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Newsletter No. 160

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 February 2017. Contributions and or advertisements are to be with JOH by 15 January 2017.

Advertisements are free for current members.

Editorial

Weather always has to be a serious consideration when planning to fly our little aircraft. It generally plays some part in our fly-ins, if not at the location then enroute for at least some of the attendees. This year's President's Fly-in was more seriously affected than usual. The weeks leading up to the weekend were very wet to the point where we had to drive through quite a bit of water across roads. A grass field is always a further challenge but congratulations to the Leeton Aviator's Club for maintaining the Brobenah airstrip serviceable. In spite of rain grounding everyone on Sunday the weekend was quite informative and enjoyable. Thanks again to Barry Kirkup and the Leeton Aviators.

The year has seen some health challenges for some members. We were sorry to hear about Peter Hupfeld suffering a heart attack while in the outback near Broken Hill. His rescue by the Flying Doctor emphasises the important role the RFDS continues to play in our vast country. We are proud to be supporters of the RFDS and no doubt Beryl (the Sheriff) Marshall will continue to dream up devious ways to extract gold coins from the members for the Association's donations.

As Editor of the Newsletter I'm always appreciative of contributions. In this issue John Hilton and John Day have been particularly helpful, thank you.

Finally, from Jan and myself, have a safe, enjoyable and relaxing Christmas and may 2017 treat you well.

Safe Airtouring,

John O'Halloran

Cover Photo: What it's all about, touring with the Airtourer. Jim Kalis on the wing of RQH at Longreach and the Qantas Founders Museum, see page 10 for 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.



Merry Christmas, Happy New Year and Safe Flying

President Mike Fisher would like to thank the Committee and other members of the Association for their enthusiastic support during the year and wish them a Merry Christmas and a Happy and Safe 2017.



NPRM for Draft CASR Part 149 Approved Self-Administering Aviation Organisations

Long time Association member Stu Hilsberg keeps a close eye on CASA and their regulatory changes. He's brought to our attention a Notice of Proposed Rule Making (NPRM) for CASR Part 149 which is under development. This new part would provide a framework for Approved Self-administering Aviation Organisations (ASAO).

You may be aware that CASA has provided exemptions that allow a certain level of self administration for activities such as gliding, sport and recreational aircraft and limited category aircraft such as warbirds.

This arrangement is sometimes referred to incorrectly as "self regulation". Only CASA can make the regulations, however approved organisation may be able to administer those regulations.

The NPRM for the draft Pt 149 aims to formalise and provide structure to what is currently done by exemption. It also opens the possibility to broaden the scope of the operations covered to include GA aircraft. While this may initially seem attractive and an opportunity to distance ourselves from CASA's bureaucracy it must be considered very carefully. Stu recommends that members pay close attention to the progress of the NPRM which can be obtained from the CASA website.

(www.casa.gov.au then search for NPRM 1502SS)

President's Fly-in 2016

Leeton

John O'Halloran

The 2016 President's Fly-in was held at Leeton in the Riverina district of New South Wales, approximately 550km west of Sydney. Leeton was the centre of administration for construction of the Murrumbidgee Irrigation Area (MIA). Construction of the town commenced in 1912 and it was purpose built and designed by Walter Burley Griffin, the designer of the nation's capital Canberra, and features a circular road system similar to Canberra.

Leeton is also the home of long time Association members Warren and son Barry Kirkup. Warren is a stalwart of the local aviation scene involved in both powered and gliding activities at the local Brobenah airstrip, the site of the fly-in.



A Sonex built from scratch by Warren Kirkup. These days most homebuilt aircraft are constructed from kits however Warren built this from plans fabricating the vast majority of parts himself. The workmanship was excellent.

The weekend was shaping up to be busy at Brobenah with the Antique Aircraft Association of Australia (AAAA) also planning a fly-in. In the preceding weeks extensive rain falls made the grass strip unserviceable as well as flooding local roads, prompting the AAAA to cancel. Our events committee were well prepared with the option of using the sealed strip at Narrandera if required and the website to keep members informed. Thanks to the efforts of the Leeton Aviators Club the strip was mown and in good condition by Thursday. Nevertheless bad weather in other areas forced some members to drive and by last light on Friday there were eight aircraft tied down at Brobenah. The Leeton Aviators made us welcome with refreshments before moving to the historic Hydro Motor Inn which was a short walk from the Friday evening gathering at the Leeton Bowels Club.

