

May 2018
Newsletter No. 166

AIRTOURER ASSOCIATION



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



NEWSLETTER

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

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

The next Newsletter will be published in August 2018. Contributions and or advertisements are to be with JOH by 15 July 2018.

Advertisements are free for current members.

Editorial

The Editor jinxed himself in the last Newsletter by explaining why he had to drive to fly-ins over the last couple of years but should be flying to the 40th. A combination of unseasonally heavy rain in the weeks prior, followed up by a cyclone, made the grass airstrip unusable. Then just to top it off a heavy head cold removed any chance of flying.

Well done to the Gympie boys who identified the first hour after sunrise was clear before the cloud developed and managed to depart successfully. As I drove over the Great Dividing Range at Cunningham's Gap, and saw the west was clear, I phoned them with the good news, but they were not answering. I found out later they were well on their way at that time. Well done and I'm glad you enjoyed the weekend, now you've got to encourage the other syndicate members to bring TPY.

Many small organisations don't last 20 years let alone 40. Your Association committee is working to keep us a vibrant organisation looking to the future. But it's not only the committee's job, it's also the members, the committee are simply the facilitators. Never miss the opportunity to spread the enthusiasm for our little aeroplane and pass on the knowledge to the newer aviators. The Gympie syndicates in MWR and TPY are a great example.

Safe Airtouring,

John O'Halloran

Cover Photo: The originals who were at the first Convention held over the Australia Day weekend in 1978. L to R, Harry Couzin, Doug Stott, Stu Hilsberg and David Wearne.

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. 18

The 40th anniversary is behind us, the 40th Convention at Griffith went off very well with a strong showing of members from all over Australia enjoying an excellent program of events. Some consider it to be the best ever.

For me the highlight was seeing Alan Wood, at the age of 95 being able to be with us, thanks to the loving care of Graham and Ann. This was a wonderful gift to us all.

For many of us the weekend started with a pleasant lunch on Friday thanks to the Shepparton Aero Club. From there the leisurely gaggle proceeded north, which was as close to a formation as was seen for the weekend, although a one point the GTH CTAF chatter seemed to indicate that Gerry was attempting a formation with a Rex Saab 340.

The Shepparton men's toilet has, mounted above the urinal, the full text of the John Gillespie Magee poem "High Flight" which, despite the location, remains something to stir the spirits of any aviator.

I took it to be an omen for the coming weekend, it was after all, what we do.

I would also like to thank the members who took the time to let us know that they were not able to attend, your good wishes are appreciated.

40 years is a significant achievement, but as clearly stated at the AGM my proposition is if there is to be a 50th AGM for the Airtourer Association, wallowing in past glories, real or imagined, is no substitute for confidently moving forward.

What your Association is about is flying your aircraft and enjoying well run events together.

If you bring your significant other to an Airtourer event they will not be held captive at the airfield all weekend, that is for others to do, we run sophisticated events.

The success of Griffith was in part because we were able to use our aircraft as the means to access entertainments, and where unpredictable weather prevented that to have a back-up plan. This is a lesson learnt and will be applied in the future. Speaking of the future, your events committee has been busy.

Our intended programme for the next year is:

- Winter Lunch gathering Le Penelope's at Kirwans Bridge Estate Nagambie



- 8 July
- Presidents Fly-In Naracoorte SA - 19-21 October
- End of year gathering Lilydale/Yeering - 2 Dec
- 41st AGM Orange NSW - 29 Mar to 1 Apr 2019

As is usual the website will be updated with more details about the events as programmes are developed, please access this information and plan your

participation.

With the promotion of Barnaby Joyce to Minister for Transport, and so responsible for CASA, I was looking forward to a return of the glory days of Warren Truss that master of dynamic national leadership and spirited elocution. Alas Barnaby has gone. It seems what for so long the Canberra mob has been doing to us, they were actually doing to each other.

For Sale

Airtourer Super 150 (Actually 160 hp)



Built 1970, Total Time Airframe 3836

Has fresh maintenance release current to 26th April 2019

Engine is 160hp TTIS 1737hrs approx, 4 renewed cylinders, overhauled Constant Speed Propeller and magnetos. (All overhauled/renewed items only 69 hours.)

Avionics classic full IFR equipped (currently VFR night rated)

Interior exceptionally well maintained in original condition

Exterior paintwork in generally good condition

130litre main fuel tank and optional extra auxiliary installed fuel tank 30litre (160litre total capacity)

Due to low time overahuled cylinders, magnetos and constant speed propeller the aircraft performs extremely well and passes all maintenance under CASA Maintenance Schedule 5 "with flying colours".

Contact Ray Abernethy 0409411940.

Price \$59,000

Private sale, no GST.

