

August 2011  
Newsletter No. 139

# 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 to the Editors at the contacts listed above. The next Newsletter will be published in November 2011. Contributions and or advertisements are to be with the Editors by 15 October 2011.

Advertisements are free for members.

### Editorial

Once again I find myself publishing a Newsletter with sad news. In this case the passing of Lindsay Marshall and Glenn Sturges. However, we do more to honour our friends by remembering their contributions to the Association and the smiles they brought to our faces than dwelling on our sadness. Lindsay and Glenn, you will be missed and remembered.

On a more positive note, this issue has been much easier, (and on time), thanks to the help from our new Assistant Editors, Lorraine Wood and Lorraine Howson. Thank you both, particularly Lorraine Howson who rushed to finish one contribution before going into hospital. We wish her a speedy recovery.

The work of the Committee and the Board goes on quietly in the background. Now that the Newsletter's out it's membership renewal time. Please action promptly and avoid missing future Newsletters. The paper membership list will be published before the end of the year.

Safe Airtouring,

*John O'Halloran*

*Cover Photo:* Lindsay and Beryl Marshall with their Airtourer 100, VH-MRF, on their property at Lockington, Victoria. Lindsay's "cost recovery" program in the foreground, a parking meter!

### 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.



# Letter to the Editor

## Australians First Airmail Flight Maurice Guillaux 100 Years of Airmail in Australia

In July 2014 we will celebrate the epic flight of Frenchman Maurice Guillaux completing the first airmail between Melbourne and Sydney.

At the time of the flight it was the longest airmail delivery ever attempted in the world and the first commercial aircraft flight in Australia. The journey took three days in an MkXI Bleriot powered by a 50 HP Gnome rotary engine.

The Bleriot was one of the earliest civil aircraft to be flown in Australia and similar to the Bleriot XI aircraft which completed the epic flight across the English Channel on 25 July 1909 piloted by Bleriot himself.

Maurice Guillaux purchased a new Bleriot MKXI known as the 'Looper' and competed successfully in early air races in Europe in 1913. He was banned from racing for 10 years for some regulatory problems. (We know the feeling!)

With his Bleriot, Guillaux decided on a promotional tour of Australia accompanied by his manager and three mechanics. The group, along with the aircraft packed in a box, arrived in Sydney on board the Orantes on 8 April 1914.

On 24 April 1914, Guillaux became the first to loop the loop in Australia in a demonstration witnessed by a crowd of 60,000 at Victoria Park Racecourse, Sydney.

The aircraft and team next travelled by train to Melbourne where more demonstrations were performed including a landing in the grounds of Government House.

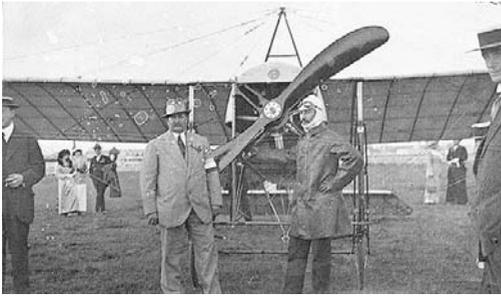
The PMG Department, (Australia Post), had contracted a rival American flyer Eugene 'Wizard' Stone to make the first airmail flight, but Stone crashed his aircraft beyond repair and Guillaux was called upon to replace him.

Guillaux departed Melbourne Agricultural Show-ground at Flemington at 9.30am on 16 July 1914 for the 930km flight to Sydney. The Bleriot had an endurance of two hours and the flight was arranged in stages with seven refuelling stops.

Guillaux was not familiar with the route and decided to follow the main railway line to Sydney. The first stop was Jordan's Field, then on to Wangaratta. His next stop was Albury, where he had lunch with the mayor, a Frenchman named Georges Frere.



*The Australasian, 8th May 1914, courtesy State Library*



*Maurice Guillaux at Moore Park in NSW, courtesy State Library NSW*

He then departed for Wagga Wagga and landed at the incorrect Racecourse just after a race was completed. He took off again and this time landed at the correct place. Information from a local aviation expert indicates that this was the first aircraft to land at Wagga.

He then departed for Harden and then on to Goulburn. He was forced to return to Harden and was stuck there for two nights due to the unsuitable weather. He departed for Goulburn on 16 July, landed and again took off for Sydney. Due to high winds, he became somewhat lost and landed in a paddock low on fuel. He was met by a local, Mr Cloke, who informed him he was at Liverpool, and invited him to lunch, gave him a map and assisted him on his way.

Guillaux arrived at Moore Park, Sydney for an official reception with Governor General Sir Ronald Munro-Ferguson.

The original sponsors were the PMG, (Australia Post), Shell Oil Co. and OJ Soft Drinks.

In 1964, Victa completed a re-enactment with two Victa Airtourers flown by Dick Sims and Vic Walton. QANTAS also flew a 707 and landed at Sydney in company with the Victas.

I am proposing to the committee to adopt this 100th anniversary with some sort of event. A number of suggestions could include a relay type re-enactment with various members along the way linking up or we support one aircraft. Approaches could be made to Australia Post and Shell for assistance.

When you consider the period when the flight took place with few aircraft flying in Australia, it was quite remarkable.

Guillaux returned to France to join the French Air Force for World War One. He died in an air crash shortly after.

His Bleriot aircraft was sold to RG Carey and used for flying training. It is now on permanent display at the Powerhouse Museum Sydney.

