

May 2009
Newsletter No. 130

AIRTOURER ASSOCIATION



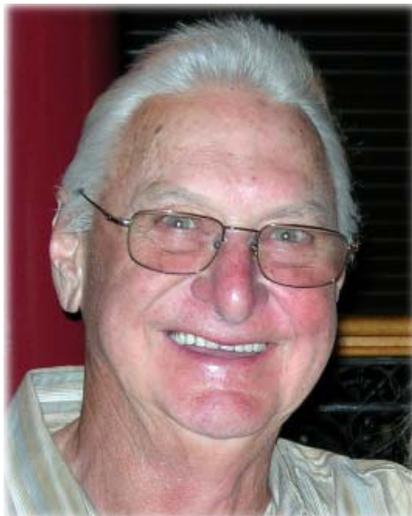
Dedicated to the preservation and continued airworthiness of VICTA and AESL Airtourer Series Aircraft



NEWSLETTER

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

President's Pen



The feedback from members of how much they enjoyed the overall program of our Wangaratta Convention was a joy to the sub-committee of Mike, Niels and myself. A lot of time, thought, planning, visiting locations goes into organising these type of events, but having said that, when you arrive and are surrounded with members happily enjoying themselves at our Conventions everything just seems all worthwhile.

For the first time your Committee introduced entertainment with dancing at our Convention Dinner for the 83 people in attendance. By the number who graced the dance floor it was a very successful addition to our night.

Colleen Murray who has been Treasurer for the past 10 years presented her final Balance Sheet and Report at our Wangaratta AGM. On behalf of all members I thank Colleen for her integrity, enthusiasm, and for a good old, "Job well done."

We welcome Gerry Pels who was elected Treasurer at our AGM.

For some time now the Committee has procrastinated regarding how to send important information of interest to members quickly, rather than relying on going down the grapevine or waiting up to several months for the next Newsletter to appear. Mike Fisher came up with I believe the perfect answer, which he outlined to members at the AGM. It is called the Airtourer Association Message Service. There is an article by Mike Fisher page 26 of this Newsletter, explaining just how it works.

As previously mentioned about moving into the 21st Century, Treasurer Gerry Pels is setting up a Direct Debit facility for Membership renewals, Fly-In deposits, balances etc. This now gives members the direct debit option of payment. Paying by cheque will still be acceptable. Direct Debit banking details will be advised in the August Newsletter.

Enjoy the Wangaratta Convention articles and photos within this Newsletter and thank you to those members who have contributed.

John Treble



Letter to the Editor

The Association received a number of emails and letters regarding the 50th Anniversary Pens. I have chosen one from Jack Hopgood, hand written with the pen, as representative of the rest.

*The President and Committee,
Airtourer Association.*

Dear Sir,

A belated acknowledgement of your letter and Pen, (now in use), commemorating 50 Years of FMM. It was a pleasant surprise and reminder of the very happy occasions when I was the proud owner of TWG and able to attend the occasional Fly-in. I retain a keen interest in the Association and it's members, many of whom I remember through the magazine photos and articles.

My regards to John & Doreen and the rest of the troops and should any of you find yourself in, or wanting to come to Mt Gambier, please don't hesitate to call.

Jack Hopgood.

Convention Dinner My Emotions

| | |
|-----------|--|
| Success | Re wake up call, appears to be working. |
| Sadness | For all my departed friends. |
| Anger | At growing old, so much more to see and do. |
| Envy | Of those who had more opportunities in life. |
| Jealousy | I feel as I watch the dancing, if only I could. |
| Happiness | To witness them perform. |
| Joy | To see so many loving young couples among us. |
| Pleasure | To have owned an incredible aircraft that brings people from all walks of life and enables a geriatric to fly in a gale force wind just like the master.(Well almost). |

CASA's High G Manoeuvring Mischief

Those members who receive CASA's Flight Safety Australia magazine would have been surprised to see the article "High G Manoeuvring" headed by a sketch of an Airtourer with a wing separating. Just to emphasise the Airtourer connection the next page included a photo of an Airtourer, (although the photo had been inserted in reverse).

The Airtourer has never suffered the type of failures depicted in the drawing and it's disappointing to see it used carelessly simply to provide a dramatic visual impact for an article.

The intent of the article was to point out that some aerobatic aircraft need the actual aerobatic time recorded as it could have implication on fatigue life.

Immediately below the sketch of the breaking Airtourer the article commenced with a story of CASA grounding an aircraft because previous operators had failed to log aerobatic time. It would not be unreasonable for a reader to believe that the aircraft referred to was an Airtourer. Neither the Association or the Co-operative has received any reports of this occurring.

Later the article states, "Victa Airtourers have a requirement to replace wing and tailplane structure after 17,200 hours...". These requirements are included in AD/VAT/41 Amdt 1 which describes the components requiring replacement. The current fatigue life in the AD was the result of the Association, with Henry Millicer's support, taking the regulators

to task and reviewing a previous figure of 12,000 hours.

The actual AD is included opposite and makes the following points:

- Time flying competition type aerobatic manoeuvres need to be factored by 20 for structural life purposes.
- Training or pleasure aerobatics, flown occasionally, **do not** attract the factor of 20.

Members may face questions from LAMEs or prospective purchasers as a result of this poorly presented article. It is therefore important to log competition aerobatics as defined in the AD. It may be necessary to point out the detail of the AD, in particular, that the types of aerobatics flown by most of our members are not subject to the factoring and therefore do not need to be logged.

A number of members have contacted the Association regarding this article. The Committee is considering a formal approach to the editor of Flight Safety Australia. Individual owners may also wish to contact the editor via the means listed on Contents page of Flight Safety Australia.

