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Newsletter No. 98

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. Please enclose payment for any advertisement. The next Newsletter will be published in August 2001. Contributions and or advertisements are to be with JOH by 15 July 2001.

Small advertisement (3 to 4 lines) \$10.00

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Editorial

It was good to catch up with everyone again in Bendigo. Congratulations and thanks to Stu and Amanda for the work they put into the weekend.

These events are termed Fly-Ins and when I first joined the Association there was a lot of flying conducted. Not just Stan Tilley's aerobatics and formation but members swapping rides or introducing locals to the Airtourer. While it still goes on I get the impression that this type of flying is less these days. Are we missing some of the joy of flying our little aeroplanes or an opportunity to show some younger pilots what a great aeroplane Australia was able to produce?

On the subject of showing off the Airtourer I have received on behalf of the Association a couple of invitations to fly-ins/rallies. These have been included in the newsletter and are a good opportunity to show how we are ensuring the preservation of the Airtourer type. Please consider attending these events if convenient or maybe State representatives may wish to organise a group participation.

This issue contains the Minutes from the AGM. While minutes can be a boring record of a meeting these contain some useful information especially about the Flight Manual.

I have received a couple of requests to publish the contact details of the Committee

Continued on page 3

Cover Photo: Elaine Sage on the wing of her Airtourer 115 VH-DAM at Bendigo.

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

Steeple Flat
Nimmitabel, NSW 2631
19/3/01

Dear Mr. O'Halloran,

Would you please publish my thanks to Allan Wood for all the help he has given me. On Friday 9/3/01 I flew DAM out of Bombala but only made it to Polo Flat/Cooma Airport. On the Sunday I had just flown over Goulburn and because of badly deteriorating weather I was forced to return back to Goulburn.

Tony Lamarra kindly put my Victa in his hangar and then the next day Allan and a friend flew down to Goulburn. Allan flew DAM back to Hoxton Park for its maintenance.

Thank you Allan,

Faithfully

Elaine M Sage.

Heard at the Hangar Door

Congratulations and best wishes to **Greg Rutherford** and **Glenis Andrew** who were married on April 8.

Congratulations to **Bernie Kitchell** who was awarded Echuca Aero Club's 'Best Clubman' at the 2000 Wings Night.

Continued from page 2

and State Representatives in the Newsletter. This I have done on the last page which can be torn off and placed somewhere for easy reference.

Finally there will be a change in my domestic arrangements from the beginning of August. At present Jan and the children live near Noosa and I live and work in Hong Kong, getting home whenever I can get more than three days off. In August I will be based in Melbourne meaning my roster will start and finish in Melbourne. I will still commute from Noosa but Melbourne will be easier than Hong Kong! I have therefore changed some of my contact details, the new ones are listed above. The old email address will work for a couple of months. The mobile number should reach me when overseas but don't be offended if I keep the conversation short as I'll be paying the IDD charges. However, feel free to call me.

Safe Airtouring,

John O'Halloran

From Darwin to the 2001 Avalon Airshow in VH-MUZ

Hugh Bekkers

On Friday afternoon, the day before I had planned to leave for the Avalon airshow in the Victa Airtourer VH-MUZ, the whole expedition was hanging in the balance. Months of planning was going out the window as I lay there under the aircraft in Phoenix's maintenance hanger watching fuel stream from a faulty fuel cock. It was another last minute hitch, only adding to a whole list of others we'd already had to battle through. Nevertheless, Kynan and the other engineers persevered and managed to fix the problem (to my considerable relief) and we wheeled MUZ out of the hangar for run-ups and a test flight after having completed the 100 hourly and other repairs. Everything was looking good.

By 11 o'clock the next morning I was strapped in and ready to go. I had decided to leave on Saturday allowing a few extra days up my sleeve for delays due to adverse weather or any mechanical problems. As it turned out, this was one of my better decisions. I was told later that after my departure the weather closed in for days and I probably wouldn't have been able to leave Darwin in time for the airshow if I hadn't left when I did. At last things were starting to go my way!