*Peter Middleton*



*Guillaux's Bleriot at the Powerhouse Museum, NSW*

# President's Pen

## **Farewell Lindsay Marshall 24<sup>th</sup> November 1940 - 21<sup>st</sup> June 2011**



The 29th of June saw us making our way to Rochester to pay homage to Lindsay, our great friend and foundation Airtourer Association member.

As we drove into the Cemetery my first observation was that the car parks were filled to capacity with the overflow taking to the cemetery lawns. There must have been several hundred people gathered, making this funeral one of the largest I have ever attended.

As the mourners assembled at the gravesite and just prior to the beginning of proceedings, right on schedule low over the horizon, the missing airman formation came into view. A very impressive sight as they passed overhead and well done with the 3 pilots being Fenton Phillips, David Wearne and Murray Wallace.

During the afternoon we travelled to Bamawm for a service at the Uniting church, followed by refreshments at the Lockington Heritage Complex.

I was very impressed with the Country Community spirit shown that day, in a way we don't get to see, living in a City.

The attendance by current and former members of the Airtourer Association, who travelled from afar, (28 people from WA, NSW, Tasmania and Victoria), to pay their final respects to Lindsay, would be very gratifying indeed for Beryl and family.

Over the years Lindsay's friendship, integrity, honesty, reliability and willingness, saw him always on the frontfoot to help in anyway possible. I'm sure you all agree.

Lindsay created a unique achievement in that he attended the formation meeting at Griffith in 1978 thus making him a foundation member. He then attended the first AGM at Mildura in 1979 and every AGM until Corryong this year, when illness prevented him from being there.

On behalf of all Airtourer Association members, I simply say to Beryl,

"We're sure gonna miss him!"

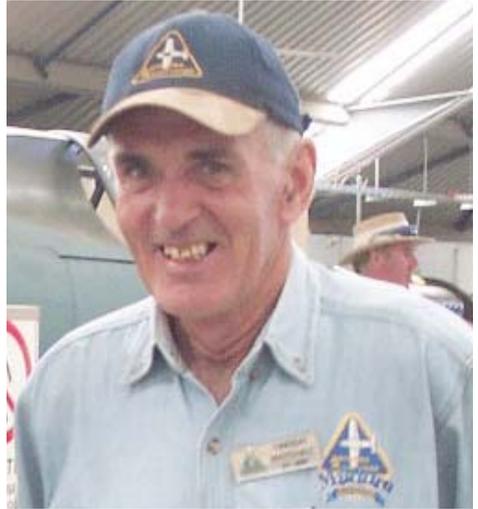
*John Treble*

## Vale

# Lindsay "Joe" Marshall

Lindsay Arthur Marshall was born on 24 November, 1940 in Rochester, Victoria and grew up on the family farm at Prairie Road, Lockington. In fact he ended up living his entire life there. When Lindsay was about 5, George Roe who was doing house alterations, said he didn't like the name Lindsay, so he called him "Joe" and that nickname has stuck. Lindsay attended Tennyson Primary School where the attendance totalled about 35, then when he went by bus to Echuca Technical College where he was quite daunted by the size of the school and 64 students in just his class alone! He was a good student, receiving good reports and marks, especially in maths and engineering. He also did an after school course on welding and motor mechanics at the Tech. The 1954 school magazine's Form 2 Notes read: "Lindsay Marshall, the brains of the form, came top in the mid-year examination."

He left school to work on the family farm and establish his own engineering business. He gained a reputation for his welding, his creativity, his broad knowledge of engines, and fathoming things out in his head - without the use of pen and paper. Only Engineers chalk was used on concrete and on the item being made. He did welding of Herringbone cowsheds, made most of his own farm implements as well as for other people. Among other things, he altered cattle crates, rebuilt truck engines, built graders, designed a concrete mixer, etc. It has been said, "He could turn his hand to anything." One of his greatest claims to fame was the tractor he and great



friend, Graeme (G.B) Sinclair, built in 1976. They built practically every bit of it, even the engine, and it featured in the Weekly Times upon completion. He designed farm implements that he could have patented, but he had no desire for name and fame, and disliked "red tape", and the associated form filling etc. When the telephone rang in the evenings it was likely to be for Joe, someone wanting to "pick his brain".

Joe wasn't any good at ball sports, but at water skiing, he was a marvel to watch. Some named him, "The Legend of the Murray". When he was 15 in 1955, his friends John and Neil Haines, with whom he had lots of escapades, went to him and said, "You've seen water skiing, you can show us how to do it". (Joe had seen water skiing at Yarrowonga when on a family holiday, then later at Moomba.) So the boys, then joined by Ken Ross, got two flooring boards, rubber from an old rubber boot, and some tin,

and created water skis. They then got the Ute and rope and had a successful go on the Waranga Mallee Channel, even if they only got from one side of the channel to the other! They graduated from this to proper skis and a boat and skied at Torrumbarry Lock for 2 years before they encountered another ski boat! (Compare that to now!) The boys, in 1956, built their own boat costing \$1832.00, and named her "Gwen". It wasn't a very big boat, 10ft. 6inches long, powered by a 4 cylinder Ford Prefect. In fact one day, at Torrumbarry, John Haines was driving and Gwen Marshall, now Haines, was skiing. Gwen fell off her skis and John turned to go back and pick her up, but unfortunately he turned too short and the boat nose dived into the river! Got a problem here! The battery from Joe's Ute was in the boat and they needed to get the boat up so he could drive home! John yelled at Gwen, "Don't let that rope go", then they went to the Torrumbarry Lock keeper and with his help and boat, they pulled their boat up by the ski rope, which of course was still attached, plus other ropes, and guess what? The battery was the last to come up, still attached to the battery leads!

