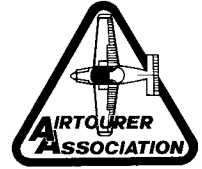


November 2010
Newsletter No. 136

AIRTOURER ASSOCIATION



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



NEWSLETTER

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

Editor, John O'Halloran	Mobile:	0411 968901
P.O. Box 778,	FAX:	(07) 54425180
Tewantin QLD 4565	Phone:	(07) 54476604
	Email	John_OH@Bigpond.com
	Skype	joh54476604

Articles for inclusion in the Newsletter should be submitted direct to John O'Halloran at the contacts listed above. Please enclose payment for any advertisement. The next Newsletter will be published in February 2011. Contributions and or advertisements are to be with JOH by 15 January 2011.

Advertisements:

Free for members.

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Small advertisement (3 to 4 lines)	\$20.00
Large advertisement	\$40.00

Cheque to be made payable to the Airtourer Association. Post with copy direct to the publisher.

Editorial

Once again the members enjoyed a great weekend at the President's Fly-in at Yarrowonga. Thanks to John and Doreen for organising the event. The weather was fine and it was good to see the paddocks in Victoria and NSW green again. Unfortunately the rain persisted in QLD on the homeward leg and Jan and I only got as far as Goondiwindi before having to continue via a hire car. Six weeks later I eventually got COI out of the weather and home again.

Thanks for everyone's support during the year in producing the Newsletter. Jan and I wish you an enjoyable Christmas and all the best for 2011.

Safe Airtouring,

John O'Halloran

Cover Photo: Ian Close in Airtourer T6 VVZ, leading Andrew Clement in KGR. Ian painstakingly researched the colour scheme and markings to ensure it was authentically restored to RNZAF standard.

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.

Vale Pat Kelly

The Airtourer Association gatherings will be quieter in the future without the booming baritone voice and endless supply of jokes from Pat Kelly. Pat passed away on 15th August after suffering a stroke while preparing for one of his favourite pastimes, fishing.

Pat was a long term member of the Airtourer Association after purchasing Airtourer 115 MUQ. He and his son Michael restored MUQ at Michael's Flinders Aviation at Redcliffe and went on to win the Best Presented award at the Association Convention in 1985 held at Scholfields. Eventually Pat downgraded to a Beechcraft Debonair which was more comfortable for Cath and he to go touring.

Pat was a successful businessman taking the Redcliffe Fishermans Co-operative from a struggling concern laden with debt to a successful business that returned dividends to the fishermen who originally made the investment. The Co-op was his source of jokes and it was accepted practice that the buyers calling from the major cities down south would first have to give Pat a joke before talking business.

He was very active in the local Redcliffe flying community holding the positions of President or Treasurer of the Redcliffe Aero Club on a number of occasions.

Pat suffered a heart attack a number of years ago and was unable to regain his licence medical. Forever remaining optimistic he kept the Debonair in the hope of flying again. It was during this time he had one of his more embarrassing "flying" incidents suffering an engine failure due to fuel exhaustion while giving the Deb a prolonged engine run on the taxiway at Redcliffe.

He will be forever remembered for his fine baritone voice and renditions of "Danny Boy". One of his greatest regrets was not taking formal singing lessons to develop his voice to it's full potential.

Pat was a strong family man which was exemplified at the funeral held in the same church where he and Cath were married almost 54 years ago.

Our thoughts go out to Cath and the family at this difficult time.



President's Fly-In 2010

Yarrawonga

Lorraine Wood

Low cloud cover wasn't enough to deter Friday afternoon arrivals as one by one, Airtourers, (and the odd lesser types), descended for the fourth consecutive President's Fly-in at Yarrawonga. Lush green grass and the gold of surrounding canola fields made pretty the entry to the airfield and a welcome change from the drought of previous years. Our hosts Anne and Peter McLean were on hand to warmly welcome members and efficiently shepherd us off to our accommodation.

An Airtourer Association fly-in was once described by Alan Wood as a weekend full of unfinished conversations. You pick up where you left off at the last fly-in and start new ones to carry on with next

time. This would accurately account for the mega-decibel noise of chatter at every fly-in I've experienced and Yarrawonga proved to be no different. It started on arrival at the airfield and just continued all weekend.

At dinner on Friday night at "Diggers" we met the next generation Airtourer member, six month old Miss Cindy Sheehan who spent the entire weekend smiling at the strange faces, stealing hearts and being adored. It was great to catch up with everyone and those conversations had resumed at full volume.