Trivia Competition

How many clues can you identify to confirm that the Airtourer photo on the second page of the article is reversed? (Assume the pilot is law abiding and not in breach of the AFM limitations.)

AD/VAT/41 Amdt 1 WING MAIN SPAR & TAILPLANE FATIGUE LIFE LIMIT 6/84

Applicability: All models.

Requirement: Retire the following components from service:

1. Wing main spar lower cap assembly and wing front attachment spigot fittings.
2. Tailplane rear spar assembly and tailplane to fuselage attachment fittings.

Note 1: Aircraft fitted with wing main spar reinforcement to Hamilton drawing 90014 are subject to this requirement which shall include retirement of the lower reinforcement strap assembly.

Note 2: Aircraft engaged in competition or display aerobatics as defined in Note 3 below, or in practise for such aerobatics, shall be required to have the flight time so engaged factored as follows: Time engaged in such aerobatic manoeuvres shall be multiplied by a factor of twenty (20) when assessing the total time for structural life limitation purposes. The time so engaged shall be taken as the time from commencement until the time of completion of the manoeuvres or sequence of manoeuvres.

Note 3: Competition or display aerobatics are defined as those manoeuvres which result in consistent high loads being placed on the airframe. Manoeuvres such as Lomcevaks, snap rolls, outside loops, square loops, spins (high exit speed) etc. are included within this definition. The more usual training or pleasure aerobatics, provided that they are only flown occasionally, do not attract the factor of 20 referred to in Note 2 above.

Note 4: Competition aerobatic time not previously recorded shall be conservatively estimated from the known history of the particular aircraft.

Note 5: This life limitation is based on measured stress and Conservative loads data, and will be subject to review on the basis of future measurements of a representative flight loads spectrum.

Compliance: At or before 17200 hours time in service.

Convention 2009

Wangaratta

Marjorie Roche

What a great weekend at Wangaratta where we celebrated the 31st Airtourer Convention and recognized 50 years of Airtouring.

I had motored down with Maureen and Hugh Knox. A good trip with a wonderful breakfast at historic Berrima. In Wangaratta the various motels selected proved excellent and we had a wonderful coach service arranged to assist with the outings.

The first social occasion was our welcome dinner at The Prinsent Hotel in town. It was so good to see everyone with lots of greetings and news to exchange. While this did delay our very good dinner we weren't concerned as it was a good start

to the weekend.

By Saturday morning all had recovered in time to shuttle to the Aero Club where the Flying Club hosted a generous luncheon during which we were treated to an aerobatic display. Once again our Stan gave a spectacular performance. We were also intrigued by Drew and Judy Done's Falco, a very sleek and nifty aeroplane sometimes referred to as the "the Ferrari of the Air". Drew and Judy are not members of the Association but are regularly seen at our fly-ins.

Later the girls visited the local hospital to view the wonderful needlework display. Consisting of three wide panels of embroidery stitches, it depicted the Wanga-



Above: Sue Harris and Ian Close. Below: Cath and Pat Kelly proving that not even a stroke will make Pat slow down. Opposite Page: Dancing to Elvis at the Convention Dinner.

ratta District, past and present, showing the many activities of the region, native flora and fauna, historic buildings, churches and other landmarks. Truly, a most impressive piece of creative skill indeed.

The same evening we were entertained at the Convention center, Murdoch House, where Elvis gave an inspired performance after dinner- sadly, minus the bare chest that some of the ladies had expected. Nevertheless, it was a good show with many members on the dance floor until late into the night.

The evening is really to present the awards and to acknowledge fine workmanship. This year Roger and Jannette Russell were the recipients of the best presented, in fact, superbly presented, Airtourer. Also congratulations to Mike Fisher who carried out the long and at time painfully bureaucratic restoration.

Congratulations too to Alan and





Lunch at the Pickled Sisters Restaurant, Cofield Cellars Winery.

Merle Wood who were also honoured for their continuing support and wonderful contribution to the Association on many levels.

We also recognized the efforts of our visitors from the United Kingdom, David and Gill Dallow, who were welcomed to Australia and Wangaratta in particular. We wish them happy touring for the remainder of their visit.

Sunday comes all too soon. The Annual General Meeting is always a spirited affair and is packed to the rafters. This one was no different.

After General Business, during which Beryl attended to the liquid needs of the Committee amidst laughter at her clever repartee, there were more votes of thanks to committee members. In particular Colleen Murray who has served as Treasurer for the last ten years. Husband Jack was also recognized for his contribution with the

Airtourer models on the trophies.

Stan Tilley received a life time membership in recognition of a fantastic contribution to both the Co-op and the Association. A very much deserved recognition. Stan represents those members who have worked tirelessly and voluntarily to keep the movement alive and vigorous for so many years.

I am sure that without the efforts of these men, the Association would not be the success it is with buoyant membership and enthusiastic participation. Congratulations.

Stan was also presented with a very witty cartoon memento drawn by talented fellow member, Gerry Lawson. He seemed very pleased indeed. Good work Gerry and thank you, your skill is always much appreciated.

