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Newsletter No. 158

AIRTOURER ASSOCIATION



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



NEWSLETTER

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

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

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 2016. Contributions and or advertisements are to be with JOH by 15 July 2016.

Advertisements are free for current members.

Editorial

The Spitfire is undoubtedly an icon of aviation, a bit like the Airtourer, at least in our eyes! Thank you Stan Tilley for the article on finally getting to fly the Spitfire. It caused me to revisit the first chapter of Neil Williams' collection of short stories, "Airborne". Neil also noted the quick reaction to the elevator and found himself "greying out" as he unexpectedly achieved 5g during some steep turns. However the best quote of the chapter must be related to flying slow rolls. "*You can't do a really 'slow' roll in a Spitfire, because the fuel endurance is only an hour and a half.*" I'm also reminded of one of the instructors when I attended the Empire Test Pilots School, when asked about his first operational type he replied, "Spitfires, that was in 1948".

Once again the Airtourer community demonstrated their dedication and flexibility in the face of adverse weather over the weekend of the Convention. Thanks to the excellent planning of the Events Committee, the "show went on" and was back to the original plan by midday Saturday. Thank you to those who attended, in particular it was good to see Pat, Jon, Chris and Elliot Peak. Bob and Pat contributed much to the Airtourer community in the past and we are pleased that the wider family continue to join us along with Liz Matthews and Beryl Marshall.

Safe Airtouring,

John O'Halloran

Cover Photo: Not a good start to the Convention. By Friday afternoon only two Airtourers had made it to Dubbo. The wet tarmac, overcast skies and horizontal windsock tell the rest of the story.

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.

From The President No.

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We have just completed a most successful and pleasant Convention at Dubbo, which will be reported on fully in the Newsletter. Thanks to the Events Committee for such a great event.

The Events Committee has continued their good work with a list of dates available for events up to the 2017 AGM which will be held at Broken Hill. Check the website for details which will be expanded as we move closer to each event.

On the subject of events, the 2018 AGM is the our 40th which we intend to be a special and significant event, but this will only happen if you support it. Plan to attend now. If you are in gainful employment, book leave in advance, check the dog into a kennel and make sure your maintenance release is current.

As an aside, when I departed Kyneton for Dubbo I observed that there were a number of operating aircraft parked outside, one with not even a canopy cover over it. Further on a Piper has become an abandoned derelict and is unlikely to fly again. When taxiing in at Dubbo, in a far corner was another collection of derelict aeroplanes.

Not for an Airtourer to be seen in company with these. Instead we are custodians of a well cared for fleet of loved aeroplanes, some sporting recent paint jobs as a visible sign of this care.

Members may be aware of the retirement of Warren Truss, formerly Minister for Transport and so responsible for CASA. I am sure everyone will miss the great contribution Warren has made to promoting aviation in Australia, but do not feel you will miss out. A much sought after prize on offer at our next gathering will be the soon to be published block buster “My life in politics with particular emphasis Aviation Regulatory reform the untold story,” written by Warren during his recent time on the back bench.

I know many will aspire to win this classic but only one copy will be on offer. For a second prize we will have the boxed special edition DVD collection of Warrens Parliamentary speeches over his 25 year career. I know you just can't wait.

In the last Newsletter I presented a technical article on Lead Acid Batteries. If all else fails try this method viewable on YouTube:

How a crop duster is started in Brazil if the battery is dead:

<https://www.facebook.com/photo.php?v=401176083333530&set=vb.291480754303064&type=2&theater>

On page 23 in this issue is a summary of my address to the Dubbo AGM, The Presidents Report.

Mike Fisher,
President



Convention 2016

Dubbo

John O'Halloran

The 2016 Convention was held at the central western city of Dubbo, a location last visited in 2003 for the President's Fly-in. Dubbo is 300km north west of Sydney and is the major support centre for the Western Plains. While the city has a population of 40,000 it services a region that encompasses 120,000 people.