Joe and his skiing friends, who have been a great, fantastic lot - had many years of pleasure and fun, and without serious mishap. Thank you to all those who enabled him to have 54 years of enjoyable water skiing, most of which has been on the Murray River which he loved so dearly. Joe taught a lot of people to ski and had wonderful patience with them. He and his mates had a go at ski jumping, creating their own pyramids, and he taught himself, others, and drivers to do "whirls" where the skier does a 360° around the boat. The boat had to do a very sharp U turn to enable this.

This was always a spectator's delight. As Joe got older, spectators were still in awe of his ability to bare foot ski, preferably starting from a bank, a log or a berthed boat, and when the boat sped off and with rope taut he would jump into the water, landing on his back and then coming up on his feet. The last time he barefoot skied could well have been for about 3kms. At the finish of his barefoot run, he'd don a ski to return to camp, finishing off with as many whirls as possible.

A mate, Craig Aitken, called in one day in 1976, asking Joe if he wanted to be a share owner in an aircraft, an Australian built 100hp Victa Airtourer. Joe thought this not a bad idea - he only had to outlay \$1000, so he went into partnership with seven others. Craig and Fenton, who had their pilots licence went and brought the aircraft to Bamawm, and great mate, Flying Instructor, John Williams taught Joe to fly. This was the beginning of many years of adventure. He obtained his Private Pilot's licence in April 1978, and clocked up 1650 hours of flying. He also got an endorsement to do aerobatics, and when daylight saving was introduced it was a regular "after work" or Sunday evening thrill to go up to "do a few rolls". Beryl also delighted in "looping the loop" with him, and he was never reluctant to take someone for a joy flight.

Joe was still a bachelor at the age of 42, and most of his friends were married with children. He didn't seem to worry. He enjoyed the company of family and friends, and was always close to his nieces and nephews. Robyn and Fenton Phillips, decided that Beryl Cunnington, who was "available", might make a good match, so they invited Beryl to the 1982 New Year's Cabaret in Lockington. Well, that was the

beginning of a wonderful relationship. Joe wanted to be sure that Beryl was going to be a suitable companion. He knew she liked water skiing, but did she like flying? So he asked her. Lucky for Beryl she did. When Joe proposed to Beryl he said, "Will you marry me?" To which Beryl replied, "Say please!"; so he then said, "Will you marry me please?" Beryl then said, "yes", but neglected to say "thank you"!

The Airtourer Association, was formed in 1978, and Joe was a founding member. The only AGM he missed was this year, 2011. He normally avoided meetings of any kind, too much protocol, etc. But with the Airtourer's it was different. He didn't take on office-bearer positions, but he was always willing to help. The Association had fly-ins at least twice a year, so this was a must on the calendar, and from this the adventure in flying broadened. A member and dear friend, John Treble, decided to organise a flying safari to Alice Springs. Joe and Beryl went on the adventure and loved it. After another Association adventure in 1990 to the Gulf of Carpentaria, they decided to fly around Australia in 1994, which took 6½ weeks and was the highlight of their flying career.

He had a keen sense of humour which John Plummer discovered on a visit to the farm. Joe directed John to park his Airtourer beside a pair of parking meters he had acquired. Just insert a couple of coins to stay overnight!

One of Joe's and Beryl's more memorable non-flying holidays was travelling in a 1942 Willy's jeep belonging to Airtourer Association friends, Richard & Veronica Davies. They went camping along the Murchison River to Kalbarri National Park in Western Australia.

As Joe's father was a Steam Engine enthusiast, it is no wonder he had an interest in vintage tractors and trucks, mainly Internationals. He preferred the petrol type to steam, and soon accumulated quite a collection. When acquired, they all were in need of restoration, which he did brilliantly. One special one was a steam truck which made appearances at local shows. It had been fitted with a Swanee Whistle on which tunes could be played. It's distinctive sound could be heard many miles away.

We all think Joe's life has been cut short. He was so fit and active. But when he became ill, even with the first bout of cancer, he accepted it calmly and appreciated the fact that he's lived well and longer than many have. For someone who was never sick, he was praised by those who nursed him for his patient, uncomplaining attitude.

### **Thank You**

A big thank you for the love and support I received from members of the Airtourer Association during Lindsay's illness, and following his death on June 21st. The volume of cards and flowers has been overwhelming, and especially when so many came from near and far to the funeral, I wish I could have spent more individual time with you, but due to the size of the crowd, about 550 people, it was too hard, so I hope I can catch up with you another time and thank you personally. The fly pass performed by Fenton Phillips in MRF, David Wearne in WAU, and Murray Wallace in CTK was awesome and brought tears to most gathered at the cemetery. Lindsay would have been proud. Thank you, I love you all, and will see you in my car - ouch!

***Beryl Marshall.***

## The Phantom

The following information was sent in by **Glenn Sturges** explaining why he is unable to attend future Airtourer Assn Fly-ins. It was already in the Newsletter when we heard the sad news that Glenn had lost his fight with the disease. I have included it as Glenn had originally intended, and will include another article to do justice to his memory in the next issue.