Hugh Knox and Bill Pennell again thanked Jack Murray for his wonderful trophies that he continues to produce each



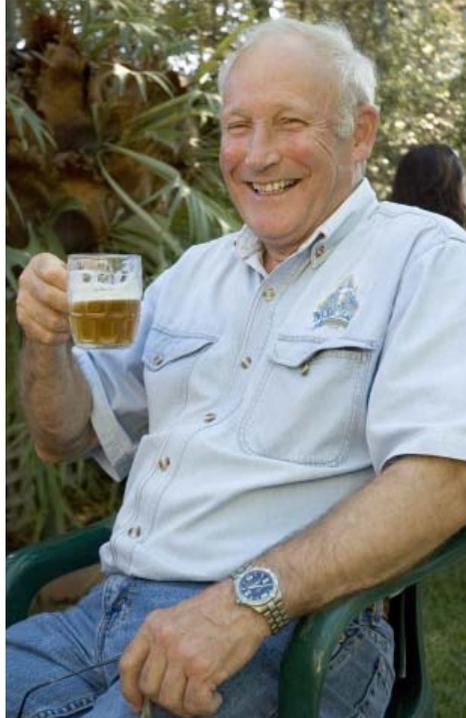
Above: Bob Peak and Murray Wallace sharing a beer at the Boorhaman Hotel.

Below Left: Barry Gray sampling one of the Bufflo Brewery's beers. Below right: David Wearne with a few "for the road".





Sampling the Buffalo Brewery beverages.



Opposite page top: Doug Stott introducing UK visitor David Dallow to an Australian country pub. Opposite page lower: Fiona Galvin and Doug Dow. Above L: Gerry Pels wondering what he's let himself in for as the new Treasurer. Above R: David Wearne's partner Joan. Below: David and Gill Dallow trying cold beer.



year Yet, another example of selfless contribution to this wonderful Association.

The Mediterranean themed luncheon was held at the Cofield Cellars Pickled Sisters Restaurant, Rutherglen. It was preceded by a wine tasting which we enjoyed in such a pretty place. There was more happy chatter over lunch and to the delight of all, Pat Kelly was moved to sing again and enjoy a dance.

On the way back to Wangaratta the bus stopped at the Boorhaman Hotel home of the Buffalo Brewery. Those who didn't have sufficient wine with lunch finished

the afternoon tasting the variety of locally brewed beers ranging from wheat beer to alcoholic ginger beer. There was even a dark ale for our visitors from Newcastle (UK).

We have celebrated 25 years at Wangaratta and were happy to return for the 31st Convention but more importantly the 50th anniversary of the first flight of the Airtourer. Cowra has been nominated for 2010. In the meantime we can all catch up again at Yarrowonga next September.

Thank you John and your most efficient committee for a great Weekend.

| | |
|-----------------------------|--------|
| Graham & Loraine Wood | VH-MGM |
| Peter Bons | VH-MGM |
| Murray & Andrea Wallace | VH-CTK |
| Lindsay & Beryl Marshall | VH-MRF |
| John & Doreen Treble | VH-CRK |
| Ian Donovan | VH-MKL |
| Doug Stott & Susie White | VH-CTM |
| Matt & Karen Henderson | VH-MCT |
| Jane & Andy Morris | VH-FVV |
| Col Taylor and Val | VH-MRL |
| Gerry & Pam Lawson | VH-MTI |
| Alan & Merle Wood | VH-POB |
| Niels & Kathy Jensen | VH-CND |
| George Penfound & Pat Sheil | VH-MWR |
| Peter & Roberta Ashley | VH-ACB |
| Ian Close & Sue Harris | VH-VVZ |
| Phillip & Sylva Cooper | VH-MOI |
| Bob & Pat Peak | VH-EQG |
| John Sheehan & Fiona Galvin | VH-KHP |
| Mike Fisher & Jackie Brown | VH-BNV |
| Gerry & Denise Pels | VH-DWT |
| Roger & Neroli Merridew | VH-ECI |
| Stuart Krichauff | VH-MVI |
| Doug Dow | VH-BQK |

| | |
|--------------------------------|--------|
| Roger & Jeannette Russell | VH-VRT |
| Stan & Bonnie Tilley | VH-MTL |
| Des & Val Heffernan | VH-MVR |
| Drew & Judy Done | VH-DJD |
| David Wearne & Joan | VH-WAU |
| John & Jan O'Halloran | VH-COI |
| Lee Gordon-Brown | VH-JVV |
| Car: | |
| Bill & Marion Miller | |
| Hugh & Maureen Knox | |
| Judy Riddel | |
| Marjorie Roche | |
| Frank & Jean Murray | |
| Barry Gray | |
| Bill Pennell & Lorraine Howson | |
| Pat & Cath Kelly | |
| David & Gill Dallow | |
| Hector & Wendy Blemings | |
| Jack & Colleen Murray | |
| Harry Couzin | |
| Robert Zweck & Pam Anderson | |
| Lizzie Matthews | |
| Bruce & Dot Ross | |



Above: Aviation historian Robert Zweck and Pam Anderson.

Below L: Pat Peak, Below R: Denise Pels



The Awards

**Sonny Rankin Trophy for Best Presented Airtourer
Roger and Jeannette Russell
VH-VRT**



**Longest Distance
Doug Stott
VH-CTM**



**Secret Time of Arrival
Matt & Karen Henderson
VH-MCT**



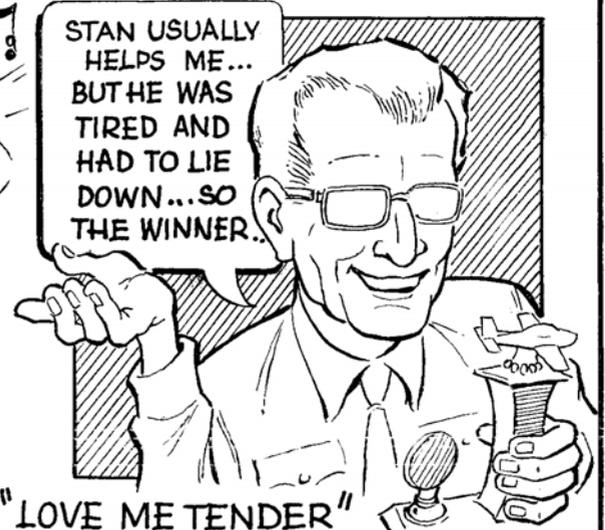
Viva Las WANGARATTA



"THE MAN"

