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Newsletter No.104

AIRTOURER ASSOCIATION



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 February 2003. Contributions and or advertisements are to be with JOH by 15 January 2003.

Small advertisement (max of 6 lines) \$20.00

Large advertisement \$40.00

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Editorial

September saw yet another successful President's Fly-In at Parkes. For the first time in many Fly-Ins there was not a drop of rain! Thanks everyone for making the effort and thanks to Director of Aviation Safety, Capt. Mick Toller for joining us on Sunday.

The latest membership list should be included with this newsletter. Please check your details and advise me of any changes. Could you also please scan through for any underlined names you may know. These are people who did not renew this year. In some cases this will be a simple oversight and a reminder from a current member is all that is needed to bring them back into the fold.

Congratulations to Mike Fisher on the successful first flight of BNV after an extensive rebuild.

Once again the editor (and his secretary) find themselves writing much of the newsletter. It's your Newsletter and we would prefer to print your Airtourer news. In particular we would like to hear about Airtourer activities away from the major gatherings.

Safe Airtouring,

John O'Halloran

Cover Photo: Doug Dow leading Alan Wood in one of the formation flights over Parkes during the President's Fly-In.

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

I have received a number of letters and emails regarding the new Flight Manuals. The general tone has been one of dissatisfaction with everything from the physical characteristics, “the pages were ragged and the binder did not fit in the Airtourer Flight Manual holder”, to concern about the safety aspects of being issued a AT100 manual for a 160 HP aircraft. I will not include them in this Newsletter but rather print a copy of a letter Doug Stott sent to the Director of Aviation Safety. (Ed.)

Mick,

As you know I am not in the habit of communicating with you unless the matter is one that I consider serious enough for your personal attention.

As an aviator for thirty-eight odd years, I am extremely concerned at the state of the General Aviation industry at the present time. It is without doubt the worst I have seen it in my lifetime. As both a professional pilot and one now employed as a safety professional in addition to being President of the local aero club and an aircraft owner, I feel I am qualified to comment on such things.

There are no doubt a number of reasons for the state of the industry at this time, but the one I come across more than ever is the burden now being imposed by the regulator on most aviation activities. Other than cost, it is the prime reason for many pilots to hang up their licence and to pursue other activities. Aviation in a nutshell is no longer a simple activity, but one that is almost being strangled to death by overly complicated procedures, over-regulation and the threat of prosecution.

An example is the new requirements for Aircraft Flight Manuals. As the owner of an Australian built and certificated aircraft (Victa Airtourer) for the past 27 years I have operated the aircraft safely and in accordance with all the appropriate requirements. I am now faced with the requirement to provide a totally new flight manual at a cost of \$250 which at the end of the day will not either improve safety or the efficiency of my operations. In fact the information provided to me so far indicates that it will in fact provide less information and will not be specific to my aeroplane. This of course may be serious insofar as how the required information is then provided, if at all. I am at a loss as to why such flight manuals cannot be just approved into and a new cover page provided. The information that I have to date is that there is certainly no safety benefit from the revised manual and in fact it could be argued that the lack of specific information may well make operation of the aircraft to be LESS safe than at present. For an aircraft such as mine, there is certainly no safety or cost benefit.

In the interests of promoting the future of general aviation in Australia, I strongly urge you to have these matters reviewed so that at the very least the status-quo may be retained.

These matters may not seem much in isolation, but I can assure you that there are many others, perhaps hundreds which when added together are spelling the death of General Aviation in Australia.

I look forward to your response.

Doug Stott

Dear John,

My name is Trevor Cox and I fly with Tony Peters' flying school at West Sale, Gippsland, Victoria, mainly in Tony's airtourer 150, VH-DAO.

The reason that I am contacting you is that we are trying to find airtourer pilots interested in formation flying/training. Tony has organised a couple of service instructors, and we have a long term goal of getting a four ship airtourer display team up and running. So far we've been encouraged by the number of interested airtourer pilots, but we need more. The training costs are anticipated to be quite reasonable, so if you think our endeavours are worthy of a mention in the next newsletter, that would be great. We anticipate calling a meeting for a preliminary briefing and to organise our training program, as soon as possible.