He is suffering from one of the least known cancer forms called as Myelodysplastic Syndrome (MDS). This condition can progress to Acute Myelogenous Leukaemia. Early detection of the disease is rare. There is more information on the Net (Google MDS Syndrome) and several web sites are displayed. Glenn has sent in his comments on the disease as follows:

*“...Provided I am within driving range of the petrol, (blood bank), I have two days endurance and then I have to re-invigorate both my HMG and my Platelets. I cannot stray too far from my Haematology/Oncology unit. I also cannot fly in a normal Jet because of the acceleration, nor an Airtourer. Because of the G Forces, my platelets may cause a brain bleed.*

*Up until 2006 I always had a full blood group match and full count of all systems as part of my biennial medical, but because nothing ever showed outside the parameters, and I felt in perfect health, I stopped having them. In these later four years the DNA from my bone marrow went into the 65-75 year old mode, then after my spider bite the blood test showed I had MDS.*

*This doesn't usually happen until you get into that age grouping. All Pilots should have regular full blood tests from age 60 onwards as your DNA shifts as you grow older.*

*These days to fly I would have to have an MRI before the flight, blood test and doctors clearance, and a normal platelet range of 150-400. When my system crashed my platelet level was 25. You bleed below 40 and they won't operate unless you are at least at 45-50.*

*Up to the day I got bitten by the spider I was doing up to 100 kms on the pushbike - now I am unable to walk further than 100 yards. I consider myself very lucky the spider bit me. My Pilot surgeon friend got me flown out rather than muck around in the country.*

*Cheers to everyone. I'll always be there in spirit. It comes as a great shock to lose your wings but to survive and have good memories is great.*

*Glenn the Phantom”*

# Staying Up to Date With What's New on the Website

*Matt Henderson*

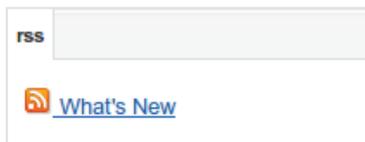
The Airtourer Association website should be the first point of call for the latest information on Association matters. But, how do you keep track of updates without frequently checking the site. The answer is to use RSS.

## What is RSS?

RSS stands for Really Simple Syndication. RSS is commonly used to notify subscribers of updated or new website content. This allows frequent visitors to a website to be notified of any changes without them having to check back regularly.

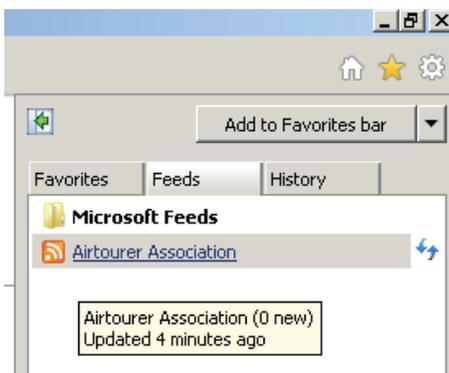
## How do I subscribe to an RSS feed?

1. Open your internet browser such as Internet Explorer, Firefox, Chrome or Safari.
2. Go to the Airtourer Association website [www.airtourer.asn.au](http://www.airtourer.asn.au)
3. Scroll down to the bottom left of the home page and click the What's New RSS button as shown below.



As each internet browser handles RSS subscriptions differently, I won't try to explain them all in this article. I would suggest and recommend using the Help function for your browser (commonly accessed by pressing F1) and searching for help on "RSS feeds".

Examples of how RSS feeds are stored and accessed for Internet Explorer and Firefox are shown below.



*Microsoft Internet Explorer 9 RSS feed list*

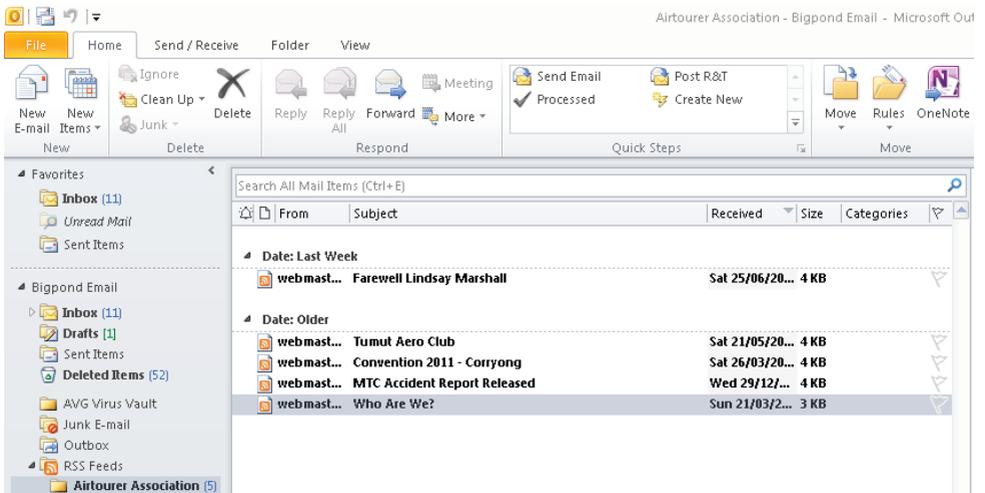


Mozilla Firefox RSS feed list

### RSS Feeds via email

In addition to using your internet browser to subscribe and view RSS feeds, you can also subscribe to RSS feeds via email. As with internet browser applications, different email applications have different methods for subscribing and viewing RSS feed updates. Again I would suggest and recommend using your email applications Help function (again commonly this is accessed via the F1 key).

