

November 2017
Newsletter No. 164

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 2018. Contributions and or advertisements are to be with JOH by 15 January 2018.

Advertisements are free for current members.

Editorial

When an association has been around for almost 40 years there are always some people who seem to be part of the fabric of the organisation. Merle and Alan Wood are examples of those people. At 95 Merle had lived a wonderful and full life, nevertheless we've felt the loss of her recent passing. Their son Graham reports that Alan is battling on and recently flew to Temora for the day with Graham. We're all wishing Alan the best and hope to see him at the 40th anniversary celebrations next year.

On the subject of the 40th, this is going to be an important and big event. Mark the weekend of the 16th to 19th March next year on your calendar now and make every effort to join us for a celebration of our little aeroplane and the joy it has created by bringing us together. The Events Committee have provided more information on the last page of this Newsletter and the latest information will always be available on the website.

I'm still not quite flying yet, my engine has returned from a bulk strip and all I need now is time to clean up the firewall and reinstall it. Unfortunately, time is something that appears to be scarce in retirement!

Thank you to everyone who has contributed to the Newsletter over the last year. Jan and I wish you a merry Christmas and all the best for 2018. We're looking forward to seeing you at our events next year.

Safe Airtouring,

John O'Halloran

Cover Photo: Merle Wood, a regular at our fly-ins for many years with Alan, passed away in August at the age of 95. See opposite page.

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., especially "From the President"

Vale

Merle Wood

Since the early days of the Association Merle and Alan Wood have been regular participants in our activities. In August, sixteen members of the Association joined Alan, along with their son Graham and daughter Ann, in celebrating the wonderful life of Merle.

Born in Melbourne in 1921 she grew up through the depression learning skills that would provide her family opportunities others would envy. Her family were musical and Merle studied at the Conservatorium becoming an accomplished pianist while also playing a range of other instruments. She and her brothers formed a band and had a regular spot on radio station 3AW.

Alan met Merle in the early 1940s while he was in the RAAF attending a fitters course in Melbourne. They were married in 1943 and Merle moved to Sydney, living with Alan's parents, and working as a machinist with Hawker de Havilland, while Alan continued with the RAAF.

Merle was dedicated to motherhood and believed that Ann and Graham should never return from school to an empty house.

The frugality learned during the depression years enabled them to pay off their house quickly and save for a six month around the world cruise. In 1960 this was unusual and quite an adventure, and education, for Ann and Graham.

Merle and Alan purchased Airtourer 115, MUL, in 1967 and explored Australia, flying as far east as Lord Howe Island, with Merle as navigator with her own set of charts, and later a GPS. 40 years later MUL was damaged in a challenging but successful forced landing and Merle was reported to have said, "Lucky we have another one." She was of course referring to Airtourer 150, VH-POB which Alan subsequently rebuilt and continued their adventures.

Merle's interests were varied and after moving to Bilgola Plateau she developed an extensive native and orchid garden, even supplying local nurseries. In 1983 her efforts were declared a "Showcase Garden" by the National Trust.

Merle hasn't been able to join us in recent years but her easy smile will always be remembered fondly. Our thoughts go out to Alan, Ann and Graham.

A quote from Alan to Ann and Graham, "*The best thing to come out of the war years was your Mum*".



From The President No. 16

The 2017 President's fly-in is well over with a full report in this Newsletter. Renmark has been considered to be a suitable destination for some time but was previously rejected for want of ground transport. After some research this difficulty was solved. The comment had already been made that Renmark would be well worth another visit. I believe that South Australia generally offers a number of future event opportunities.

The 40th AGM is on its way.

Members of the Events Committee will be visiting Griffith in November to conduct the ground survey and check out fact from fiction. Our objective is to have a near complete programme ready by the year's end. In the interim please keep checking the "Upcoming Events" section of the website. It is updated as soon as new information is available for all events, not just the AGM.

Having trouble with your completely safe 50 year old control cables?