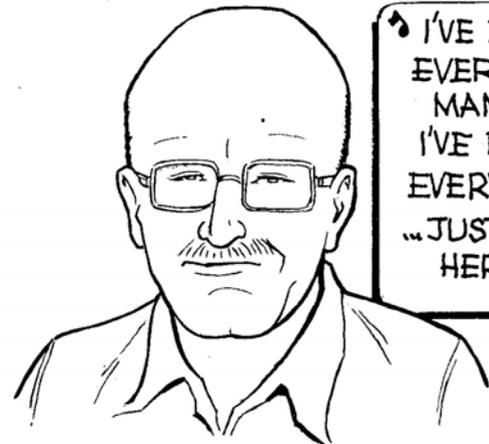


"THE FANS"



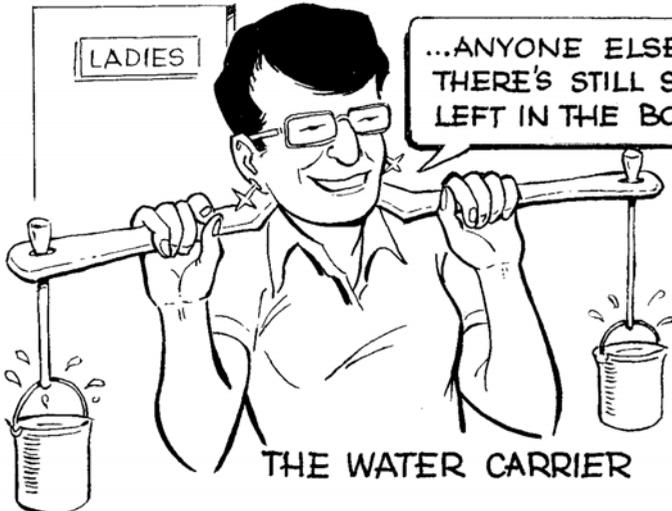
STAN USUALLY HELPS ME... BUT HE WAS TIRED AND HAD TO LIE DOWN... SO THE WINNER..

"LOVE ME TENDER" (BEST PRESENTED AIRTOURER)



LONGEST DISTANCE

I'VE BEEN EVERYWHERE MAN I'VE BEEN EVERYWHERE ...JUST TO GET HERE !!



THE WATER CARRIER

...ANYONE ELSE ? THERE'S STILL SOME LEFT IN THE BOWL !!

FROM SKULL CAVE

UMM... I COULD BECOME A PHANTOM ELVIS - DON'T LAUGH I MAY HAVE A GUITAR AMONG OTHER "ITEMS" IN MY WHITE VAN !!



GL

50th Anniversary of First Flight of VH-FMM

Keynton

Good Friday 10th April 2009 was a very important day in the Airtourer world: 50 years since VH-FMM made its first flight at Moorabbin Airport.

A gathering of 25 people commemorated this event at Kyneton. Many people made a great effort to attend. The Kyneton Aero club kindly made the club rooms available.

Morning tea was special Airtourer Easter buns made to Hector Blemings traditional recipe. (Easter buns with Airtourers on them instead of crosses)

After lots of chatter and a look around Mike's hangar it was time for lunch. As it was a BYO affair sandwiches were the order of the day (comment was heard "they make great play lunch.") We sang "Happy Birthday" to the Airtourer and cheered Henry Millicer. A birthday cake with a replica of FMM made of icing in its original

colours was cut by Lindsay Marshall, Sue Clarke and David Wearne. Andy declared he found a crumb of cake in the very rich chocolate cake.

Sue and Andy did a formation fly past and Sue did some aerobatics for us all to see. After a lot more talking it was time to head off. Due to bad weather on the eastern side of Melbourne, Andy and Jane had to do a 180 at Romsey and headed for Lilydale via Bacchus Marsh and Point Ormond. Unfortunately David Hobson in MUF didn't make it due weather.

A great day to remember and I enjoyed making the buns and icing aeroplane.

If you flew on this special day send a story and photo to me please, for an Airtourer 50th album.

Jane Morris

Those celebrating at Kyneton were:

Karen and Matt Henderson VH-MTC



Doreen and John Treble VH-CRK
 Sue Clarke and Adrian Thomas VH-MRI
 Jane and Andy Morris VH-FVV
 Kath and Niels Jensen VH-CND
 Pam and Gerry Lawson (car)
 Jacqui Brown and Mike Fisher VH-BNV
 Beryl and Lindsay Marshall VH-MRF
 Patricia and Stuart Krichauff VH-MVI
 Ian Donovan VH-MKL
 David Wearne VH-WAU
 Denise and Gerry Pels VH-DWT
 Dot and Bruce Ross with Jake (car)

Jane Morris



Hobart

The 10th of April 2009 was the 50th Anniversary of the Victa Airtourer.

The wooden prototype VH-FMM (Foxtrot Micky Mouse) flew for the first time so the Airtourer Association decided that to celebrate the event, **all Airtourers still flying should take to the air that day.**

A fly-in was arranged at Kyneton in Victoria. Bonnie and I would have liked to go to Kyneton which was apparently a brilliant success, but Bonnie still had a very stiff leg following surgery which made it rather difficult to climb into the aeroplane. Also



Yarragon

On the 10th April at 1400 hrs Wendy & I pushed YVV out of the hangar. I departed in marginal weather, gave an all stations call "LTV this is CT4 YVV on a flight of honour for Henry Millicer and the Airtourers" but that's as far as I got. The weather closed in fast around me and I made a dash back for the farm strip.