Saturday morning was planned to commence early at 0830 with an Art Deco walk led by President Mike. However, some members were a little slow getting started after a late night of socialising. The tour got under way eventually with Mike pointing out the beauty of the architecture and thoughtful street layout as a result of careful planning. The centre piece was two water towers on the highest ground flanked by the Hydro Motor Inn on one side and the Shire Council



Group gathering outside the Historic Hydro Motor Inn prior to the Art Deco walk narrated by Mike Fisher.

building on the other. Originally the Shire Council building was the headquarters for the Water Conservation and Irrigation Commission and the Hydro accommodated the Government officials administering the construction of the irrigation scheme. An additional water tank was constructed some time later and Barry Kirkup, who was the Shire Engineer at the time, ensured that the Art Deco style was maintained to the original style. The tour ended at the Leeton Visitors Information Centre where we viewed a presentation about, and sampled, the local produce. The major local produce is rice and all production is marketed through a rice growers co-operative under the brand name "Sunrice".

The group then moved to Barry Kirkup's farm to see the practical side of the business. Our route took us along Kirkup's Road which Barry admitted was named during his time working as the Shire Engineer.

The farm visit commenced in the fields where Barry explained the intricacies of a farming technique using flooded fields. Large flat areas with clay based soils are essential to minimise water loss. The fields are levelled using laser or, more commonly these days GPS guidance, with falls measured in centimetres over hundreds of metres enabling careful control of water flow. This precision is not only within a field but between fields enabling water to be reused. Careful management of the water

flows not only saves the valuable resource but also the energy required for pumping and distribution. Barry does have a pump and header tank but it's usually only required after the water has been used in a number of fields.

The rice crop forms only one part of the farming system as the fields are rotated with other crops. The moisture remaining in the soil after the summer rice crop is utilised for winter grains such as wheat, barley and soy-bean. The diversity of the crops is also beneficial for the soil and helps prevent the build up of pests, diseases and weeds. This allows the farmers to reduce the use of agricultural chemicals and artificial fertilisers.

Sunrice has strict requirements on the time from harvesting to delivery to their silos as the moisture content is critical in the subsequent processing.

No large farm can operate without special equipment and a visit to Barry's machinery sheds proved popular among



At the farm. Above: Barry remains a qualified crop spraying pilot with his own Pawnee. Right: Barry with a piece of non-farm machinery. Below: Barry's workshop with another project, an MG B rebuild.



Above: David Wearne, Gerry Pels catching up with Lee Grodon-Brown who was able to drop in for a couple of hours on Saturday afternoon. Right: New member Robin Black with Airtourer 150 MRL that he purchased from Col Taylor earlier this year

many of our members. The amount of money tied up in machinery is significant and one or more bad years for the primary crop can be a financial burden. Barry has therefore diversified as much as possible.

Wandering around the farm worked up an appetite which was satisfied by a BBQ lunch provided by the Leeton Aviators.

One welcome visitor during the afternoon was Lee Gordon-Brown who dropped in from Tocumwal for a few hours but unfortunately was unable to stay.

The Fly-in Dinner was held in the The Freckled Duck, a private dining room at the Hydro Motor Inn restaurant.

Sunday morning we awoke to the sound of rain. Another front had passed through with heavy showers most of the day. The morning activity included a visit to Yanco Agricultural High School, an institution in the Riverina and where Barry completed his high school education. The site was originally North Yanco station owned by Sir Samuel McCaughey with the main school building being McCaughey's residence.

McCaughey was an interesting character moving from his native Ireland to Melbourne in 1856. He immediately went about learning the farming business by working from the ground up with his first job as a jackaroo. He learned quickly and was an astute businessman acquiring partnerships in a number of properties over the following decades. His experience of drought conditions gave him an appreciation of the value of water. After purchasing the North Yanco station in 1900 he constructed about 320km of

canals to irrigate the 16,000ha property. He was a member of the New South Wales Legislative Council and was influential in encouraging the NSW Government to construct the Burrinjuck Dam and establish the Murrumbidgee Irrigation Area.

McCaughey was a philanthropist with educational institutions benefiting from his generosity.

Yanco Agricultural High School was established in 1922, after McCaughey's death, on the site of his residence. It was specifically set-up to train the future farmers of the Riverina. Today it is a co-ed, fully residential, Government high school with a proven history of educating community and national leaders.

Barry regaled us with stories of his days at Yanco including having to sleep on the verandah in extremes of hot and cold. The days started early with farming



Barry explaining where his bed was, beside the missing block, when he attended Yanco Agricultural High School.