40th Convention and Annual General Meeting

16th - 19th March 2018

Griffith, New South Wales

Andrew Younger

It was the end of a hot but fun hangar BBQ at Gympie Aerodrome. Phil Chittock (Victa Aircraft Instrument Technician) and Hugh Knox (a previous owner of MWR) had come up to Gympie to look at Tippy & Mower and go for a fly. A dozen or so of the TPY & MWR (mower) syndicate members had turned up to meet them and score a snag.

“So is anyone from Gympie going down to wave a maroon flag in Griffith in March?” asked John O’H just before he got back into COI to head home with Hugh. “Umm, good question, I’ll ask around, bound to be some takers amongst the 20 odd members of the two Airtourer syndicates” I said.

As is normal for these sort of big events, the number of punters interested varied up and down, at some stages we had three aircraft going, at other stages none. In the end the President of the local aeroclub, Paul Garrahy, and myself decided to go in MWR, assuming that the cyclone that was coming down the coast stayed away long enough. As luck would have it the cyclone collapsed on Wednesday 15th March so we bolted over the Great Dividing Range at first light on Thurs 16th before anything else meteorological could happen.

For both of us the trip was a HUGE adventure from go to whoa. There were a number of firsts. It was the first time either of us had piloted a powered aircraft in another state. At nearly 1700nm round trip it was the longest nav that either of us had done by a factor of 5. First time either of us had landed on a dirt strip or outside an ALA. Oh yeah and Paul had only got his wobbly prop endorsement the day before we left.

We had no real idea what to expect from the event other than there were bound to be some Airtourer enthusiasts there. Exactly how enthusiastic we could never have dreamed!

We were stunned from the get go at the warmth and genuine friendliness of everyone we met. We hadn’t been on the ground in Griffith an hour and we had Sue’s fuel card, Ric’s spanner set and lots of helpful practical advice regarding our recalcitrant motor. Forever in debt to Dennis Couch of Griffith Aero Club for his assistance.

We soon learnt who the Sheriff was and considered ourselves lucky Beryl let us get away with tying down our aircraft right across the middle of the GAC clubhouse foot path. Hey, at least we didn’t tie it down on the runway. I think next time

though we might not escape a fine.

Straight into dinner on Friday night and it was pretty evident this was a big reunion. We were quickly made welcome by everyone, especially Ross & Junko.

Goolgowi for lunch on Saturday was a lovely trip, well organised, and for us it was very exotic being a dirt strip. The huge red willy willie that appeared on the upwind centreline after takeoff, reaching up above our altitude and forcing us to divert around it made us realise that we sure weren't in Kansas anymore !

The Saturday night dinner was very special. John Wynn's UK trip was a real eye opener. One aspect made Paul and myself laugh. As those who attended Griffith all know, we are both slightly above average size and before the trip we were debating how we stood with MTOW. Now Mower has a 150hp with CSU so to hear that John flew to the UK & back 400lb overweight in a 100hp aircraft put our doubts and our Qld trip in perspective. It shows what tough little planes Airtourers really are.

We briefly met Alan Wood and heard a number of tales about flying with Uncle Henry from Stuart Hilsberg. It turns out Stuart had ferried TPY from Geraldton to Victoria in 1988 so besides both of us living in the Sunshine State we have another connection. Stan Tilley said he has also flown TPY and told me that TPY is the only Airtourer he has ever had an engine failure in. It was whilst doing a loop and a loose piece of carby bowl gasket jammed in the main jet. Naturally all ended well.

It was incredible how many people present had been associated with Airtourers for over 30 years. I had to laugh when

I asked David Wearne how long had he had WAU and he said 42 years. Chatting with George Penfound I found out that MWR was only the last of a long line of Airtourers he has owned. He has owned four including a rare 130hp.

Somehow we ended up taking home three trophies although I doubt any were deserved. The only trophy I had thought we might score was for longest distance travelled as on the way down I had said to Paul that no-one would be keen enough to fly an Airtourer over the Nullabor. How wrong I was! After I got to know Ric & Veronica and Sue & Adrian it was apparent that trip was pretty much a walk in the park to them. Like all Sandgropers they are truly top folk and I look forward to catching up with them when I am back home in Perth sometime.

Whilst at Corynnia, Paul & myself were discussing our return journey to Gympie. Let's take a different route and see a bit of the NSW countryside, shall we go home via Parkes or Walgett? Then Andrew Clement and John Day suggested we tag along with them to overnight at a station near Tamworth. Great idea - four wins in one - see somewhere new, more time with other Airtourees, a flight in convoy and landing at a station.