Perusing the menu, Pat Shields was delighted to discover the "Seniors Roast - \$8 on presentation of Seniors Card". Peter Bons was enthusiastic to hear about the



Ian Close in VVZ leading Andrew Clement in KGR with the green orchards of Shepparton in the background.



John and Margie Walton's SHR in at the Shepparton Aero Club

benefits of the Seniors Card and how to go about getting one. However, when Pat's meal arrived, Peter went cool on the idea as the meal seemed a bit small. When Peter's larger sized roast meal arrived, Pat commented "You're lucky you're not a Senior, you got a bigger plate". Peter replied "Yeah, bugger that card, I'm not getting one!"

After the constitutional walk up the main street on Saturday morning, conversations recommenced as members gathered to wait for the bus to take us back to the airfield for the 20 minute flight to Shepparton for lunch.

Our hosts at Shepparton Aero Club were most welcoming and their hospitality in serving a delicious lunch was much appreciated. President Mick Muller extended a warm invitation to drop in for a bistro style lunch any Saturday.

It was wonderful to see Beryl and Lindsay Marshall who joined us for lunch and a catch up. Denise Pels arrived after coaching her Under 11s Netball team and took in her stride a report from Liz Matthews that Gerry had been seen in another woman's motel room with his shirt off and taking money. The dulcet tones of members singing 'Happy Birthday' rang out as John Day blew out the candle on his cake.

Over lunch, Margie Walton, Gerry Pels and Peter Bons were discussing their Dutch ancestry and coming out to Australia. Peter said "I came out in '58". Margie said "I came out in '94". Gerry said "I came out in '52". Coming in on end of the exchange, Graham Wood said "I came out in '50". With some confusion, Gerry asked "where did you come from" to which Graham modestly replied "Mum".



John Day celebrating his birthday at the Shepparton Aero Club

An Airtourer fly-in would seem incomplete without a formation flight and we weren't disappointed as the two T6-24s had our eyes trained skyward. Ian Close and Peter Bons (in VH-VVZ) and Stan Tilley and Andrew Clement (in VH-KGR) flew in formation while John O'Halloran and Martin Ward weaved across the sky (in VH-COI) looking for the best angles for the camera. (See front page, ed.)

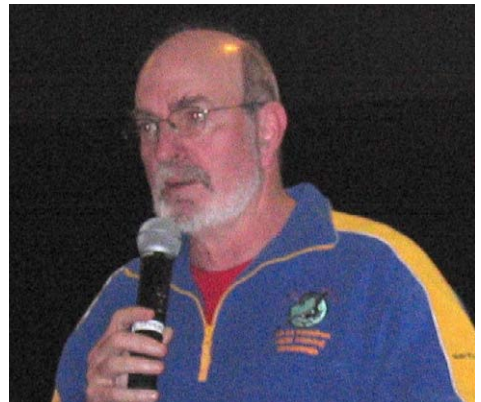
On return to Yarrowonga, we were delighted to see that Gerry and Pam Lawson had arrived in time to enjoy a sumptuous dinner at the Golf Club as had Hector and Wendy Blemings. Peter McLean regaled us with tales of his early exploits into avia-

tion during the evening and President John Treble advised that the next President's Fly-in would include a 'mini-safari' in the Riverina district.

On Sunday morning, the early risers waited outside motel rooms for others to gather. The intermittent greetings soon gathered into a buzz as everyone assembled and continued their discussions or started a new thread. By the time the bus arrived, talk was in full swing again.

After a quick stop at the airfield to farewell departing members, it was on to Ned Kelly Country and a look through the Glenrowan Tourist Centre. The theme park was impressive with life-sized computerised robots and animation depicting the events that led to the capture of Ned and the Kelly Gang. The group took two shifts, one enjoyed a beautiful Aussie lunch of damper, pikelets, jam and cream while the other took in the tour.

All good things must come to an end, as did this wonderful weekend. The conversations are again paused for the interim but rest assured we'll pick them up again at the AGM in Corryong in March 2011.



Peter McLean regaling us with stories of his Naval flying experiences.

NAME	Reg.
John & Doreen Treble	CRK
John & Jan O'Halloran	COI
Ian Close & Sue Harris	VVZ
Stan & Bonnie Tilley	MTL
Gerry & Denise Pels	DWT
George Penfound & Pat Sheil	MWR
Graham & Lorraine Wood	MGM
Peter Bons	MGM
Bob & Pat Peak	EQG
Niel & Kathy Jensen	CND
Alan & Merle Wood	POB
Mike Fisher	Car
Roger & Neroli Merridew	ECI
Gerry & Pam Lawson	MTI
Lizzie Matthews	Car
Andy & Jane Morris	FVV
John & Margie Walton	SHR
Lindsay & Beryl Marshall	Car
Peter & Anne McLean	XT65
David Wearne	WAU
Andrew & Sharon Clement	KGR
Hector & Wendy Blemings	Car
Dot Ross	Car
John Sheehan, Fee Galvin & Cindy	Car
John & Rebecca Day	VRT



Above: Liz Matthews, Fee Galvin, John Sheehan and Cindy with the Glenrowan railway station in the background. Further in the background is the site of Ned Kelly's capture.