Above: Dinner at the Freckled Duck on Saturday night.

Left: First time attendees, Phil Keen (L) and new owner of MRL Rob Black (R).

Below: New Dad, Jon Pels and daughter Amelia



Pat Peak, son (and new Association member) Chris and Chris's son Elliott.



duties before the normal school day and finished again with farming duties in the afternoon.

The rain continued for the rest of the day eliminating any plans to depart for home by air. Fortunately the Leeton Aviators came to the rescue with a wood fired heater providing a cosy atmosphere in their club rooms.

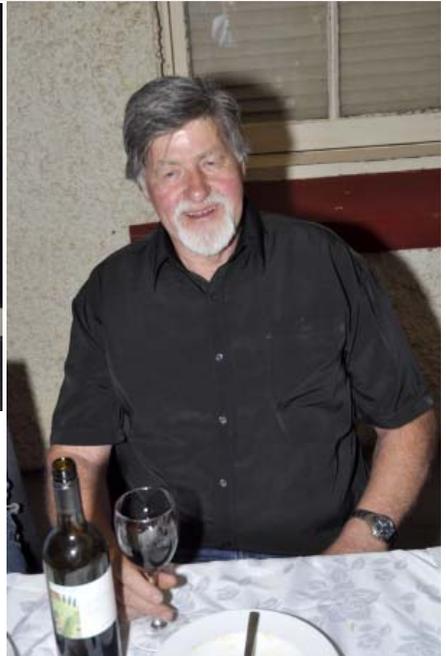
Monday morning dawned clear and despite the rain the well maintained strip was serviceable.

Thanks to Barry Kirkup, the Leeton Aviators Club and the events committee for an enjoyable, informative and well organised weekend in spite of the weather.

Attendees	Aircraft
John and Rebecca Day	Car
Peter Bons	Car
Gerry & Denise Pels	DWT
Mike Fisher & Jacqui Brown	Car
Pat Peak, Chris Peak, Elliott Peak	Car
Jane & Andy Morris	FVV
Judy Riddell	Car
John & Jan O'Halloran	Car
Rob black & Phil Keen	MRL
Beryl Marshall	Car
Andrew & Sharon Clement	KGR
Niel & Kath Jensen	Car
Monique & Jon Pels	Car
Doug Dow	BQK
Ross McBride & Junko Iwao	CNO
David Wearne	WAU
Liz Matthews	Car
Pat Sheil & George Penfound	MWR
Justin Mayfield	DAY
Barry & Gillian Kirkup	WLK



Above: Our hosts for the weekend Barry and Gillian Kirkup. Unfortunately Barry's Dad and long time Association member Warren was unable to attend due to ill health. Right: Bob Rankin, one of the Leeton Aviator's Club members who was so helpful over the weekend.



What It Is All About

John Hilton

There are many places in Australia and around the world with appropriate names- Longreach being one of them. It is a pretty fair hike from any major centre!

The good news being that it is also, of course, the home of the Qantas Founders Museum, with many attractions such as Boeings 747 and 707, DC3 and the latest addition, a Catalina, as well as replicas of some of Qantas's earlier aircraft. For those with a rural bent, the Stockman's Hall of Fame is just over the road from the airport as well.

My last visit had been by 4WD back in 2001, before the 747 had touched down for the last time. I had made the attempt to fly there in the Victa from Archerfield with my son some years ago, but we were forced to turn back by low cloud in the Chinchilla area. Another attempt had been on the bucket list for quite a while.

At the next monthly meeting of the RQH Group I mentioned the possibility of the trip to Jim, a long-time member of the group who had made the flight many times before. He was immediately in favour. When to go? Both of us being semi-retired, we decided on the last weekend in July. Fly to Longreach on Friday, see all the sights on Saturday and back to base at Caboolture on Sunday, July 31st. If the weather was against us, we could re-book each subsequent weekend until it was suitable! We agreed that I would fly the out-bound leg, and Jim the return.

Down to planning. Being a traditionalist, Jim buckled to with his well-used charts, ruler, pencils and whizz-wheel,



Nearly read to go!

making out the familiar flight plan. I did the same exercise as a back-up, but intended to give the Mini Ipad/ Oz Runways combination a good work-out, with my iPhone also having Oz Runways installed.

