

Airline to Build the Air Tourer

UNDER the terms of a contract signed by Henry Millicer, designer, and East-West Airlines, Tamworth, NSW, the Millicer Air Tourer is to be built in series production at East-West's Tamworth base.

Some parts and subassemblies will be supplied by Perfectus Airscrews, Melbourne, who have been responsible for most of the construction of the prototype. Glidairs, Bankstown, have also made some empennage parts for the prototype.

Present timetable calls for final assembly of the prototype early in January, and flight trials may begin later in the same month.

The deal with East-West does not affect the agreed arrangement of one hundred hours flying time on the prototype which is due to the Aero Club Federation of Australia in return for their contribution of £1000, and Federation member Clubs will begin flying the Air Tourer immediately after certification of the aircraft.

The general manager of East-West Airlines, Captain A. J. Smith, announced in Tamworth on November 11 that his company hoped to sell the Air Tourer for less than £3000 ex-factory Tamworth.

Captain Smith further stated that the Air Tourer represented the first stage of East-West Airlines' plans to manufacture aircraft at Tamworth.

"It is interesting to note," stated Captain Smith, "that there are more light aircraft within a 300 mile radius of Tamworth than there are in the remainder of the Commonwealth." Production of the aircraft at Tamworth would begin before March 1959, subsequent to prototype



This progress view of the Millicer Air Tourer prototype conveys some indication of the roomy cockpit and fuselage construction. Note the low drag streamlined canopy, resulting from the designer's sailplane experience, and tests which showed that poor canopy design can cause half the total fuselage drag. Seated in cockpit are Trevor Sloan (port side), secretary of the Air Tourer Group, and Tom Webb, chief wdwkrer. Flight trials begin soon.

flight testing. In the meantime, East-West Airlines is producing certain airframe components at Tamworth for shipment to Melbourne to assist this program.

First Turbulent Completed. The first Australian-built Turbulent (VH-PWH), flew at Camden, NSW, on November 13.

The owner-builder and pilot, Peter W. Hodgens, of Bondi, reports light and responsive handling characteristics. (Cruise speed 80 mph, climb 600 ft./min.). The Ardem engine runs very smoothly and is easy to start.

DCA have given every encouragement and assistance with the construction and test flight program, and consider the workmanship of the highest quality.

This Turbulent was constructed from PFA drawings #445, modified to DCA requirements by the ULAA. Experience gained with this and another Turbulent being readied for flight in Adelaide, will be of great value to the Department, the Association, and amateur constructors generally.

AIRCRAFT hopes to publish full assembly details and handling impressions of the first Australian Turbulent in an early issue.

Victorian Division. A record attendance of over 70 members, wives, and friends attended the November meeting at Henty House. As well as being the final meeting for this year (next meeting will be in February) the occasion had special significance, being the fortieth anniversary of ULA Council Member Cec. (E.C.) Howes association with light aircraft. Mr Howes was the speaker for the night, and delivered a profusely illustrated lecture entitled *The Ultra Light Story*, in which he traced the operations and evolution of such light aircraft, right from the first flights ever made.

Division president Tom Keeble presented a gift from the members to Mrs Howes, wife of Cec, in recognition of the great amount of work she has contributed as honorary assistant secretary. END.



Flight and ground views of Peter Hodgens Turbulent, first modern ultra light aircraft to achieve success in Australia.