So we flew in loose convoy with Sharon & Andrew and John & Rebecca to Narrromine then Goonoo Goonoo Station. Now that is a place REALLY worth flying to for a few days. Since it was actually a small village in the 1800s it has a number of historic stone buildings including gaol/general store & a Cobb & Co station. The accommodation is all you could wish for and the beer is craft and cold. The restaurant is apparently first

class but it wasn't open when we were there but we didn't mind at all as we had a lovely dinner courtesy of Sharon and Rebecca while talking Airtourers and walnut processing until the wee hours.

Leaving Goonoo Goonoo the next morning we headed north via Gunedah & Goodiwindi. We saw a few airforce CT4 Airtrainers playing around Gunedah, both in the air and on the ground. Sadly I guess that is the last time that anyone will see that sight.

The landscape greened up noticeably once we were past Dalby. Then it was around the Bunya Mountains, over the Dividing Range and everything was

familiar again. There was YGYM below us, black amongst the bright green hills and paddocks and shining silver dams. Truly God's country.

We refuelled Mower, washed her down, vacuumed as much of the Goolgowi dust out of her as we could then gave her a final pat and closed the hangar doors.

And suddenly, just like that, the adventure was all over. Wow! was that really 6 days? – seemed like 6 minutes - & sooo many new friends.

Can't wait to see you guys again and if you are up on the Sunshine Coast with or without your Airtourer then give me a call and we can go play.



Airtourer Super 150 VH-MWR, (mower), safely back home at Gympie after its most excellent adventure to Griffith with Andrew and Paul.



The flight line at Griffith on Friday afternoon.



Not everyone arrived in an Airtourer. Peter Hupfeld was not about to let the lack of a Class 2 medical stop him from flying, he and Bernadine arrived in another Australian designed and built aircraft, a RA registered Jabiru.



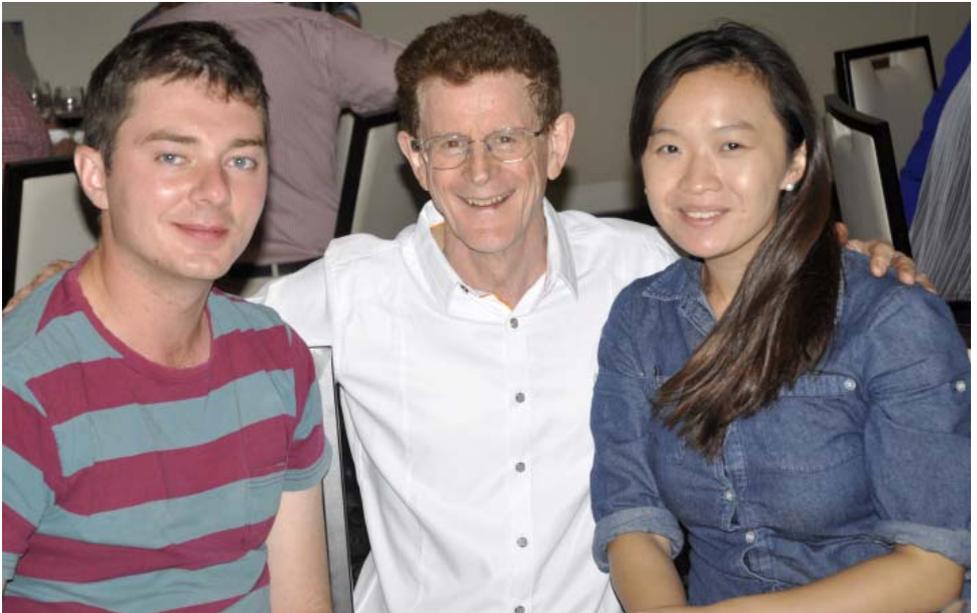
John Wynn's "Little Nugget 2". John flew the original "Little Nugget", a Victa 100, VH-MUJ to London and back in 1969 competing in the Bicentennial Air Race. See the Association website for the full story under Home>The Aeroplane>Significant Flights.



A typical scene at our fly-ins, a group of members and locals checking out each others aeroplanes. In this case Dennis Couch of the Griffith Aero Club on the left assisting with a reluctant starting system.



Stan Tilley, Alan Wood, Monique Gillett, Graham Wood and Ann (Al's daughter)



Julian who assisted in flying Alan to Griffith in a Cirrus while Graham and Jacqueline flew Alan's T6 VH-POB to Griffith as well.



Above: The flight line at Goolgowi airstrip, 24NM to the north west of Griffith and the location for Saturday lunch. Although Goolgowi is small, with a population of about 400, it is the administrative centre for the Carrathool Shire which covers about 19,000 square kilometers although the shire population is only about 2,600 people.

Below: Warren Kirkup, who with son Barry are long time Association members, joining us at Goolgowi in a Sonex that he built from scratch. It was good to see Warren fit and flying again as he was too ill to join us in late 2016 when the President's fly-in was held at his home airfield of Leeton.





