

May 2013
Newsletter No. 146

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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| Editor, John O'Halloran P.O. Box 778, Tewantin QLD 4565 | Mobile: FAX: Phone: Email | 0411 968901 (07) 54425180 (07) 54476604 Editor@Airtourer.asn.au |
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Assistant Editors: Lorraine Howson
Lorraine Wood

Articles for inclusion in the Newsletter should be submitted direct to John O'Halloran at the contacts listed above.

The next Newsletter will be published in August 2013. Contributions and or advertisements are to be with JOH by 15 July 2013.

Advertisements are free for current members.

Editorial

This year's convention included flying activities at Rylstone Aerodrome. This was a great opportunity for some grass roots flying, taking friends for rides, streamer cutting, aerobatics and formation. Activities where the Airtourer excels.

It's interesting to note the growing number of airline pilots joining our ranks. Pilots who, in their "day job", fly anything from Bombardier -8's to B747-8s and even Airbus A380s. It says a lot about the Airtourer that after fifty years it still appeals to all levels of experience. Even professional pilots enjoy getting back to grass roots flying. Personally, I find that GA presents a whole new set of challenges and rewards. The rewards include, not only the enjoyment of flying, but the company found at gatherings such as we've just had at Mudgee.

The change in leadership is both exciting and more of the same. John Treble's sound leadership over the last six years has left the Association in a very good position. Mike will bring his own ideas and priorities however he has the benefit of working with John T and understanding the challenges in achieving his goals. One priority of Mike's is to emphasise the flying aspects of the Association and with the able support of John Day and the rest of the Committee we look forward to more successful events starting at Deniliquin in September. Plan for it now!

Safe Airtouring,

J. O'H

Cover Photo: MVA in the Hangar House at Mudgee ready for the party and decorated with balloons courtesy of VICTA now owned by Briggs and Stratton.

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.

President's Pen



Mudgee was an outstanding event by any measure and upheld its title as THE BIG ONE. Your events committee and particularly John Day who was the project manager for the event deserve high praise for their efforts. I was also delighted to see so many happy and familiar faces joined by members attending for the first time.

Given that this is my first “From the President” it may be worth repeating fairly much what I said to the assembled members at the Mudgee AGM, which is an outline of how I see where the Committee should be driving the Association on into the future, or “going forward”, in buzz word speak.

- Firstly to undertake the Association affairs in a businesslike manner.
 - To be financially responsible.
 - There is no shame in having money in the bank. I have always advocated that the Association should have a “war chest” to cover the unplanned. The events that eventually saw the type certificate in the hands of you, the owners, were only successful because reserves were on hand.
- Stick to what we do best.
 - The primary business of the Association is to conduct enjoyable and successful events for its members. But also to support safe flying and Victoria ownership through education and information.
 - This second objective is something new that we hope to develop around the Presidents Fly-in event.
- Lastly let us never forget that above all else the Association is a Flying Organization!

So looking forward, forget wintertime depression, this year we are planning a pleasant Sunday lunch somewhere in the Melbourne central area for the Victorian Winter Gathering. If we can't fly we can at least talk about it.

Until then, may all winds be tail winds.

Mike

The Big One

50 years of VH-MVA and the 2013 Convention - Mudgee

Becky Day

This years AGM was held over the weekend of 15 to 18 March 2013 in Mudgee. It was with great anticipation that John and I received 'that' monthly email from Cathay to see if John had secured the required days off on his roster. Much to our disappointment he had not which meant we were unable to fly VH-VRT to be with her other friends for this auspicious occasion. So plan B was enacted which involved flying commercially to the 'Big One'.

It has been awhile since using commercial aviation, and the audible groans in the waiting area at Tullamarine after the many announcements proclaiming Air Traffic Control were upsetting the

natural order, were a little disconcerting. However once we were aboard our Boeing 737 bound for Sydney and with the 3-hour delay behind us, it all became a lot more fun. Looking over at the Qantas link Dash 8 parked next to us, we saw a rather familiar looking First Officer, who was diligent enough to ignore our taunts by SMS while doing her pre-flight.

After a small detour to Dubbo, and night stay at the Dubbo Zoo, we travelled to Mudgee, arriving at the Hangar House on Friday afternoon. Brad and his band of helpers greeted us and treated us as VIP guests from arrival to departure. Once we had unpacked, it was time for a quick



The line-up at Mudgee with the Hangar House, the curved building, in the background.

catch up and cup of tea with some familiar faces, before setting off to Rylstone to meet with Rob Lonergan, owner of the airfield, to discuss the program for the fly-in scheduled for Saturday. Unfortunately Rob had a prior commitment and would be unable to attend on Saturday much to his and our disappointment. While we discussed with Rob the finer details, it was great to see Judy Riddel, Lyn Butler and Hugh and Maureen Knox drop in and “Hi” as they passed by on their way to Mudgee.

The first organised event for the weekend was dinner at the Blue Wren winery adjacent to Mudgee Airport. The distribution of show bags (including one’s very own Vicsta sticker) kicked the weekend off. John Treble officially welcomed everyone and gave us a run down on the planned activities for the weekend. The Blue Wren provided an indoor style, gourmet BBQ buffet for dinner and a well stocked bar, which drew favourable comments from many in attendance.

