

February 2013  
Newsletter No. 145

# 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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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 May 2013. Contributions and or advertisements are to be with JOH by 15 April 2013.

Advertisements are free for current members.

## Editorial

I trust everyone is settling back into the routine of normal life after the holiday season. As I write this in Hong Kong we are finishing the Chinese New Year holiday, a very hectic time particularly around the airport.

It has also been hectic for your Committee preparing for the Fly-In at Mudgee. All the necessary information is on the website where you can register on-line.

The financial statements for both the Association and the Cooperative are included in this Newsletter. If you have any questions please feel free to contact the Committee or the Board so that we can make the AGMs as efficient as possible. Similarly, if you have discussion items or motions to present at the meetings please email [secretary@airtourer.asn.au](mailto:secretary@airtourer.asn.au) for both the Association and Co-op.

Please also consider offering yourself to serve on the Committee or the Board. Nomination forms are available on the website.

Safe Airtouring,  
*John O'Halloran*

*Cover Photo:* VH-MVA, Serial No. 1, at Bankstown in 1972. The 2013 Convention will celebrate 50 years since MVA was officially put on the register even though it first flew in late 1961. Join us at Mudgee to find out more.  
Photo thanks to Robert Zweck.

## 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.

# A Return to the High Country

## Victorian Christmas Fly-In 8th & 9th December 2012

*Dot Ross*

I was eagerly awaiting the latest Airtourer newsletter advising of President John's choice of a Victorian Fly-in destination, when I was delighted to read "Mt Beauty". Beauty! I can DRIVE there! (I used to FLY in a beautiful red, shiny Airtourer BNV or prior, in a grey Airtourer CND – Oh, well!)

With a map of Victoria on the table, I set about to do a "flight", oops a "road" plan. Cranbourne, along the Hume Highway to Seymore, Euroa, Benalla, Wangaratta, turning down the Great Alpine Highway, past Myrtleford, Bright then to Mt. Beauty. (On the way home, maybe an alternative route via Beechworth!).

The advantages of driving Camry UAK105 would be:

- Lots of room for clothes & souvenirs,
- A variety of CDs to listen to,
- Lots of stops along the way for coffee & cake, (Euroa & Benalla have super bakeries).

Disadvantages:

- Traffic,
- Traffic lights,
- Round-a-bouts,
- Parking,
- Potholes,
- The possibility of hitting a kangaroo,
- A puncture,

- A break-down,
- Running out of fuel,
- Getting lost – phew!

The plan is to leave Cranbourne around 5am Saturday, reaching Mt. Beauty mid-morning or a bit later. Pre "drive" plan on Friday would be to:

- Fuel up,
- Clean windscreen,
- Check oil, water and tyres,
- Pack car.

So, leaving Cranbourne around 4:45am Saturday, I arrived at the Snowgum Motel, Mt. Beauty then on to the airfield – what a picture. In a valley surrounded by huge beautiful mountains, it was great to meet up with Airtourer friends and enjoy an appetising BBQ meal, salads and a cuppa.

Next, after refreshing ourselves at the Motel, we departed in on a mini-bus tour of Bright via a winding road with picturesque views.

To the shops! To the Shops! We quickly scattered to local shops – some purchasing souvenirs, some partaking of refreshments, but all leaving again around 4:45pm for the return to Mt. Beauty.

Dinner at the "Settlers Tavern" finished off the day and gave us an opportunity to thank the Glider folk for their hospitality

and lunch. Doug Dow was a late arrival having made the effort of flying from Tasmania. John Hillard was introduced and gave an informative talk on the topical subject of “aging aircraft”.

Sunday morning saw us once again in a mini-bus for a mystery scenic tour of the Alpine National Park. We were treated to beautiful scenery, huge mountains, trees, waterfalls, ferns and an abundance of wild flowers. A short walk lead us to Wallace Hut, an historic cattlemen’s hut classified by the National Trust and refurbished by the Wallace family. These huts are now used for temporary shelter from the weather or curious visitors!

Lunch was our final gathering at “Treats”. A fantastic, beautiful weekend in the High Country with all our Airtourer friends. Now all I have to do is to return home to Cranbourne. Now, where is that map?

Mudgee? Where is it.....see you there.