Below: The Shepparton Aero Club Committee who made the Airtourer members very welcome.



Andy & Jane Morris with questionable company at the Glenrowan Tourist Centre.



Cairns 2010

Stan Tilley

The runway lights came on as I clicked the transmit button and we landed on the country strip. No buildings, no shelter, just a nice sealed strip. It was Sunday evening, it was getting late and cold and feeling like dinnertime, so we quickly tied down the aircraft, un-loaded the gear, grabbed our bags and headed for the exit gate in the two metre high, barred security fence.

This of course was locked, a requirement in this age of paranoia about possible terrorists. It had a key code block situated at about head height- but what was the exit code? A quick search with the aid of a torch revealed nothing except a notice which read

"In case of emergency, ring this number" with the number printer below.

So we rang the number and got the following message.

"Our office hours are 9 to 5 daily, Monday to Friday. Please telephone on Monday morning at 9am."

We had also telephoned a Taxi to take us to the town several kilometers away. This duly arrived – only to find that we were locked INSIDE the airport and he was OUTSIDE. We felt like animals in the zoo.

Did he know the unlock code?

Fortunately the taxi driver had worked previously at the aerodrome. "I think it is 2013 try that" No, that did not work. "Well maybe I am one digit out. Try 2031."

This did work which was just as well as we did not fancy sleeping in the aeroplane until 9AM Monday morning.

Our trip north from Tasmania had

actually started five days previously. The aeroplane was due for the annual inspection but Licensed Aviation Mechanical Engineers (LAMEs) are required to do the inspection and the few there are in Tasmania were not available.

Therefore we had spent a pleasant few days in Merimbula, where I also had fitted a TruTrak ADI 2 which not only gave me a more reliable backup for IFR (instrument) flying but was coupled to the certified GPS RNAV, which gave a clear visual reading of the actual track being flown.



Second leg was to the Airtourer Association President's fly-in at Yarrowonga, where we spent a wonderful few days with our flying mates. There we enjoyed great food, great socializing with magnificent company, a bit of tourist viewing at Glenrowan, where Ned Kelly was captured, and some wonderful formation flying. I of course managed to get the 'finger' or Darwin dumb award as, despite it being advised in the notams, I turned onto the grass at Shepparton where we had all flown for lunch and got BOGGED. Very annoying, as well as embarrassing, as I had just greased and changed the wheel bearings the day before. It took about six good men to get me out and another hour or so to hose the mud out of the wheel-spats.

A few weeks previously Bonnie had received a telephone call from the tenant at a property she owns in FNQ. (Far north Queensland)

"G'day Bonnie. I have a problem. I

cannot pay the rent.”

Whoops! - What is going on?

“I took the cash into town and they have gone. The office is closed and empty”.

Town is Mossman, north of Port Douglas on the Daintree Road and ‘they’ were the real estate agents.

Fortunately we were able to make other arrangements for the tenant (and his dog) to pay directly to the bank in Port Douglas but we did need to check up and find out what was going on. Sunday night we headed north, planning the first night of this section at Cobar and this was where we experienced the lock out arrival.

Once we had recovered from our exciting arrival, Cobar was very interesting. It is an active mining town, copper and gold, and has quite a few interesting heritage buildings and many ancient mining sites and lots of history.

We had booked at the Great Western Hotel, built in the late 19th Century and boasting the longest lace iron verandah in the southern hemisphere. We had been promised a renovated upstairs room opening on to this verandah but alas, it was not to be and we were accommodated in a 1950’s concrete blockhouse out the back. We were also promised breakfast but when we left the blockhouse we found the main pub all locked and deserted so we wandered up the street.

Amazing! There sitting at a table in the street enjoying breakfast, was a good flying friend from Tasmania, Peter D’Plesse. Peter, whom we have known for years and who was a partner in the Mooney we shared, was on his way north with a couple of mates to indulge in his other passion, which is shooting wild pigs.