Contact either Tony Peters or myself (I guess I'm the unofficial co-ordinator of all this)! My contact details are:

Phone: H 03 51445293 W 03 51443423 Fax 03 51445730

Yours Sincerely

Trevor Cox

Hartzell Variable Pitch Propeller Airworthiness Directive.

CASA has issued an Airworthiness Directive AD/PHZL/74 Amdt 1 in October 2002 which affects many variable pitch propellers fitted to 150& 160 HP Airtourer aircraft.

The actual requirement depends on a suffix on the propeller hub serial number. Note that this is the Serial Number and not the part number. All hubs with a "A" or "E" suffix or no suffix at all will need an eddy current inspection. If cracks are found the hub must be replaced. Otherwise there are additional repetitive inspections.

Nevertheless, some hubs will have to be replaced by 2005. Hartzell are providing a factory subsidy to ease the cost of the replacement. However, time limits apply.

The details of inspection and replacement requirements are included in the AD and the associated Hartzell Service Bulletin. Owners should contact their propeller shop for details of the inspections and factory subsidy.

Merry Christmas, Happy New Year and Safe Flying

President Hugh Knox would like to thank the Committee and other members of the Association for their enthusiastic support during the year and wish them a Merry Christmas and a Happy and safe 2003.

The Flight Manual Saga Continues

16th August was the (already delayed) changeover date for the Approved Flight Manuals (AFM) system. At this time the old CASA AFMs ceased to be acceptable and the Type Certificate (TC) holders manual was required to be carried in the aircraft. Not only was the Airtourer Flight Manual a mess but also other aircraft, to the extent that Mick Toller as Director of Aviation Safety decreed that CASA would not enforce the new regulation for another six months.

Presently many owners still have problems unless their aircraft are original VICTA 100s or 115s which have new Millicer Aircraft Industry (MAI) AFMs approved. AESL aircraft had to revert to the NZ AFM. Fortunately the Co-Op was able to distribute recent copies of the T5 manual to Super 150 owners while T6 owners still had copies of the relevant manual.

Background. Let's review some AFM events over the past year. The current Airtourer TC holder is MAI which has ceased trading and is under administration by a company called Sims Lockwood. Sims Lockwood have licenced the airworthiness responsibilities to Edge Aviation. Edge Aviation wrote new AFMs for Australian built VICTA aircraft which CASA approved by the August deadline. The NZ CAA has also approved this manual for NZ built 115s (there were no 100s built in NZ). Peter Gill of the NZ CAA also advised that they expected to approve the Edge manuals for other NZ built Airtourers. At publishing time a check of the NZ CAA type certificate data sheets indicated that the old NZ CAA AFMs were still applicable.

Owners of Airtourer aircraft that were **originally** 100s or 115s should now be using the Edge produced manuals. Unfortunately the Airtourer is a little unusual in that many are no longer in the original 100 or 115 configuration. In this case the use of the original data alone is DANGEROUS. This original data should be amended by a Flight Manual Supplement.

AFM Supplements. A Supplement is an additional section in the FM that usually gives AFM type information about any change made to the aircraft. It supplements or overrides the information in the basic manual. In the past, when the Airtourers were modified with the larger engine, the old AFM was amended in one of two ways.

The majority of upgrades were made under the authority of an AESL Service Bulletin and the resulting configuration was similar to the AESL T5 or Super 150 aircraft. In these cases CASA (or their predecessors) required that the original AFM be replaced with the Super 150 AFM.

In a minority of cases the modification resulted in a Supplement being issued for the old manual.

In **all** these cases the new MAI/Edge manual will need a Supplement. Unfortunately any old Supplements will most likely not be applicable because the format of the manual has changed.