As the evening progressed and the wine flowed the discussion turned to the prevailing weather conditions people experienced on route to Mudgee. Sydney had experienced some bad storms, preventing many, including Alan and Merle Wood, from flying to Mudgee. One pilot from Victoria described the turbulence he experienced as “being tossed around like a schoolgirl on a trampoline” and the Queensland contingent pushed into 20 kt plus headwinds.

As is always with first night madness the evening was over before it began and the sensible folk headed to their accommodation in preparation for the following days events. However, as the unsuspecting Blue Wren bar staff called last drinks, little

did they know their only chance of closing for the evening was to offer the last three standing a ride back to the airport. Later the said three passengers insisted the bar staff were so honoured to be in the company of such esteemed pilots they felt compelled to drive them home.

Day two began with the opportunity to be a part of a bustling and busy Saturday morning amongst the crowd in downtown Mudgee, including a farmers market. It was also a chance to grab some last minute items for the Hangar House party. By 10: AM the first Airtourer was on the move to our very own airstrip for the day, Rylstone. It was followed by a steady continuous flow until the last arrival to the airfield around lunchtime. The line up of Airtourer’s was a very impressive site, even with the Piper sat amongst all the beauties. It was also



Beryl Marshall with her camper van named, “Sheriff’s Chalet”



This Page.

Top: A pair of originals, Airtourer 100 PJR, S/N 5, and T6-24 VVZ, S/N A553. Two extremes on the production line but both presented in original condition.

Below: Part of the line-up at Rylstone Aerodrome.

Opposite Page:

Top Left: Andrew Clement in KGR over Rylstone Aerodrome. Top Right: Terry Green proving that an Airtourer 100 can get airborne without relying on the curvature of the earth.

Middle: Some of the 150s decided to form their own flightline.

Lower R: The group photo around the club house at Rylstone Aerodrome.

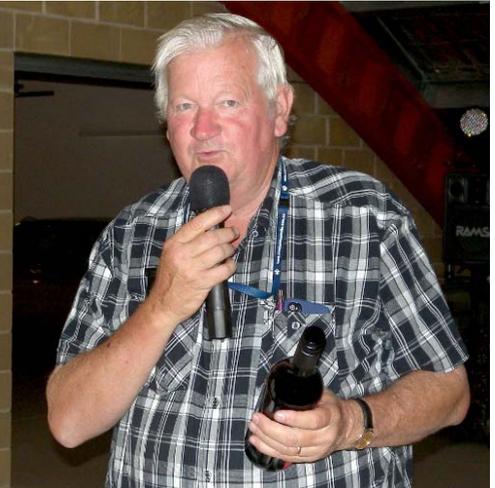






Above: As the party commenced the setting sun formed the perfect backdrop. Getting into the spirit of the '60s, below, "Hippies" Chris and Sheridan Wilson, while opposite page L to R, Murray & Andrea Wallace, Andy & Jane Morris, Jon & Monique, Andrew Clement, Gerry Pels Sharon Clement.





Above L: Adrian Thomas & Sue Clarke needing a drink after flying across the Nullabor (again).

Above R: Terry Green presented with a bottle of wine for the lowest powered Airtourer.

Left: George and Mele Penfound.



Left: Alan Wood congratulating Ian Close on winning the award for “Best Presented Airtourer”.

Middle: Members trying to remember their dance floor moves from the ‘60s.

Below: The “Three Spinners”, L to R, Beryl Marshall, (with glass of wine of course), Liz Matthews and Jan O’Halloran singing their special birthday song for MVA.



great to see the Aircruiser VH-MVR on display. Once again we were treated a fully catered lunch thanks to the local pub the Globe Hotel. Thank you to Rob for use of the Rylstone facilities and also Craig and staff for the catering.

The afternoon saw some impressive aerobatic displays and streamer cutting from Sue Clarke and Stan Tilley. Five aircraft took to the skies for formation flying. On departure, Sharon and I did have to stop at the neighbour's house across the road to explain why there was toilet paper hanging from their tree.

Following a great day out, everyone was given a few hours to prepare for "The Big One" to celebrate 50 years of our beloved Airtourer flying machines. The evening was "A never to be repeated event to relive the 1960's". Robert and David West's VH-MVA was given pride of place as the centrepiece for night's entertainment. Victa (Briggs and Stratton) supplied enough balloons to fill the cockpit, and Brad and his "Hangar House" team did a superb job organising a DJ for the night and an excellent standard of food and beverages for the evening. A large screen above MVA scrolled through a collection of 1200 or so photos provided by Historian Doug Stott. As the night progressed additional photos, from the evening, were added. The "Three Spinners", Beryl Marshall, Jan O'Halloran and Liz Matthews also supplemented our DJ by providing a musical interlude.

The evening provided an opportunity to farewell John Treble as President. Thank-you John for the many years of dedication and tireless work your have given to the Airtourer Association.

Mike Fisher was MC for the night and made awards for the best costumes and

welcomed newcomers Chris and Sheridan Wilson. It was also an opportunity for some to model their favourite outfits from the era. Special mention must go to Murray Wallace and Andy Morris who both dusted off their wedding suits to prove that Airtourers were not the only things made to last in the '60s. The celebrations continued well into the night and possibly provided a few sore heads at the AGM's the next morning.