We spent two nights in Cobar, then on to Longreach. As we landed, there was a couple watching the aviation activity. We fiddled about, unloaded, refueled and the couple continued to watch, then as we approached the gate a voice said “G’day Stan’. The couple was Bernie and Joan Samms, flying friends from Tasmania. What was going on? Bernie and Joan were travelling through Queensland by train which was very comfortable and very cheap.

So it was dinner with the Samms plus a visit to the Stockman’s Hall of Fame where I eventually tracked down my Mother who, as a member of a musical family had traveled around Australia in the early 20th Century, driving one of four ‘T’ model Fords they used for transport.

Next morning we waved to Bernie and Joan as their train clattered past our motel, then we loaded MTL in the rain and set forth to Cairns, with a quick re-fuel at Hughenden. Radar vectored us on to a 15 VOR approach and just as we landed the telephone rang. It was Bernie Samms.

“Where are you Stan?” I replied that we had just landed at Cairns.

“Well” said Bernie, “We are back at Longreach as the train line was washed out at Barcaldine so Queensland Rail brought us back and have chartered Qantas to fly us to Rockhampton. Funny thing is that we will arrive in Rocky before we were due in the train anyway.” They did make it, and were an hour earlier than the train had been scheduled.

Cairns is the hometown of those fantastic hospitable Airtourer friends, Rick and Debbie Evans. What wonderful friends they are. Not only did we spend the night there but just a few weeks earlier they were hosts to Alan and Merle Wood. Rick and

Deb are early risers, so promising not to burn the toast and set off all the smoke detectors, which we had done on a previous visit, we had breakfast and departed for Mossman by car.

Mossman and even Port Douglas seemed a bit depressed but Rex and Shana, the German Shepherd dogs were fine. One of these days the white ants will have demolished the house completely but I guess we will worry more about that when it happens. It is always a pleasure to visit the area as we now have made real friends of some of the locals, who just happen to run 5 star bed & breakfast accommodation.

One highlight was attending a one woman show at Diane Cilento's Karnak Theatre, which is set in the rain forest. Diane's show was the story of Peggy Guggenheim – amazing stuff, presented really well despite the pouring tropical rain at times.

The new combination GPS/ ADI track indication had been a bit erratic on the way to Cairns and I thought that as the safety backup battery on the GPS was not charging this could have been a contributing factor. I therefore asked a Cairns Avionics shop to replace the battery which they said was easy. However then they found that the replacement battery would have to be shipped from Sydney, I just said "Forget it". I was therefore most upset when the GPS was replaced in the mounting cradle and IT DID NOT WORK AT ALL.

We were happy with the tenant situation at Mossman so did a quick flight down to Mackay where we spent the night and on to Sunshine Coast. (This place used to be Maroochydore).

Lovely coincidence for as we landed, our flying friend Sibylle, past Association

member, also landed, having just that moment returned from a tourist flight to Lake Eyre in her Cherokee six.

As we drank a cup of coffee I explained that we intended to fly down the VFR corridor, past Brisbane to the Gold Coast. Sibylle was not very happy. She pointed out the satellite picture which showed thunderstorms passing through – but I was keen to keep moving.

She was right. As we approached the Gold Coast it was covered with big black clouds, lit up with brilliant flashes of lightning. Bonnie's comment was "I do not like this". Brisbane radar made a couple of suggestions for alternate landing sites but I decided to orbit over the ocean, offshore below the tops of the tall towers. Eventually it did clear and we landed in sunshine on a very wet runway. Little did we know what was in store for us for the next few days!

A hire car rapidly took us through to Brisbane for an enjoyable couple of days with Kate, our second daughter, and her husband Greg. There was time to enjoy a couple of exhibitions at the Museum and Art gallery and being seniors we took advantage of the one day- go anywhere public transport ticket.

We planned three nights at the Gold Coast, not only to see Jackie, our eldest daughter and her three lovely daughters but to check the avionics again. Disaster- our reliable RNAV GPS was in fact dead. The only answer was to replace it with a later model – at great expense, which we did.

In between catching up with the girls, we did a couple of little walks and were lucky. The weather was rather damp and windy but we managed to time ourselves so that we did not get wet.

However, when it was time to fly

out, well, the heavens opened and it was pouring. Not often do I regret not having a high wing aeroplane but the sequence was like this;

1. Drive the hire car to the security access gate.
2. Call the security guard and convince him that it would be nice if he could open the gate and drive me in the security vehicle to the aeroplane and then allow me to taxi the plane to the gate.
3. Open the gate again so we could unload the luggage from the car and store it under the low wing but still on the wet tarmac.
4. Let us out again so that we could return the hire car. They were helpful and actually drove us back in the rain to the gate.
5. Call security again (We are now on first name terms) so that we can enter and load the aircraft.