*Above: Vice President John Day presenting the briefing for the short flight to Goolgowi.
Below: Doug and Lorraine Stott enjoying the hospitality of the Griffith Aero Club with Stu Hilsberg seated behind.*





Above: The formal part of the evening had to commence with the singing of the Airtourer Anthem by the “Three Spinners” assisted by the two “Wheel Chocks”. L to R, Stan Tilley, Beryl Marshall, Liz Matthews, Jan O’Halloran and Rick Davies.



Left: Alan Wood with his award for “Best Presented Airtourer”, his T6 VH-POB (Poor Old Bastard!).



Left: This year there was a special “Grand Champion” award based on a questionnaire and a secret formula. Stan Tilley was the winner, helped greatly by his history of winnings in aeroclub and aerobatic competitions, mostly in Airtourers.

Below: The Western Australian pilots being rewarded for their long distance navigation, John Day with Sue Clarke and Ric Davies.

Right: John Day a little intimidated by the Gympie boys, Paul Garrahy and Andrew Younger.

Opposite page lower: The originals, Doug Stott, Harry Couzin, David Wearne and Stu Hilsberg all of whom attended the first convention over the Australia Day weekend in 1978.









Beryl's RFDS fund raising included auctioning Lindsay's Association shirt from the 2008 Convention at Griffith. Here Beryl is assisted by Andrew Younger. Veronica Davies (below) was the successful bidder with \$150 going to the RFDS.



Opposite Page:

Top: John Day thanking John Wynn for stepping in at short notice with a talk on his adventure with Airtourer 100 MUJ and the Bicentennial Air Race in 1969.

Lower: Beryl "The Sheriff" Marshall continued her fund raising efforts for the RFDS with a raffle. Here Andrew Younger is assisting Beryl in the draw after winning a much sought after trophy.



Left: Trust me, I'm a Doctor! Sue Clarke, (yes she is a Dr.) with one of Beryl's RFDS raffle prizes to assist her in filling out the CASA medical forms.

Below: Elliott Peak and Beryl. Elliott's grandfather Bob was a stalwart of the Association and long time owner of Airtourer Super 150 EQG. It's great to see Pat Peak, son Chris and grandson Elliott as regular participants at our gatherings.

Opposite page upper: Sunday breakfast provided by the Griffith Aero Club in their hangar. Becky Day eager for a coffee to get started.

Opposite page lower: Lunch at Corynnia station in the very pleasant gardens around the homestead well shielded from the strong winds that precluded flying.







Above: Paul Garrahy and Pat Peak at Corynnia Station.

Below: The old and the new. On the left Pat Sheil, now retired but with a long history of instruction on Airtourers with Andrew Younger a new Airtourer owner and on his first long trip.





Above: Jacki Brown and Lorraine Stott at Corynnia Station.

Below: Our hosts at Corynnia, Julie and Bruce, spent some time explaining the history of the property and the high tech methods used in modern agriculture.



Southern Lap

Rick Davies

Back in the late nineties my goal was to finish my Airtourer restoration and fly it to the 21st convention of the Airtourer Association in March 1999 at Mildura. We did!

A couple of years ago we decided to do it again for the 40th in March 2018 at Griffith. This trip was longer and further and as we don't have any kids at home we planned to lob in on two of them enroute.

We had to pedal really hard into 30 kts headwinds on the first leg Tandara to Kalgoorlie before spending two nights with our son, (cheap accommodation), and had a good look around with lunch at Broadarrow Tavern. The second leg to Forrest was scud running and head winds for the first two hours before climbing through a hole and level pegging the speed into clear skies. They are great people at Forrest and we had an hour or so off and chatting with some other aviators before setting course for Coober Pedy. At 7500 feet with tail winds it was clear as crystal providing great views of Maralinga and the changing desert. We stayed at "Di's Dugout" in Coober Pedy and Di was great. She picked us up from the strip and gave us a quick lap of town before giving us the keys to the house, (underground), and the keys to her car with a quick "see you tomorrow!"

The next leg started with a leisurely departure to reach Theldarpa station at about 3pm where our daughter is the Governess. Tracking to the North of

the direct route to overfly Anna Creek and William Creek then north some more across Lake Eyre. Once again at 7500ft favourable winds and clear skies emphasised the size of the lake. Veering back south, we crossed the Strezlecki track and then into NSW to our destination. Well I thought so anyway! When we were within 8 or 10 nautical miles I saw a shed on track in the distance so just aimed for it. However, things didn't seem quite right, with no airstrip, no one waving, and the wrong name written on the roof! A quick call to our daughter on the 40 channel, and we were advised to just keep flying up the river bed, "We're the next place." A quick glance back at the faithful Garmin showed 6 miles to run. We enjoyed dinner with the family that night and next morning while it was still cool, and after shifting the Roos and Emus off the strip, conducted two local flights with Jaci and Will (one of her pupils). The rest of the day was spent on local station adventures before dinner at the Tibooburra pub where we met the refueling bloke and got a history lesson. All good fun. Next day started with a quick 40nm flight to Tibooburra to rendezvous with Jonno for fuel as arranged the previous night. Now we faced our longest leg, 433nm down to Corowa for a night with ex military vehicle enthusiasts. We caught up with lots of friends but didn't buy anything, most unusual. Next stop Griffith, but after spending an hour roaming the airport and on

the phone we still couldn't get fuel at Corowa. Eventually a quick buzz over to Yarrowonga where we found avgas for the final leg. Yahoo, goal achieved!!