After previously refusing to listen to anything other than their own advice CASA have revised AD/GEN/87 to Amendment 1, which in summary requires detailed visual inspection on a 12 month interval after 15 years in service for control cable terminals.

Airtourers are affected by this amendment and the previous 15 year life limit relatively lightly, with only two cables in the aircraft.

How about all the Cessna, Pipers and Beechcraft out there with lots of cables.

The first lesson to remember is never rush to comply with a CASA AD before the due date, their usual practice is to always introduce an expensive and un-needed directive only to retract the original version after the usual litany of complaint and protestation.

The tragedy is that this little exercise, promoted by some elements of the maintenance fraternity as a nice little make work exercise, has imposed a \$300 million price tag on the industry and possibly driven more pilots and their aircraft into inactivity.

It would be an intriguing prospect if this act of stupidity on behalf of CASA could be the subject of a class action to recover some of the many millions unnecessarily spent?

More on ASIC's.

Rather than just complain about it, I decided to do the required training to become an agent for the company SECURITY ID who are located Geraldton WA. To date the experience has been completely positive with a service provided that is far superior to the CASA version. For Airtourer Association members, the Identification Documents Verification process will be without charge, you will still have to pay the Issuing Body charges. Call or email me if you need an ASIC.



- Remember that the Identification Documents Verification procedure is face to face and you must have both high quality colour copies of your documents and the originals.
- A copy of your Part 61 Aircrew Licence will need to be part of the application to demonstrate why you need an ASIC.
- You are responsible for the return of the expired ASIC back to the Issuing Body that provided that card. This is important if changing from say CASA to Security ID. Your expired card would go back to CASA.

To summarise, the document requirements are:

THE START OF YOUR IDENTITY IN AUSTRALIA:

- A: Australian Birth Certificate or Citizenship Certificate, ImmiCard or the current Visa presented with foreign Passport (may be expired passport). Or passport and sufficient information for us to conduct an immigration check.
- **Note** - *Australian Passport is not a Category A document. Australian citizens will need to ensure they have their Australian Birth Certificate or Citizenship Certificate. Some long-term residents may need to obtain an immigration card.*

YOUR IDENTITY LINKED BY PHOTO AND SIGNATURE:

- B: Government issued document with photo and signature, e.g. Passport or Drivers Licence, Photo ID Card. Must be current. May be a foreign government issued document.

EVIDENCE OF YOUR IDENTITY WITHIN THE COMMUNITY:

- C: Evidence of activity in the community, e.g. Medicare Card. Including activity in overseas community if just arrived or about to arrive in Australia.

YOUR CURRENT RESIDENTIAL ADDRESS:

- D: Document showing current residential address, if not included above, e.g. rates notice, utilities bill, rent agreement, bank letter or statement. May be overseas document if current address is outside Australia.
- Linking documents to be provided if the name varies (in any way) on any ID, e.g. provide marriage certificate, change of name certificate.

ASIC ISSUING BODY CONTACT INFORMATION:

Airport Security Pty Ltd (Security ID)

Email: admin@securityid.com.au

Web: securityid.com.au

Phone: 1300 002742

The Demise of Australian Manufacturing

There has been much boohooing in the media and the usual political hand ball about who was to blame for the closure of the Holden car assembly plant and the end of car manufacturing in Australia. Although Holden produced the first "Australian Car" that company had in fact been an accomplished body builder long before, designing and manufacturing bodies for overseas sourced mechanicals.

If told, would any member of the public believe that aircraft are still designed and manufactured in this country?

That was the situation before the advent of the first Holden. In the period of the second war, and after, Australian industry manufactured numerous state of the art aircraft, as well as engines, propellers and components. We all know the story of the rise and fall of Victa Aviation. Just perhaps if the national purse had been used to support the aviation manufacturing industries as generously as the car industries were, today we would have the benefit of a world class aviation industry.

Lets remember how good our aircraft are every time we fly.



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 2018.



For Sale

1/10th share in Airtourer Queensland Pty Ltd.