Loading in the rain was not funny and I am still putting in a flight plan. We were WET, the seats were WET, the flight plan was WET and what happens when wet bodies get into a closed cockpit? We FOGGED up completely, not that it really mattered as the rain was that heavy that visibility was almost nil anyway.

We were not the only ones having trouble. Six RPT airliners were circling overhead at various levels waiting for conditions to clear for landing. Two made unsuccessful approaches and had to abort and eventually I think, moved on to Brisbane – where it was raining!

Taxiing was difficult. Wipe/wipe/wipe, peer out, wipe /wipe/wipe. “Where is that holding point Charlie?”

Eventually the tower said “Clear for takeoff.”

“What do they mean? Clear for take-off – I cannot see a thing” but by carefully



..... COME TO THE GOLD COAST - QUEENSLAND
RAINING ONE DAY - POURING THE NEXT!

following the DG and the new GPS track indicator, we were able to keep on the runway and depart.

The next time we saw the ground was on letdown at Mudgee, over three hours later, where it was raining.

Unfortunately, refueling for GA is getting more difficult. BP and Shell are removing any installation that does not sell 10,000 litres a month. A private company Skyfuel is trying to do the right thing but

in the early stages there are problems with the software etc, so we had to wait for the local flying school instructor to come and get the system working.

Then we were back into the murk. Another 2 1/2 hours saw us at Albury, on track for Wangaratta, but at last the sun was shining.

After a pleasant night at Wangaratta it was an easy 3 ¼ hours to Hobart. Tasmania was looking awfully good.

Merry Christmas Happy New Year and Safe Flying



President John Treble 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 2011.



For Reluctant Sale due short airstrip and high trees.

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Committee News

Website.

The website continues to develop slowly and is the first point of contact for Association information. As new articles are added, or as existing ones are updated, there will be a reference on the home page, either in the "Latest News" area or by posting the article on the front page.

Links from the Rego/Serial Number lists to photos of individual aircraft are slowly being updated and the Committee would like to include to a short history of each aircraft as well. Please forward any information to the webmaster or the secretary.

The webmaster is awaiting an update of the software used to manage the website. The new version has a number of improvements including the ability to have different levels of access. It is envisioned that there will be two new levels of access, one for Association members and one for Co-operative members. The Association access will allow access to such areas as Newsletters online, while the Co-operative login will give access to various airworthiness documents such as the Illustrated Parts Catalog and Maintenance Manual.

Money Matters.

Treasurer Gerry Pels reports the Association's finances are in good shape and considering the movement in interest rates the Committee has moved additional funds into a term deposit.

The Association is not required by law to have it's accounts audited however the Committee has decided that this will occur and are grateful to Ian Close who has volunteered to help.

Convention 2010.

There have been some 'raised eyebrows' regarding the choice of Corryong as the venue for the 2010 Convention. In particular, there have been concerns regarding altitude, weather and the availability of fuel. Rest assured, the sub-committee carefully considered the challenges and are working hard to make this a successful convention, although one with a difference. It should be noted that Corryong is the same altitude as Cowra which has seen a couple of successful fly-ins. See elsewhere in this newsletter and the website for more details.



Above: The Convention sub-Committee meeting with Corryong Lions Club members Rosslyn McKenzie & Lorraine Griffiths.

Below: Sub-Committee 'horsing around' in Corryong.



The “Complete” Flight Manual Or When is a Flight Manual not a Flight Manual.

Answer: When it doesn’t have all the extra bits that CASA require.

Background

This article was originally published in the Airtourer Association Newsletter in 2004 after CASA changed the flight manual system. The intent was to advise Airtourer owners of the new system and the construction of the complete Flight Manual package.

Recently, the Airtourer Association assisted the Australian Transport Safety Bureau (ATSB), during the investigation into the power loss of an Airtourer. The ATSB were concerned that some Flight Manuals did not contain the correct information for the engines fitted and/or pilots were not aware of which information was relevant. The Association undertook, as a safety action, to update and republish this article.

The concerns raised by the ATSB had come about as the result of changes to the Flight Manual system introduced by CASA in 2002. These changes replaced the existing Approved Flight Manual (AFM), which was unique for each aircraft, with the manufacturers AFM. The changes brought CASA into line with international regulatory practice. Unfortunately this caused confusion with owners and pilots, especially where aircraft had been modified from production standard. This article explains the AFM structure especially for

The ATSB were concerned that some Flight Manuals did not contain the correct information for the engines fitted and/or pilots were not aware of which information was relevant.

modified aircraft.