Below is an example of how RSS feeds are presented using Outlook 2010.



# The German Connection

*John O'Halloran, with thanks to George Penfound.*

Earlier this year a package arrived from George Penfound. It was a book titled, "Test Pilots", that George had seen at a Lifeline store. It was particularly interesting being an English translation of an original German text. The author, Wolfgang Spate, was a journalist with extensive combat experience as a fighter pilot in World War II. In 1957 he graduated from the French Test Pilot's School, EPNER, and went on to a second career in flight test.

The book was a collection of stories from German flight testing commencing in 1910 and culminating in spin testing of a Cirrus glider in the 1980s.

Obviously there was a strong representation of stories from WW II. It was particularly interesting to contrast these against the well documented stories from the USA and UK.

The Germans are known for their technical and engineering expertise. It seemed that many of their test pilots came from an engineering, particularly aeronautical engineering, background. To a certain extent this was true with the UK manufacturers although the RAF placed more emphasis on operational experience. This was certainly the case with the UK's Empire Test Pilot's School which took experienced pilots and gave them the relevant engineering training to conduct testing in the context of their operational experience.

The Germans were very strong in gliding, in fact this was how they trained their pilots under the restrictions of the Treaty of Versailles. The book includes a number of articles about large gliders,

multiple glider tows and rocket assisted glider takeoffs. As WW II drew to a conclusion some of the ideas that had to be tested became more and more desperate. One, called the "Natter", was a vertically launched rocket with wings so small they only became effective at high speed. In fact a speed so high that a normal landing was impractical. The pilot returned via a parachute, normally the option of last resort! The first couple of test flights highlighted problems not normally encountered, such as the canopy striking the pilot when jet-tisoned prior to "landing".



The book had particular relevance to me, not only as a test pilot, but in the light of recent experiences.

Paine field at Everett, just north of Seattle, would be a fascinating place due to the Boeing wide body factory alone. However, it is an active general aviation field with four museums/restoration facilities. I was there in June when a newly restored WW II Focke-Wulf-190A was to make it's debut. The day prior, I was completing checks in the cockpit of a new B777 when my flight test engineer casually mentioned, "there's a B-17 in the circuit". Sure enough,

turning base, was the WW II bomber. It seemed quite small compared to the B747s and B777s, but so did the B-52, also parked on Paine Field. Later that day a P-51 Mustang and a Spitfire were seen in the circuit. Unfortunately the FW-190 debut was restricted by low cloud and misty rain however quite a few hours were spent around the rest of the collection, most of which were in flying condition. It's called the "Flying Heritage Collection" and is owned by Microsoft co-founder Paul Allen.

Having spent the Saturday immersed in old aeroplanes it was back to work to test fly the B777 on Monday. As we taxied out for takeoff, another hangar was open with three Me262s in various states of construction. These are part of a group of five new aircraft that have been reverse engineered from the original plans and airframe. The original Jumo engines, which had a very

short life, have been replaced by GE J-85s. Just to top it off there were two F-104 Starfighter fuselages in crates in front of the hangar. We couldn't see the wings but that's no surprise considering their size.

Finally as we entered the runway, we could see on the other side of the airfield a B-25 Mitchell, one of two at Paine Field.

If you ever find yourself in Seattle and consider visiting the Boeing factory, then also consider exploring some of the other facilities as well. Try the following internet addresses for more information.

[kpae.blogspot.com](http://kpae.blogspot.com)

[www.paineairport.com](http://www.paineairport.com)

[www.flyingheritage.com](http://www.flyingheritage.com)

[historicflight.org](http://historicflight.org)

[www.museumofflight.org/collections/aircraft-restorations](http://www.museumofflight.org/collections/aircraft-restorations)

[www.stormbirds.com](http://www.stormbirds.com)



*Reverse engineered Me262. This one is expected to fly soon.*

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**Minutes of the Annual General Meeting of the  
Airtourer Co-operative Ltd held at Corryong on  
20th March 2011**

**Present:** Mr. Stan Tilley Chairman  
Mr. H. Blemings Director  
Mr. John Sheehan Director  
Mr. Alan Wood Director  
Mr. John O'Halloran Director  
and 19 active members. (List attached as Annex A, not included in Newsletter)

**Apologies:** Mr. Lee Gordon-Brown Director  
and 4 active members.

### **Opening**

The Chairman opened the meeting at 9:45AM.

### **Minutes of the previous Annual General Meeting.**

The minutes of the previous AGM were published in the August 2010 Airtourer Association Newsletter.

Moved Hector Blemings, seconded Sue Clarke that the Minutes, as published, be accepted as a true and correct record of that meeting.

*Carried.*

### **Business Arising From The Minutes**

Nil

### **Reports**

#### **Chairman's Report**

The Chairman, Stan Tilley, presented his report which is included at Annex B.

Moved Andy Morris, seconded George Penfound, that the Chairman's Report be accepted.

*Carried.*

#### **Financial Report**

The Financial Statements, being an abridged version of the auditor's report, was presented and included at Annex C.

Moved Hector Blemings, seconded Sue Clarke, that the Financial Statements be accepted.

*Carried.*

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**Appointment of Auditor.**

Proposed John O'Halloran, seconded Hector Blemings, that Mr Richard Fong be reappointed Auditor for the following year.