VH-TPY Airtourer 115 1963

Airframe 2650 hours.

Based at Gympie Queensland.

\$65 per month insurance & hangarage.

\$110 per hour wet.

Andrew Younger 0403 193 465



2017 President's Fly-In

Renmark South Australia 23-24 Sep 2017

Mike Fisher

The Presidents Fly-in; organized by the Vice-President and written about by the President

An earlier than normal start to the weekend on a Thursday afternoon was a very good idea, enabling an intermediate stop on the way to Renmark. The location selected by Vice-President John Day (JD) was the unusually named Mallee town of Patchewollock, possibly better known from the painted silos art project. At the edge of town there was a 1000m airstrip in very good condition.

Landing permission acquired, and accommodation booked in the only place in town, Jac and I set off from Kyneton while JD and Becky (CASA woman) progressed from their refuel stop at Stawell.

Some aviators will fly to the out-back to visit small outposts in the remote interior; well you do not have to go that far. This town, centred on post WW1 soldier settlements, must have imagined a bright future when a new pub was built in 1940. The railway was already hauling the golden crop from the town wheat silos.

Today the town is dying, the school closed in 2006 and the population has shrunk. Its two shops closed, although one re-opened and is community-run. The wheat silos have been decommissioned.

Enter the Silo Art Trail in which six small towns in Yarriambiack shire will have locals' images painted on silos. The first, at Brim, 90km south of Patchewol-

lock, was completed by artist Guido van Helten in January, depicting four locals who were not publicly named. Airtourer Association member Bill Miller has not been reported as one of them. The Brim mural had been "staggeringly successful", with businesses reporting increased trade. They say visitors posting photos on social media had put the shire on the tourist map. The Patchewollock mural by Artist Fintan Magee depicts local farmer Nick



John & Becky Day with the Patchewollock silo.

Hulland, whose grandfather settled in 'Patche' under the post-World War I soldier settlement scheme. It is a surprisingly powerful work of art, more so because of its 35 metre size, and includes also a tree dying and new growth to represent the bush life cycle. Will such a thing bring prosperity back to Patchewollock? I do not think so. The gray nomads who make up most of the so called tourist traffic are usually self-sufficient budget travellers, particularly the ones wearing long sleeved flannel shirts. More comfortable grazing in the centre aisle at ALDI, this species is not known to seek out exotica such as Patchewollock fridge magnets, even if such a thing did exist.

This was an adventure into the unknown which I found strangely rewarding. Despite its obvious decline the town is still welcoming in a way that is not found in cities or even larger country towns. Subjects like housing affordability and the relative merits of avocado and kale salads are unlikely to be heard in bar discussions. The pub exhibits all its 1940 features with little alteration, rooms do have en-suites but are otherwise basic. At \$40 with a continental breakfast it's an experience worth considering. Flyers are welcomed with a pick up from the airfield and back again by the friendly Jaimee. In fact to get back in the morning she just gave us her car keys and arranged to collect it later in the day. Can you imagine that!

Friday morning was a brilliantly clear flying day, except for the ever present and increasing headwind which made transitting over the bad lands to the north at 95kts ground speed more prolonged. The sand dunes below appeared as frozen waves on a scrubby sea, and just as forbid-

ding if the engine were to stop.

Almost everyone arrived on Friday or earlier. With aircraft secured, and a bus delivered for Andrew to drive, the weekend was under way. No one seemed to understand why Andrew was complaining about having to pay someone else to drive HIS bus in Shepparton so he could drive this bus for free?

Now wingless, George and Pat were already at the airport to witness our arrival.

The afternoon's special entertainment was a tour and tasting at the Twenty Third Street Distillery. The distillery was built in 1914 by Barossa firm Chateau Tanunda, which still exists to this day, to take advantage of burgeoning Riverland harvests. No expense was spared in the



Andrew Clement, the sober driver drinking coffee at the Distillery.

design and construction of this imposing building and its production plant. However, Chateau Tanunda found itself sinking into financial ruin. Around 130 fruit growers banded together to form The Renmark Growers' Distillery Company Limited and purchase the facilities. It was the first cooperative of its kind in Australia, a great success and a huge boost to the local Riverland community. A series of corporate games led to a rapid decline in activity until all production ended in 2002. But the spirit lingered. In 2016, fuelled by fresh creative passion, the facility reopened as the Twenty Third Street Distillery producing a range of Brandy, Gin, Vodka and Whisky.