In 2009 CASA made further changes including removal of the requirement for the Flight Manual Approval page. This article has been updated to reflect the current CASA requirements. (Note: CAAP54-1 and the information on the CASA website at Home>Operations>Aircraft owners>Aircraft Flight Manuals, have yet to be updated and still have incorrect references to the CASA Approval Page.)

Fundamental to this article is the fact that the flight manual, as required by CASA to be carried in the aircraft, is a composite document that the Certificate of Registration (CofR) holder is responsible for maintaining.

Basic Flight Manual. (Basic FM).

This is the Flight Manual document produced by the Type Certificate holder for a particular type and model of aircraft. It is approved by the aviation authority that is-

used the Type Certificate and is not specific for an individual aircraft. Rather, the individual aircraft are linked to a particular Basic AFM via the Type Certificate Data Sheet which lists both

aircraft serial numbers and the relevant Flight Manual part number.

Table 1 lists the Flight Manuals applicable to the Airtourer series of aircraft.

Table 1.- Basic Flight Manual Details.

Aircraft Type		Basic Flight Manual	Authority
Manufacturer	Model	Document No.	
Victa	Airtourer 100	EA-AT100/34-1	CASA
Victa	Airtourer 115	EA-AT115/34-3	CASA
AESL	115	AIR 2788	NZ CAA
AESL	Airtourer 150	AIR 2790	NZ CAA
AESL	Airtourer Super 150	AIR 2791	NZ CAA
AESL	T6	AIR 2792	NZ CAA
	T3A	AIR 2789	NZ CAA

The basic manual applicable to a particular aircraft is the manual when it was first manufactured. This is a very important principle and differs from the old flight manual system.

The Basic FM is a living and controlled document. This means it can change but those changes can only be made by the Type Certificate holder, in this case the Airtourer Co-operative, and must be approved by CASA for the Victa aircraft, or the NZ CAA for AESL aircraft. Any changes must be recorded in the General Amendment Record Sheet on page (ii) as well as the CASA Amendment Record Sheet, (more on this later).

CASA Approved Flight Manual. (CASA AFM).

This is the document that CASA requires you to carry in your aircraft. The nucleus of the CASA AFM is the Basic FM. Additional components are Supplements to cover any changes to the aircraft since manufacture and the CASA Amendment Record Sheet.

CASA Amendment Record Page.

CASA needs to keep track of the components of the CASA AFM for each individual aircraft. This is done with the CASA issued Amendment Record Sheet, (CASA form 602), which can be downloaded from the CASA website under the

Manuals and Forms menu, then entering 602 in the form number field.

Enter the details of the basic flight manual and relevant supplements in the CASA Amendment

Record Sheet, (not the General Amendment Record Sheet), and send a copy to CASA. An example of the initial entry for an AESL Super 150 would be "Incorporation of CAA Approved Flight Manual and Pilots Operating Handbook. AIR 2791 Amendment 0."

Every time the CASA AFM changes, the CASA Amendment Record Sheet must be copied and sent to CASA.

Examples of changes could be incorporation of a Supplement (see below) or an amendment to the Basic FM. For example, if the climb speed changed in the Basic FM the Co-operative would issue a Flight Manual Amendment which would include

Every time the CASA AFM changes, the CASA Amendment Record Sheet must be copied and sent to CASA.

a replacement page to be inserted into the Basic FM. The General Amendment Record sheet on page (ii) would be updated to reflect the new amendment status. Now CASA needs to know that your CASA AFM is up to date so the CASA Amendment Record Sheet would be updated with "Amendment 1 to AIR 2791 dated 14 Aug 11", and a copy sent to CASA.

Supplements.

Supplements are additional pages that change information in the Basic FM to reflect the actual aircraft or for particular operations. They generally are similar to the Basic FM with the same chapter structure and it's own amendment record. Some of you may already have Supplements for the Civil Mk1 Flight Manual however CASA's Lyn Nicholson advised that these can not be used with the new Basic FM as the structure is different. Not surprisingly other CASA Offices have advised differently.

The most commonly required Supplement for the Airtourer type is for larger engines. The most logical change would be to substitute the Basic FM for the larger engine model. This was common under the old system but is not allowed under ICAO guidelines and CASA has a policy of following ICAO.

For example, Jane and Andy Morris are upgrading their Airtourer 100, DDZ, with a 160 HP engine. DDZ will still have the Basic FM for the Victa 100 and a Supplement that says, ignore the 100 information and use the 160 data in the Supplement. Since a large number of aircraft are affected the Co-operative has available Supplements for 150 and 160 conversions.

Supplements come in two forms, those issued by the aircraft manufacturer and others approved locally by CASA.