*Carried.*

**Director Administration's Report**

John O'Halloran presented the following report on administration:

Membership of the Airtourer Co-operative is largely a subset of Airtourer Association. As I also carry out administrative duties for the Association I find there is a large amount of duplication of effort. Therefore I propose that much of this administration be done on a joint basis. Members were advised of the background in the February Newsletter and a motion will be placed before this meeting in General Business.

Membership currently stands at 61 including overseas members. Membership records, currently maintained in a Google Docs spreadsheet should be migrated to a dedicated database on the Airtourer Association website, if the motion on joint administration is passed. This should avoid some of the problems encountered in the last year where contact details were updated on one list but not the other.

**Chief Pilot's Report**

John O'Halloran presented the following report.

The usable fuel quantity issues, consequent to the ATSB report on the loss of modified Airtourer VH-MVP, has taken a significant amount of the Directors time, from both airworthiness and operational aspects. The Co-operative's prompt action in releasing a Temporary Revision to the Flight Manual averted an Airworthiness Directive being issued by CASA. Unfortunately April 2010 saw another Airtourer lost due to fuel starvation. The Co-operative worked closely with the ATSB in the investigation and identified dipping the fuel tanks and documentation of modifications as areas of misunderstandings among pilots. Two AFM Operations Bulletins were issued to clarify these misunderstandings. The Temporary Revisions will be replaced by a permanent revision to the AFM once the new fuel quantity indicating system has been installed and the unusable fuel established in accordance with the requirements of the Air Navigation Order.

**Airworthiness Report.**

Mr. Lee Gordon-Brown, Director Airworthiness, passed on his apologies for being unable to attend and forwarded the following report.

The Maintenance Manual and Parts Catalogue have undergone minor updates. The Chairman has had copies of the latest version printed and will be available for sale.

The Usable Fuel issue has taken a significant amount of the Board's time. Alan Wood has worked with Auto Avia to develop a new fuel quantity indicating system. Once this has been tested the modification should be issued as a Service Bulletin. The testing will

require flight testing to establish the unusable fuel amount as defined in ANO 101. Once this has been established the AFM Temporary Revision should be removed and replaced by an AFM Revision.

I am due to step down as a Director this year and am not in a position to offer to stand again. I thank the Board and members for their support and will be happy to assist in airworthiness matters where possible.

## **General Business**

### **Joint Administration**

Proposed John O'Halloran, seconded Bonnie Tilley that the Board be authorised to enter into a suitable agreement with the Airtourer Association regarding maintenance of membership records and related administration.

*Carried.*

### **Annual Subscription.**

Moved John O'Halloran, seconded Niels Jensen, that the annual subscription remain at \$50 for the following year.

*Carried.*

### **Joining Fee**

John O'Halloran pointed out that the Joining Fee had stood at \$200 for a number of years. It's origins lay in the past when the Co-operative suffered financial stress due to the legal action to enforce the terms of the Type Certificate Sales Agreement. At that time the annual subscription was set at \$200. In subsequent years, when the annual subscription was reduced to \$50, the Joining Fee was introduced in acknowledgement that a new member enjoyed the benefits resulting from the established members having paid the high subscription. As time had passed it was appropriate to consider reducing the joining fee.

Proposed John O'Halloran, seconded George Penfound, that the Joining Fee be reduced to \$100.

*Carried.*

### **Donation to the Airtourer Association.**

Proposed George Penfound, seconded Jon Pels, that the Airtourer Co-operative donate \$2,000 to the Airtourer Association in recognition of the assistance provided in previous years.

*Carried*

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## Election of the New Committee

The Rules required that the two longest serving Directors retire at the AGM. Mr Hector Blemings and Mr Lee Gordon-Brown therefore stood down. Mr. Hector Blemings and Mr John Day presented themselves for re-election.

No further nominations were received from the floor and hence Hector and John were elected. The Board therefore stands as follows:

|           |                     |
|-----------|---------------------|
| Chairman  | Mr. Stan Tilley     |
| Directors | Mr. Hector Blemings |
|           | Mr. John O'Halloran |
|           | Mr. Alan Wood       |
|           | Mr. John Sheehan    |
|           | Mr. John Day        |

Stan Tilley proposed a vote of thanks to Lee Gordon-Brown for his assistance during his time as a Director.

*Carried by acclamation.*

### Closure

There being no further business the meeting was closed at 10:30AM.

Annexes:

- A. List of Attending Active Members (Not included in Newsletter).
- B. Chairman's Report
- C. Financial Statements
- D. Memorandum of Understanding on Joint Administration. (included in the May 2011 Newsletter)

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**Airtourer Cooperative - Chairman's Report AGM 2011.**

Another year has passed. I feel that the Cooperative is suffering from the problems of General Aviation throughout Australia. These problems are matters like difficulty of getting fuel and ridiculous security precautions, not to mention ever increasing bureaucratic requirements.

You will see from the balance sheet that sales of parts are down but you will be pleased to hear that the Coop is still in a viable position financially.

Less sales mean that our aircraft are requiring less work – but is it also perhaps because General Aviation is suffering a downturn? We know that many Airtourers have been restored over the years to better than new condition. We are also pleased to know that there are half a dozen more aircraft being restored and we want to reassure these members that they are fully supported by the Cooperative.