### Attendance List

John & Doreen Treble	CRK
Jon Pels & Monique Gillett	LVU
Niel & Kathy Jensen	CND
Allan & Merle Wood	Car
Stan & Bonney Tilley	MTL
Jane & Andy Morris	MRE
Mike Fisher & Jackie Brown	BNV
John & Rebecca Day	VRT
Bob & Pat Peak	Car
Doug Dow	BQK
Dot Ross	Car
David Wearne	WAU
Gerry & Denise Pels	DWT
Roger & Neroli Merridew	Car

## Airtourer Association Inc, Notice of Annual General Meeting

The Annual General Meeting of the Airtourer Association will be held at “The Hangar House”, Mudgee Airport, at 0900 on 17th March 2013.

### Agenda:

- Presentation of Minutes of the previous Annual General Meeting. (Published in the May 2012 Newsletter.)
- Business Arising from the Minutes.
- Presentation of Reports.
- Election of Office Bearers
- Other Business

Proxies may be registered in accordance with the Rules of the Association. These Rules and the proxy form are available from the Association website under Airtourer Association>Administration.

# Performance Limited Landings

## Are You Prepared?

*John O'Halloran*

All pilots are expected to be familiar with the takeoff and landing performance of their aircraft. However, it's probably been a while since members have used the performance charts (P charts) in the Flight Manual. This is not a criticism but an acknowledgement that most of our destinations have at least 3,000ft of bitumen and an elevation of less than 1,000ft.

The next fly-in will be at Mudgee with an elevation of almost 1600ft, and although the runway is over 1,700M long, there will be a fly away to Rylstone which is 2,000ft high with a 900M long grass strip. It might therefore be appropriate to have a look at performance and handling considerations for the Airtourer.

This article will take a high level view of performance with a quick look at certification requirements, followed by a few things we should think about before operating our aeroplanes close to the certification limits. Future articles will go into more detail on use of the charts and other considerations.

The performance requirements are defined in Air Navigation Order (ANO) 101.1. This has long been superseded however remains relevant for the Airtourer as it is the Certification Basis listed on the Type Certificate. Nevertheless, the performance requirements have changed little with later regulations. The certification basis defines the required safety margins, speed definitions and specific requirements such as climb gradients. The Takeoff Safety Speed (TOSS) and Approach Speed (Vapp) are referenced to the stall speed  $V_s$  for the

relevant configuration. Test pilots determine stall speeds by reducing the speed at 1 kt/sec with idle power. This differs from the stalls you would have done in training where the emphasis was on maintaining level flight and recovering with minimum height loss.

The TOSS must be at least 1.2Vs and Vapp must be at least 1.3Vs. Higher speeds may be required to achieve the required handling qualities although this is not the case with the Airtourer. The P charts are based on flying at these speeds, if you fly faster, as many people do on the approach, the P chart will be conservative. The P charts give takeoff distance to 50ft and landing distance from 50ft. In both cases the demonstrated distances, achieved by a test pilot, are factored by 1.15.

These distances are based on normal handling techniques and should be achievable by the average pilot. This raises an obvious question. Egos aside, is our current skill level up to the standard of the "average pilot", particularly for more demanding exercises like a short field takeoff or landing. We need to ask ourselves some pointed questions such as:

1. How accurately can I fly the calculated approach speeds?
2. How accurately and consistently can I achieve the desired touchdown point? (Difficulty here could be related to question 1.)
3. How comfortable am I flying at the approach speeds listed in the P charts?
4. How fast is my scan, (IAS, touchdown point, end of the runway)? Can I detect

quickly any speed decay that might lead to a high sink rate near the ground. How often do I include the skid ball in the scan?

5. Am I mentally prepared to make the decision to go around, i.e. is every approach planned to a missed approach with an option to land or am I in the mindset that I will be landing.
6. Do I know how to go around? This might sound like a silly question but do you know the speeds and attitudes to achieve for optimum go around performance.

These are questions that may lead you to apply additional safety factors. However, all licenced pilots should be able to takeoff and land within the distances defined in the charts. That's not to say that we are always at that level of proficiency. Flying is expensive and life is busy, which limits the opportunities to maintain proficiency. Nevertheless, lost proficiency can be regained with practise in appropriate conditions, i.e. on a sufficiently long runway on a good day.

Here are some thoughts on getting the most out of practise sessions.

### **Preparation.**

1. Lookup the stall speeds from the AFM.
2. Determine the TOSS and Vapp from the P charts. (These will probably be quite close.)
3. Familiarise yourself with the go around actions, particularly the target speed.

### **Handling at Altitude.**

1. The following exercises should be conducted such that any loss of control can be recovered not below 3,000ft AGL.
2. Training stalls, i.e. level flight, particularly with landing flap.

3. Set up with landing flap and sufficient power to give a rate of descent of about 300-400ft per minute. Raise the nose slightly and allow the speed to decay to the stall.
4. As above but in turns up to 30 degrees AOB.