As I headed south, first to Tindal then on to Elliot, the sky ahead opened up beautifully. Every time I looked over my shoulder the threatening clouds behind seemed to be chasing me out of Darwin. Reports I heard over the radio from other pilots on the northern coast painted a picture of rapidly deteriorating conditions. I was definitely heading in the right

direction.

At Elliot I topped up the tank with fuel I'd carried with me in a couple of containers. I couldn't afford to waste too much time because I still wanted to make Tennant Creek that night. A later departure from Darwin than I'd hoped, plus a head wind meant I was a little behind schedule.

I arrived in Tennant at about 6:30. It was a relief to have that first section of the trip behind me after the rush to get the aircraft ready only the day before. MUZ was performing beautifully and I was feeling increasingly confident.

The next day dawned clear as a bell. The plan was to fly to Alice Springs where I would meet up with a good friend of mine and ex-Darwin Aero Club member, John Nicholas. He was going to join me for the Alice – Avalon – Alice segment of the trip. After a bumpy 2.8 hour flight I touched down in Alice at around lunch time and was met by John and his wife, Elaine. They live on an outstation of Hermannsburg, about 130 km's west of Alice and they had invited me to stay there for a day or so before John and I embarked on the rest of the trip. Elaine wanted to see the area from the air so she joined me for the short flight out to Hermannsburg, while John drove the car. It's a pretty area to fly in with all the mountain ranges around, although we needed to give Pine Gap a wide berth at the risk of being shot down!

My couple of days at Tjuwanpa (the outstation name) were most enjoyable. I joined John as he made his regular rounds to some of

the surrounding outstations under his charge, and a drive up nearby Palm Valley was particularly interesting. By midday Tuesday we were ready to depart.

With John and myself in the Victa we were unable to carry any luggage with us if we wanted to take full fuel. I wasn't keen to travel in such remote areas without filling up so we restricted ourselves to a toothbrush and one spare pair of jocks each. We had both posted camping gear and spare clothes etc down to Avalon in advance, and hoped it would be there on arrival.

The forecast for Tuesday afternoon was for isolated storms and unfavourable winds so I was keen to make a move. We had to fly back to Alice to refuel then on to Oodnadatta for the night. Thankfully the forecast conditions didn't eventuate and we ended up with excellent flying weather and a light tail wind. When we arrived in Oodnadatta it was about 5 o'clock but the temperature was still in the high 30's. The short walk into town certainly made us appreciate that first beer at the 'Transcontinental Hotel'. Oodnadatta was a fascinating place, with a lot of history behind it. The temperature dropped a little in the late afternoon so we strolled around the town and its old railway facilities which were once a hive of activity in the days when Oodnadatta was the rail head for the old Ghan.

The next day was to be one of the longest of the trip. We would be flying for 8 hours, tracking via Leigh Creek, Renmark and hopefully ending up in Hamilton. At Renmark our plans went a little astray. There was a power failure at the airport so the fuel bowser wouldn't work. We were advised that Mildura was our next best option for avgas, being only another 70 miles further on. When we arrived in Mildura the refueller had just gone home so we had to wait until he came out again. Mak-

ing Hamilton that night was starting to look doubtful, particularly with head winds which were increasing in strength. We decided to go to Horsham instead and ended up spending a very pleasant night there.

Plan 'A' the next day was to fly over the ranges to Lismore, land there and time our departure to arrive at Avalon at our designated time of 12 midday. This plan looked good first thing in the morning, but low cloud was rolling in rapidly. By the time we departed Horsham the cloud was bad enough to force us to fly around the Western side of the mountains. The flight was made a bit more interesting when the air speed indicator failed to work. On one previous occasion the needle had been stuck until the aircraft reached about 40 knots then sprung into action. This time, however, it remained on zero and even a shallow dive was not enough to dislodge it. We considered turning back, but thought it would be no different whether we landed at Horsham again or carried on and landed at Avalon without the ASI. I'd landed without an ASI (and a few other instruments as well) in club flying competitions so wasn't particularly concerned. By the time we detoured around the mountains under cloud it chewed up some of our time so we decided to by-pass Lismore and go straight on to Avalon. I had studied all the arrival procedures but was still a little anxious about it all. The GPS was a blessing because it guided us to our GAAP reporting point, a prison which wasn't all that obvious from a distance through haze. We made our report and were cleared direct to a right base on the main runway. There was plenty of activity around the airport and the strip was not cleared of preceding traffic until we were on late finals. I came in a bit hot without the ASI but the landing was uneventful, perhaps even one of my better ones. The marshallers were great and the

taxi into our designated parking area went like clockwork.