The whole weekend was really well done by the organizers and as usual we just rolled up and did as they said. I think we met as many new faces as we had met on previous trips. Lots of Airtourers have changed hands and so there's lots of new members all with our little Ozzy aeroplane at heart.

On the Saturday we flew out to Goolgowi for lunch at a little country pub and a walk around the town before returning to Griffith and the big convention dinner that evening with lots of speeches and entertainment.

Sunday was down to business with meetings held at the aero club. No surprises there, everyone got their jobs back coz they're all good at it.

30kts across the strip at Corynnia station meant if we wanted lunch as planned we had to go on a bus and not by air. This was a good decision with a good lunch, good fun and, we could partake in a beverage or two. Sunday night saw more hilarity with the usual

crew and we were the last to vacate the premises as usual.

After an early departure on Monday we flew in company with the other West Oz team Sue and Adrian. Leg one was to Port Pirie, about 420nm at 100/110 GS, with free bumps thrown in followed by leg two to Ceduna, only 130 minutes, a piece of cake! Sue had had enough bumps and elected to spend the afternoon gazing across the water and enjoying a "holiday" while we strapped in and headed for Forrest. It's a great place to stay, there were 8 for dinner and we all ate together and swapped life tales. As we left for Kalgoorlie Sue and Adrian were 30nm out and caught up to us at Kalgoorlie. After enjoying our lunch together we parted company, they heading for Jandakot and Veronica and I to Tandara, (home farm between Coorow and Carnamah).

How lucky we are to be able to traverse the country in a great little aeroplane, and while doing so only come into contact with people who are good, helpful, friendly and easy to be with. Again thanks to the organizers of the convention weekend we're lucky too that your there doing it.



The Ross Roadsters

Dot Ross

What a fantastic seven-day holiday Peter (son) and I had recently travelling up from Melbourne to Griffith NSW for the 40th Anniversary of the Airtourer Association.

Leaving Tullamarine, up the Hume Highway to Seymour, Kialla, Wunghnu, Numurkah, Tocumwal, Jerilderie, Narrandera, Darlington Point and Griffith. Meeting at the Griffith Aero Club for coffee before hitting the road again to Goolgowi and the Royal Mail Hotel for a beautiful BBQ with salads and of course, sweets. It was hot, (38 deg C) but the outdoor dining area was equipped with fans and a fine water spray to cool the air. What more could you wish for?

Back to Griffith and the Citrus Motel we dressed for our Anniversary dinner at the "Exie Club" enjoying a scrumptious spread. It may have been hot but it was an enjoyable evening.

Sunday morning and once again off to the Griffith Aero Club to be met by a splendid array of beautiful, sparkling Airtourers. Brekky of bacon and tomato rolls with coffee etc was provided by the aero club members before we settled in to the AGMs for the Association and the Co-op.

Before long we were off again, this time to Corynnia Homestead where our hosts were Julie and Bruce. Once again a fine spread was laid out for lunch including delicious fruit and cakes – wow! Next morning after returning to Narrandera Caravan Park, Peter cooked

brekky outside our cabin – bacon, tomatoes, toast on his camp stove and an iced tea which was delicious. Peter has a VW Transporter which is all set-up for weekends away bicycling.)

Heading off to Wagga Wagga next day it was lovely, sunny and cool. We decided not to stop there but continue to "The Rock" - yes, there is a rock! However, on the way we "found" Uranquinty and a fabulous bakery where Dot had the best spinach quiche and a cannoli while Peter had a butter chicken pie and a huge vanilla slice!

Pressing on to Henty, Culcairn, and Albury with a stop at Wodonga looking for accommodation. We visited the Hume Dam, walking halfway across the huge wall. Dinner that evening was at "Bonetti's Pizzeria" - the best Italian meal ever - "Boscaiola" pasta.

Leaving Wodonga bound for Glenrowan we stopped at Chiltern and a bakery. Arriving at Beechworth we took a quick walk then off again to Glenrowan for lunch, ... at another bakery. It was a beautiful day, lovely and warm at 28 degrees.

Benalla was the next overnight stop, at an older style motel but still very comfortable. This time it was the best Chinese for dinner – phew!