On 16th August 2002, the old CASA manual not only ceased to exist but that format (which was perfectly acceptable and safe since before Airtourers were flying) no longer

constituted a AFM under the new rules. Therefore since the old Supplements amends the old manual they are in the wrong format for the new manual. While clarifying this with Mr Lyn Nicholson, who is CASA's AFM specialist, I explained that our members had already incurred unnecessary expense purchasing the new manuals and they would be unhappy about having to pay more for a Supplement to make the new manuals actually applicable to their aircraft. He replied that "...if it involved extra expense then that's life!" When asked if I could quote him he simply said that it was not original.

The Way Forward. The Co-Op and the Association understand the mess CASA have forced us into and are attempting to find a solution at minimum cost to members.

A Supplement for the upgrade to 150/160HP has been drafted for submission to the Co-Op's CAR 35 Engineer. Careful substantiation will be required to establish, to the CAR35 Engineer's satisfaction, that the Supplement is applicable for each particular modification. This substantiation will most likely include the old CASA AFM (plus any Supplements) and log book records of the modification. At this stage direct any queries to John O'Halloran or Alan Wood. Alternatively any owner could go to a CAR35 engineer, including Edge Aviation, and have them write their

own Supplement. This of course will involve a cost.

In summary:

1. If you own a 100/115 unmodified, you are lucky and should not require any more changes to your new MAI/Edge AFM.
2. If your aircraft was modified, particularly with a larger engine:
 - a. You will require a Supplement to the MAI/Edge AFM.
 - b. Ensure that all pilots flying your aircraft DO NOT solely use the information in the basic MAI/Edge AFM. Until the Supplement is approved the old CASA AFM should be a reasonable source of essential information.
3. Old Supplements for the old CASA AFM may not be usable with the new MAI/Edge AFM.
4. The Co-Op with the support of the Association has drafted Supplements which are with the CAR 35 Engineer.

Unfortunately, despite the passing of the CASA deadline the Flight Manual problems are far from solved. While this is diverting the Co-Op and Association from other important activities they are working actively to have the matter solved by the January 2003 deadline.

Wanted

Airtourer 115 Canopy Perspex, rear both sides.
Mike or Kerry Nolan, VH-RQL
02 46580946

Birthday Suprise for Alan Wood.

Alan Wood recently turned 80 and was the beneficiary of some undercover organising by his son Graham. Alan served in the RAAF during World War II and Graham, who now works as a civilian for the RAAF, arranged for Alan and Merle to be guests at a dinner in the Officers Mess at RAAF Base Richmond where Alan once served. During the dinner Alan was informed that he was to be the guest of honour at a parade the following day and was to be presented with two medals.

Graham had quietly arranged for Paul Cary to fly in with his CT4 and Hugh Knox with his Airtourer. Alan flew the Aircruiser into Richmond with Merle and Graham's partner

Lorraine. These aircraft were parked around the parade ground during the monthly base parade the next day when Alan was presented with the medals by the Commander Air Lift Group Air Commodore Roger Harrison. Following the parade they were given a tour of the base, lunch in the Mess and a ride in the B707 simulator. Alan remarked that the B707 was "a bit less responsive than my Airtourer" in spite of the fact that Boeing Test Pilot Tex Johnson was known to barrel roll it during demonstrations!

The following is from the text of the citation read by Group Captain Richardson during the presentation.



Alan and Merl Wood with Air Commodore Roger Harrison and Group Captain Dave Richardson. In the background is the unique Victa Aircruiser and predecessor of the CT4.

Today, Commander Air Lift Group will present two war service medals to a former member of No 2 Aircraft Depot, now 80 years old, who served here at RAAF Station Richmond during World War Two, and whose son works today at ALSPO. The former RAAF member has never been presented with his war service medals and, until last night, was unaware that he would be presented with them during his visit to Richmond today.