The Events Committee had organised a full weekend with the first event being a visit and cheque presentation to the Royal Flying Doctor Service (RFDS) mid Friday afternoon. As the appointed time approached storm clouds with lightning and heavy rain approached from the south. These were associated with a trough extending from Victoria which had grounded all but one of the aircraft from the south. The only members present at the RFDS had driven by car and although there was a good roll-up, the RFDS anticipating a full Airtourer contingent, had called in additional volunteers who ended up outnumbering the visitors. Nevertheless, local RFDS Support Group President, Terry Clark, provided a very informative presentation on the role of the RFDS Dubbo Base and the importance of the support group.

Terry described how the RFDS is a federation of seven individual legal entities, each with their own board of management and responsible for their own finances and operations. Some of the services are provided under contracts

from the Government, which has an obligation to the taxpayer to spend their money wisely and efficiently. Therefore the principal of "contestability" is applied to Government contracts including provision of rural health services by the RFDS. Consequently, the RFDS must tender competitively to be able to supply these services. At the last tender renewal in Victoria the RFDS was not successful and hence does not have flying operations in that State. (Nevertheless, the Victorian RFDS remains active with a fleet of ambulances providing patient transfer services.)

The tendering process is itself expensive as well as the strict Government requirements on standard of equipment and on-call availability. While the Government contracts will cover much of the operating cost there remains quite a shortfall that must be filled with the help of the support group. In recent years the Dubbo group successfully raised millions of dollars with the help of events such as the Variety Club's Bush Bash. The donations from the Airtourer Association may seem small in comparison but every little bit helps.

The next major project for the support group is the construction of a dedicated RFDS visitor education centre located on the airfield. This would have the added advantage of tapping into Dubbo's role as a regional tourist centre. It is

planned to establish a Kingair simulator in the centre which has the potential to save the expense of sending crews to the US for training.

As Terry's presentation drew to a close and the storm clouds cleared two Airtourers arrived, Stan Tilley with passenger Alan Wood from the south east and Jane and Andy Morris from the south. The weekend's nominated bus driver, Andrew Clement, was still at Shepparton but fortunately there were sufficient cars to ferry the flyers to their hotels. Despite the reduced numbers there was still a good turnout for the Friday dinner at the Club Dubbo Riverview Bistro.

The Saturday activities continued as originally planned with the sound of arriving Airtourers heard throughout the morning. By midday most of those delayed by weather had arrived and a full contingent sat down to lunch at the Western Plains Cultural Centre Gallery and Museum.

The afternoon was spent at historic Dundullimal Homestead. A National Trust property, it is the oldest example of a slab hut construction in Australia. Dundullimal was first settled by squatters in the 1830s and in the following decade the original slab hut was transformed to a comfortable homestead reflecting the wealth and standing of the new owner. It was redesigned in the Palladian style which places great emphasis on symmetry. Over the years the building changed but the restoration in the 1980s shows aspects of the original symmetry and building techniques.

The large sandstone stables also followed the Palladian style including false windows to maintain the symmetrical



Lunch at the Western Plains Cultural Centre Gallery and Museum. The group finally together.

appearance.

The original property included a church which has since been replaced with another one with a rich history. The current church was originally the Catholic Church at Timbreebongie before being moved the short distance to Narromine where it was consecrated as a Presbyterian Church, although used by all denominations. In 1910 it was relocated to Buddah, a property owned by the family of Australia's only Saint, Mary MacKillop, and in use until 1977. In 2013 it was moved to the present site and is available for weddings.

During the tour of Dundullimal we were treated to an informative commentary of the history and numerous side stories by the entertaining National Trust caretakers.



Enjoying the sunshine at Dundullimal. In the background is the sandstone stables.



Jacqui Brown, Mike Fisher and Andrew Clement at Dundullimal. The sandstone stables in the immediate background and the homestead in the distance.



Dundullimal Church, still in use for weddings.

The convention dinner was held at the RSL Club and included presentation of the award for the Best Presented Airtourer, this year won by Andrew Clement. The dinner commenced with a toast to “absent friends” which was particularly appropriate as the last visit to Dubbo was organised by Lorraine Howson who had passed away recently. Also present was Pat Peak and sons Jon and Chris as well as grandson Elliot.

The guests included CT4s from Tamworth and East Sale and Squadron Leader Phil Beanland gave a short presentation on the current and future pilot training for the Australian Defence Forces.