*Note: The aim of the above exercises is not so much to recover from the stall with minimum height loss but rather to become familiar with the handling of the Airtourer approaching and at the stall. In particular, become familiar with the warning signs, particularly control forces and buffet as the aircraft slows down.*

5. The same exercises as above but with an emphasis on recovering at the first sign of a stall and with minimal height loss.

*Remember:- Do not attempt to pick up a wing drop with rudder. This is a separate discussion but suffice to say the most important action is to unstall the wing.*

6. Handling at TOSS / Vapp. Using power to maintain level flight, manoeuvre at typical TOSS or Vapp speeds. This will be around 65 kts. Try bank angles up to 30 degrees. Develop a good feel for the aeroplane at these slower speeds, particularly the rudder required to maintain balanced flight, throttle response and IAS changes vs power changes. Give yourself little challenges such as changing the target speed by two knots while manoeuvring.

### **In the Circuit.**

1. Fly normal circuits and concentrate

- on the aim point while on finals and then achieving a consistent touchdown point.
2. If you normally fly faster than the P chart Vapp on finals, e.g. 70 kts in a 115 where the Vapp at maximum weight is 64 kts, then reduce the speed a couple of knots on successive approaches till you achieve the P chart Vapp. Remember, as the speed is reduced the flare will change, there will be less energy to arrest the rate of descent and there will be less float. If you flare high there is a real possibility of the speed decaying and a high rate of descent developing leading to a hard landing. If this happens, immediately apply power and go around.
  3. Fly at least two go arounds. One from about 100-200ft and one from the flare. On the first one take good note of the initial attitude to maintain the Vapp in the go around. In the second, commence a normal flare then apply full power and climb away without touching down. In the flare case, or if a high descent rate occurs, hold the attitude and apply full power, as the speed increases to the go around

speed raise the nose to the go around attitude. Avoid the tendency to raise the nose early to arrest a high descent rate. It's important to maintain the correct speed until well clear, (at least 200ft), of the ground to ensure a proper obstacle clearance.

4. Have a good think about braking. The Airtourer doesn't have anti skid and the tendency to skid will vary greatly with the surface conditions. On wet grass or loose gravel skidding will lead to a longer landing run whereas on bitumen it could cause a blown tyre. If you suspect a wheel has locked, immediately release and reapply the brake.

The Airtourer is a great little aeroplane but is challenging in the slow speed regime, particularly landing. This is partly why it is such a good training aeroplane. Nevertheless, it is well within the skill level of the average pilot, so long as the necessary proficiency is maintained. Go out, practise, and enjoy the satisfaction that comes with doing well, something that is a challenge. You might need that level of proficiency one day.

## CASA Airworthiness News

Last year CASA issued Airworthiness Bulletin AWB 27-001 related to stainless steel flight control cable fittings. The related part numbers did not match those in the Airtourer Parts Catalogue and the Co-op is not aware of any cases of the reported corrosion of similar fittings on the Airtourer.

The Airtourer uses push rods rather than cables for the flight controls except for the rudder and the elevator trim.

CASA remains concerned about continued reported failures in Australia, NZ and the US and is considering amending CAO 100.5 to require repeat inspections of applicable control cable terminals once they reach 15 years in service.

The Co-op is monitoring the situation and will advise members when more information becomes available.

# Airtourer Association Inc.

## Financial Statements

### 12 Months Ending 31<sup>st</sup> December 2012

### Statement of Receipts and Expenditure

	Year ending 31 Dec 2012	Year ending 31 Dec 2011
<b>REVENUE</b>		
Membership Fees	7,221.00	6,474.00
AGM	6,480.00	5,649.00
Presidents 'Fly in'	3,810.00	950.00
Airtourer Co-Op Donation		2,000.00
Stock (caps/ shirts)		
Member RFDS contributions		
Airtourer Xmas lunch [VIC]		
Interest [term deposit]	1,464.00	717.00
<b>Total Revenue</b>	<b>18,975.00</b>	<b>15,790.00</b>
<b>EXPENSES</b>		
Bank Fees	70.00	67.00
AGM	5,933.00	5,200.00
Presidents 'Fly In'	3,164.00	1,049.00
Newsletter/stationery/postage	1,585.00	1,385.00
Public Liability insurance	729.00	1,347.50
AOPA subs		140.00
Trophies		
Leukaemia Foundation		200.00
Stock (caps /shirts)	0.00	0.00
Jumba internet (fin year 10/11)		40.93
Name badges/Pins	525.00	365.51
Telstra mobile phone (stationery/mobile phone)		209.13
RFDS donation		
Registry of Associations	49.00	48.00
Refunds	150.00	100.00
<b>Total Expenses</b>	<b>12,205.00</b>	<b>10,152.07</b>
<b>SURPLUS(DEFICIT)</b>	<b>6,770.00</b>	<b>5,637.93</b>