Hector

we were expecting a visit from our eldest granddaughter, Carmel and her partner Ki. Last time we had seen Carmel and Ki was when they both graduated from Griffith University with 1st class honours in civil engineering. Since then they both have gone into the work force as well as having a ski holiday in Japan, so there was a lot to catch up on.

Now, not only did our aeroplane MTL need to fly but also it's hangar mate, Sue Davis's EQA. Sue was away at her holiday cottage at Orford which would have meant a return trip of around three hours so it was arranged for me to fly both aeroplanes.

What a bonus! Not only did I get a fly of EQA, which is a beautiful aeroplane,



think that should be 'Pear Ridge', a lovely restaurant at Margate near Sandfly, for lunch. Carmel and I then flew a sight seeing trip over Hobart in MTL.

And there is more! Both passengers requested and flew a barrel roll during the flight.

Stan Tilley.



but I was able to take both Ki and Carmel on the separate trips.

So EQA, with Ki as passenger, flew to Orford where an excited figure in a red jacket was seen waving on the beach. Sue reported that someone said to her "Do you know that person?" to which she was pleased to be able to say "That is my aeroplane". Then we, Carmel, Ki, Bonnie and Stan, repaired to the 'Purple Pear', sorry I

Temora.

In Temora the museum was practising for a flying weekend so Bob Peak took the opportunity to complete a flypast over the main street and execute a missed approach in front of the museum.

Well I asked for it!

Stan Tilley

It all seemed so simple. My aircraft was already fitted with an emergency locator beacon in the rear of the fuselage, so when the electrical man was checking the IFR radios I casually asked about the 406 beacon requirement.

"No trouble. We can supply that. It should be a direct replacement for the existing unit".

Without asking further questions I said "Do it".

A bit later I asked what it would cost – and was rather shocked to be told \$1500; however I had made a contract – so stuck to the original instruction.

Some days later, I was surprised to be given an aerial and a remote panel mounted switch (not required on the existing unit) and instructed to, "Fit these while you wait for your unit to be registered."

"What? The \$1500 does not include fitting". Apparently not and what's more the

fitting cost could be about \$300 plus and there would have to be an additional \$700 charge for a CAR35 certificate covering the change.

The registered beacon arrived. It was not a simple replacement although my secretary and I managed to fit it in the same position as the old unit – but the aerial inside the fibreglass fin fitting and the running of multiple electric cables from the tail to the instrument panel, plus finding a spot on the panel to fit a switch. Well it all got too much.

After discussion with Rex Koerbin of Merimbula Air Maintenance, it was decided that it would be cheaper to 'drop in' there on one of our trips. But this did not happen so I decided to fly over for a day or two to get the job done.

The 3 hr 15 minute flight on a Sunday was great but of course these jobs always take a bit longer. We had hoped that I would be flying back on Tuesday or Wednesday at the latest, especially as I did not want to miss Gospel choir practice! But it was not to be. Rex had other work to complete but also he is building a magnificent new hangar, which is going to be excellent for GA.

By Thursday afternoon all was complete, including the massive framework for the new hangar. Also, Rex's excellent assistant Glynn had fixed several other problems like an intermittent flashing beacon (I know! They are supposed to be ON/OFF but not to stay off for weeks.). In being 'generally useful' I had of course caused a bit of secondary damage by accidentally knocking other connections off.

However the weather south had now gone 'rats' so on Friday morning I shot up to Canberra to catch up with a brother and sister in law.

After a delightful night I eventually checked the weather for the trip home. Not good. Headwinds, low temperatures and icing were forecast.

To stay low I returned to Merimbula via Moruya, refueled and departed for Hobart.

The winds were monstrous. Thirty five to forty knots 'on the nose' but it was calm enough so I just plugged on. Traces of ice made me go for lower altitudes but it was just as slow down there although a bit warmer.

From Flinders I decided to track via St Helens, hopefully to stay low and avoid ice which was OK but the wind did not abate. The 3hour 40 minutes trip was now going to exceed four hours which, because of my relaxed start meant that it was now dark.

The last hour into Hobart was rough. It was like being inside a tumble drier, even after getting visual. Hobart was getting gusting crosswinds which caused a RPT 737 in front of me to do a missed approach. I was so polite. I asked if they would like me to hang around whilst the RPT had another go but no, I was now number one.

"Are you happy with the wind conditions?" I merely said "Affirmative" after all it is a Victa and then luckily managed a 'greaser'.

I was tying the Airtourer down by the time the 737 eventually landed but the trip had taken me over 4 and a half hours.

An expensive exercise. Let's hope that IF I ever need the beacon it will repay the effort and the cost but my recommendation to anyone who has not yet bought a beacon –

Get a portable model.

Heard at the Hangar Door

“Something old, something new, something different?” Stan Tilley is now doing weddings.

Stan had an unusual request from fellow aerobatic pilot Will Bignell. Will did well during competition in NZ some months back and was kind enough to say that a bit of coaching from Stan helped him win several events. Hence Will's request for an aerobatic display at his wedding reception. The reception was held at Moorilla vineyard on the Derwent Estuary and another friend caught the show on video and uploaded it to YOUTUBE. To see it, go to www.youtube.com and search for Stan Tilley.