No convention dinner would be



Enjoying afternoon tea at Dundullimal, L to R, John Sheehan holding daughter Alyssa, John's mum Margaret, Beryl Marshall, Roger and Jeanette Russell.



L to R, Pat Sheil, Alan Wood, Stan Tilley, Peter Bons and George Penfound at Dundillimal Homestead.

complete without a contribution from George Penfound. This year George departed from his usual politically incorrect jokes and he presented a 1914 vintage Luger pistol. Being a functioning weapon you can imagine the amount of paperwork, approvals and precautions required to carry it in the Airtourer and bring into the RSL Club.

Sunday saw the AGMs for the Association and Co-operative conducted efficiently and by 1030 we were on our way to the Taronga Western Plains Zoo.

The zoo is home to hundreds of animals in large open style exhibits. After lunch at Bakhita's Cafe we spent the afternoon following the 6km circuit that meandered through the various regions from African Savannah to wetlands and an Australian billabong. In spite of the large enclosures we were able to experience many of the animals up close, especially



Every farm has it's pile of junk machinery, in this case dating from the 1930s. However, the wheel and tyre in the foreground is from a DH Mosquito fighter / bomber. Mosquitos were based a Narromine and after the war were purchased by farmers for their engines and other parts to be converted to farm use.



Alan Wood, Mike Fisher and Andrew Clement with the trophy for the best presented Airtourer.



Mike (squatter) Fisher holding court on the shady verandah of Dundullimal Homestead.



What could possibly go wrong? Alcohol and a firearm! John Day and the vintage Luger pistol, fortunately one of them was not loaded.



Dinner at the Dubbo RSL Club



SQNLDR Phil Beanland telling us how Henry's design continues to train ADF pilots.

the rhinos where we happened to be during feeding time.

After a tiring day, many had walked the 6km circuit, there was time for a final "Sunday ice cream" at the visitors plaza to conclude the visit.

There remained a reasonable crowd for the final night dinner at the Westside Hotel bar, fortunately a short walking distance from the accommodation.

Finally, first thing on Monday morning, President Mike Fisher was able to make the cheque presentation to the RFDS that was originally scheduled for Friday.

Another well organised and busy Convention that survived the disruption of the weather on the first day.



Enjoying a break from the walk at Dubbo Zoo, L to R, Peter Coy (standing), (front row), Beryl Marshall, Andy Morris, Liz Matthews, Cindy Sheehan, Jane Morris, (back row, L to R), Jan O'Halloran, Doug Dow, Ross and Junko McBride.



John Sheehan's daughters Cindy (left) and Alyssa (above) obviously enjoying their day at the zoo.

Next Page: Group photo in front of the original Dundillimal Homestead.





Attendance List	
Name	Reg
Peter Bons	Qantas
Andrew & Sharon Clement	KGR
Peter Coy	THY
Doug Dow	BQK
Mike Fisher & Jacqui Brown	BBM
Andreas Jacob & John Day	CT4
Beryl Marshall	car
Liz Matthews	car
Ross & Junko McBride	car
Andy & Jane Morris	FVV
John & Jan O'Halloran	car
Chris & Elliot Peak	car

Pat & Jon Peak	car
Gerry & Denise Pels	DWT
Jon & Monique Pels	LVU
George Penfound Pat Sheil	MWR
Roger & Jeannette Russell	car
John, Cindy & Alyssa Sheehan	car
Margaret Sheehan	car
Gerald & Susan Smith	
Stan Tilley	MTL
Alan Wood	MTL
Phil Beanland	CT4
Thomas & Darren	CT4

For Sale



TTAF 4660, 1st Life ENG 1600HTR.

1st life prop 1900 HTR. Also spare 1st life prop 307 HTR.

Com1, Com2, VOR, ADF, GPS, Txpdr.

Always hangared. Paint/interior good condition. Maint Release reqd.

See Website for cockpit photo.

Estimated a/c value \$38,000.

Ph 0409411940.