It was a relief to have finally arrived. My biggest concern had been to run into some sort of major problem at a remote place on the way down and consequently miss the airshow. If we had a problem on the way home it would only mean I'd be late back to work! After securing the aeroplane we found our way to the camping ground and, amazingly, our camping gear was there waiting for us.

Now we had 3½ days of airshow ahead of us. For aviation buffs like John and I it was like paradise. The airshow was just fantastic. Highlights for me were the fast jets with their awesome power and the performance by Manfred Radius in his glider. His half outside loop followed by an inverted pass down the runway to cut a ribbon a few metres above the ground was nothing short of amazing. I'm also a warbirds enthusiast so I revelled in the sight and sound of the Spitfire, Mustangs and Hudson bomber. John expressed his interest in the locally produced Airvan and managed to talk himself into a ride in one that was conducting parachute drops. It was also a chance to meet people I've only ever read about – famous aerobatic pilots, and aviation record holders like Jon Johanson who parked his RV4 right next to our Airtourer! We spent some time under our wing in the shade with a cold beer watching the flying displays. A constant stream of people intrigued by the words 'Darwin Aero Club' on the side of the aircraft stopped for a chat. 'Yes, it was a long way to fly in a little aeroplane but it was certainly worth it!' Other Airtourer owners were there too. It's difficult to become involved in Airtourer Association activities when you live so far away from other members, so it was great to make some contacts. I was very impressed with Ralph and Harry's immaculate Airtourer, VH-TPY and I'm

not surprised they won a special award for presentation.

All too soon the show was over, but we still had the return flight to look forward to. We had decided to delay our departure until midday Monday, by which time the mass exodus would be over. Nevertheless we still managed to time our departure to coincide with a C17 Globe Master, a B52 and an aerial refueller! Fortunately we managed to sneak out just ahead of them otherwise we'd have had to wait half an hour for the wake turbulence to settle down!

This time the sky was clear and it wasn't a problem to fly over the mountains tracking via Ballarat to Swan Hill. Jack Scott, a friend of ours (and another ex-DAC member) now lived in Swan Hill. We'd caught up with him at the airshow but promised to call in for a cup of tea (he was working and we were flying) on the way home. John flew the next leg to Broken Hill. Up until then he'd done some of the flying from the right hand seat, but was otherwise happy to do the co-pilot thing – help with navigating and radio calls.

Broken Hill was another of those great historical towns. We stayed the night in a grand old hotel, 'The West Darling'. A brief stroll around town revealed some real architectural gems, many of which have been beautifully restored. Our walk was soon abbreviated by the need for a cold beer, which we consumed with one of the biggest steaks I have seen.

There wasn't a cloud in the sky for the whole of the next day and the temperature was getting pretty high as a consequence. The next leg took us to Leigh Creek again, but I was only allowed to admire the scenery for half the flight because I wanted to log some instrument flying time to work towards my commercial licence. With me wearing the 'foggles', John found great pleasure in progressively covering

up primary flight instruments in the hope that I would end up in a spiral dive.

For lunch we landed at William Creek. It was 43 degrees on the ground there, and we were welcomed by about a million flies. Until recently it was possible to taxi your aircraft right up to the front door of the pub but nowadays you have to park out the back and walk through. There is nothing at William Creek other than an airstrip and a pub, although apparently it becomes a surprisingly busy place in the winter months when tourists travel the Oodnadatta track. Inside the bar there is plenty of evidence of some pretty good parties including items of underwear hanging from rafters.

MUZ climbed reluctantly out of William Creek in the heat of the day but it was a relief to get up to higher altitudes where it was pleasantly cool. Oodnadatta was our next stop, this time only to refuel and head off straight away to Alice Springs. As we approached Alice in the late afternoon sun the air became smoother and the longer shadows picked out features in the landscape making it a beautiful time of day to be flying.