After the Association and Co-op AGM's on Sunday Morning, we farewelled some members who unfortunately had to return home early due to other commitments. Then it was on the bus for a short trip to Wild Oats Pavilion at Robert Oatley's vineyard for a pleasant lunch. Following lunch a few quiet drinks were had at the Mudgee Brewing Company, including live entertainment. Even the Brewery owner couldn't resist the charms of a group of Airtourer pilots and invited them to join his table for a few ales. Jan O'Halloran braved the Mudgee crowd to show off her winning dance moves and was rewarded with a much sort after poster of the singer, "Eight Ball", for her efforts. That night a relatively quiet dinner at the Bowling Club brought the weekend to a close.

Attendance List

| | |
|----------------------------|-----|
| John & Doreen Treble | CRK |
| Gerry Pels | DWT |
| George Penfound | Car |
| Allan & Merle Wood | POB |
| Stan & Bonney Tilley | MTL |
| Jane & Andy Morris | FVV |
| Mike Fisher & Jackie Brown | BNV |
| Jon & Rebecca Day | VRT |
| Pat Sheil | Car |
| Graham & Lorraine Wood | Car |
| Murray & Andy Wallace | CTK |
| John & Jan O'Halloran | COI |
| Liz Matthews | Car |

| | |
|------------------------------|-----|
| Rick & Deb Evans | Car |
| Jon & Mon Pels | LVU |
| Bob & Pat Peak | EQG |
| Doug Dow | BQK |
| Judy Riddell & Lyn Butler | Car |
| Ian Close & Sue Harris | VVZ |
| Peter Bons | Car |
| Chris & Sheridan Wilson | RQH |
| Susan Clarke & Adrian Thomas | MRI |
| Hugh & Maureen Knox | Car |
| Beryl Marshall | Car |
| Clin & Barbara Ashton-Martin | MYN |
| Terry & Louise Green | PJR |
| Robert & David West | MVA |
| Doug Stott | Car |



Alan Wood presents Bob West with the original weighing certificate that Alan Prepared fifty years ago.

Minutes of the Annual General Meeting of the Airtourer Association (Inc.) held at Mudgee on 17th March 2013

Present: Mr. John Treble President
Mr. Mike Fisher Vice President
Mr. Gerry Pels Treasurer
Mr. John O'Halloran Secretary
Mr. Alan Wood
Ms. Monique Gillett
and 31 members. (List attached as Annex A)

Apologies: Mr. Niels Jensen
and 23 members. (List attached as Annex A)

The President opened the meeting at 0945 AM.

Minutes of the previous Annual General Meeting.

The Minutes of the previous Annual General Meeting were published in the May 2012 Association Newsletter.

Moved Liz Matthews, seconded Ian Close that the Minutes be accepted as a true and correct record of that meeting.

Carried.

Business Arising From The Minutes

All matters arising from the previous Minutes will be covered in the reports or General Business.

Reports

President's Report

John Treble presented his final President's Report which is attached at Annex B.

Proposed John Treble, seconded Mike Fisher that the President's report be accepted.

Carried by acclamation.

Treasurer's Report

Mr. Gerry Pels presented the Statement of Receipts and Expenditure, included at

Annex C. This was also published in the February 2013 Newsletter.

Gerry reported that the Association was in a healthy financial state with a surplus of over \$6,000. Some of these funds had been deposited in a term deposit to achieve a better interest rate.

Doug Stott enquired as to whether the accounts had been audited. Gerry advised that while a formal audit was not required by law, John Treble had conducted a review of the books.

Proposed Gerry Pels, seconded Graham Wood that the Statement of Receipts and Expenditure be accepted and that any Committee Members be authorised to make the necessary certifications as required by the Department of Fair Trading.

Carried.

Secretary's Report

The Secretary presented the report included at Annex D.

Proposed John O'Halloran, Seconded Beryl Marshall, that the Secretary's Report be accepted.

Carried.

General Business

Membership Subscriptions.

Previously, the membership at an AGM, directed the Committee to consider and make recommendations regarding the annual membership subscription. The Committee recommended no change to the current subscription.

Proposed John O'Halloran, seconded Jon Pels that the annual subscription remain at \$40.

Carried.

Election of the New Committee

The President declared all Committee positions vacant and requested Mr. Rick Evans to take the chair. The outgoing Secretary advised that the number of nominations received was the same as the number of vacancies and therefore the new Committee was appointed as follows:

| | |
|----------------|---------------------|
| President | Mr. Mike Fisher |
| Vice President | Mr. John Day |
| Treasurer | Mr. Gerry Pels |
| Secretary | Mr. John O'Halloran |
| | Mr. Alan Wood |
| | Mr. Niels Jensen |
| | Ms. Monique Gillett |

Address by the Incoming President

Incoming President Mike Fisher addressed the membership thanking John Treble for his service to the Association. John had served as Treasurer for twenty years and after a break returned six years ago as President. Mike had worked closely with John over that time, particularly with the Events Committee and noted John's honesty, integrity, care for the Association and businesslike approach to good governance.

Mike noted that much of the work fell to the Events Committee and thanked John Day for his efforts in planning this very successful convention at Mudgee.