YCW CYAGCFTRFDS

Beryl (The Sheriff) Marshall

The Sheriff challenges those members who unfortunately could not get to the AGM in Dubbo. Those who did attend tried to figure out what the initials above meant, and when the details were revealed they were more than happy to contribute a donation towards the Royal Flying Doctor Service. Their contributions, plus fines imposed on some members, particularly Andrew Clement – a great bus driver, BUT calling his wife the wrong name was an absolute crime! He also learned that caps are not to be worn in the meeting room. Anyway \$105-00 was collected, and add to

that a very generous donation by Judy Riddel, who was an apology, went towards a donation made to Dubbo RFDS who will use the funds in their area toward necessities.

On Monday morning, those who could spare the time, went to the Dubbo RFDS office and presented to the Director of Dubbo RFDS, Terry Clark, Judy's cheque plus one from the Association. A further cheque will be sent to make the total to \$1,000 which will result in a plaque in the Club room acknowledging our generous support.

So you members who couldn't attend, you are encouraged to email 'The Sheriff' with your answer and she will reply, but it will cost you \$5 (minimum). This can be directly paid into the Airtourer Association's account BSB 033 028, Account No. 460085, quoting RFDS Donation. Good luck, and thank you very much. The answer will be provided in the next newsletter.



Spitfire at Last

Stan Tilley

I would guess that it is every pilot's dream. It had been a long time coming, but this time I really was going to fly the Spitfire.

It certainly was a long time, in fact the Spitfire first flew in 1936, eighty years ago – but what an aeroplane. Fortunately the Brits had ordered both the Spitfire and the Hurricane just in time to fight the Battle of Britain in 1940 and the rest is history.

servicing problems with the Rolls Royce Merlin, which kept the machine grounded. Fortunately, last time, there was also a P40 Kittyhawk available there – so I enjoyed flying that – but I still wanted to fly the Spitfire.

Spitfire MH367 is a true Spitfire. She was built at Castle Bromwich in 1943 and was very possibly one of the thousands of Spitfires personally tested by Alex Henshaw, who later wrote 'Sigh for a Merlin'



The Spitfire with Frank Parker – the safety pilot.

At Ardmore in the North Island of New Zealand, there is a genuine Spitfire available for hire. I had tried twice to fly this Spitfire, but each time there were

a wonderful book on the building and testing of Spitfires.

Built as a Mk IX, MH367 was powered by a Merlin 61 of 1710HP and

first joined No. 65 Squadron RAF being transferred later to 229 Squadron. She did twenty-eight combat missions with this squadron, including covering the airborne invasion by paratroopers, at Arnhem, one of the biggest disasters of World War II.

Then she was transferred to Squadron 312, a Czech squadron.

Finally, in 1948, MH367 was moved to a training squadron where the engine was changed to a Merlin 63, but the aeroplane was seriously damaged in a landing accident and subsequently scrapped.

But life was not over for MH367 as an Englishman, Peter Godfrey, purchased the wreck. Originally MH367 had been a single seat aircraft like the majority of Spitfires, but there was a second complete cockpit available from one of the few two seat training versions of the MKIX, which had been developed for the Irish Airforce.

Peter Godfrey had MH367 rebuilt and he added the second cockpit. The first flight for the rebuilt Spitfire was in 2006 – fifty eight years after it was damaged and sixty four years since it had left the Castle Bromwich factory.

In 2007 it was purchased by a New Zealander andI GOT TO FLY IT.

Very interesting!

Ailerons are quite firm but the elevator is very sensitive and very responsive.

The Spitfire rolls quite nicely but reacts very quickly to the elevator.

I did not take off or land of course, but remained hands on and followed through, (who would trust me with a million dollar aeroplane?), but once in the air it was all mine.

I did a series of wing overs, loops, aileron and barrel rolls. Fantastic fun! I could very easily get to like this aeroplane, all 1700 HP of it.

The aerobatics was followed by a fast flight around the coast below 1000ft, but all too soon it was time to hand back to my safety pilot, who slowed the beast to 80knots and did a perfect landing. Despite the narrow undercarriage, ground handling seemed to be pretty docile.



Yes! It really is a Spitfire and I was privileged to fly it.

Minutes of the Annual General Meeting of the Airtourer Co-operative Ltd held at Dubbo on 20th March 2016

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

Apologies: Seventeen active members. (List attached as Annex A, not included in Newsletter)

Opening

The Chairman opened the meeting at 10 AM.