Alice Springs was the end of the journey for John and we celebrated that night together with Elaine. Of course I still had some 725 miles to go but was in no rush to get away the next day. I spent the following morning visiting the Alice Springs Desert Park which I enjoyed immensely. After lunch it was time to head off to Tennant Creek for the night.

With John no longer with me I was able to carry the extra fuel containers again. Being self sufficient with fuel meant that I didn't have to rely on supplies being available at Daly Waters where I intended to stop next. As I made my way further north the cloud began to build up and I was eventually forced to fly below it. The whole of the Territory from Alice Springs north was in the grips of one of the wettest

seasons ever. There was water lying everywhere and the landscape was incredibly green as a result. At Daly Waters the rain had been heavy enough to flood the road from the township to the airstrip, so it's just as well I had my own fuel! I'd always wanted to land at Daly Waters. The airstrip, hangar and associated facilities were built during WWII and are in remarkably good condition. Daly Waters is just one of many wartime strips scattered across the NT but not a lot of them are still usable.

Now I was in the final stages of the trip - just Tindal and home. I arrived in the Tindal circuit area at about the same time as a RAAF F/A18 and had to hold for him during taxi. I love sharing airports with jet fighters! After refuelling I was off again, this time on the last leg and it felt good to be in familiar territory. When I made the first contact with Darwin ATC there was not only a sense of accomplishment but also a touch of sadness that such a great trip was coming to an end.

I shut MUZ down in front of the Aero Club, ten days and 43.4 incident free flying hours later. It had been a fantastic trip and a fantastic airshow, but hopefully not one of those **once** in a lifetime experiences.

Thanks to Shell Aviation who assisted with the cost of fuel for the trip, and the airshow organisers who provided complimentary show



Airtourer Association Annual General Meeting and Fly-In Bendigo March 2001

John O'Halloran

The first weekend in March saw the Airtourers gather in Bendigo for the 2001 AGM. Bendigo is located in Central Victoria and has a long history associated with gold. Being north of the Great Dividing range it escapes some of the weather that gives Melbourne an (unjustified) bad reputation.

The weekend was organised by Stuart Hilsberg and his fiancée Amanda Cann. They decided on a different approach to previous Fly-Ins with fewer organised activities and flexible bus schedules. The hotels chosen were central to Bendigo's major attractions, the Central Deborah Gold Mine and the Talking Tram





Above: Ready to underground complete with miners lights. L to R. Merle Wood, Lindsay & Beryl Marshall, Gerry Lawson (obscured), Jan O'Halloran, Alan Wood and Pam Lawson.

Opposite Page: "Did you hear the one about the two blonds?...Liz Matthews and Sue White sharing a laugh on Friday night.

which then gave access to the centre of town. Transport was two mini buses which could be driven by any licenced driver. This gave members the flexibility to form into groups to visit the attractions that interested them.

Friday saw a good turnout although the usual weather on the east coast forced some of the Sydney and Newcastle members to resort to their cars.

Saturday saw more members flying in while the early arrivals were sightseeing.

Bendigo has an important and interesting place in Australian history being part of the 1850s gold rush. Because we are a young nation there are not many country towns with significant architecture from the late 19th and early 20th centuries. However, the past wealth of Bendigo was evident in a number of buildings.

The locals now take much pride in preserving the beauty of their city from major buildings to individual homes. Maureen Knox and Marjorie Roche was admiring one garden when she was invited into the home. It was decorated for a wedding that evening and before long they were invited too!

Saturday night AGM Dinner was held in the Shamrock Hotel which has a history pre-dating Beryl's memories (see story page 11). It was said that a fortune could be made from the gold recovered out of the mud that fell from the miners boots onto the bar-room floor. Much of the history is well presented in a display in the Old Town Hall.

Bendigo once had a tram system and when the council took it out of service a group of enthusiasts negotiated to keep some of the track from being ripped up. They now run a



Left: Lindsay Marshall, Alan Wood and Gerry Lawson enjoying the view of Bendigo from partway up the poppet head.

guided tour starting from the Central Deborah Mine and running through the centre of town to the old depot. It's called the "Talking Tram" because of the excellent recorded commentary throughout the journey.