Richard Sims, Victa's head of sales in the 1960s was the subject of an article in the Apr-Jun issue of Aero magazine. The article highlights Richard's contribution to the commercial success of the Airtourer. Prior to his appointment all Airtourer sales were to aeroclubs or training organisations and he was given the challenge of breaking into the private market. This Richard did quickly and with great success. Those members who heard Richard speak at Wangaratta in 2003 will remember some of his stories of those times. In particular, when the application to the Government for tariff protection was unsuccessful, no one bothered to ask Richard if he could sell the aircraft for an equivalent price increase. Given his proven prior success the outcome may well have been different.

The editor received an email from **Brian Windle** who flew Airtourers with the Aeroclub of South Australia in the '60s.

Brian is having wooden models of the various types he's flown made in the Philippines and is impressed by the quality. He advised that the website was www.modelbuffs.com if anyone was interested. (Ed. This is not an advertisement and Brian advises he is not



associated with the company.)

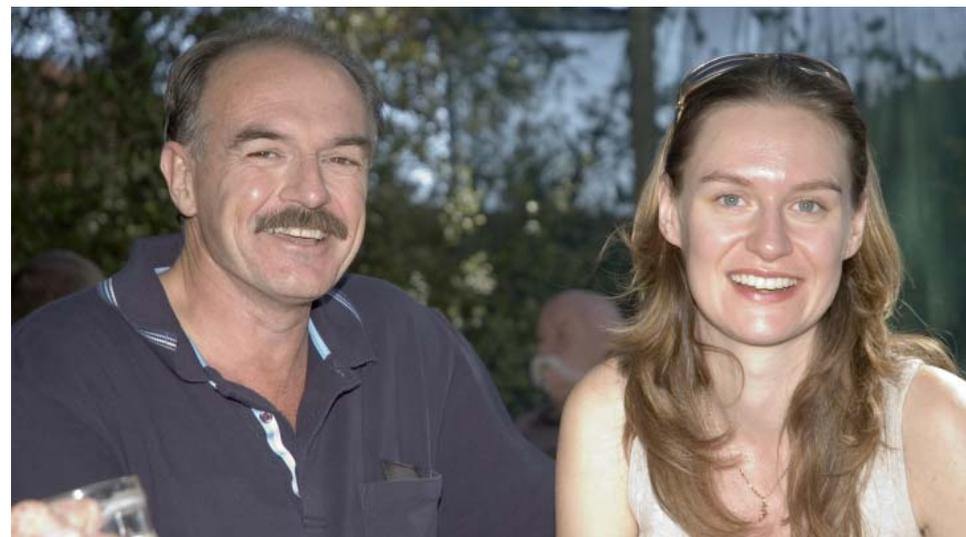
Congratulations to **Sue White** on being elected as the President of the Australian Women Pilots' Association.



Many thanks to **Robert Zweck** for the collection of old Airtourer photos he brought to Wangaratta.

On the internet there is a forum site called **PPRUNE**, the Professional Pilot's Rumour Net. It included a thread on the 50th Anniversary. (<http://tinyurl.com/ojklbp>). Among the posts was the attached photo of a young lady and early VICTA mower. Note the protective footwear. To make matters worse these mowers had little protection around the cutting disk. One correspondent observed that the once young lady has probably suffered the intervening years like many of our members however, the mower is probably in original condition having been lovingly restored by an enthusiast! Does that sound familiar?

Congratulations also to **Sylva and Phil Cooper** who are expecting their first child later this year.



AIRTOURER ASSOCIATION MESSAGE

SERVICE 0458 247160

At the Wangaratta AGM VP Mike Fisher outlined a SMS message service as an active component of improved member communications. This system is now established.

The service is intended to enhance and support existing media by transmitting important or urgent information such as event reminders, members welfare, news or even airworthiness matters to as many members as possible, rapidly and at reasonable cost.

HOW IT WILL WORK

When a piece of information is to be sent to members, a short text message will appear on your phone.

Members mobile telephone numbers published in the relevant Membership List are public domain information and will be used as a call number from the service. Where no mobile number is provided you will not receive the service.

There will be no charge to members for the service.

The service will be managed "in house" with the Association President being the nominal holder of the Association phone. In his absence at any time the phone will be passed on to another Committee member.

At present the service will be available to Australian mobile service numbers only.

Anyone wishing to send a text message TO the service may do so, and if appropriate will be forwarded to members.

So, in effect we now have a centralised, 24 hour a day, every day a of the week communication with the Association and hence to members.

Enter the message service number 0458 247 160 into your mobile phone book so you know when a message comes in from the Airtourer Association!

Emergency Beacons

New 406 MHz beacons were required from 1st February. While the new beacons also transmit on 121.5 the satellite reception on that frequency no longer exists. The 121.5 frequency is used for homing by rescue aircraft only.

Due to a short supply of 406 beacons, CASA agreed to an exemption, with conditions, until 30th June. As this date is fast approaching ensure you have a beacon by then.

Finally, and very importantly, dispose of your old 121.5 beacon correctly. There has been at least one report of a search for a beacon which was finally found in a rubbish dump. The beacon had been thrown away, with batteries included!

Ralph & Hazel Vincent's

Australian Visit

Melbourne

Jane & Andy Morris

When Ralph and Hazel organised their cruise they had no idea what they were in for!

When we heard they were coming to Melbourne for a day, we decided to take a day off and show them the sights. Plan A was to visit the Yarra Valley and wineries but the bushfires, thick smoke and poor visibility caused us to implement plan B.

We met them as they came off the Arcadia at Station Pier and we caught the light rail (ie. tram) into the city. It was peak hour so it was a bit of an education!