Part of our support is in the revised Maintenance Manual and the revised Parts Manual. These books are available for sale. I suggest that every owner makes sure that they are a Coop member and acquire copies and take them to their LAME. Any work that the LAME does, should take less time, be more reliable and therefore cost you less in the long term.

I do have to mention some problems which are beyond our control and which cause enormous work for the Coop.

Because of price, we have lost our fuel bladder supplier, but fortunately we do still have bladders in stock.

The total loss of MTC continues to be a problem. Because the pilot of MTC refused to acknowledge that he failed to put fuel in the aircraft but blamed the gauge, the dipstick, the fuel flow etc, for the engine stopping and then totally failed to complete a forced landing, there have been enormous consequences.

The Coop has had to try and justify all the fuel registering and calibration requirements, going back 50 years. As a result the Coop has developed a new recording system. This is covered by a Auto Avia Approval 211/104/EI 1 which will be the basis for a Service Bulletin. This SB will be sufficient authority for a LAME to install a new the fuel gauge and sender.

However, whilst the object of the Coop to keep our aircraft flying, it is also vital that we do not impose any unnecessary costs on owners, so the installation of this change is not mandatory.

The decision is up to you, the owner, if you want to change.

Once again I must thank the members of the Board for the enormous amount of voluntary work they do on behalf of Coop members and I would also like to convey our thanks to Hugh Knox who continues to do all the financial and government requirements even though he no longer owns an aeroplane.

*Stan Tilley,*  
Chairman

**Airtourer Co-operative Ltd**  
**Income and Expenditure Statement**  
**For the year ended 31 December 2010**

|  | 2010       | 2009      |
|--|------------|-----------|
|  | \$         | \$        |
| <b>Income</b>  |            |           |
| Trading profit   | 5,426.42   | 9,067.54  |
| Interest received  | 3.80       | 7.56      |
| Subscriptions received                                   | 5,090.00   | 3,900.00  |
| Total income   | 10,520.22  | 12,975.10 |
| <b>Expenses</b>  |            |           |
| Accountancy  | 781.00     | 760.00    |
| Audit fees   | 550.00     | 500.00    |
| Bank Fees And Charges                                    | 10.00      | 6.00      |
| Conference/seminar costs                                 | -          | 900.00    |
| Donations  | 2,000.00   | 2,000.00  |
| Insurance  | 1,548.55   | 1,387.64  |
| Postage  | 313.80     | 63.00     |
| Printing & stationery                                    | 377.00     | 938.00    |
| Repairs & maintenance                                    | -          | 250.00    |
| Telephone  | 1,188.00   | 647.00    |
| Technical services                                       | 5,464.20   | 2,540.00  |
| Total expenses   | 12,232.55  | 9,991.64  |
| Profit (loss) from ordinary activities before income tax | (1,712.33) | 2,983.46  |
| Income tax revenue relating to ordinary activities       | -          | -         |
| Net profit (loss) attributable to the co-operative       | (1,712.33) | 2,983.46  |
| Total changes in equity of the co-operative              | (1,712.33) | 2,983.46  |
| Opening retained profits                                 | 57,931.82  | 54,948.36 |
| Net profit (loss) attributable to the co-operative       | (1,712.33) | 2,983.46  |
| Closing retained profits                                 | 56,219.49  | 57,931.82 |

**Airtourer Co-operative Ltd**  
**Detailed Balance Sheet As At 31 December 2010**

|   | 2010       | 2009       |
|---|------------|------------|
|   | \$         | \$         |
| <b>Current Assets</b>                   |            |            |
| <b>Cash Assets</b>                      |            |            |
| Cash At Bank                            | 44,884.51  | 39,437.84  |
|   | 44,884.51  | 39,437.84  |
| <b>Receivables</b>                      |            |            |
| Trade debtors                           | 1,310.00   | 5,131.60   |
|   | 1,310.00   | 5,131.60   |
| <b>Inventories</b>                      |            |            |
| Finished goods - at cost                | 23,346.00  | 26,971.00  |
|   | 23,346.00  | 26,971.00  |
| <b>Current Tax Assets</b>               |            |            |
| GST payable                             | 278.98     | (8.62)     |
|   | 278.98     | (8.62)     |
| Total Current Assets                    | 69,819.49  | 71,531.82  |
| <b>Non-Current Assets</b>               |            |            |
| <b>Other</b>                            |            |            |
| Warehouse equipments at 2005 valuations | 30,000.00  | 30,000.00  |
| Jigs & Dies at 2005 valuations          | 40,000.00  | 40,000.00  |
|   | 70,000.00  | 70,000.00  |
| Total Non-Current Assets                | 70,000.00  | 70,000.00  |
| Total Assets                            | 139,819.49 | 141,531.82 |

# VICTORIAN BRANCH ANNUAL MID-WINTER LUNCH on 19<sup>th</sup> JUNE

## *John Treble*

We had a very enjoyable get together at the Royal Victorian Aero Cub Bistro with 15 sitting down for lunch.

The venue is generally central for most members and the Bistro area is very acceptable. Well worth a re-visit next year.

We usually cater for about 26 people for this type of occasion and although numbers were down a little from previous years, the lower attendance corresponded with the number of apologies received. The change of location, and gathering for lunch rather than dinner was the most likely reason.

We all arrived within a few minutes of one another at about 12.30pm with lots of talk and laughs. We must have enjoyed the day as after what seemed only an hour or so was actually 4pm and the staff reminded us

to depart so as to make way for the arrival of the dinner crowd.