The group is also the proud owner of an original steam-powered Mk 1 Trimble GPS, of which Jim is inordinately fond, complete with flashing lights and a hundred waypoints, well ninety nine, as well as being built like the proverbial out-house. Altogether, with three GPS's, two sets of charts and two pairs of eyes, there was a reasonable chance we would be able to find our way. We debated filing a flight-plan. The advantage of now being based at Caboolture is that the direct first leg to Roma goes well clear of both Amberley and Oakey controlled airspace, so as we would be OCTA and in VHF coverage all the way we decided a Sartime for Longreach would fit the bill, duly submitted through NAIPS.

For many years our Victa was based at Archerfield, which would have influenced the flight plan decision, until the hangar rents became so “commercial” that we could no longer afford to stay there.

For once, the forecast was in our favour; light winds, CAVOK all the way and likely to remain so well into the following week. We arranged to meet at the hangar at 7am on the 29th to get airborne by 8am, which we duly did, climbing steadily through the steps to the cool, smooth air at 8,500’.

The first leg to Roma is packed with interest, Kilcoy, Tarong Power Station, Dalby in the distance to the south, Chinchilla, Miles and finally Roma, where the refueller was on hand to meet us. BP carnets being granted only to the select few, it was cash on the knocker for us before we launched again for the longer leg to Longreach.

The second leg was not so exciting, but the old saying that there is b-all at Blackall is not true. The enlightened Blackall Tambo Regional Council has had a self-service bowser installed, which accepts credit and debit cards. Fortunately we were not obliged to make use of it, but we had it on the plan as an ideal alternate should the westerlies, notorious at that time of year, blow up unexpectedly.

We occupied ourselves on the longer leg by identifying airstrips along the route to mark on our charts for emergency purposes.

Approaching Longreach I changed to the CTAF frequency and put out an inbound call.

There was an immediate response from another aircraft also inbound to Longreach, with the intriguing call-sign

of Striker Zero Five. We were very impressed; with a call-sign like that, it had to be an F18 Super Hornet at least! After a brief radio discussion with our new friend about our ETA, it was agreed that we would be on the ground and well clear of the runway by the time he arrived.

Exactly on time, the Boeing tails at the Museum came into view as a landmark. With the luxury of almost two kilometres of runway to play with, I landed long and taxied towards the terminal, which naturally turned out to be the wrong way. The security car driver kindly re-directed us to the bowser.

While we were waiting for the refueller, Striker Zero Five made a noisy arrival, turning out to be a P3 Orion. Chinese submarines being few and far between in those parts, we were puzzled by the Orion’s presence but envied him his crew of half a dozen airmen, who rapidly disembarked and fussed around their aircraft. The Orion, of which more later, was painted in some sort of camouflage scheme, different from maritime patrol colours.

After refuelling, we securely tied down the Victa and obtained from the security car driver the code to get back



Striker Zero Five

airside. Aren't ASIC's wonderful? As our pre-booked accommodation was just a short walk from the airport, the efficient ladies at the Longreach Tourist Park soon had us checked into a double cabin with all mod con, after which a taxi took us to town for some well-earned refreshment.

The Tourist Park was full of caravans and camper vans from all over Australia. We found out later that the race meeting planned for the previous weekend had been postponed to July 30th because of rain, hence the large number of visitors. That evening we did not have to go far, as the Tourist Park also has its own on-site restaurant, The Woolshed, complete with live entertainment in the form of both sorts of music, Country and Western.

Jim, not the biggest bloke around, was so hungry after our exertions that to everyone's amazement he ate two of the already generous meals!

The next day we walked to the airport to check out the QFM. We joined the capacity crowd waiting for the tour, conducted by our knowledgeable young guide, Hugh. It was fascinating to see the flight deck and some of the entrails of the 747-238 VH EBQ "City of Bunbury", having, like most of us, spent many hours sitting down the back on overseas trips. Many of the panels had been removed to show visitors the "black" (orange) boxes, control cables and the electrical systems accessible through a hatch in the cabin floor. Qantas had very generously donated



Don't start yet! The author standing in the intake of the mighty Rolls Royce RB211

the aircraft to the Museum, although it was reportedly worth much more to the airline as potential conversion to a freighter, or even as scrap.

The history of the 707-138B VH EBA is even more interesting. It was delivered new to Qantas in 1959 and was eventually grounded after becoming too noisy to operate into most of the world's airports. It was then bought by an enterprising group who fitted it with hush-kits and refurbished the interior with no expense spared as a luxurious aerial carriage, complete with gold trim, suitable for an Arab prince. The only slight mistake was the pig-skin leather seats, which ruled out most of the potential buyers.