Minutes of the previous Annual General Meeting

The minutes of the previous AGM were published in the May 2015 Airtourer Association Newsletter.

Moved Stan Tilley, seconded Andy Morris 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 Reports or General Business.

Reports

Chairman's Report

The Chairman, John O'Halloran, presented the following report:

The previous year has generally been a quiet one for the Co-operative with progress being made in a couple of areas.

Sales have been about half of the previous year which is reflective of the general decline in GA activity. We are aware of at least one owner who has decided it is not economically viable to maintain his aircraft airworthy.

We are all well aware of the contribution made by Alan Wood to the day to day support of the members. We are also well aware that this cannot continue however there is no obvious way to completely replace Alan. Nevertheless, in July last year I spent time with Alan and Hugh Knox learning the details of the day to day activities. Alan remains the source of maintenance related information and can supply some parts such as fuel cells and undercarriage bolts. In the coming year we will continue to work on further

reducing Alan's Co-operative workload.

I have taken over the accounting activities from Hugh Knox. While Hugh was a qualified accountant and knew how to correctly manage the books by paper and spreadsheet, the Co-op has now taken out a subscription to the software service MYOB. This should have the advantage of simplifying the processes for us non accountants.

Supply of parts remains an important role of the Co-op as well as one of its biggest headaches. We increasingly encounter challenges in satisfying the paperwork requirements of maintenance providers. The regulatory system expects the Type Certificate holder to be the manufacturer with the associated approvals and privileges. Having to get parts manufactured by third parties will continue to be difficult and expensive. Something as simple as the Co-op ordering a batch of parts with the drawing being in Victa's name creates problems in providing the certifying paperwork. These are not insurmountable but the solution will cost money.

One area of concern is supply of fluted control surface skins. We now have the necessary approvals to have flap skins from the CT4 fitted to NZ registered Airtourers. It has cost over \$10,000 to obtain this approval and there will be an additional amount, hopefully small, to include Australian registered aircraft. These costs will need to be added to the basic cost of the skins. I must remind members that the sale price of parts goes well beyond the simple cost of manufacture. There are other overheads that must be either covered by subscriptions or amortised over the sale of parts.

The role of the Co-op goes well beyond the supply of parts to members. There are serious responsibilities to CASA and the NZ CAA regarding continued airworthiness. We are grateful to Lee Gordon-Brown for his continued work on the Maintenance Manual and Parts Catalogue. However, we are at the point of having to work with the regulator which will incur expenses.

Therefore I urge the members to consider carefully the annual subscription. The current value of \$50 is quite small and contributes only a small amount to cover the running costs. Later in the meeting I will propose to increase it to \$100, this still being much less than other types such as Piper or Cessna. I will also propose that the joining fee be increased to \$200 and that any membership that expires be required to pay the joining fee. However, for new owners, I propose the joining fee will be waived if the previous owner held a current membership.

Members should be aware of the Airworthiness Bulletin regarding the corrosion of fuselage longeron splices. I must acknowledge Lee Gordon-Brown's foresight when, some time ago, he specifically included these splices as part of the Maintenance Manual periodic inspection. I must also acknowledge the co-operation and assistance of CASA on this matter. This case of corrosion had the potential to lead to a burdensome AD similar to AD VAT/28 but I'm confident that the proactive response of the Co-op and the understanding of CASA helped avoid an AD.

One member has obtained an Alternative Means of Compliance from CASA allowing an extension to the AD VAT/28 inspection for his aircraft. In the coming year the Co-op will survey owners for information on VAT/28 with a view to approaching

CASA to relax some of the requirements.

As you can see there is a lot more to the Co-op than simply supplying parts. I'd like to thank the Directors as well as Hugh Knox and Lee Gordon-Brown for their support over the last year. The coming year will remain challenging.

Moved John O'Halloran, seconded Andrew Clement, that the Chairman's Report be accepted.

Carried.

Financial Report

The Financial Statements are included at Annex B and have been available for perusal by Co-op members on the website. These statements show a quiet year with sales of just over \$10,000 and a net loss for the year of \$4,218 due to just over \$10,000 in engineering design costs in having flap skins from the CT4 approved for Airtourer use. The overall position is sound with cash assets of over \$30,000, stock at hand to the value of \$45,783 and non-current assets of \$70,000 being the intellectual property, jigs, tooling etc.