The Association is dedicated to the preservation and continued airworthiness of the Airtourer. As time passes, and the depth of knowledge of the Airtourer that existed in the 1960's and '70s fades, it falls to the Association to maintain and pass on that information to new owners. To that end Mike believes the Association has an education role and will promote learning activities particularly at Fly-ins.

The Association is about an aeroplane and hence is a flying organisation. This convention included a flying day to Rylstone and the Events Committee will be looking to include flying activities in future fly-ins.

Closure

There being no further business the meeting was closed at 1010 AM.

Annexes:

- A) List of Attendees and Apologies (not included in Newsletter)
- B) President's Report
- C) Statement of Receipts and expenditure. (Published in February 2012 Newsletter)
- D) Secretary's Report

Heard at the Hangar Door

After the formal part of the AGM **Doug Stott** addressed the membership expressing his thanks to John Treble. Doug had known John since 1978 and had worked with him on the Committee between 1979 and 1983. Doug congratulated John on a job well done and thanked him for his service.

Lorraine Howson continues to update us with her around the work cruise, last Newsletter's report had her leaving San Francisco. Since then she's been through Asia, Australia and last heard of in Egypt.

Congratulations to **Graham Wood** on receiving the Commanding Officer's Commendation from CO 37 Squadron for his work with mission planning software.

President's Report – AGM 2013

Fellow members of the Airtourer Association, I am pleased to offer the following as the President's report for the year ending 17th March 2013.

A special feature of the 2012 AGM was to bestow upon John O'Halloran the award of Life Membership for his past and continued contribution to the Airtourer Association.

A previous commitment prevented him from attending the 2012 AGM and to accept the Life Membership award, but we now have the pleasure this year of honouring him with the official presentation.

I shall briefly mention the activities held during the year that were fully reported on the Website and in the quarterly Newsletters.

Our 35th Convention and AGM at Cootamundra was successful considering that maybe 50% of expected Friday arrivals were delayed due weather, but by midday Saturday all had arrived and with a little program juggling everything was soon back to normal.

The Victorian Branch held a mid-winter barbecue lunch at Jon & Mon's residence at Riddell. A sumptuous lunch was provided by Jon & Mon followed by mid-afternoon special cookies and coffee. We thank them for that. 24 people and 4 aircraft attended.

The President's Fly-In, named "BACK TO PARKES" was very much enjoyed by all members with lots of nostalgia discussions relating to previous Parkes President's Fly-In's, from days gone by.

The Victorian Branch Christmas Fly-In named "BACK TO THE HIGH COUNTRY" to Mount Beauty ending our 2012 year on a very high note.

We have entered our 36th year, as the formation meeting of the Airtourer Association was held at the Royal Aero Club of New South Wales, Sydney, Australia, (Bankstown aerodrome) on the 17th August 1977.

We are all well aware of the current challenging times regarding general aviation, with the decline of flying training, aero clubs in recess with their dwindling memberships etc.

However, let me give you some clear examples of why I believe the Association has a clear and bright future ahead:-

- (1) Our membership has remained constant for a number of years.
- (2) The administration has been and is still in very good and capable hands.
- (3) The Financial position of the Association has never been better.
- (4) The events sub-committee is constantly looking forward on how to improve and develop interests of what members would like for our two annual events.
- (5) The approximate numbers of Airtourers out there are not diminishing and are much the same as they have always been.
- (6) We must continue to fully support the Airtourer Co-operative in every possible way. Owning the Type Certificate is a priceless possession.

As the curtain draws on my 6 year term as President I would like to make several acknowledgements.

My thanks go to all the helpful willing volunteers who gave of their time, such as the

mini-bus drivers, members who contribute Fly-In articles for the Website and Newsletter, plus members who say “if there is anything I could do to help, just ask.”

I thank all of the 6 year Committee members who administered the day to day duties of the Association and in particular the contributions of Secretary John O’Halloran and Treasurer Gerry Pels.

I also thank the energy of the events sub-committee, (dubbed the engine room), of Mike Fisher, Niel Jensen and myself, who engaged in very detailed activity arrangements for your continued enjoyment. During the year Gerry Pels and John Day were appointed to the events sub-committee.

I would particularly like to thank Mike Fisher for his long time hosting excellence of our Convention Dinners. We are indebted to him for his willingness to stand before a crowd and for his dry sense of humour and wit.

I am most grateful to all members for their warmth and enthusiasm.

Above all I want to thank Doreen for standing beside me with her unwavering support.

My sole aim when elected President was to give of my best in the interests of the Airtourer family and to leave the Association in the best shape I possibly could.

I have been privileged, honoured, humbled and overwhelmed with pride and gratitude to be your President.

I wish my successor well.

In closing, I would like to thank all members for your all-round support and happily look forward to the years ahead.

It’s been a great 6 year journey with you all, safe flying and thanks for having me.

Secretary’s Report

The membership remains approximately the same as last year at 141 members. Each year some members inevitably fail to renew but also there has been a steady flow of new members. The Joint Administration worked well with only a few more learning points and the 2013 renewals should go smoothly.

I must thank Jan for attending to much of the day to day membership tasks while I’m away.