We jumped on and off the tram as required to see sights such as Block and

Royal Arcades, Treasury Gardens, Gothic Bank, Federation Square and the Ian Potter Gallery which had a display of aboriginal art. After a walk through the Melbourne Concert Hall and the Art Centre, we did a "drive by" of the botanical gardens, Melbourne Observatory and the Shrine of Remembrance. There was a bus group from the ship there! Then we did a quick drive on the Albert Park Lake grand prix circuit (fun) and down to Moorabbin Airport for lunch at the Royal Vic Aero club. John and Doreen Treble and Roger Merridew joined us. A great spot for an aviator's lunch, overlooking the runways. After a most enjoyable lunch, the group watched as Andy and Ralph departed in FVV for a circuit of the city via station pier



where the Arcadia was berthed, and then saw FVV return.

Then after some farewells, it was back to the ship via the bayside beaches with time for a paddle in the water and a cool beer before they returned on board for a rest! They had a couple of days to recuperate before the Sydney mob did it again.

The day went all too quickly and we hope they return for a flying tour soon.

Sydney

Peter Bons

Ralph & Hazel did their own thing seeing the sights in the morning but we caught up with them late morning in time to catch the rivercat with the Woods. Past the huge Arcadia, Opera House and under the harbour bridge up the Parramatta River to the Sydney rowing club at Abbotsford. We joined up with the Knoxs. and all enjoyed a long lunch, A thunderstorm greeted us on arrival, making them feel very much at home. On return to circular quay, coffees saw out the afternoon to conclude a most pleasant day.



Royal visit to South Australia

Glen Sturges

I had been in Adelaide over the weekend working so it was convenient to stay and show our guests around. The ship was due in at some ungodly hour of the morning. I beat the sparrows up. They, the sparrows, hadn't even done their ablutions or warmed up their vocal cords when I got down to outer harbour to watch the ship berth. Correct me if I am wrong, but I believe Ralph said it was a front wheel drive ship. This would account for its amazing entry into the harbour, a sort of four wheel drift round the corner and berthed itself alongside, on its own without tug assistance. Once they disembarked I explained that I was their chauffeur for the day and would "get them to the ship on time", not operatic, just prophetic. Countless buses took the other passengers on tours of places of alcoholic significance. They would spend most of their day sitting on their butts in a bus quaffing down some fine wines that South Australia is renowned for, and other states try to copy. We, on the other hand in the Merc, did a tour through the city with a running

commentary on the design of the city, the styles of buildings which were of a more genteel era rather than convict ones like NSW and TAS. We then climbed into the Adelaide hills to Cleland National park 50 mins ahead of the tourists' buses. Hazel was able to feed the kangaroos, meet Koalas up close and friendly, have her photo taken with the furry animals, see dingos, snakes and Tasmanian devils all in an open bushland settings, before the crowds arrived. As the "DD", (designated decoy or designated driver), I did not have any alcohol. However, Ralph and Hazel partook of some whilst we devoured some of the national emblem of Australia i.e., kangaroo, for lunch at quaint little pub at Aldgate. We wandered back down from the hills through some of the quaint little villages then along the shoreline arriving back at the ship in time to climb aboard with minutes to spare. I did not play my violin, whistle or any similar instrument of torture. I believe I was a thorough gentleman chauffeur and having dropped off my charges for the day I donned my Phantom outfit and set off on the five hour drive back home. It was a pleasure to show Ralph and Hazel our wonderful city and explain our State.



whole, for your continued support and I sincerely believe that the various programs and plans we have carried out to date and intend to continue with, will yield positive results for the future.

Proposed John Treble, seconded Doug Stott that the President's report be accepted.

Carried.

Treasurer's Report

Mrs. Colleen Murray presented the Statement of Receipts and Expenditure, included at Annex B.

Proposed Colleen Murray, seconded Bill Pennell that the Statement of Receipts and Expenditure be accepted and that any two Committee Members be authorised to make the necessary certifications as required by the Department of Fair Trading.

Carried.

Secretary's Report

The Secretary reported that correspondence during the year was routine and not requiring the attention of a General Meeting. Most correspondence related to membership enquiries.

General Business

AGM 2010.

The President advised the meeting that the next AGM would be held at Cowra over the weekend of 13TH & 14th March 2010.

Membership Subscriptions.

The membership subscriptions had remained at \$30 for some time and the Committee felt that an increase to \$35 would be needed to cover the expenditure. Moved John O'Halloran, seconded Doug Stott, that the annual subscriptions be increased to \$35. Pat Kelly moved an amendment that the amount be increased to \$50 as this was still well less than many other similar clubs and associations. During the subsequent discussion the following points were made:

- Any increases should be small amounts on an annual or similar basis rather than a large amount infrequently.
- Stan Tilley pointed out that many members were also aircraft owners and therefore needed to subscribe to the Airtourer Co-operative as well.
- A number of members were retired and had limited disposable income. The relatively low membership costs allowed them to remain members and an increase to \$50 was substantial.

The amendment to the motion was defeated but the original motion of increasing

the annual membership subscription to \$35 was passed almost unanimously.

Doug Stott requested the Committee to review the membership fees on an annual basis and make a recommendation to the membership at subsequent AGMs.

Association Website

Doug Stott gave an update on the status of the Association website noting that it's been in it's present form for about nine years and was looking dated. He and member Matt Henderson were working on updating it to a more modern presentation. However, this would take some time as there was a large amount of work, particularly associated with the database behind the listing of the aircraft. They intended to include more history, including more information on some of our past members. A major project would be the inclusion of all the past Newsletters. There were some costs associated with maintaining the domain of airtourer.asn.au and there may be additional costs if the site was to be moved to another hosting company. The eventual intent was to have a much more dynamic site that members could refer to frequently for the latest information on the Association.