Moved John O'Halloran, seconded Stan Tilley, that the Financial Statements be accepted.

Carried.

Appointment of Auditor

Under the current regulations the Co-operative does not require the accounts to be audited. The meeting discussed the option to have them audited but no motion was proposed. Mr. Gerald Smith, an Association member and observer at the meeting kindly agreed to assist the Board in reviewing the accounts.

General Business

Annual Subscription.

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

Moved Stan Tilley, seconded Andrew Clement, that the annual subscription be increased to \$100 for the following year, the joining fee be increased to \$200 and that any membership that expires be required to pay the joining fee. However, for new owners, the joining fee will be waived if the previous owner held a current membership.

Carried.

Election of the New Board

The Rules required that the two longest serving Directors retire at the AGM. Mr. Stan Tilley and Mr. Andrew Clement therefore stood down but both agreed to stand for re-election.

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

Mr. John O'Halloran (Chairman)

Mr. Jon Pels

Mr. Stan Tilley

Mr. Alan Wood
Mr. Andrew Clement
Mr. John Day

Carried.

Vote of Thanks to Hugh Knox

John O'Halloran acknowledged the contribution made by Hugh Knox in maintaining the accounts for a number of years after selling his Airtourer and stepping down from the Board. John moved a vote of thanks to Hugh for his contribution, seconded Mike Fisher.

Carried by acclamation.

Closure

There being no further business the meeting was closed at 10:33AM.

J. O'Halloran

Chairman

Annexes:

- A. List of Attending Active Members (Not included in Newsletter).
- B. Financial Statements (Published on the Airtourer Association website)

For Sale

AESL Airtourer Super 150, VH-CRK



Manufactured in 1969 this aircraft has been beautifully restored and equipped to previous IFR standard. Total Time Airframe: 4133 hours. Engine 2036 since overhaul, all compressions very good. Prop, constant speed, 59 hours since overhaul. 30L Aux fuel tank. Hangared at YBSS.

Will be sold with fresh maintenance release.

\$53,000

Ph: 03 5367 5450

News from the UK Flying Grasshoppers Group

I thought I would send a note which was not asking you for a favour, parts or help for a change.

As you know G-AZHI went in for its annual in May with a different maintenance organisation due to an EASA rule change. We had been having an intermittent vibration problem which we asked the engineers to have a look at.

They found a cylinder with low pressure so deglazed and put new rings in. Then as they were putting the aircraft back together they noted some loose rivets and on closer inspection some cracks were revealed in the panels on the cockpit side of the engine bulkhead.

On the 23rd July we finally got the aircraft back with a fully refurbished fuselage.

The engineer presented us with a bill for £28,000 which was generated from the worksheets. However, she said they could not charge that and with a bit of accounting magic we ended up with a bill for £17,000.

Unfortunately the intermittent vibration was still there.

In 2015 we lost Jan, Feb, Nov and Dec due to the airfield being waterlogged and June and July for the repairs.

Our engine was on extension at 2100 hours and we knew we could not get an exchange engine so that meant at least a 2 month downtime whenever we decided to get the engine zero timed. Obviously it made more sense to get this done in the winter while the field was closed. We had

a meeting to discuss and decided we were fed up with the vibration and did not want to risk trying to get to next winter and losing the Summer months again.

So the engine was removed and couriered to Norvic (engine overhaul specialist) on the 23rd December. They reported back that 4 components in the Constant Speed Unit were out of spec. They managed to source a core exchange unit from the States. They also reported that the carburettor fitted was the wrong part number.

The engine came back looking fantastic the first week of February. Then due to workload, sickness etc. the engineers took until the first week of March to refit it. We also had the engine mount stripped and powder coated (which looks really nice), new anti vibration mounts and new cooling baffles made as the existing ones were falling apart.

Then we could not fly as the field was still closed most days and the weather was lousy. I managed to get the two 2.5 hour flights in accordance with the Lycoming SI done on the 17th & 21st March. I then flew for another hour more normally and yesterday checked out the first group member. We are continuing to run-in the engine for the first 50 hours. The intermittent vibration problem seems to be cured; CSU and Carb?