The tasting was a ritualistic affair with everyone sitting around a large table on which were arranged five small glasses per person, each identified by a descriptive card. After the tasting and tour we were all free to just lounge around the lavish visitors centre either developing the newly acquired taste for spirits or

having coffee and cake. Another group were being entertained by a singer, a very large man, who completed his task with a rendition of *Nessun Dorma*. Another group passes through and the little show was repeated. For the modest fee this was a most enjoyable and relaxing start to the weekend.

While distilling may be like wine making in some respects what surprised me were the industrial level fire prevention precautions. Mobile phones were not permitted in the production and storage areas, positive pressure ventilation was in evidence and all electrical services are flame proof. No wonder the tasting was like fire water!

Suitably primed for dinner we gathered at the Renmark Club overlooking the Murray River. As the first chance for everyone to be together, all the tables were filled with active participants sharing excellent food and conversation until late. That is, all but David Wearne and navigator Beryl Marshall. David was attending



Gerald & Susan Smith with Graham Wood

an event at the Echuca Aero Club that evening and was to make the short hop over to Renmark the next morning, or that was the ambition.

At this point first contact was made with Monique and Jon with Amelia and Atticus, the latter two in the dual control stroller. Given four will not fit into an Airtourer this was a camping holiday in something called a car-a-van. This was just as well, because Mon was able to present a range of new Airtourer Association designer label clothing which being reasonably priced most stock sold out at the first showing.

Rob and Shell MacAdam were able to make their first attendance at an Airtourer event, and were not too shaken by the experience.

The Saturday programme was flexible with some going out to the airfield to conduct a short flight to view the local

sights by air while others explored the town a little more and enjoyed coffee. The TV forecasts were for a windy day, with little pictures depicting wind on the screen, what an understatement! Everyone who went to the airfield was busy checking tie downs or repositioning aircraft to attach large lumps of concrete. Hats flew through the air in every direction while the wind sock appeared to be a solid cone waging a finger of caution to any tried to defy her message.

Then out went the cry, Wearnies on his way!

At a staggering 65 Knots ground speed the Airtourer 160 from Echuca carried its brave occupants forward. Speculation was rife: Will they expire from lack of food and water before arriving? What is the range of an Airtourer at 65 Knots? Was this a new world record for slowness? That one was knocked out of the



Junko Iwao & Ross McBride



Pat Sheil & George Penfound. George recently sold his Airtourer but drove to Renmark.

ring swiftly; they would need to be in a 100HP to challenge it. With all questions of the slow flight from the east resolved, the airport party jumped back into the bus and headed for lunch.

David and navigator Beryl were not the only ones with an interesting journey. Pat Peak undertook the “around the world in 90 days tour” to Renmark commencing with a bus ride from Temora to Cootamundra, then a train to Sydney, followed by a commercial flight to Adelaide meeting up with family to drive up to Renmark. And then the whole thing in reverse to get home. Dot Ross spent two days driving up in a car wearing its own fluorescent safety coat and after a break, was repeating the drive to get home.

Returning to collect the town coffee club members a short stop was made for the airport crew to share the same experi-

ence and spend some time at Olivewood. This is a National Trust property which was the 1889 home of Charles Chaffey of the Renmark Irrigation Colony. Uniquely, the home is a Canadian log-cabin style building with walls of Murray pine logs laid horizontally supported by vertical pine posts. Deep verandas were added later.