During the afternoon's proceedings John Day handed out preliminary details of our Christmas get together to be held on 2nd - 4th December at JDANDBOO Field, that is now on the website under Activities.

Those in attendance were:-

Roger & Neroli Merridew,  
Andy & Jane Morris,  
Dot & Bruce Ross,  
Jon Pels & Monique Gillett, (the only ones who flew in),  
Doug Stott & Lorraine,  
John & Doreen Treble,  
John Day,  
Mike Fisher and new member,  
Keith Corbett.



# 2011 PRESIDENT'S FLY - AWAY MINI SAFARI PROGRAM AND REGISTRATION FORM

As advertised in the May Newsletter, the format for the 2011 President's Fly-away will be a 3-night Mini Safari.

The planned 3-night fly-away should make for a very interesting and entertaining event, visiting historic places, sightseeing, Shear Outback show with lunch and much more.

If you have other commitments and cannot join in the total program, you are welcome to come along for any part of the arrangements. If that is the case, please advise with the Registration form below the intentions of what you are able to do.

**I shall give a full briefing after dinner each night for the following day's segment.**

## **Initial Gathering, Friday 23rd September - Deniliquin**

We shall be gathering at Deniliquin on Friday the 23rd of September. As we will be arriving at different times make your own way to the Deniliquin Motel. (Taxi 5881 2129) A short stroll from our Motel will be a pay as you go bistro meal in the Gallery room of the Deniliquin RSL Club from 6pm.

Deniliquin member Gary Coote, who recently purchased VH-CKE, will be overseeing some of our time at Deniliquin.

## **Saturday 24th September - Lake Mungo**

## **Sunday 25th September - Hay, then home on the 26th.**

## **Accommodation**

All accommodation has been arranged under the name of the Airtourer Association, so make your own bookings, but accommodation arrangements will only be held until the 31st August.

|  |                |
|--|----------------|
| Deniliquin Motel, 286 Wick Street. 03 5881 1820          | 23rd September |
| Mungo Lodge. 03 5029 7297                                | 24th “         |
| Outback Quarters Motel. Sturt Highway, Hay. 02 6993 1804 | 25th “         |

## **Cost**

It is difficult to advise what the total cost of our journey will be, but the cost of accommodation and some meals will be pay as you go.

Depending on the number of participants attending a deposit of \$50 per person will go someway to cover transport, planned sightseeing activities, historic places, museums,

entrance fees and lunches etc.

There are 2 options on how to pay your deposit:-

(1) By the 9th September send your completed Registration form with deposit cheque payable to the Airtourer Association to:

John Treble,  
P.O. Box 57,  
Keilor, 3036.

(2) Pay deposit by Electronic Funds Transfer.

Bank account details:

Airtourer Association,  
BSB No. 032507, Account No.121510  
Quote Your Name.

Post the following information to above address or via email to:

president@airtourer.asn.au

Pilot's and Co-Pilot's Name:.....

Aircraft: VH-.....

\$50 deposit per person. Number of persons.....X \$50 = \$.....

(Circle) Internet or Cheque.

## **FUEL IS AVAILABLE AT DENILQUIN AND HAY.**

### **Heard at the Hangar Door**

**Robert Zweck** reports that two CT4s are on their way to Australia from Singapore. Previously registrations 9V-BPA and -BPB they will become VH-NMX and -NMY.

**Stu Hilsberg** has taken up a position in Operations Management with a large helicopter operator in Darwin. He'll be commuting between the Sunshine Coast and the north.

### **Co-operative News**

Work on the testing of the new fuel quantity indicating system and determining the unusable fuel has been hindered by weather earlier in the year and then JOH's availability. COI will be modified by Alan Wood at Wedderburn and then flight tested at the first opportunity.

New Maintenance Manuals and Parts Manuals are available, see website for details.

## Calendar of Events

### **PRESIDENT'S FLYAWAY 23<sup>rd</sup>, 24<sup>th</sup>, 25<sup>th</sup>, 26<sup>th</sup> SEPTEMBER 2011**

Members have continually requested that we do more flying at our Fly-In's, thereby leading to a change of format and challenge for this years President's FlyAway. See Page 22 for more details and how to register.

### **VICTORIAN BRANCH CHRISTMAS FLY-IN on 3rd, 4th, DECEMBER**

John & Rebecca Day shall host the end of year get-together at JDANDBOO field, (YJBO), which is 18nm NW of East Sale. Details on the website.

### **2012 CONVENTION and ANNUAL GENERAL MEETING 16<sup>th</sup> to 18<sup>th</sup> March 2012**

The 2012 Convention and Annual General Meeting will be held at Cootamundra NSW, on the 16th, 17th and 18th March 2012. Updates in future Newsletters and on the website.

**CHECK THE AIRTOURER ASSOCIATION WEBSITE FOR UPDATES**

### **Welcome**

Welcome **Maurice Thomson** from Te Awamutu in New Zealand who is close to completing a 10 year overhaul and upgrade of Airtourer Super 150, ZK-DBD. Welcome **Vincent Boseley** from Pinnaroo in SA who is refreshing his PPL and is interested in an Airtourer.

Welcome back **Jim and Rhonda McNamara** from Mount Osmond in SA. Jim previously owned Airtourer 100 MUP, the banner aircraft on the Association's website, before selling it to John Balch in WA in the '80s. When John put it up for sale earlier this year Jim was quick to purchase it back.