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**Airtourer Association Inc.**  
**Financial Statements**  
**12 Months Ending 31<sup>st</sup> December 2012**  
**Balance Sheet at 31/12/12**

	31 Dec 2012	31 Dec 2011
<b>MEMBERS EQUITY</b>		
Surplus/Deficit this year	6,770.00	5,637.93
Retained Surplus(Deficit)	28,143.00	22,506.00
<b>TOTAL MEMBERS EQUITY</b>	<b>34,913.00</b>	<b>28,143.00</b>
Represented by:		
<b>CURRENT ASSETS</b>		
Bank - current account	3,913.00	12,117.00
Cash on deposit	31,000.00	16,026.00
<b>TOTAL CURRENT ASSETS</b>	<b>34,913.00</b>	<b>28,143.00</b>
<b>TOTAL ASSETS</b>	<b>34,913.00</b>	<b>28,143.00</b>
<b>TOTAL LIABILITIES</b>	<b>0.00</b>	<b>00.0</b>
<b>NET ASSETS</b>	<b>34,913.00</b>	<b>28,143.00</b>

*Gerry Pels - Treasurer*

**AIRTOURER CO-OPERATIVE LTD**

7/2 Habourview Crescent  
ABBOTSFORD COVE NSW 2046

**Profit & Loss [Last Year Analysis]****January 2012 through December 2012**

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	This Year	Last Year	\$ Difference	% Difference
Income				
Sales	\$31,494.44	\$18,783.51	\$12,710.93	67.7%
Bank interest	\$208.17	\$37.94	\$170.23	448.7%
Subscriptions received	\$3,218.00	\$3,775.00	-\$557.00	(14.8%)
Total Income	\$34,920.61	\$22,596.45	\$12,324.16	54.5%
Cost of Sales				
Purchases	\$20,768.59	\$4,560.66	\$16,207.93	355.4%
Delivery Expenses	\$68.00	\$643.00	-\$575.00	(89.4%)
Total Cost of Sales	\$20,836.59	\$5,203.66	\$15,632.93	300.4%
Gross Profit	\$14,084.02	\$17,392.79	-\$3,308.77	(19.0%)
Expenses				
General & Administrative Exp				
Accounting Fees	\$1,320.00	\$1,300.00	\$20.00	1.5%
Bank Charges	\$13.75	\$12.00	\$1.75	14.6%
insurance	\$2,216.46	\$1,943.05	\$273.41	14.1%
Office Supplies	\$225.00	\$0.00	\$225.00	NA
Donation Airtourer Assoc	\$0.00	\$2,000.00	-\$2,000.00	(100.0%)
Telephone	\$1,111.00	\$597.00	\$514.00	86.1%
Technical service fees	\$3,451.00	\$3,532.65	-\$81.65	(2.3%)
Freight Paid	\$0.00	\$30.00	-\$30.00	(100.0%)
Operating Expenses				
Postage	\$433.00	\$0.00	\$433.00	NA
Total Expenses	\$8,770.21	\$9,414.70	-\$644.49	(6.8%)
Operating Profit	\$5,313.81	\$7,978.09	-\$2,664.28	(33.4%)
Other Income				
Net Profit / (Loss)	\$5,313.81	\$7,978.09	-\$2,664.28	(33.4%)

**Welcome**

**John Forest** from Wagga Wagga who has Airtourer 150 VH-MUN.

Welcome back to **Bill and Heather Haynes** who run a flying school at Caboolture in QLD. Previously owning VH-FMA they are once again looking for an Airtourer 115.

## Wanted

### Airtourer 115

Phone Bill on 0429 054205

**Vale - Frank Rogers.**

Sadly we must report the passing of long time member Frank Rogers.