After lunch at the excellent McGin-

ness Restaurant, we happily spent the afternoon checking out the rest of the Museum. Detailed information boards tell numerous stories of the early years, while life-size aeroplanes "fly" overhead on a rail system. Outside, the original Qantas hangar contains replicas of some early Qantas aircraft, engines and artifacts, including the impressive Giant Moth. We finished up with the Catalina, beautifully restored and a credit to all concerned in its recovery and display, as a tribute to the famous "Double Sunrise" flights during WW2. The fascinating tale of its recovery after a fire-bombing career in Spain is told in the DVD "Return of the Catalina", available from the Museum shop. The Museum is now raising funds to bring an iconic



Morning start at Longreach preparing for the trip home.

Constellation from Manila to further enhance the already great displays.

We finished the day in style with a trip into town for an excellent meal at the RSL Club with many of the race-goers in attendance, the ladies still in their finery.

The next morning dawned bright and clear as we made our final walk back to the airport after a quick snack and coffee. I loaded our gear while Jim did a thorough pre-flight inspection. He then settled in to the left hand seat with the trusty Trimble firmly fixed in front of him.

The return trip was a mirror image of the first day. The Queensland weather was as advertised, beautiful one day, perfect for the next five. The 150 hp Lycoming purred, or rather roared away steadily, while the landmarks turned up when and where they should, both GPS's showing 115 kts groundspeed, fuel-flow meter a

touch less than 30 lts an hour.

A text message sent from Longreach had Peter the refueller waiting for us at Roma for a very quick turn-around.

We touched down smoothly on runway 12 at Caboolture to find Chris Wilson at the hangar, making good progress with his Sopwith Camel. As former Orion aircrew, it was Chris's opinion that our particular one had something to do with the long-range Jindalee over the horizon radar at Longreach, which probably explains that long runway.

Jim's post-flight calculations were gratifying. The fuel flow meter in the Victa agreed with the dipstick to within a litre or two, as did the flight times and ETA's for a total of around 10 hours flying.

Altogether a very satisfying long weekend. For anyone considering a visit to Longreach- go for it. It is well worth it!

Vale Bob Hoover

Aviation lost one of the most well known and liked pilots with the passing of Bob Hoover in October. Known for his engine out aerobatics in a Shrike Commander he was one of aviation's most experienced pilots. Learning to fly before WWII he went on to serve as a fighter pilot but was shot down and captured. Using a staged fight to cover his escape he eventually "stole" a FW190 and flew to safety. He is possibly best known as a test pilot and was originally in line to conduct the first supersonic flight in the Bell X-1 when he was reported for low flying over a friends house. He ended up flying safety chase for Chuk Yeager during that famous flight.

In later years he encountered problems with the FAA who withdrew his medical certification. Interestingly, it was Australia's CASA that did grant a medical certificate enabling him to fly at Skyrace Tasmania in 1994.

John Day caught up with Bob at Oshkosh in 2014



Minutes of the Annual General Meeting of the Airtourer Association (Inc.) held at Dubbo on 20th March 2016.

Present:	Mr. Mike Fisher	President
	Mr. Gerry Pels	Treasurer
	Ms. Monique Gillett	Secretary
	Mr. John O'Halloran	
	Mr. Alan Wood	
	And 20 members. (List attached as Annex A)	
Apologies:	12 members (List attached as Annex A)	

The President declared the meeting open at 09:36 AM

Minutes of the Previous Annual General Meeting

The Minutes of the previous Annual General Meeting were published in the May 2015 Association Newsletter.

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

Carried

Business Arising From the Minutes

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

Reports

President's Report

President Mike Fisher presented the following report:

"As 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 had to be 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.

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."

Moved Michael Fisher, seconded Elizabeth Matthews that the President's Report be accepted.

Carried

Treasurer's Report

Gerry Pels presented the Statement of Receipts and Expenditure, included as Annex B. These accounts had been published in the February 2016 Newsletter.

Moved Gerry Pels, seconded Gerald Smith that the Statement of Receipts and

Expenditure be accepted and that any Committee Members be authorised to make the necessary certifications as required by the Department of Fair Trading.

Carried

Secretary's Report

Monique Gillett presented the following statement:

“This year has been busy with membership renewals steadily trickling in from July until two weeks ago and juggling the birth of my daughter last December. The weekly routine for the secretary involves presenting cheques to the bank, updating member details, sending reminder renewal emails, administrative duties and general correspondence with members and prospective members.

I have gained a better understanding of what the role involves to the point where I can now look forward to finding ways to improve my service to members.