Australian Service Medal 1939-1945

The Australian Service Medal 1939-1945 is the first truly distinctive Australian medal. The Medal was created by King George VI in 1949 and counter signed by Prime Minister Ben Chifley to recognise World War II service by members of Australia's armed forces and the Volunteer Defence Corps.

The Medal was in addition to a range of British medals and campaign stars that could be earned by Australians for service in World War II. The qualifying service criteria for the Medal - 18 months for full-time service or 3 years for part-time service - was amended in 1996 to 30 days and 90 days respectively.

War Medal

The War Medal is the second award, following the Australian Service Medal 1939-1945, created in the Australian system of honours and awards. The Medal was created to recognise the service of members of Australian Armed Forces and accredited members of approved philanthropic organisations serving with our service personnel in South Vietnam during the Vietnam War. This Medal was created in 1992 to recognise the service of Australian personnel who served in support roles during the Second World War.

The Australian Service Medal 1939 - 1945 and the War Medal are awarded to:

Mr Allan Matherson WOOD.

Mr Wood served in the Royal Australian Air Force from 22 Jan 1940 until his discharge at the rank of Corporal on the 30 Nov 1945.

During his Air Force service, Mr Wood served at the following Units:

No 2 Aircraft Depot,

No 1 Aircraft Depot,

No 6 Elementary Flight Training School

No 2 Aircraft Park

No 13 Aircraft Repair Depot.

Much of his time at No 2 Aircraft Depot was spent assembling and repairing Lockheed Hudson bomber aircraft.

Following his discharge after WWII, Mr Wood continued a full career in aviation, maintaining a long association with the RAAF;

- Several years converting wartime C-47 Dakotas for civilian passenger work and converting RAAF Wackett trainers into crop dusters;
- With Victa Aviation working on development of the Australian Airtourer and Aircruiser light aircraft. The Aircruiser was developed into the CT-4 Airtrainer which served with the RAAF from 1975 until the 90s, providing basic flight training for more than a generation of ADF pilots. Examples of these aircraft types are positioned around the parade ground this morning.
- Since the 1970s, with a co-operative group of Airtourer supporters at Hoxton Park, Mr Wood has provided engineering and logistic support for the worldwide fleet of around 150 Airtourer aircraft.

Still a licensed private pilot, Mr Wood celebrated his 80th birthday last Saturday. He still flies himself and his wife Merle around the country, tracing many of Sir Charles Kingsford-Smith's earlier routes. Mr Wood flew his Airtourer into Richmond yesterday for this presentation.

Ladies and Gentlemen, Mr Allan Wood epitomises the very spirit which gave Australia its pioneering aviation heritage, and displays the Air Force values of courage and devotion to duty, to which we all aspire.

President's Fly-In 2002

Not even an Airtourer Fly-In could break the drought!

The weekend of 20th-23rd of September saw another successful President's Fly-In. During the earlier years of the Association the President's Fly-In was held at either Yalgogrin near West Wyalong or Parkes, those being the homes of the first two Presidents. When Hugh Knox took over the Presidency he took the President's Fly-In to a number of different locations such as Cowra, Inverell and Redcliffe. This year Hugh decided to return to Parkes.

Parkes is well suited for such a Fly-In being easily accessible from Sydney and Melbourne. It has two sealed runways and an NDB and VOR, (as well as GPS approaches for Stan Tilley). More importantly it has an active ae-

roclub and local Association members being ex-president Tony Matthews and his wife Liz.

There was a good rollup with almost twenty Airtourers tied down by Friday night. Overall twenty eight Airtourers visited at various times over the weekend as well as a number of other types.

As usual it was good to meet some of the new members. Peter and Bernardine Hupfeld could not fly their recently acquired 100 WHO as corrosion had been discovered in the propeller. (If anyone knows where they could get hold of a 100 propeller please contact Peter.)



L to R: Doug Dow, John & Jan O'Halloran, Liz and Tony Matthews and Tony Renshaw.



Above: Bernardine and Peter Hupfeld from Kangaroo Island.

Below: Bill King and Alan Wood.