The Central Deborah Gold Mine was the last commercial mine to operate in Bendigo. In the period from 1939 to 1954 about one tonne of gold was unearthed from the mine, worth about \$M12 in today's prices. The mine closed for a number of years until 1986 when it was reopened for underground tours and miners once again went underground with visitors to explore the fascinating tunnels below.

Before venturing underground visitors must kit out with a miners hard hat and light. The tour is not for the claustrophobic com-

mencing with the crowded cage lift to descend the 100m to one of the upper levels. The guide gave a good account of the workings of the mine including the hazards and a deafening demonstration of a mining drill. On the surface there were excellent displays and old machinery that took Lindsay Marshall's interest. Crushed rock from the mine is available to try your luck panning for gold. Jan thought she was doing quite well until the mine tour when the guide dem-

onstrated the difference between fools gold and the real thing !

Sunday morning was busy with a Committee Meeting then the AGMs for the Association and the Co-Operative. The major topics of interest were the status of the Type Certificates and the Flight Manuals. These are reported elsewhere in the Newsletter.

Sunday lunch was provided by the Bendigo Flying Club with flying activities throughout the afternoon. While some had to depart to be at work on Monday the remainder gathered at Miss Milly's Restaurant to round off another great weekend.

Many thanks to Stu and Amanda who ended up spending most of the weekend driving the mini-buses.

SATURDAY NIGHT AT THE SHAMROCK

Beryl Marshall

When Lindsay and I read that the AGM dinner was to be at the Shamrock, we immediately went into reminisce/romance mood. In our youthful “looking for a date” days the 45 minute drive to Bendigo with friends on a Saturday night was regular. In the days of 6 o'clock closing in Victoria we would sign in with Mrs. Smith as bona fide travellers at the Shamrock and enjoy a beer, and a Pimm's and lemonade, or two, until 10.00 pm., then go to the Pacific Ballroom and dance until midnight, then off to the Paradise Cafe for supper, then home with the same company, or with other company - depending on the luck or bad luck of the night!

Well with our Airtourer friends we didn't even think about “looking for a date”, but it was great to grace the lovely old historic build-

ing and greet those we hadn't met up with earlier in the day. The drink waiters were kept busy, and many enjoyed a pre-dinner drink on the balcony which overlooked the street. Ray Goulding of Goulding Airmotive Bendigo was a welcome and fairly well known visitor to the group, as Ray has had his hand and technical knowledge in many Airtourers. Dinner and the babble of chatter echoed through the room, then came the big moment of presentations. Phil and Kaye Schulz cleverly figured out? the secret time of arrival, and John and Doreen Treble again took out the 'Best presented Airtourer' award (and it cost them a new paint job to win it!). John and Jan O'Halloran were warned against voting for AGM's at a huge distance from their home as they **again** received the 'Longest distance travelled' trophy.

Just as people were thinking of leaving, two of the “quiet ladies??” of the Association, Jan O'Halloran and Beryl Marshall, got up on stage! Well who would consider missing the “show to steal



Phil Schulz
receiving the prize
for the Secret
Time of Arrival
from Hugh Knox.



Alan Wood, the official judge congratulating John Treble after receiving the award for the Best Presented Airtourer. President Hugh Knox is looking on. This is the third time John has won the Best Presented award.

all shows”???

To honour the engagement of Stuart and Amanda, the love song, “I’m in the Mood for Love” was serenaded. Then with different words of the same tune, and words capable of making any deceased song writer turn in his grave, “I’m in the Mood to Fly” flew out of their delicate little mouths. Mind you they had

to spell out some words so the audience would know which ‘w-h-e-t-h-e-r’ or ‘w-e-a-t-h-e-r’ they were singing about. Then to cap off the ordeal they rendered, again for Stuart and Amanda, “I got married last Friday”. Well it was nearly worth drowning, or celebrating, with a drink.