The entire group reassembled at Ruston’s Roses for lunch which is supposedly Australia’s largest rose garden with 50,000 bushes. I did not count them nor did anyone else for that matter so the number will need to be taken as true. Lunch was excellent and very reasonably priced. Although occupying two long tables, we shared the venue with a birthday party being entertained by what was the only singer in Renmark Irrigation Colony. A very large man, he was kind enough to sing Happy Birthday to mark John Day’s very recent decline into old age.

Back on to the Bus for a 30 minute trip NE of Renmark to the sheep and wheat property Wickadene, or more famously the Woolshed Brewery, overlooking the river. Almost everyone found their way down to comfortable seats overlooking the river away from the thumping AC/DC band near the woolshed. Time was taken to sample some of the fine beers and ciders that are produced on site

The highlight dinner was at the Renmark Hotel where Sir Charles Kingsford Smith stayed when he flew the Southern Cross to Renmark, (although I did not hear anyone claim to have slept in the same bed as the great aviator.)

On stage, were the two, I must add the only two entrants, in the Great Renmark Navigation Competition, an entirely



*Above: Chris Peak (rear) with Elliott, Lyndal and Pat.
Opposite: Rob and Michelle McAdam.
Below: Your trusty events committee settling in for a long discussion.*





theoretical desk top exercise because it was too windy for anything to fly, except loose sheets of corrugated iron. Chief invigilator JD's compromise, was to ask a series of outrageous questions of both entrants in order to decide the winner. Unfortunately I can not recall who won.

All too soon it was Sunday and time to depart, this time with tail winds.

But first The Riverland Sport Aviation Club hosted us for brunch prior to setting off. Scott and Sheryl Pender turned on one of the best aero club breakfasts to date, complete with genuine tangy fresh Riverland orange juice and a coffee machine taking orders. The club also has good accommodation on the airfield with a car available for \$100 a night.

Renmark is a tidy and pleasant town which was well worth the visit.

Who flew in:

Mike Fisher & Jackie Brown	BNV
David Wearne & Beryl Marshall	WAU
Graham Wood & Tim Sears	MGM
Ross McBride & Junko Iwao	CNO
John & Rebecca Day	VRT
Gerald & Susan Smith	DDM
Ian Close & Sue Harris	VVZ
Andrew & Sharon Clement	KGR
Gerry Pels	DWT
Neil & Kath Jensen	CND

By railway, road and commercial airline.

Pat Peak, Chris Peak, Lyndal, Elliott.
Dot Ross
George Penfound, Pat Sheil
Monique Gillett and Jon Pels and family.
Peter & Bernardine Hupfield
Rob and Michelle McAdam.
Apologies from Barry McCrow who tried to make it but was struck down with the flu.

Airtourer Association Inc



Minutes of the Annual General Meeting of the Airtourer Association (Inc.) held at Broken Hill on 26th March 2017.

Present: Mr. Mike Fisher President
Mr. John Day Vice-President
Mr Gerry Pels Treasurer
Ms. Monique Gillett Secretary
Mr. Niels Jensen
Mr. John O'Halloran
And 20 members. (List attached as Annex A)

Apologies: 20 members (List attached as Annex A)

The President declared the meeting open at 10:01 AM

Minutes of the Previous Annual General Meeting

The Minutes of the previous Annual General Meeting were published in the November 2016 Association Newsletter.

Moved Andrew Morris, seconded Stanley Tilley that the Minutes be accepted as a true and correct record of that meeting.

Carried

Reports

2017 President's Report

Mike Fisher presented the following report:

As with every preceding year I must start by thanking the Committee for their outstanding work in last year on our behalf. Your Association is blessed with good and sensible management.

Our very long standing member Alan Wood will for the first time in most of our memories not be able to sit with us at this AGM. Graham Wood's presentation at the AGM was a far more fitting tribute than anything I can offer but I would like to take as moment to pay tribute to Alan's unselfish service to the cause and all its members over so many years.

The business of the Association is its organized events which are for the benefit of all members, looking forward we have a full programme taking us up to the next years AGM which is of great significance being the 40th. Traditionally each successive 10th AGM has

Airtourer Association Inc



been held at Griffiths and next year will be no exception. We will however be trying to look outside the square to make the experience as interesting as possible.