Above: Elaine Sage and Alan Wood with the 80th birthday cake.
Below: Helen and Paul O'Malley





L to R: Ron Stiebel, Cath Kelly, Helen and Paul O'Malley, Graham Wood and Bill Pennell.

Tony Renshaw noticed a slight change in performance going from his normal Qantas Boeing 767 to MFN, a 100. Tony took the opportunity to fly a number of aircraft over the weekend to compare the handling and performance of the different engine options. While he likes the performance of the 150/160 he still thinks the 100 handles the best.

Paul and Helen O'Malley made sure MOI didn't miss a Fly-In. MOI was owned previously by the late Peter Roche and was a regular at Association Fly-Ins.

This year Hugh put more emphasis on the flying part of the Fly-In. It was good to see a number of members swapping rides or introducing non-members to the Airtourer. A couple of formations were put together, and while they looked good the only complaint was they spent too much time showing off to the city and not enough over the airfield.

Sunday afternoon saw a visit from the Director of Aviation Safety, Capt. Mick Toller and his wife Margaret. Mick has an airline background but has a genuine interest in General Aviation. He arrived with his new Cirrus SR20 and took a number of members for flights. The Cirrus is very much a 21st century aircraft with side stick control (nothing new for Airtourer pilots) LCD moving map and ballistic parachute system. Unfortunately some members had left by the time the Tollers arrived but a couple of those remaining passed on their concerns about the Flight Manual issues. Tony Matthews and myself introduced the Tollers to the Airtourer with some formation then individual aerobatics. Margaret also has a keen interest in aviation and gained her Private Licence in the week following the Fly-In. Congratulations Margaret and we hope to see you again.

The social side of the Association was active with a good rowdy crowd on the Friday night. Saturday night had the Aeroclub bursting at the seams. Two special birthdays were celebrated with a birthday cake for Elaine Sage who turned 80 that weekend and Alan Wood

earlier in the month. (See article in this Newsletter).

Overall a very successful weekend with emphasis on flying and NOT A DROP OF RAIN!!!!

Attendees

Alan Wood & Merle	MUL	Jack & Colleen Murray	MTP
Pat & Bob Peak	EQG	Doug Dow	BQK
Jane & Andy Morris	FVV	Peter & Travis Bons	
Paul O'Malley & Helen	MOI	Tony & Liz Matthews	EQA
Gerry Lawson	MTI	Philip Reiss	Twin Commanche
Hugh Knox	MWR	Lorraine Howson & Bill Pennell	XVV
John & Jan O'Halloran	COI	Des & Val Heffernan friends	GUS
Mike Fisher & Dot Ross	CND	Peter & Deenie Hupfield	Cessna
Stan & Bonnie Tilley	MTL	Ron Stiebel	MWR
Tony Renshaw	MFN	Rod & Enid Hay	Beechcraft
John & Doreen Treble	CRK	Graham Wood & Lorraine	Beechcraft
Roy & Judy Riddel	OVV	Kerry & Mike Nolan	RQL
Elaine Sage	DAM	Stuart Hilsberg	Car
Warren & Betty Kirkup	WLK	Bill King	RSJ
Pat & Cath Kelly	Car	Lindsay & Beryl Marshall	MRF
Hector & Wendy Blemings	YVV	George Penfound	Car
Frank & Jean Murray	CKE	Paul Cary	PCC
		Mick & Margaret Toller	Cirrus SR20

Airtourer Web Site

A new section to the Association web page will be added in the next day or so. It will be titled "Notices" and will be accessed via the menu on the left side of the page (in the frames).

The purpose is to provide a site for information and notices from members to readers on activities or whatever.

Guidance for those wishing to post to notices will be on the page. Notices should be sent to the following email address

notices@airtourer.asn.au

All notices will be moderated and have a life not exceeding 3 months and then be archived. This may be a date nominated by the poster or when it is considered that the information has had sufficient promulgation.