Aircraft

Jan & John O’Halloran
 Phil & Kaye Shculz
 Bill Pennell & Lorraine Howson
 George Penfound
 Hector & Wendy Blemings
 Betty & Warren Kirkup
 Jane & Andy Morris
 Lindsay & Beryl Marshall
 Stan & Bonnie Tilley
 John & Doreen Treble
 Bob & Pat Peak
 Elaine Sage
 Alan & Merle Wood
 Mike Fisher

Gerry & Pam Lawson
 Sue & Doug Stott
 Stuart Krichauff
 Bernie Kitchell & David Wearne

Car

Liz Matthews & Dad, James Condon
 Marjorie & Peter Roche
 Colleen & Jack Murray
 Ron Stiebel & Denise
 Frank & Jean Murray
 Hugh & Maureen Knox
 Stuart & Amanda
 Dot Ross
 Fenton Phillips
 David Riley

Minutes of the Annual General Meeting of the Airtourer Association (Inc.) held at Bendigo on 4 March 2001

Present: Mr. Hugh Knox President
Mr. Hector Blemings Vice President
Mr. Stuart Hilsberg Vice President
Mrs. Colleen Murray Treasurer
Mr. John O'Halloran Secretary
Mr. Stan Tilley
Mr. Alan Wood
Mr. Andy Morris
and 29 members. (List attached as Annex A)

Apologies: 21 members.

The President opened the meeting at 9:30AM.

Minutes of the previous Annual General Meeting.

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

Moved Peter Roche, seconded Doug Stott that the Minutes be accepted as a true and correct record of that meeting.

Carried.

Business Arising From The Minutes

Constitution.

At the last AGM the Secretary briefed members on proposed changes to the Constitution and the reasons for those changes. It was planned to hold a Special General Meeting at the President's Fly-In at Inverell to vote on the proposed changes. Since a change to the Constitution requires an affirmative vote of 75%, and the expected attendance at the meeting was less than that figure an alternative voting procedure was required. Approval of the Department of Fair Trading was required for this alternative procedure. This approval had not been received by the President's Fly-In and so the special meeting was postponed to a date to be advised.

Reports

President's Report

Mr. Hugh Knox presented the following report on the previous year's activities.

The last year has seen the Association recover from the bad start in 2000 with the fuel contamination problems. The Inverell North Fly-In which was originally to be the 2000 AGM was finally convened as the President's Fly-In in October. Yet again weather provided it's challenges. Nevertheless, the Association gathered on other occasions at Palmers Island, Echuca and Whyalla. Overseas the UK branch met at Kirkbride.

Over the years the Association has visited many towns and cites for our AGMs and the Committee is seeking suggestions for future venues. There are a number of require-

ments that must be considered but members are asked to approach any Committee member with ideas. The next President's Fly-In will be at Redcliff in Queensland over the weekend of 22/23 September.

Long serving Committee member Stu Hilsberg will not be standing for re-election. Over the last 13 years Stu has been active especially on airworthiness matters. In particular he has been in close contact with CASA to the benefit of the members on a number of matters. Two worthy of note are VAT28 and the ongoing saga of the Flight Manuals. Stu's input to the Committee will be missed but he will continue serving Airtourer owners as a Director of the Co-Op. Thank you, Stu.

The Association's finances are in a sound position but with a negative cashflow and we must reconsider the membership fee. A motion on this matter will be put before you later in the meeting.

Finally I must thank the many volunteers who make the Association's Fly-Ins and other activities a success. In particular I would like to mention Stu Hilsberg and Amanda Cann for the work they put into this weekend.

Moved George Penfound , seconded Peter Roche that the President's Report be accepted.
Carried.

Treasurer's Report

Mrs. Colleen Murray presented the Statement of Receipts and Expenditure, included at Annex B.

Proposed Ron Stiebel, seconded Hector Blemings that the Statement of Receipts and Expenditure be accepted and that any two Committee Members be authorised to make the necessary certifications as required by the Department of Fair Trading.

Carried.

Secretary's Report

The Secretary reported that correspondence during the year was routine and not requiring the attention of a General Meeting. Most correspondence related to membership enquiries.

In the last 12 months 17 members failed to renew their membership but with new joiners and late renewals the Association has currently 169 financial members.