Association History

Doug Stott, in his role as Association Historian, advised that much of the history artefacts would be moved to Lee Gordon-Brown's hangar at Tocumwal. Eventually, some of it would be mounted on permanent display boards. He was collating photographs of each serial number however a number were missing, in particular aircraft that were written off early in their life during the 1960s & 1970. If members could help with any pictures from that era, it would help fill the collection.

Association Notification System

Vice President Mike Fisher briefed the meeting on a notification system the Committee was developing to pass on important information in a timely manner. This would use the mobile telephone SMS technology and use the phone numbers listed in the membership list. The details would be advised in the next Association Newsletter.

Special Business

Retiring Treasurer

The President advised the meeting of the retirement of Colleen Murray after serving the Association for ten years as the Treasurer. He had found her easy to work with, responsive, willing and capable. He presented her with a memento of her service and the membership showed it's appreciation with a round of applause.

Gerry Lawson Cartoon.

Gerry Lawson has been contributing to the Newsletter regularly with his cartoons

of activities from our flyins. One particular cartoon included Stan Tilley and Gerry took the opportunity of presenting this to Stan at the meeting.

Life Membership – Stan Tilley

President John Treble addressed the meeting with a proposal to grant Life Membership to Stan Tilley. Stan’s contribution to the Association Committee and Co-operative Board covered 27 years and he remains Chairman of the Board. Additionally, he is a regular contributor to the Association Newsletter with numerous articles and recently published a book on Airtourer Aerobatics. He is well known for his aerobatic displays and success in competitions with his Airtourer. The nomination was unanimously approved and John presented Stan with a Certificate of Life Membership.

Election of the New Committee

The President stood down and invited Mr. Phil Cooper to take the Chair. He declared all Committee positions vacant and requested nominations. The outgoing Secretary reported that the number of nominations received was the same as the number of vacancies as defined by the Rules and therefore no vote was required. The new Committee was appointed as follows:

- President Mr. John Treble
- Vice President Mr. Mike Fisher
- Treasurer Mr. Gerry Pels
- Secretary Mr. John O’Halloran
- Mr. Alan Wood
- Mr. Niels Jensen
- Mrs. Jan O’Halloran

George Penfound proposed a vote of thanks to the outgoing Committee.
Carried by acclamation.

Closure

There being no further business the meeting was closed at 9:50 AM.

Annexes:

- A. List of Attendees and Apologies (Not included in Newsletter)
- B. Statement of Receipts and expenditure

AIRTOURER ASSOCIATION ANNUAL GENERAL MEETING

WANGARATTA 6 - 9 MARCH 2009

STATEMENT OF RECEIPTS AND EXPENDITURE 31/1/08 - 31/1/09

| | | | |
|-----------------------|---|--|----------------------|
| RECEIPTS | Credit Balance 13542.33 Membership Fees 3830.00 AGM Griffith 5705.00 Flying Doctor Collection 220.00 Presidents Fly-In Yarrawonga 3850.00 | Credit Balance 14481.54 Bank Fees 103.80 AGM Griffith 5490.00 Flying Doctor Donation 220.00 Presidents Fly-In Yarrawonga 3804.00 Newsletter 1078.80 Stationery 274.94 Public Liability Insurance 673.75 AOPA 125.00 Dept. Fair Trading 44.00 Trophies 33.00 Flowers 118.50 Airtourer Co-Op Wrong payment (transfer) 100.00 Wangaratta AGM deposits 600.00 | 27147.33 27147.33 |
| RECONCILIATION | Credit Balance 14481.54 | 1 A/D Vat 30 120.00 Written Off | 27147.33 |

Colleen Murray - Treasurer

Calendar of Events

Victorian Branch mid-year Dinner Night

Annual mid-year Dinner Night at the Old England Hotel, Heidelberg,
7th June 2009.

If you are attending and for Catering purposes and to get the table numbers right please advise John Treble on 03 9336 2056 by 31st May 2009

2009 President's Fly-In

The President's Fly-In to be held at Yarrawonga on the 18,19, 20th of September.
Details in the August Newsletter.

Victorian Branch Christmas Fly Away

This event will be held on the 6th Dec 2009, details advised in a later Newsletter.

2010 Convention and Annual General Meeting

The 2010 Convention and Annual General Meeting of the Airtourer Association will be held at Cowra, N.S.W. on the 12th, 13th, 14th, March, 2010.

Welcome

Rebecca Campbell and **Wayne Bridge** from Rutherford NSW who have Airtourer 115, VH-MQL.

Dr Stewart Graham from Launceston TAS who has rescued Airtourer 115 VH-TWE from a couple of years of neglect. He has a Yak-18T as well and his wife Claire is learning to fly.

Lizzie Dobe of Austral NSW who has a Beechcraft Sundowner. Lizzie and her company Bulldog Transport have been of immense help to the Co-operative and Alan Wood over the years but in particular during the move from Hoxton to Wedderburn.

Ed Ten Broeke from Howrah in TAS who is a member of the syndicate with Airtourer 150 VH-MTC.

Continued from page 2

I had arranged leave to be in Australia to ensure I could fly on 10th April. Despite the best laid plans the weather intervened with heavy rain and flooding during most of my leave. The best we could do on the "Sunshine Coast" was to have a beer in the hangar with the aeroplane.

This issue has grown to 36 pages and the Co-op AGM minutes will have to wait until the next issue.

Safe Airtouring,

John O'Halloran