



Joe Blake & Co from ACST OPEN DAY in April '06

We are looking for ideas for our upcoming **OPEN DAY** Sunday April 15th next year. It is a flyin and static display day and apart from seeking Club volunteers and their aircraft, we are looking for display items. You may know of gear, not necessarily aviation that can be themed for display.

Examples in the past, Military vehicles and Military aviation, Helicopters and Antarctica. It can be something small like an original leather helmet from a Dam Busters mission. Do you know of something hidden away, or a seldom seen collection, is it just a piece of junk or can we theme it with another item and make it a feature? Any ideas or contacts to follow up?... Mark Nichols needs them now, please phone direct 0419 578 498.

The most recognizable aircraft from the ACST fleet, the **bright red Victa, MTC** has been sold to a syndicate of Club Members. Ed ten Broeke, Pat Cliffe-Hickling, Peter Hemelrijk, Peter dPlesse, and Stan Tilley have purchased the machine to keep it in Tasmania. It will remain on line for hire to encourage Aerobatic training. It has also had the prop removed and reconditioned.

The Cardinal C177 VH-EKR has been bought by father and son team of Tony and Rob Fisher. They had the C152 VH-BRS which has returned to line

**VH-PIX is currently at Redcliffe**, just north of Brisbane in Queensland having a brand new engine installed. The engine is a 180hp O-360-A4M, similar to the engine in VH-NKG. It will also have a new propeller. The upgrade allows for an increase in gross weight of 250lbs, so it will become an effective four place aircraft, even with several hours of fuel on board. The cruising speed is expected to increase a few knots, and the fuel consumption by about an extra four litres an hour. Advice received by owner, Graeme Martin, states the point to point fuel consumption will be about the same as for the 160hp engine, given the increase in cruising speed.



Some of us have fond memories of this aircraft having obtained their licence in the Par Avion Flight School days. Owned briefly by the Aero Club now Graeme & Francis Martin

## TWO MORE CLUB AIRCRAFT SOLD



**VH-MTC now owned by a syndicate of five Club members**

work in Sydney. Tony has owned a Cardinal before with the earlier wing configuration, "but this model is a lot better." he said Tony, still in the air after 50 years has owned some interesting aircraft, two Mustang P51's, a Lockheed 12A a Silvercity Express. Rob was almost born in a plane after a ride through a thunderstorm into Mascot. You won't see them around Cambridge a lot over the next



**VH-PIX on the ground at Redcliffe in Queensland for a 180hp conversion**

Graeme Martin and Paul Boland flew PIX up to Redcliffe for the engine change. They lucked the weather with bright sunny days and tailwinds most of the way. Stopping at Latrobe Valley, Corowa, Narromine and Toowoomba, overnighting at Corowa and Toowoomba. They had a few anxious moments at Narromine when after takeoff, the airspeed indicator started dropping back and then stopped working completely. Paul was flying and did a perfect landing with Graeme reading off the GPS speed to give an estimation of airspeed on approach.

An insect had crawled into the pitot tube whilst they were having lunch! After a bit of poking with a piece of wire, Paul, being the taller sucker of the two, got the job of sucking the pitot tube clear!

few weeks, they are flat out restoring Helsal IV, a yacht they bought in France to sail in the Sydney Hobart. "It is a French boat, we are taking French Champagne, we've got a French Chef, we will arrive somewhere in the middle of the fleet, with what we've got on board there is no point being the quickest to Hobart!" laughed Tony.



**L. Rob and Tony Fisher new owners of VH-EKR. Keep a lookout the retro orange paint scheme will be changed.**