**AIRTOURER CO-OPERATIVE LTD**

7/2 Habourview Crescent  
ABBOTSFORD COVE NSW 2046

**Balance Sheet [Last Year Analysis]****December 2012**

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	This Year	Last Year	\$ Difference	% Difference
<b>Assets</b>				
Current Assets				
Cash On Hand				
Cheque Account	\$5,702.15	\$36,259.36	-\$30,557.21	(84.3%)
e saver account	\$30,204.16	\$0.00	\$30,204.16	NA
Total Cash On Hand	<u>\$35,906.31</u>	<u>\$36,259.36</u>	<u>-\$353.05</u>	<u>(1.0%)</u>
Trade Debtors	\$12,417.66	\$8,267.80	\$4,149.86	50.2%
Outstanding Subs due	\$0.00	\$2,140.00	-\$2,140.00	(100.0%)
Merchandise Inventory	\$36,837.00	\$29,597.00	\$7,240.00	24.5%
Total Current Assets	<u>\$85,160.97</u>	<u>\$76,264.16</u>	<u>\$8,896.81</u>	<u>11.7%</u>
Fixed and Intangible Assets				
Jigs and Dies	\$30,000.00	\$30,000.00	\$0.00	0.0%
T/C 100, 115 ,150, T6	\$40,000.00	\$40,000.00	\$0.00	0.0%
Total Fixed and Intangible Assets	<u>\$70,000.00</u>	<u>\$70,000.00</u>	<u>\$0.00</u>	<u>0.0%</u>
<b>Total Assets</b>	<u>\$155,160.97</u>	<u>\$146,264.16</u>	<u>\$8,896.81</u>	<u>6.1%</u>
<b>Liabilities</b>				
Current Liabilities				
Accrued Expenses	\$3,583.00	\$0.00	\$3,583.00	NA
Total Current Liabilities	<u>\$3,583.00</u>	<u>\$0.00</u>	<u>\$3,583.00</u>	<u>NA</u>
Long term Liability				
members deposits	\$13,400.00	\$13,400.00	\$0.00	0.0%
<b>Total Liabilities</b>	<u>\$16,983.00</u>	<u>\$13,400.00</u>	<u>\$3,583.00</u>	<u>26.7%</u>
<b>Net Assets</b>	<u>\$138,177.97</u>	<u>\$132,864.16</u>	<u>\$5,313.81</u>	<u>4.0%</u>
<b>Equity</b>				
Owner's/Shareholder's Equity				
RESERVES	\$70,200.00	\$70,200.00	\$0.00	0.0%
Total Owner's/Shareholder's Equity	<u>\$70,200.00</u>	<u>\$70,200.00</u>	<u>\$0.00</u>	<u>0.0%</u>
Retained Earnings	<u>\$58,674.64</u>	<u>\$50,696.55</u>	<u>\$7,978.09</u>	<u>15.7%</u>
Current Year Earnings	\$5,313.81	\$7,978.09	-\$2,664.28	(33.4%)
Historical Balancing	\$3,989.52	\$3,989.52	\$0.00	0.0%
<b>Total Equity</b>	<u>\$138,177.97</u>	<u>\$132,864.16</u>	<u>\$5,313.81</u>	<u>4.0%</u>

**Heard at The Hangar Door**

Vice President **Mike Fisher** ran into a bit of bad luck at the end of last year. Mike runs a laundry business in Kyneton as well as his LAME work. Unfortunately the laundry burned down approaching Christmas. We wish him well in rebuilding the business.

**Lorrain Howson** has bounced back from a bout of illness last year by embarking on a round the world tour. Starting by flying to London she experienced the down side of international travel with large airports, connections at distant gates and last minute cancelled flights. After celebrating the new year in London she sailed across the Atlantic, through the Panama Canal to San Francisco and was last heard of heading towards Tahiti keeping us updated with a trip journal whenever an internet connection is available.

# **Airtourer Co-operative Ltd**

## **Notice of Annual General Meeting**

The Annual General Meeting of the Airtourer Co-operative will be held at the “The Hangar House”, Mudgee Airport, at 1030 on 17th March 2013.

### **Agenda:**

- Presentation of Minutes of the previous Annual General Meeting. (Published in the May 2012 Airtourer Association Newsletter.)
- Business Arising from the Minutes.
- Chairman’s Report
- Presentation of Accounts.
- Determination of Annual Subscription
- Election for retiring Board Members
- Other Business

Note: Only active members may vote at an AGM.

Proxy forms are available from the Airtourer Association website under Airtourer Cooperative>Administration

## **Calendar of Events**

### **Convention and AGM 2013**

#### **“The Big One”**

15-18 March 2013

Everyone should be well advanced on their registration and accommodation bookings by now. All necessary information including program, accommodation options and registration is on the Association website. Notices, nomination and proxy forms are also available.

We look forward to seeing you at Mudgee.

### **VIC Mid-Year Lunch**

16 June 2013

### **President’s Fly In**

20-22 September 2013

### **Victorian Christmas Event**

7-8 December 2013

### **2014 Convention & Annual General Meeting**

21-23 March 2014