The final day was on to Goorambat to see the "Silo Art" by artist Dvate. Two huge silos are brilliantly painted, one depicting an endangered bird of prey from the area. Also inside the Uniting Church

was a mural "Sophia". (Artist Dvate recently worked with the Melbourne zoo for their newly opened 'predators' enclosure.) Morning tea was in Violet Town where most of the streets are named after flowers. Violet Town was the scene of a collision between two trains, the 'Southern Aurora' and a goods train on 2nd June 1969 resulting in nine deaths. We visited the memorial and picked up a couple of train-line souvenirs, woops! Travelling on to Euroa we lunched at

Burke's bakery before visiting an excellent museum full of history, old tools, engines etc., all of which Peter loves. Next stop was Seymour for iced tea and cake at Ferguson's bakery before proceeding reluctantly back to busy Melbourne.

I'd really like to thank all the Airtourer folk for a brilliant weekend at Griffith, you made Peter very welcome. His remarks later were, "next time they have an event Mum, can I come too?"



Thank You! from the Sheriff

Thank you for your generosity. The Sheriff didn't issue any fines this weekend (and not because you were well behaved, quite the contrary!). All funds came from the raffle, the auction of Lindsay's shirt and donations. A total of \$510 was raised for the Royal Flying Doctor Service.



Committee News

AOPA Membership. Members are reminded the Airtourer Association is a member of AOPA Australia and therefore they can obtain a discount on their individual membership.

General Aviation Summit 2018 - Wagga Wagga, 9-10 July.

The following is a press release from AOPA, the Airtourer Association and Co-operative will be represented.

Twenty-eight (28) Australian general aviation industry associations have confirmed their attendance for the upcoming General Aviation Summit 2018 - calling for an update to the Civil Aviation Act.

The participation of the vast majority of Australia's general aviation industry associations conveys a clear message to both the Minister and Government, that our industry is determined to end aviation decline, seeking a cooperative transition towards growth and opportunity through a positive change to the Civil Aviation Act.

In the spirit of bipartisan support, both the Deputy Prime Minister, Mr Michael McCormack MP, and Mr Anthony Albanese MP, have been invited to attend.

Facebook. The association has a facebook group and members who are on facebook are encouraged to join the group. It's public so that anyone can see the posts and members but only members can post. Gerry Pels is the administrator. This is another way to spread the word about our great little aeroplane.

Access to Newsletters. Traditionally the last year's newsletters were only available to current members after they had logged into the website. This has caused problems with members forgetting the username or password as it was only used every three months. The Committee therefore agreed to make the newsletter available to the public. Hopefully this will reach a wider audience and maybe encourage more interested people to join.

When a new newsletter is published it will be mentioned on facebook so please 'like' the post and spread the word.

Email and SPAM. Most members have email and are well aware of the problem of SPAM. The email providers are also aware and are getting quite aggressive in classifying emails, including from the ...@airtourer.asn.au address as SPAM. Bigpond.com and hotmail.com are particularly aggressive and we've had emails returned from these providers asserting they were SPAM.

There's a couple of things you can do to help. Add various addresses to your email address book, in particular, *secretary@airtourer.asn.au*, *president@air...*, *vp@air...*, *webmaster@air...* This will be helpful particularly for webmail users. Also occasionally check your SPAM folder in your email client, if it allows, mark any legitimate emails as NOT SPAM.

Finally, the Association will be moving to new email system using a service called MailChimp, you may have seen other organisations using it. Hopefully this will help the SPAM problem and make our emails look more modern.

Co-operative News

The Co-operative activities continue with an ongoing stream of enquiries. Many of these enquiries seek advice rather than parts supply. The ease of access to the drawings has been the single most beneficial change to our business processes. The drawings provide 'approved data' that LAMEs can use in the course of maintenance. However, there remain challenges. Earlier in the year we had a supply of bushes and special bolts manufactured. These mostly used standard AN hardware as a starting point but some components are made from steel bar or tube. Henry used old British Standards to define the material and these are no longer available. At present we're attempting to establish equivalents with modern materials but require approved data, i.e. a google search is not sufficient. We may need to have existing parts analysed for material composition and would be interested if anyone has old text books or engineering data books with the old British Specifications.

AD/VAT/28

This AD has been a challenge for Airtourer owners for a long time. In the late 1980 it grew from an inspection of the rear wing attachment bracket, bolt and bush to include corrosion inspection in the tank bay. At the time the Co-op believed this to be unnecessary as the wing that triggered the requirement was not in an airworthy condition. (It was not even fitted to an aircraft.) Stu Hilsberg did a lot of work with CASA and gained some alleviation.