Updates are constantly being made to the programme so please use our excellent web site and keep yourselves informed.

Near 40 years old or not there is life in the old dog yet.

- For example this year the Airtourer Association formally participated in the Avalon International Airshow with two aircraft on display and associated display. Many thanks to John and Rebecca Day, Monique Gillett, Andrew Clement, John O'Halloran and both Ross McBride and Lee Stanley who provided the display aircraft.
- I take particular pride in the Association's support for the RFDS, something started by Beryl Marshall and now strongly supported by generous members contributions each year.
- This year we had a 15 year old achieve her first solo in an Airtourer and somewhat older member gain his pilot's license in his Airtourer.
- Neil Jensen was able to defeat the CASA Pilot Extermination Department and regain his medical!

So take an active interest in your Association and support its activities.

Moved John O'Halloran, seconded Andrew Clement 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 2017 Newsletter.

Moved Elizabeth Matthews, seconded Niels Jensen 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:

"2016 has been another busy year with membership renewals continually trickling in. The membership list currently stands at 132 members, up 5 members from last year. Of the 132 members, we have 4 New Zealand members and 10 United Kingdom members. The increase in numbers seems to be due to the capturing of new members as aircraft are sold and also interest being sparked by having an Airtourer online at Lilydale Flying School. Hopefully our appearance at the Avalon International Airshow will have some future effect.

Most correspondence throughout the year was routine and I look forward to offering my services for the year ahead"

Airtourer Association Inc



Moved Judy Riddel, seconded Peter Bons that the Secretary's Report be accepted.

Carried

General Business

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. Andrew Clement
	Mr. Niels Jensen
	Mr. John O'Halloran

The President made a statement of thanks to Mr Alan Wood for the many years of dedicated service he had provided to the Association. This was met with acclamation from the members present at the meeting.

Closure

There was no further business and the meeting was closed at 10:12 AM

Annexes

- A) List of Attendees and Apologies
- B) Statement of Receipts and Expenditure *Included in Newsletter 161, February 2017*

Monique Gillett
Secretary

Hear at the Hangar Door.

In the last Newsletter we reported hearing from retired airline pilot **Alan Dorman** who wished to celebrate his first solo by once again flying an Airtourer. Thanks to the assistance of Association member **Michael Polley** Alan commemorated both his first instructional flight on 22nd August and his first solo on 25th August in Airtourer 150 G-AYWM at Gloucester Staverton Airport.



John Day reminded us that **AOPA** has an in house insurance broker who was able to help John save a significant amount on his Airtourer insurance. Consider contacting AOPA for a quote at your next renewal.

Also from John Day, are you old enough to remember the **Aviation Safety Digest**, the well respected safety magazine, commonly called the “crash comic” from the regulator? John has found a dropbox link where someone has scanned all the issues, they can be found at:

<https://www.dropbox.com/sh/9wo9qzdor57lflkl/AACvKqXSW5EXrwEMOLzdqhYva?dl=0>

Chris Wilson has sold his share of Airtourer 150 RQH as he found he was flying his newly acquired RV6A much more. We hope to still see both Chris and Sheridan at our fly-ins in the future, yes RVs are welcomed!

What's a GAF?

From 9th November 2017 ARFORs will be replaced by GAFs.

A GAF is a Graphical Area Forecast and full details can be found at <http://www.bom.gov.au/aviation/gaf> including user guides, examples and a short two minute video.

ARFORs are text based and require a PCA or a good knowledge of the location abbreviations in the ARFOR to interpret the description of the weather. The new GAFs, as the name implies, describe weather using a map. The current 28 ARFOR areas will be reduced to 10 GAF areas that will generally be larger and follow State borders.