Membership numbers currently stand at 127 members including 10 UK members, 3 NZ members and one Hong Kong member. This is a small decrease on last year's numbers and can be attributed to natural attrition. Many members have sold aircraft, lost medicals, low on time etc. If you know anyone who would like to join our organisation, simply download the form from the website or contact me.

In the next year, I also will look forward to improving our merchandise offering.

Thank you”

Moved Monique Gillett, seconded Andrew Morris that the Secretary's Report be accepted.

Carried

General Business

RFDS Donations.

Mike Fisher announced a proposal to present a cheque for \$500 to the Dubbo Royal Flying Doctor Service as a donation. This donation included member contributions mostly arranged by Beryl Marshall – Thank you Beryl.

Moved Beryl Marshall, seconded Stan Tilley that the \$500 cheque be presented to the Dubbo RFDS

Carried

Election of the New Committee.

The President declared all Committee positions vacant. It was advised that the number of nominations received equalled the number of vacancies and therefore the new Committee was appointed as follows:

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

Moved Andrew Clement, seconded Elizabeth Matthews that the new committee be recorded as above.

Carried

Closure

There was no further business and the meeting was closed at 09:52 AM

Annexes

- A) List of Attendees and Apologies. (Not included in Newsletter)
- B) Statement of Receipts and Expenditure. (Published in February 2016 Newsletter)

Monique Gillett

Secretary

For Sale

VH-EQG - AESL Super 150



Aircraft TTIS: 4861h

Engine: 0-320-E1A, 1200h to run until on condition - great compressions

Prop: CSU Hartzel - 150h TTIS

Long range tank

Maintenance - upgrades in past 12 months: New fuel bladder, new Davtron digital timer-chrono, new Ray Allen DG, vernier mixture control, full new upholstery including carpets, new panel placarding, new retractable canopy sunscreen

All ADs up to date and current MR, Rad/Alt checks up to date

Comes with tie downs, chocks, tow bar, new weather proof punkin head aero sports canopy cover, removable garmin Aera 500 colour GPS, all service/parts manuals, log books in order.

Absolutely love this aeroplane, but I was made an offer I couldn't refuse on an Vans RV7 so unfortunately she has to go as I value my marriage! Located at Wagga.

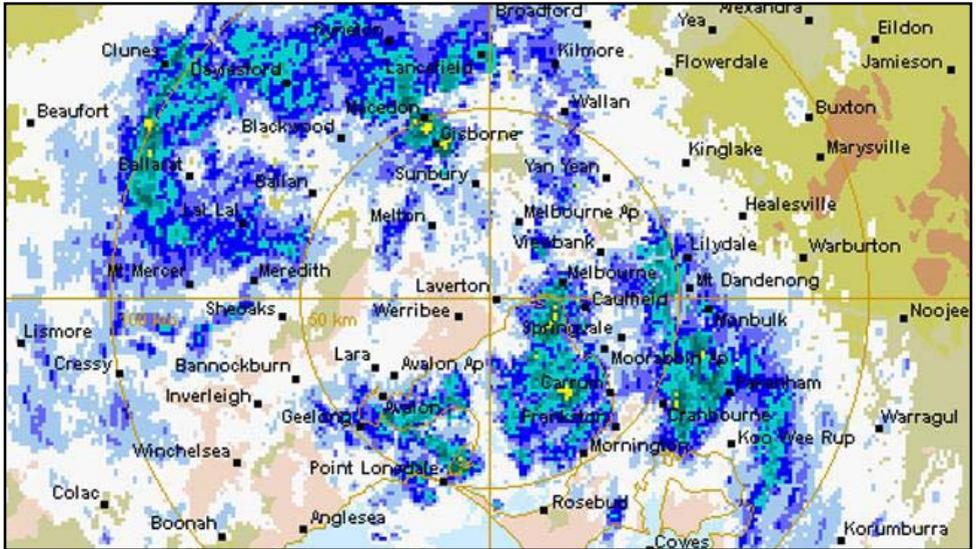
\$75,000 - reasonable offers will be considered. Please email for any more pictures.

Damian Parslow 0432 962 827

tack1600@hotmail.com

A Quick Refresher on Day VFR Pre-Flight Weather Requirements

John Day



Over the last many years the weather related flight planning requirements have subtly changed for daytime VFR flights. One of the most significant is that all aircraft now potentially require an alternate. The previous waiver (below 1930kg from memory) has now gone.