The website continues to develop slowly with a number of areas that would benefit from further attention. In particular, the links to individual aircraft by registration or serial number remains a long term project. Owners are encouraged to forward a short history of their aircraft, ideally with photos, to the webmaster to assist with this task.

I encourage members to bookmark the website and check it frequently. Updates will be noted on the front page and the latest information about events is listed under “Upcoming Events” on the right of the front page.

Finally, I wish to give notice that I will not be standing for the position of Secretary in 2014. The Association is fortunate to have Monique Gillett who is willing to be nominated for the position. I intend to take the opportunity this year to introduce Monique to the various activities required by the Secretary. I will continue as editor of the Newsletter and webmaster unless other members are able to take on these tasks.

Minutes of the Annual General Meeting of the Airtourer Co-operative Ltd. held at Mudgee on 17th March 2013

Present: Mr. Stan Tilley Chairman
Mr. Alan Wood Director
Mr. John O'Halloran Director
Mr. John Day Director
Mr. John Pels Director
and 16 active members. (List attached as Annex A, not included in Newsletter)

Apologies: Mr John Sheehan Director
and 6 active members. (List attached as Annex A, not included in Newsletter)

Opening

The Chairman opened the meeting at 10:30 AM.

Minutes of the previous Annual General Meeting

The minutes of the previous AGM were published in the May 2012 Airtourer Association Newsletter.

Moved John O'Halloran, seconded Jon Pels that the Minutes, as published, be accepted as a true and correct record of that meeting.

Carried.

Business Arising From The Minutes

Any matters arising from the minutes will be addressed in General Business.

Reports

Chairman's Report

The Chairman, Stan Tilley, presented his report, which is included at Annex B.

Moved Stan Tilley, seconded Richard Evans, that the Chairman's Report be ac-

cepted.

Carried.

Financial Report

The Financial Statements, being an abridged version of the auditor's report, were presented and included at Annex C.

Moved John O'Halloran, seconded Richard Evans, that the Financial Statements be accepted.

Carried.

Appointment of Auditor

Proposed Bonnie Tilley, seconded David Wearne, that Mr Richard Fong be reappointed Auditor for the following year.

Carried.

Director Administration Report

John O'Halloran reported that the joint administration with the Airtourer Association was working well with less confusion among members regarding Association and Co-op payments. Currently there were 69 active members.

Chief Pilot Report

John O'Halloran advised that the progress with the modified fuel quantity system was slower than hoped with work commitments disrupting his plans. Nevertheless, the modification had been installed in his aircraft and the test plan was being finalised. This would need to be approved by Auto Avia before the flight testing could be completed. This is planned for mid 2013. Subsequently the AFM can be amended to reflect the new usable fuel as determined by flight testing.

The modification kits are available from Alan Wood and can be installed under an engineering order issued by Auto Avia and held by the Co-operative.

General Business

Annual Subscription.

At a previous AGM there was a motion that the Board is to recommend the amount for the annual subscription to the membership.

The Board recommended that the annual subscription remain at \$50 for the following year.

Windscreens

The Board had received a letter regarding windscreens from member Mr. Ian Donovan who asked that it be tabled at the AGM. The letter was read to the membership and is attached at Annex D.

The Chairman replied that supply of windscreens had been a concern however, the Co-op has been actively investigating various sources for some time. Currently there are three windscreens in stock out of a batch of 10 manufactured in NZ. A number of members had successfully fitted these windscreens including the Chairman who had assisted his LAME with fitting two of them.

Alan Wood had identified some minor improvements that had been passed on to the NZ manufacturer and the Co-op was awaiting a small batch that included these modifications.

The original mould was made for AESL and many years ago was loaned to a firm in Geelong to manufacture windscreens. This firm was sold to another in Stawell which in turn was bought by a third company. During these changes of ownership it was not made clear to the purchaser that the Airtourer mould was not part of the business but owned by the Co-op. Consequently ownership was in dispute for sometime. The mould is currently held by Aerospace Composites in Salamander Bay who acknowledges ownership by the Co-op.

Fitting a windscreen is a specialist task that is well within the capability of a competent LAME. Nevertheless, any task will be easier in the light of experience and Alan Wood offered to liaise with Ian's LAME. This offer was not taken up.

Andy Morris, an experienced LAME, reported he had observed cases where distortions, although acceptable, had reduced over time as stresses in the transparency eased under normal heating due to sunlight as well as air loads.

In conclusion, the Board believes the windscreens currently in stock are acceptable however are continuing to work with the firms in NZ and Salamander Bay to obtain the best outcome. Mr Donovan would be welcome to examine the new batch when they arrive from NZ. Furthermore, Alan Wood remains available to discuss the finer points of fitting the windscreens with Mr. Donovan's LAME.

Ageing Aircraft.

John Day updated the membership regarding the ongoing issue of ageing aircraft. This concern was not unique to CASA but being addressed by regulatory authorities worldwide.

The Co-op was working with other type associations and AOPA to provide a unified response to CASA.

The Co-op believes that appropriate routine inspection and maintenance should address the ageing aircraft concerns for the Airtourer. Currently the majority of Australian owners were using CASA Schedule 5 as the schedule of maintenance. However, CASA

were working towards having owners move away from Schedule 5 to the manufacturers maintenance schedule. The Co-op started updating the Airtourer Maintenance Manual however this task has been slow due to other more pressing issues. This project will continue with the aim of producing a relevant document that will address the ageing aircraft concerns.