Section 9 of the Basic FM states that "Only supplements which are produced by the manufacturer, and listed in para 9.2 below, apply to this individual aircraft." This can be misleading as someone other than the manufacturer may write, (and CASA approve), a supplement. However, as only the manufacturer may amend the Basic FM, and that amendment will apply to all aircraft of that model, then there must be an additional method to incorporate a Supplement for an individual aircraft. Future revisions of the basic AFMs may include supplements for larger engines fitted under AESL SB 006.

Locally produced Supplements are inserted after the Basic FM and an entry is made in the CASA AFM Amendment Record Sheet.

Let's consider an example of a Victa 100 that has been upgraded to 160 HP with a 3 bladed propeller and Alan Wood's auxiliary fuel tank. The CASA AFM will be made up of the following:

1. CASA Amendment Record Sheet (with entries for incorporation of the Basic FM, plus it's amendments, and entries for each of the Supplements).
2. Basic Flight Manual. (EA-AT100/34-1).
3. Supplement for 160 HP Engine.
4. Supplement for 3 bladed prop.
5. Supplement for Auxiliary Fuel Tank.

Additional Pages.

The Civil Mk 1 manual contained a page giving the individual aircraft basic weight and index information. This is the starting point for calculation of the weight and CG in Section 6 of the Basic FM. This page no longer forms part of the CASA AFM but the CofR holder has the responsibility to ensure that the pilot is aware

of the need to use this data. Therefore it would be prudent to copy the page from the old Civil Mk1 Manual and insert it in the same binder as the CASA AFM. Other documents that could be included are the Certificate of Registration, Certificate of Airworthiness and Operations Bulletins.

The AFM in Practice.

Consider the responsibility of a pilot of a modified aircraft in determining which is the correct data and procedures. They must use the unmodified Basic FM data except where that is changed by any of the Supplements. This system has serious human factors flaws in that certain information may be included in a number of places but only one will be relevant. Great care must be taken to ensure the correct information is used. Feedback from owners suggests that some instructors conducting BFRs are not knowledgeable about AFMs and are applying the incorrect limitations. When this concern was raised with CASA they simply advised that it didn't seem to be a problem in the US.

One member told CASA that he intended to staple together the pages of the Basic FM with superceded data, you can imagine the reply. Another suggestion offered was the inclusion of a disclaimer page advising that the Basic FM was included at CASA's insistence, was dangerous and care was required to ensure correct data was used.

The Airtourer Co-operative has issued Operations Bulletin No. 2 to highlight the importance of carefully examining the AFM and POH, including Supplements, to determine the correct information.

Responsibility.

The Certificate of Registration holder is responsible for the correct construction and maintenance of the CASA AFM. The following has been copied from the CASA website and describes how the AFM is to be maintained.

After changing over to the new system, the registration holder is expected to :

1. Subscribe to the maker's AFM amendment service. (Being a current member of the Airtourer Co-operative satisfies this requirement.)
2. Ensure any other changes to the AFM information are received, such as CASA Airworthiness Directives (ADs) and changes to AFM supplements.
3. Ensure that, if an operator, registered operator, maintainer or pilot is contracted to maintain an AFM on behalf of the registration holder, then that person is notified promptly of all changes to the AFM information.

At every change of the AFM information, the registration holder must ensure:

1. The change is made and recorded in the amendment record sheet.
2. CASA is informed, in writing, of the change being incorporated, so the particular aircraft file can be updated. This is to be done by sending a copy of the updated amendment record sheet to the relevant local CASA office within 48 hours of the aircraft flying for the first time after the AFM change is made.
3. An operator, registered operator, maintainer or pilot contracted to

This system has serious human factors flaws in that the certain information may be included in a number of places but only one will be relevant.

maintain an AFM for a registration holder must follow these steps at each AFM change

Figure 1, gives an example of a completed Amendment Record Sheet. It shows the original incorporation of the basic flight manual when the system changed, subsequent modification with a larger engine and MT Propeller and finally the latest Temporary Revision to the basic flight manual. Copies of this sheet should have been sent to CASA on three separate occasions.

Conclusion.

The CASA AFM must consist of the CASA Amendment Record Sheet and the Basic Flight Manual as a minimum. If

your aircraft has been modified then Supplements may be required. Whenever any change is made to the CASA AFM then the CASA Amendment Record Sheet must be updated and a copy sent to CASA.

The Certificate of Registration holder is responsible for ensuring that the complete Flight Manual is correct.

But probably the most important point is to ensure that any pilot flying the aeroplane is FULLY aware of which pieces of information from the various parts of the AFM are relevant.