CAR 239 requires that you have current weather reports and forecasts for the route to be followed and aerodromes to be used. To satisfy this requirement you need either a flight forecast or an ARFOR and TAF for the destination and (if required) the alternate. The easiest way to get the necessary weather information is from a NAIPS app on a smart phone but of course there are other ways to access the information. If you cannot get the required forecasts you are permitted to depart provide that:

1. You are satisfied that the weather at the point of departure will permit a safe return within one hour, and
2. A suitable forecast for the destination is obtained within 30 minutes of departure.

The period of validity of the destination and alternate forecasts must cover 30 minutes prior to and 60 minutes after the intended time of landing. Remember that a METAR (a report) is not a forecast and as such does not satisfy the requirement.

Except when operating within 50NM of the point of departure, you must provide for an alternate if your destination is below the VFR alternate minima, or if no forecast for your destination is available, or it is annotated PROV.

VFR ALTERNATE MINIMA = Total CLD more than SCT below 1500' or VIS less than 8km.

For those of you that were trained using OKTAS as a measure of cloud cover here is a conversion table:

Cloud Cover	Equivalent OKTAS
FEW	1-2 OKTAS
SCT	3-4 OKTAS
BKN	5-7 OKTAS
OVC	8 OKTAS

NOTE: Remember that FEW+FEW=SCT and FEW+SCT=BKN

In addition, an alternate is required if the VIS is greater than 8km but there is a percentage PROB of VIS less than 8km. In addition, the cross wind must be within limits. There are also additional fuel requirements if conditions are forecast to be above the alternate minima but there are INTER or TEMPO periods when conditions deteriorate below the minima. Refer to AIP ENR 1.1 or the new VFRG for full details and also have a look over the buffer periods relating to the terms FM and BECMG.

Your alternate must obviously be above the alternate minima.

By way of a quick example, you are planning a flight to Coldstream (YCEM) arriving at 0630Z, you get the following METAR:

```
COLDSTREAM (YCEM)
METAR YCEM 050530Z AUTO 35013KT //// // // 13/08 Q1013
RMK RF00.0/000.0
```

This is just an observation and this particular station does not even record cloud and visibility so you will need an alternate. You consider Essendon as a possible alternate and obtain the following forecast:

```
ESSENDON (YMEN)
TAF YMEN 050422Z 0506/0518
31017G32KT 9999 BKN045
FM050800 31012KT 9999 BKN045
FM051500 35012KT 9999 SCT040
RMK FM050600 MOD TURB BLW 5000FT
T 15 14 13 11 Q 1013 1014 1016 1017
```

The flight to Essendon would take about 15 minutes so the potential ETA would be 0645Z. The VIS is fine as is the cloud base. With a wind of 31017G32, a variation of 11.5E and a runway direction of 346 the cross wind on RWY35 is about 16kts at the maximum gust value and so is also suitable.

The important point to note is that due to the reduction in the number of airfields that have TAF's routinely issued these days there is a high likelihood that you will require an alternate even if the weather is expected to be good for your flight.

The ARFOR's that are now issued tend to apply a "scatter gun" style of forecasting and can be difficult to interpret. The large geographic area of an ARFOR boundary and the wide variety of weather that may be forecast to occur can make it difficult to make an assessment of conditions for your flight. A good way to treat them is to consider them a broad overview of the region however the Critical Localities section of the ARFOR may be very important.

AMD CRITICAL LOCALITIES:

[HEIGHTS ABOVE MSL]

KILMORE GAP [1200FT]:8000 RA BKN ST 2000

FM040100 9999 -SHRA SCT CU 3500 SCT SC 7000

TEMPO 0323/0402 2000 RA BKN ST 1200 [CLOUD ON GROUND]

INTER 0402/0409 2000 SHRAGS BKN ST 2000

PROB30 INTER 0401/0403 1000 TSRA BKN ST 1200 SCT CB 4000

REMARKS:

FOR MORE INFORMATION: 03 9669 4850

A more detailed assessment of conditions en-route can be made by looking at TAF's and METAR's along your track. Each ARFOR also contains a phone number (as shown above) to get a detailed personal met brief and is well worth the call. If you provide some basic tracking details and proposed departure time you can get a good quality route specific assessment of likely conditions to be encountered.



Airtourer Co-operative News

Resignation of Alan Wood from the Board

The most significant news for the Co-op is the resignation of Alan Wood from the Board. We've all been aware that this has been coming for some time and are amazed that Alan has been able to continue for so long. However, Alan feels that he needs to devote more time to Merle who is in full time care and has reluctantly tendered his resignation.