However, we now have the challenge of ageing aircraft and recent inspections have revealed corrosion in the lower centre section panels. These panels are made of polyurethane foam sandwiched between two skins. Fortunately they do not take major flight loads and are used for rigidity and crash protection. In one case the entire panel aft of the rear spa and forward of the centre flap needed replacement. The Co-op is investigating further but it's important that the requirements of AD/VAT/28 be carried out correctly. In particular, paragraph 4 of the Requirement section of the AD includes the instruction to, "Inspect the laminated tank underpan upper and lower surfaces for corrosion and core integrity."

Some alleviation from the basic AD requirement to remove the wing is available if inspection panels are incorporated in accordance with an Auto Avia Design Engineering Instruction. This EI also provides some amplification on the inspection, particularly the additional requirement to release the centre section flap to gain access. With the centre section flap released it is important to inspect the upper skin of the sandwich panel aft of the rear spa.

Please report any cases of corrosion to the Co-op as we are working on updates to the Maintenance Manual inspection requirement.

Exhaust Failure.

One of our members had an exhaust failure just after takeoff. Part of the exhaust separated but remained in the engine compartment. This was NOT a standard Airtourer exhaust but emphasises the importance of the daily inspection.

**Minutes of the Annual General Meeting of the
Airtourer Co-operative Ltd. held at the Griffith Aero Club, Griffith
Airport on
18th March 2018**

Present:	Mr. John O'Halloran	Chairman
	Mr. Stan Tilley	Director
	Mr. John Day	Director
	Mr. Ross McBride	Director
	Mr. Andrew Clement	Director
	and 15 active members. (List attached as Annex A, not in newsletter)	
Apologies:	Mr. Lee Gordon-Brown	Director
	and 17 active members. (List attached as Annex A, not in newsletter)	

Opening

The Chairman opened the meeting at 10:20 AM noting that a quorum was present.

Minutes of the previous Annual General Meeting

The minutes of the previous AGM were published on the website and accessible by Co-operative members.

Moved George Penfound, seconded Niels Jensen 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:

This last year has been one of contrasts. In some ways it's "business as usual" with a similar net profit to last year while on the other hand, the way we manage airworthiness has evolved.

The most significant achievement last year was the scanning of the drawings. The drawings form the most important part of the intellectual property of the Airtourer Type. The original drawings are over 50 years old and, being pencil on tracing paper are showing some deterioration. They were backed up on aperture cards (35mm microfilm) but readers for these cards are hard to find and printers almost impossible. We now have the original drawings in safe storage at Tocumwal and the aperture cards stored at Tinbeerwah in Queensland. Additionally, the master digital copies are stored on a

redundant server and Lee Gordon-Brown has a backup. The master files are accessible over the Internet, but only to approved people, currently Lee Gordon-Brown, Ross McBride and myself.

The advantage of easily accessible drawings quickly become apparent as enquiries were received from members. Approved data was immediately available to assist in answering the questions. As I have reported in previous years, the support will evolve from Alan Wood providing parts, to facilitating LAMEs in obtaining / fabricating parts. An example was an aircraft that required an elevator push rod. There was none in stock but a drawing provided the data for the LAME to fabricate one. The Co-op could have had one or more made but this would take time, effort and may result in inventory that is rarely called for. In these cases we charge for supply of the drawing, and it is annotated restricting its use to a particular aircraft and is not to be copied. However, for other parts such as bushes and special bolts it is reasonable to hold a stock. Nevertheless, we are still faced with the challenge of a small fleet and a demand that is difficult to predict. Recently this caused a major delay for Ian Close while we had some bushes manufactured. The bushes concerned had not been ordered in years.

Pricing policy for parts has been raised at previous meetings. Many of the parts date back to the 1970s and the original cost cannot be established. A fair market value must be estimated and this is often complicated by the deterioration of the part with age and lack of supporting documentation.

Where the cost of the part can be identified the current mark-up is 10%. This is significantly lower than commercial rates but consistent with the aim of the Co-operative. It also reflects lower overheads due to volunteer labour and free storage provided by Lee Gordon-Brown.

Nevertheless, the directors have obligations to ensure the Co-operative remains solvent and profitable. Our current income is primarily memberships and sales. The ratio of revenue from each of these sources may need to be reviewed in the future.

The Board have identified a number of priorities for the coming year. Unfortunately a number of these carry over from previous years due to limited resources of the volunteers. The highest priority for the coming year is a stock-take. This is essential to establish the true financial value of the Co-operative as the current stock value is based on estimates a number of years old.

The methodology of valuing the fixed assets must be determined. Notes 1, 5 and 7 to the Balance Sheet expand on this subject. It will be up to the Board to determine a methodology and make it clear to the membership.

The stock-take at Tinbeerwah in Queensland should be a relatively easy task but Tocumwal presents a challenge. Please be prepared for one or more calls for help in the coming months.