Amendment Record Sheet

Australian Government
Civil Aviation Safety Authority

Aircraft Registration: VH- X42 Aircraft Serial No A171

Incorporation Date <small>Write the date that the AFM is amended.</small>	Description of Amendment <small>Write the document number and revision status plus all particular amendments and supplements contained</small>	Incorporated by <small>Place the signature of the Certificate of Registration holder or the nominated representative who compiled the AFM for initial issue or subsequent amendment in this column.</small>
29 JUL 02	INCORPORATION OF REVISED FLIGHT MANUAL + POH AIRTOURER 100 EA-ATRO134-1 AMENDMENT 0	B. Logg
1 APR 04	INCORPORATION OF SUPPLEMENT SAFE AVIATION 124/3 ISSUE 2 FOR INSTALLATION OF 10-320 ENGINE	B. Logg
1 APR 04	INCORPORATION OF SUPPLEMENT REAR ENGINE/SS FM50341-01 3 BLADE MT PROPELLER	B. Logg
1 APR 04	INCORPORATION OF SUPPLEMENT AUX FUEL TANK SYSTEM AUCAVIA DESIGN DRAWING 90 1010/D1 REV 0	B. Logg
28 AUG 10	TIR 1 TO AFM EA-ATRO134-1 USABLE FUEL	B. Logg

form 602 10/2009

certainworthiness-certificate-amendment record sheet (AS)

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Merchandise & Name Badges.

Jan has been taking orders for name badges to be delivered before Corryong. The price can be minimised with a bulk order. Other items such as hats and stickers are in stock. Please see the website under *Home>Merchandise* for ordering, pricing and payment details.

Heard at the Hangar Door

Monique Gillett has completed her training on the Dash 8 with Qantaslink after being “checked to the line”. Congratulations Monique!

Jan O’Halloran thanks all those members who followed her request not to use staples when returning the membership payments. It makes her job easier, not to mention easier on her nails.

Christine Scholfield from the UK continues to make good progress after her brush with cancer.

Stu Hilsberg reported a sad sight recently at Sunshine Coast Airport (formally Maroochydore), a Cessna with the registration MUL. For many years Alan and Merle Wood’s 115 carried the registration MUL.

Congratulations to **John and Fee Sheehan** on their recent wedding.

Doug Stott continues to find himself in the wilds of Papua New Guinea conducting aviation quality and safety audits.

Museum Victoria’s **David Crotty** reports that the original Millicer Airtourer FMM has returned to Melbourne after a period on display at the RAN Museum in Nowra. Museum Victoria has plans to build a dedicated aviation exhibit although this will take some time and of course, money.

Airtourer Co-operative News

The volunteers on the Co-op Board have been kept busy over recent months with continuing fallout from the usable fuel issue. Currently, an alternative fuel quantity indicating system is with the CAR35 organisation who are developing the Service Bulletin. Once installed in a suitable Airtourer, flight testing of usable fuel, as required by ANO 101, can commence.

At the same time there have been discussions with the ATSB regarding the accident with MTC. The Co-op as the Type Certificate holder was given the opportunity to comment on the draft report which should be released shortly. The report included a number of safety actions that both the Association and the Co-operative have completed.

The Co-op has just issued two Operations Bulletins regarding fuel dip procedure and flight manual structure. These will be sent to Co-op members in the near future.

Stan Tilley is arranging for new copies of the Maintenance Manual to be printed. Watch the website for when they become available and how to order.

Calendar of Events

2010 Victorian Branch Christmas Fly-In Weekend

An overnight event with the location being the “Kyneton & Spa Country” to be held on the 4th and 5th of December, 2010

33rd Convention and 2011 Annual General Meeting

The 33rd Convention and 2011 Annual General Meeting of the Airtourer Association will be held at Corryong Victoria, on 18th, 19th, 20th March.

See Association Website for latest updates

33rd CONVENTION and AGM 2011

OUTLINE PROGRAM

Experience Genuine Country Hospitality at “The Magnificent Upper Murray”

**18th, 19th, 20th March
Corryong, Victoria**

- Friday 18th.** Arrivals followed by a Welcome Dinner at the Legends on Hanson Restaurant.
- Saturday 19th.** Fly-In to the Tumut Aero Club for lunch including flying activities. Convention Dinner at the Corryong Community Hall.
- Sunday 20th.** Association and Co-Op AGM’s then afterwards departing for a full Day Coach tour to the Boggy Creek Legends and Laughs Show including lunch, plus places of interest along the way. Dinner at the Corryong Hotel Motel.
- Monday 21st.** Departures.