Pricing Policy

Doug Stott addressed the meeting and raised a concern regarding lack of transparency in the pricing of parts supplied by the Co-op. Specifically he enquired as to whether there was a pricing policy and that the cost price and mark-up be included on the invoice.

There was extensive and energetic discussion which can be summarised by the following points.

1. There was no formal policy on pricing.
2. The Co-op was a non profit organisation that had to cover its expenses and maintain financial reserves for unexpected events.
3. Much of the Co-op's expenses are unrelated to the manufacturer of parts, e.g. CAR35 related expenses.
4. The income from subscriptions was relatively small compared to the turnover.
5. The Board could not identify any other business that included the mark-up on its invoices. However, the membership could see the overall margin by comparing the income and expenses on the Financial Report.
6. Some parts had been held in stock for some time and the original cost could not be established.
7. Pricing was left to the professional judgement of Alan Wood as the technical specialist and Hugh Knox with his extensive business experience.

Some members were particularly concerned by the suggestion of lack of transparency amongst the volunteers on the Board. Andy Morris proposed a vote of confidence in the Board's conduct of the affairs of the Co-operative.

Carried by acclamation.

Election of the New Board

The Rules required that the two longest serving Directors retire at the AGM. Mr Stan Tilley and Mr John Sheehan therefore stood down with Mr Tilley presenting himself for re-election. Mr. Sheehan requested that he be excused from re-nominating due to family commitments.

Mr Andrew Clement offered himself for election to the Board.

No further nominations were received and hence Stan and Andrew were elected. The Board therefore stands as follows:

| | |
|-----------|---------------------|
| Chairman | Mr. Stan Tilley |
| Directors | Mr. Jon Pels |
| | Mr. John O'Halloran |
| | Mr. Alan Wood |
| | Mr. Andrew Clement |
| | Mr. John Day |

Stan Tilley proposed a vote of thanks to John Sheehan for his assistance during his time as a Director.

Carried by acclamation.

John O'Halloran reminded the membership that Hugh Knox continued to donate significant time to the Co-op working with Alan Wood and keeping the finances to the high standard required by the Government. He proposed a vote of thanks to Hugh for his ongoing contribution.

Carried by acclamation.

Closure

There being no further business the meeting was closed at 11:55AM.

Annexes:

- A. List of Attending Active Members (Not included in Newsletter).
- B. Chairman's Report
- C. Financial Statements (Published in February 2013 Airtourer Assn. Newsletter.)
- D. Letter from Mr. Ian Donovan

The Events Committee would like to thank our sponsors:

- **Skyfuel**
- **Mid-Western Regional Council**
- **Victa (Briggs and Stratton)**

We would also like to our bus drivers for the weekend:

Jon Pels, Mike Fisher and Andrew Clements.

Chairman's Report

I must thank all board members for their efforts but once again I must pay particular tribute to the extensive work done for the Co-operative by Alan Wood, John O'Halloran and John Day.

These Board members in particular spend an enormous amount of time and effort in keeping our aircraft flying.

This year, although sales have been up, costs have increased so our financial position has dropped by about one third - but we are still 'keeping it all afloat'.

CASA has added several items to the list of requirements such as 'Ageing Aircraft' and 'Control Cable' terminations.

John Day, has been putting in excellent submissions on these items as well as completing his Buyers and Sellers guide, which is now available on the web site.

The Co-op continues to provide, first, the supply of parts and second the designs and the paper work to keep the aircraft systems operating efficiently and within the regulations. Sales have been down but we have plenty of other projects on the go.

One main airworthiness issue remains the usable fuel concern that generated the AFM Temporary Revision. This unfortunately has progressed little in the last year. It has been extremely difficult for John to get his Airtourer to Alan Wood's hangar. The draft Service Bulletin was reported at the last AGM but it needs to be installed then flight tested to determine the usable fuel in accordance with the ANO. JOH and Alan have planned this a number of times but have been foiled by JOH's work commitments. We do have the new gauges and senders in stock, but do need to get the testing completed.

On the faster moving spares side, fuel bladders are now in stock again as are Cleveland brake adaptor kits, and extended nose leg adaptors. There have still been no reported undercarriage bolt problems and on that basis we will approach CASA and request a life extension to 500 hours. Also the modified aileron differential boxes supplied on an exchange basis are very successful. These have Teflon Ball ends, are easy to install and have a life-time serviceability, overcoming a weakness in the original design. There has been a request for the authorized 32 litre second fuel tank, so three have been ordered make a worthwhile production run.

The New Zealand made windscreens have proved to be very satisfactory. Small modifications have been requested and another supplier is also been asked to assist.

Work also continues on updating the Flight Manuals. This will incur some expense as any changes will have to be approved by the regulators via a CAR 35 approved organisation.

The Board does need to remind owners that they must be members of the Co-operative to be able to purchase parts. Any parts requested and supplied to their maintenance organization can only be purchased through the owner, and the owner gets the account.

Once again I would like to personally thank the Board Directors for taking on this VOLUNTARY position. Their work and support keeps our Airtourers flying.