2016 President's Report

As I do every year, I must open by expressing my thanks to Committee and all its members for such a well done job over the last year. Without their considerable efforts on many fronts the Association would be in a much poorer state.

As I always say, events are our core business, but the combining with the AAHOF programme at Temora and Wagga did hold its own special challenges for the Events Committee. On the positive, your Association has, as a result of our participation, become an AAHOF member to help support the work of the Hall of Fame. One highlight was the Airtourer Formation between the two event locations and over Wagga. This was a great performance by everyone involved and is a great way to both collectively enjoy our aircraft and promote the type to a greater audience.

The financial report shows the Association finances to be in excellent order. On becoming President, one promise was to do everything in a financially responsible manner, something we are achieving. While the reserve sum in the greater world is small, having a war chest is a concept to be defended. As in the past financial depth has proved critical in retaining the type certificate. In the future it may be needed to protect the type against the irrational unpredictability of the so called safety regulator. For example:

- Consider if you were the owner of a Cessna confronted by the uniquely Australian mandatory implementation of SIDS. The Kyneton Aero Club recently expended \$35,000 on SIDS for their well-maintained 172. At the end of the process the aircraft was no more airworthy than before and, most critically, was worth not a dollar more.
- You are being required to replace the 50 year old rudder cables in the Airtourer on the basis that after 15 years in service they are unsafe. And then replace them again and again every 15 years for the same reason that only exists in Australia- nowhere else.
- And despite the claims of consultation by the regulator you may be surprised to know that by means of an unannounced change to CAO100.5 at the end of last year, if your aircraft has either a VOR or ADF, and less likely a LOC or GS, and the aircraft is maintained to CASA Schedule 5, which they most probably all are, you will be required to carry out yearly accuracy checks of these devices to tolerances as specified in CAO100.5. If you doubt me I quote:

18.1 This clause applies only for the ADF navigation systems of an Australian aircraft for which the holder of the certificate of registration has elected to use the CASA maintenance schedule.

9.1 This clause applies only for the following navigation systems (the relevant systems) of an Australian aircraft for which the holder of the certificate of registration has elected to use the CASA maintenance schedule:

- (a) all VOR systems;*
- (b) all localiser systems;*
- (c) all glideslope systems.*

continued on last page...

Calendar of Events

Mid Year Lunch 2016

Sunday 19th June

This years Mid Year Lunch will be held at 1230 on Sunday 19th June at the Yarra Glen Grand Hotel. We will have our own room on the ground floor of the Hotel. This will be a “pay as you go function” with a comprehensive menu and wine list.

The Hotel is located in Yarra Glen which is about an hour drive from Melbourne or alternatively a short drive from Lilydale or Coldstream Aerodromes. The Hotel also has accommodation for those that may wish to stay before or after to explore the wineries of the Yarra Valley or the brewery located about a block from the Hotel.

If you are flying in there should be sufficient cars that somebody can pick you up at either airfield.

If you are planning on attending, please register with Gerry Pels (treasurer@airtourer.asn.au) by Wednesday the 15th of June and let him know if you are flying or driving.

President's Fly-in 2016

16th - 18th September 2016

Change of Venue! The President's Fly-in will now be held at Leeton in NSW. Watch the website and next Newsletter for more details.

End of Year Function 2016

26th and 27th November

The end of year function will be held in the Castlemain / Kyneton area.

Convention & AGM 2017

17th to 19th March 2016

Broken Hill, NSW

Convention & AGM 2018

The 2018 AGM will be held at Griffith NSW. In keeping with the best traditions of the Airtourer Association when every 10 years we return to GTH. We are planning to make this a major event so please keep watching Association publications for updates.

Welcome

Robin Black from Tyabb in Victoria who purchased Airtourer 150 MRL from Col Taylor. MRL won the Best Presented prize at the 2014 Convention at Wentworth.

...continued from previous page.

Note: The CASA maintenance schedule is set out in Schedule 5 — CASA maintenance schedule, of CAR 1988.

And we all thought VFR navigation was done by looking out the window!

Our next AGM will be in Broken Hill, a location that has much to offer. We will be working to provide the best of events to all our members.

Mike Fisher

President