We're well aware that no one can substitute for Alan and the support he provided. The Co-op must change the way it supplies support, in particular parts support, by evolving more into a facilitator of support than direct supply of parts. More on this at the next AGM.

We are fortunate to be able to call on Lee Gordon-Brown to take over the casual vacancy. Lee cannot replace Alan however he brings with him a different skill set that is equally as valuable as Alan's. Lee is an Aeronautical Engineer with a PhD and sound practical skills demonstrated in restoring Airtourer VH-DAM. His knowledge of continued airworthiness and the amendments he made to the Maintenance Manual possibly avoided onerous Airworthiness Directives when the corrosion was reported in longeron splices.

Drawings

The intellectual property of the Airtourer design is largely contained in the drawings. These are currently in three forms and locations, original tracings at Temora, microfilm held by the Chairman and paper held by Lee Gordon-Brown. The tracings are the masters and have been managed and supplied by Bob and Pat Peak for many years. As we move to a facilitator of support the drawings become more important and we are fortunate to have the help of Ross McBride who has extensive experience in managing drawings while working at Ford. Currently we are collating the drawings and are investigating having them digitised. This will most likely be a time consuming and possibly expensive exercise.



John Day has finally found his registration, unfortunately it's already taken by a Citabria. Photo taken at Leeton with Justin Mayfield a Cathay Pacific Airbus pilot who joined us for the President's Fly-in.

Heard At the Hangar Door

We were sorry to hear that **Peter Hupfeld** had suffered a heart attack at Mutawintjei National Park while on a short holiday to Broken Hill. Fortunately the RFDS were able to land nearby and he was transferred to Adelaide where he had a pacemaker/defibrillator implanted. He's not sure of the future of his Class 2 medical but is at least hoping to be able to fly recreational aircraft in the future. We wish Peter a speedy recovery and our thoughts and best wishes go out to him and Bernardine.



Recently Peter sent us this picture of his 3rd aircraft, a Titan T51 Mustang, it took him six years to build and is "twitchy to fly".

Rob McAdam, owner of Airtourer 115 MQL, is moving from Hong Kong where he is a Base Training Captain on the A330/350 with Cathay Pacific Airways to Sydney where he'll take up a position with CASA as a Flight Operations Inspector for the A330. We're not sure whether to say "congratulations" on the new position!

Earlier in the year a picture appeared on Facebook of UK member **Chris Scholfield** in a Spitfire. Chris works for Classic Wings assisting them with corporate days and they have recently started leasing a Spitfire T9, with dual controls, for "flight experiences". To quote Chris, "The boss came up to me a couple of months ago and asked what I was doing on the following Sunday evening. Slightly surprised I said I had nothing planned so he said be at Duxford at 1700 and you can fly back to Biggin Hill with our CFI to return the Spitfire to its base. So it was that after cleaning up the u/c, Barry uttered the immortal words "You have control" and so I got 25 minutes of sheer bliss flying a Spitfire. It was quite amazing seeing those elliptical wings passing over the fields above which the Battle of Britain took place, and it flew nearly as well as the Airtourer. The icing on the cake was to take off from one Battle of Britain airfield and land at another. It doesn't come much better than that."



Calendar of Events

End of Year Function 2016 3rd and 4th December

The end of year function will be held in the Wahrung / Euroa area.
See website for details.

Convention & AGM 2017

17th to 19th March 2017
Broken Hill, NSW

Convention & AGM 2018

The 2018 Convention & 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.

Sheriff's Fines at Leeton

Fines had to be handed out during the President's fly-in for a variety of reasons, but the 'piggy bank' was handed around at Saturday night's dinner where generosity was revealed. Some of the obvious fines were:

- John & Jan celebrating their 30th wedding anniversary, and they can still remember the first stop on their honeymoon, the President's Fly-In at West Wyalong!
- George Penfound & Pat Sheil copped it for not being able to find Leeton and made a temporary stop at Narrandera. Fortunately they heard other aircraft flying into Leeton.
- Jon & Mon still contributed to the till even if they are now expecting baby #2.

Welcome

Andrew Younger of Cooran in Queensland. Andrew is part of a group of ten partners in Airtourer 115 TPY. "Tippy" is now based at Kybong Airfield just south of Gympie.

David Neaves of the **Historical Aircraft Restoration Society** based at the Illawarra Regional Airport at Albion Park. HARS has purchased Airtourer 115 RQG from Ray Abernethy.

Chris Peak, son of Bob and Pat Peak. Since Bob's passing Chris and son Elliott have joined us with Pat at many of our gatherings.