Ian Donovan
123 Halletts Way
Bacchus Marsh Vic 3340

9/3/2013

The Directors
Airtourer Co Operative Ltd

It is requested that this letter be presented, read to the members, and recorded in the minutes at the Co-Op Annual General Meeting to be held at Mudgee on 17 March 2013.

This letter serves to inform the Board and Members of a serious problem I have with my Airtourer MKL.

The problem being that I cannot obtain a usable replacement airworthy windscreen. As a result, I have not been able to fly MKL since February 2012.

I would now like to recount my experience which to date has not been resolved.

In late 2011, I purchased a windscreen and canopy halves from the Co-op to replace my then crazed and cracked perspex. I was assured the windscreen was of top quality and finished cut to size. When attempting to install this windscreen it became obvious it was faulty. It had optical distortion, the back arch edge was the wrong shape and the profile and the bottom side edges were twisted inwards.

My LAME would not install this windscreen due to its poor quality.

In April 2012, I drove to Wedderburn aerodrome with another Airtourer member friend to return the windscreen together with one of the canopy halves hoping to select a good windscreen from those available. Thankfully the canopy problem was resolved.

Unfortunately the other three windscreens in stock were all similar in quality. I was advised to compromise to make it fit by cutting off the edge sections of the arch profile and filling it with fibreglass and to ignore the other problems, ie; optical distortion and shape. I returned home empty handed. On contacting my LAME about this proposed compromise he advised that he would not approve such an installation.

I subsequently asked two Director Members where these windscreens were being made hoping to inform the manufacturer to have the problems rectified. They were not forthcoming with any information. I find this extraordinary as the aviation industry is small and such information may easily be found out.

I have had correspondence with the NZ manufacturer "Composites International Ltd Papakura NZ" the General Manager Mr Clive Whittfield. Below is an em reply from him in response to my correspondence.

<

Hi Ian

I have done some further research into the history of the tooling for these windscreens and can offer the following information. The original Victa mould for the Airtourer windscreen was apparently sent to Australia twenty or so years ago. Stan Tilly was a contact at the time

and I believe he was connected with the Airtourer Association. There were some attempts made to manufacture windscreens in Australia with this mould but I am told that this turned out to be less successful than expected. Note, this mould was first used to manufacture windscreens for all of the Victa Airtourers that were originally produced by Aero Engine Services in Hamilton, New Zealand.

Sometime after that a home-builder here in New Zealand made a mould and asked us to use it to manufacture a windscreen for his own aircraft. The mould wasn't the best. The shape was not quite correct and there were slight ripples and other distortions that produced a windscreen that in our eyes was barely acceptable. He was however happy enough with the result to 'make it fit'.

We subsequently inherited this mould and have been asked to use it to make a (very) small number of windscreens for other Airtourer owners, including some for the Australian Airtourer Association. We have never made any modifications to the mould simply because with the extremely limited market it wasn't worth the time and expense to do so. In all the time we have had the mould, we have manufactured on average less than one a year. All customers, including the Airtourer Association have been prepared to accept windscreens on this basis.

The distortions you see are unfortunately built into this mould and cannot be corrected without reworking the tooling. This is something we would not prepared to undertake unless there was some significant increase in demand for these windscreens. We had in fact considered the option of no longer offering this windscreen but there seemed to be no alternative suppliers in this part of the world so have continued production to help keep local aircraft flying. You are correct we could do better, and this issue highlights the reason we generally prefer to produce our own tooling, however we also have to stay in business and investing time and funds into products with little demand would mean we would have to increase costs to the customer to an unacceptably high level.

So where to from here for you? Your choices are somewhat limited, however you could perhaps either accept the windscreen as it is, or try and track down the original Victa mould that was sent to Australia (Airtourer Association would be a good place to start looking) and find a suitable local company to make a windscreen. Another alternative could be to have the original mould sent back to us if you can arrange it and we could use it to manufacture a windscreen for you. We still have two people here who were originally involved with manufacture using the original Victa mould.

I am sorry we cannot be of more assistance.

Kind regards

*Clive Whittfield
General Manager
Composites International Ltd
8 Vernon St
PO Box 72-821 Papakura 2244
New Zealand
Ph: 64-9-2985325
Mob: 027 4779637
Email: clive.cil@ihug.co.nz
Web: www.compositesinternational.co.nz*

As you can see the problem in this case is the windscreen mould according to *Composites International Ltd*, Clive Whittfield actually states “*The mould wasn't the best. The shape was not quite correct and there were slight ripples and other distortions that produced a windscreen that in our eyes was barely acceptable. He was however happy enough with the result to 'make it fit'.*”

My questions are on behalf of all Airtourer owners:

- **Where is the Airtourer mould?**
- **What is the history and do any moulds exist elsewhere?**

From my perspective, I would hope that the Airtourer Co-op works with and for members to keep their aircraft airworthy and does not evade questions and inquiries but provides information rather than putting things like this in the “too hard basket” or seeing them as a “nuisance factor”.

I believe the Directors need to find a solution to remedy the current situation where Airtourer owners have no option but try and fit shoddy windscreens. **The manufacture of quality windscreens I am sure is a desire shared by all members.** There are a lot of Airtourer owners with very old windscreens that will need replacing soon. An Airtourer without a windscreen is not worth much. It could only be sold as scrap.