Airworthiness projects include the usable fuel issue. We have been saying for a number of years that this is close to being flight tested but there's always been a delay, primarily myself and my aircraft. Both are now flying and I'm confident the testing can be achieved this year.

AD/VAT/28 has been an ongoing burden on the fleet. I'm aware of two aircraft where surface corrosion was found in the course of this inspection and am cautious about requesting alleviation of the requirements. Any case to CASA will need to be supported by hard data.

A proposal is being drafted to extend the life of the modified undercarriage bolts to the 500 hour limit allowed in New Zealand.

CASA is looking for opportunities to cancel ADs and AD/VAT/32, Nose Wheel Steering Arm Inspection is a candidate as this inspection has been incorporated into the Maintenance Manual.

We are investigating two Supplemental Type Certificates (STC), one to allow a higher maximum takeoff weight (MTOW) and the other for installation of the 150HP engine. The increased MTOW is based on approvals for ferry flights, infrequent use, and inspections if turbulence is encountered or a landing is required above the current maximum landing weight. The 150HP engine STC will be based on AESL SB006 and will attempt to establish that SB006 physically modifies the 100/115 to the same as an Airtourer 150 or Super 150.

STCs can be quite expensive and there is no certainty that either will be achievable at a cost that can be amortised across our fleet.

Finally, I must acknowledge the assistance and support of the Directors, especially Lee Gordon-Brown and Ross McBride, in achieving what we have this year.

Moved, Andy Morris, seconded Mike Fisher, that the Chairman's Report be accepted.
Carried.

Financial Report

The Financial Report consisting of the Balance Sheet and Profit & Loss Statement, and associated notes, are included at Annex B. (Not included in this newsletter but were published in the February 2018 Newsletter available on the website.)

The financial statements include a comparison to the previous year. The sales were greater but the Gross Profit was similar due mainly to reduced markup.

Last year comment was made regarding Trade Debtors, see also note 3 to the Balance Sheet and the P&L. An amount of \$1,489 has been identified as not practical to recover and will be proposed for write off in a separate motion.

Other points are covered by the notes to the Balance Sheet and P&L.

Moved Graham Wood, seconded Doug Stott, that the Financial Statements be accepted.

Carried.

Moved Andrew Clement, seconded Sue Clarke, that the sum of \$1,489 identified as Bad and Doubtful Debts on the P&L Statement be written off.

Carried.

General Business

Discussion on Price Markup

A number of members expressed concern about the markup policy of adding only 10%. (See Note 1 to the Profit and Loss Statement). While the reasoning was understood there was concern about erosion of cash reserves. Considering costs ranged from tens of dollars for small parts to thousands for fuel tanks, a more flexible policy with a higher markup for lower cost items and less for expensive parts would be more appropriate. The Board undertook to investigate further and report any revised policy to the membership.

Subscription for Active Membership.

Rule 18 (b) requires the members to determine, at a general meeting, the amount to be subscribed to establish active membership.

The Board recommended that the annual subscription remain at \$100, and the joining fee remains at \$200. No motion was moved and hence the subscription remains unchanged.

Election of the New Board

The Rules required that the two longest serving Directors retire at the AGM.

John O'Halloran and John Day therefore retired but offered themselves for re-election. There being no other nominations they were elected.

The Board therefore stands as follows:

Mr. John O'Halloran (Chairman)
Mr. Lee Gordon-Brown
Mr. Stan Tilley
Mr. Ross McBride
Mr. Andrew Clement
Mr. John Day

Closure

There being no further business the meeting was closed at 10:55AM.

J. O'Halloran

Chairman

Annexes: (not included in Newsletter)

- A. List of Attending Active Members
- B. Financial Statements (Available from website in February 2018 Newsletter)

Calendar of Events

President's Fly In 2018

19-21 October 2018

This year we will explore the South East of South Australia by visiting Naracoorte (YNRC).

Keep checking the website as the program is developing but we will be looking at the World Heritage listed caves nearby and attending a BBQ at the local Aero Club on Saturday.

Mid-Year Function 2018

1230 Sunday 8th July 2018

Le Penelope's at Kirwans Bridge Estate located in the Nagambie Lakes Wine Region, on the banks of the Goulburn River.

End of Year Function

2 December 2018

Fly or drive to Lilydale for lunch at Yering Meadows Golf Club adjacent to the Airfield.

Convention and AGM 2019

29 March - 1 April 2019

Details TBA via the website



Corynnia Station was our destination for lunch on Sunday during the convention at Griffith. It's well worth considering for an overnight break on a long flight or better still as a destination for a few days. See their website <http://www.corynniastation.com.au/> and if you book via the website you'll save 12% over sites like booking.com etc. If you enjoyed the lunch, visit the site, follow the Trip Advisor link and write a review.