Doug Stott

THE SHERIFF OF LOCKINGTON INTERROGATES.....

SUE WHITE

(Interrogated at A.G.M. in Bendigo, March 4, 2001). When did you become a member of the Airtourer Association? In 1989 at Leeton. Oh dear, after numerous wines!

Your occupation? Personal Assistant to Mayor of Mildura City Council. Part time bar attendant. On the odd times a trainer in Hospitality classes.

Where were you born? Parramatta.

Where have you, and do you live? Sydney for 21 years, Temora for 10, and in 1989 moved in with Doug at Mildura.

Aircraft Type & Registration? Registered owner of Airtourer VH-CTM since September 1988.

Any interesting stories about the Aircraft's history? Modified 100 to 160 h.p. Doug bought her in 1974 as VH-CFM from Civil Flying Moorabbin. It has survived 3 marriages and 2 divorces!

How did you become interested in flying? My first husband, Simon, built a Jodel D11. We went to Perth and back in it when I was at the ripe old age of 25, and it was then that I got the bug to learn.

Total hours flown? Between 700 and 800.

Longest trip flown? As Pilot in Command to Longreach for Women's Pilots conference.

What was one of the most memorable flights you have done? During my training we flew in to Cairns at night. I woke up the next day and saw this mountain I hadn't seen on final! On that trip we flew Alice Spring-Mt. Isa-Normanton-Cairns, we saw so much in the one day. I did the desert crossing, not the landing in Cairns.

Favourite Food? Seafood, and chocolate.

Favourite Sport? Swimming, I'd die if I couldn't swim. *(Sounds like Bonnie Tilley)*

Any further comments you wish to add?

Over the years with the Airtourer Association I found them a warm and fun loving people, and I'm proud to call you my friends.

(Thank you Suzie for 'doing time' in sharing with me. We had a good time even when Dougie tried to interrupt the session by teasing the Interrogator. The Sheriff).



BNV Flies Again

On Sunday 6 Oct 2002 VH-BNV the first "Fisher" Airtourer flew.

Take - off was impressive, no more than 300 metres, 1 up and 50 litres of fuel and a good stiff headwind. This has to be the sweetest sounding Airtourer, the prop is very quiet and the exhaust has a nice raspy bark.

Very minor problems are now being addressed by Mike, all part of the development of the aircraft.

I well remember in April 1992 Mike and I went to Quirindi and inspected all the Airtourer bits the Leach Bros had. Ultimately Mike obtained what he needed to start his project. Over the next 10 years I have watched (indeed marvelled) at Mike's skill and attention to detail that now is a creditable addition the Airtourer fleet. Mike has every reason to be proud of his achievement

Stu



25th Annual Convention and Fly-In Wangaratta 21-22-23 March, 2003

Please come and help celebrate this special event.

The Proposed Exciting Program is:

Friday Arrivals. Welcome drinks at Aero Club. Dinner.

Saturday Arrivals. Morning nature walk. Shopping (opt.) Airport Day - Flying Activities. Learn more about BNV. Birthday cake. Murray Griffith's workshop tour. Celebration Dinner with surprise entertainment and Guest speaker.

Sunday AGM & Co-op meetings. Tour to historic gold town Beechworth where Ned Kelly was gaoled, plus the Lunatics Walk!!

Farewell Dinner.

Monday Departures.

Recommended Motels are in walking distance to all town activities.

Registrations open 1st December, 2002. Details will be posted out.

Enquiries: Phone Lindsay & Beryl Marshall 03-5486 2353 - who are in charge of registrations; or Andy & Jane Morris 03-9803 2720.

News Flash: The organising Committee advises that **6 U.K. members** have said they are coming to the 2003 AGM. Now that's exciting news.

Welcome

Nigel and Amanda Dee of New Plymouth in New Zealand who have an Airtourer T3A ZK-DLO.

Wanted

Propeller for Airtourer 100 due corrosion in present prop.
Peter Hupfeld 08 8553 7064