I have since approached two people to make me a windscreen. Both windscreens were of a poor quality and not usable.

The first one was from Morgan Aeroworks Taree NSW. The perspex was free blown and the optics were passable. The shape was hopeless and the thickness was as thin as an egg shell!

The second one was from Col Keast, AEROSPACE PLASTICS, Salamander Bay, NSW. Surprisingly he informed me that he had a mould that the “VICTA people” had given to him recently to make windscreens for them! He advised me that he had not been given the information he needed to complete the windscreen to an acceptable standard. He made me a windscreen which I received late February this year. This windscreen is once again, hopeless except for the shape which is good. It matches the profile of the canopy. The edging is wavy and it has a very bad optical distortion all over. As a result it is completely unusable. This mould I believe came to the Co-op from member Lee Gordon-Brown who had it made from an old windscreen supplied from member Andy Morris.

In my endeavour to make my aircraft airworthy, I have spent much effort and expense over a period of more than a year, so far to no avail.

I have now contacted two Australian manufacturers of aircraft in the hope that they know of someone in Australia who could make windscreens for the Airtourer.

The first one being Paul Goard at Brumby Aircraft Cowra. Paul told me, that in his opinion **there are no aircraft manufacturers in Australia capable of making aircraft windscreens.** They had spent a considerable waste of time and money with manufacturers claiming to make aircraft windscreens in Australia, however they now have their windscreens manufactured in the USA. He has offered to facilitate the Co-op if they can supply a mould and an old windscreen to be sent to the manufacturer in the USA. I understand they would make their own tooling from this. The turnaround would be prompt he told me. I mentioned Col Keast Aerospace Plastics to Paul and he strongly did not recommend this company.

The other company I contacted on the 8th March was a chap called Jamie at Jabiru. Surprising they have their windscreens manufactured in Cairns by an elderly gentleman called Laurie with considerable experience. He uses male and female moulds which were

made by Jabiru. I have not heard any more from them as of yet as he has to contact Laurie.

I believe the Co-op has three options to produce good acceptable quality and airworthy windscreens.

- **NZ Composites.** International. Supply them with the correct windscreen mould. The quality cannot be guaranteed, unless the mould is reworked.
- **Jabiru** - investigate this option further,
- **Brumby Aircraft.** While there would be an initial cost outlay, the windscreens would be manufactured correctly with appropriate quality control. One has only to look at homebuilt kit aircraft like RVs etc. to recognise that the windscreens are all perfect. Recognising that there is a cost involved to the Co-op, I am sure the majority of the Coop members would support this option in order to obtain a quality windscreen.

In conclusion, I can only say as I see it, I am dismayed at the performance of the Co-op Directors in leaving the burden of this unacceptable situation to just one Director. As Directors, you need to get together and sort this situation out so that other members are not faced with a similar situation.

What direction is the Co-op taking for the future? Is the purpose of the Co-op still to support the continued airworthiness of the Airtourer, or is it just a token organisation? The Coop should be run as the Co-op was intended when it was formed, and matters such as this dealt with professionally. The Co-op should be open and transparent to all members. It should help its members, not have a take it or leave it attitude. I would expect that even though all members of the board are volunteers, they should fulfil their roles as Directors, as any Directors should, paid or unpaid.

I recently spent considerable cost renewing MKLs engine and a brand new propeller. I am disappointed with the Co-ops performance; in that I have an Airtourer sitting gathering dust.

The Airtourer constitution states in Part 11. (3) Aim.

“The aim of the Airtourer Association shall be to maintain all Victa and AESL Airtourers and derivative aircraft airworthy at minimum cost”.

It seems the minimum cost is being taken quite literally at the expense of a satisfactory usable product in this case.

I am extremely disappointed to have to direct this letter to the Co-op Board, but my level of frustration makes it necessary, and I write this letter so that no other member should suffer a similar experience, be it for a windscreen or another component.

Due to the serious nature of this matter and in the name of having a transparent and open organisation, I believe it appropriate that this letter and the response from the Board be included in the next Airtourer Association Newsletter. Anything else may be seen as a cover up.

This matter will only be resolved when I have an airworthy windscreen in MKL.

Yours faithfully

Ian Donovan

Airtourer Co-op member

VH-MKL

Calendar of Events

VIC Mid-Year Lunch

16 June 2013

Due to uncertainty with weather a non flying venue has been planned, the National Gallery of Victoria. Lunch at 1230 at "Persimmon" followed by a tour of the Gallery itself.

President's Fly In

20-22 September 2013

Denililqin NSW.

CASA ageing aircraft presentation and flying activities on Saturday followed on Sunday by a trip to Tocumwal to visit the Co-ops "central store".

Christmas Event

7-8 December 2013

Asses Ears wilderness lodge in the Grampians.

2014 Convention & Annual General Meeting

21-23 March 2014

Mildura region.

Latest information on the website

Welcome

John Saad from Penrith who has recently purchased Airtourer 150 MRJ. John was going to join us at Mudgee but had to change plans at the last minute.

John Tuppen from Merredin in WA who has flown Airtourers in the past.