The new GAFs will describe all the same weather that a current ARFOR does except wind and temperature. Wind and temperature will be available in the form of Low Level Grid-Point Forecasts (GPWT) that will cover six levels up to FL140 over the whole of the Continent or alternatively nine smaller areas. The presentation of the Low Level GPWT is exactly the same as what has been provided for around 40 years for higher altitude operations and is very simple to interpret. Just remember that the information drops the last digit of the wind direction so a data block that reads 28 021 +08 means the wind is coming from 280 degrees true at 21 knots and the temperature at that level is plus 8 degrees C.

Key Points

1. For a given flight you will need to access a minimum of two forecasts being a GAF and a GPWT. Of course you still need the relevant TAFs as you do now.
2. GAFs will be valid for six hours (ARFORs are valid for twelve).
3. GAFs will only be amended between standard issue times to notify of: a typographical error, a transition error or an improvement in meteorological conditions.
4. A deterioration in meteorological conditions will be notified by AIRMET only (presumably this will be transmitted on the area frequency but this is not fully explained by the BoM).
5. The criteria for the issuance of an AIRMET is beyond this article but suffice to say they are issued if the weather is approaching marginal for VFR flight.
6. Current Area QNH boundaries will remain but will be slightly realigned to be the same as GAF boundaries. These boundaries will be used for Area Briefings via NAIPS because some of the GAF boundaries are too large. The old ARFOR numbers will be retained for this purpose.
7. 6. Critical locations are retained in the GAF (e.g. Kilmore Gap).

While at the Bureau of Met aviation site (<https://www.bom.gov.au/aviation>) look up the other resources, especially the "Knowledge Base", where you will find useful information on everything from TAF "cheat sheets" to how read a "Skew T - log P Aerological Diagram".

The 40th Anniversary Fly-Away

Massive Awards Planned At The Convention Dinner

A comprehensive range of prizes will be awarded to aircraft and members attending the 40th AGM. Naturally if you fly your aircraft in, the greater the chance of being a winner. Not to worry, there will be other special prizes that will reveal themselves over the course of the weekend. Here is a list of the aircraft based prizes.

- Best presented Airtourer Prize
- The highly regarded and very competitive “best aircraft on the day” award for attending Airtourers. Previous winners are not excluded from winning again.
- Most original Airtourer Prize. A new award for this event and not to be repeated. How original is your aircraft ?
- Longest distance flown to attend the AGM Prize. Will this prize be open to Boeing and Airbus? You will need to be there to find out the answer.
- Grand Champion Prize. A very special award to mark the 40th AGM. (Based on complex judging criteria, expect a written examination at the very least to participate in this one.)



Welcome

Murray Shaw of Whanganui, New Zealand who owns Airtourer T6 ZK-LDG shown above.

Ken Wales from Bongaree, QLD who is a shareholder in Airtourer 150 VH-RQH.

Calendar of Events

End of Year Function 2017

25th-26th November 2017

Kyneton

Cancelled due to insufficient number

Shepparton Pancake Fly-in Breakfast

Shepparton local and Association Committee member Andrew Clement welcomes all Airtourers to their monthly Pancake Breakfast on the first Sunday of each month.

Convention & AGM 2018

16th to 19th March 2018

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

End of Year Function Cancelled!

Unfortunately there were insufficient numbers to enable the End of Year Function at Kyneton to be viable. It appears that members are still recovering from the President's Fly-in.

Co-op News

Activity at the Co-op has been quiet with a steady rate of enquiries for parts such as U/C bolts and trim segments.

Some time ago we ordered five new fuel cells but the supplier is still awaiting materials from the UK. I have one firm order for a single hole tank from this batch and currently still plan to order four single hole and one two hole tank. This can still be changed so if you expect to need a tank in the foreseeable future please let me know as I may need to adjust the order.

Lee Gordon-Brown has continued to scan drawings. Currently we have 2,356 scanned which covers all of the original drawings on tracing paper. 3,043 unique drawing numbers have been identified in the records with the difference being paper copies and tooling and jig drawings. Lee continues his excellent work in between perfecting his Derry Turns and RAAF Reserve work which is becoming more demanding.