Proposed Hector Blemings, seconded Lindsay Marshall that the Secretary's Report be accepted.

Carried.

General Business

Membership Fees.

The President and Treasurer advised the membership that the current membership fees of \$20 per year was no longer covering the Association's expenses. He noted that it was very low when compared with Aero Clubs and similar organisations. There was some discussion regarding how long the \$20 fee had existed but it was so long that no one was quite sure. It was in excess of 10 years and considering inflation a rise was easily justified.

Proposed Peter Roche, seconded Stu Hilsberg, that the annual membership fee be raised

to \$30.

Carried.

AGM Venues.

Doug Stott reported interest from some UK members about attending a future AGM. He suggested that the 25th AGM may be an appropriate occasion. During the discussion regarding possible venues for the next AGM Dubbo was mentioned. Doug suggested this may be more appropriate for the 25th as it is well serviced by regular commercial flights.

Lapsed Membership.

Doug Stott suggested that lapsed members be included in the membership list. In some cases the failure to renew was an oversight and current members may be able to remind their friends of the lapsed membership. The Secretary would consider this suggestion for future membership lists.

Approved Flight Manual.

Some members enquired about the current situation regarding the Approved Flight Manual (AFM). Stu Hilsberg explained that little could be done until the Master AFM had been issued. This was the responsibility of the holder of the Type Certificate (TC) which technically was still Millicer Aircraft Industries. However, the TC was in the process of being transferred to the Airtourer Co-Operative and they were waiting for the final step which is MAI to formally advise CASA of this transfer.

Once the Co-Op officially held the TC it will be legally able to develop the Master AFM. Once this is issued individual owners can apply to CASA) to have their individual AFMs approved following guidance which will be issued by the Association or the Co-Op, (yet to be decided).

In summary, the Association & Co-Op are aware of the issues and are addressing them.

Election of the New Committee

The number of nominations received was the same as the number of vacancies as defined by the Model Rules and therefore no vote was required. The Committee is as follows:

President	Mr. Hugh Knox
Vice President	Mr. Hector Blemings
Treasurer	Mrs. Colleen Murray
Secretary	Mr. John O'Halloran
	Mr. Alan Wood
	Mr. Stan Tilley
	Mr. Andy Morris

George Penfound proposed a vote to thanks to the Committee for their work over the year.

Carried by Acclamation.

Stuart Hilsberg

It was noted that Stu Hilsberg was standing down from the Committee after 13 years. In that time he had made significant contributions to the Association particularly on airworthiness

matters. Stan Tilley proposed a vote of thanks to Stu for his contribution to the Association while on the Committee.

Carried by Acclamation.

Closure

There being no further business the meeting was closed at 10:05 AM.

Hugh Knox
President

John O'Halloran
Secretary

Airtourer Association Annual General Meeting Bendigo 4 March 2001

Statement of Receipts and Expenditure 1/3/00 to 26/2/01

Receipts		Expenditure	
Credit Balance	944.51	Trophies	121.00
Membership Fees	3378.00	Bank Fees	109.65
Shirts Caps etc.	502.00	Shirts Caps etc.	951.90
Wagga AGM	2998.00	Wagga AGM	2148.00
Donation - Mobil	400.00	Insurance	311.10
President's Fly-In	3542.00	President's Fly-In	3815.80
Advertisements - Newsletter	20.00	Department of Fair Trading	50.00
Term Deposit	2052.77	Flowers	217.25
		Ballarat Fly-In	1436.40
		Newsletter (to Feb00)	2490.27
			955.30
		Stationary	83.75
		Postage	96.80
		AOPA	105.60
		Credit Balance	2380.86
Total	13,837.28	Total	13,837.28
Reconciliation		Assets at Cost	
Credit Balance	2380.86	Typewriter	400.00
Investment Account (22/3/00-26/2/01)		Label Printer	761.00
incl. \$606.34 int. after tax	15606.34	Filing Cabinet	267.00
"T" Shirts etc. (approx)	800.00		
1 A/D VAT 30	120.00		
Total	18,907.20	Total	1,428.00

Antique Aeroplane Association of Australia

The Great Luskintyre Fly-In

21-22 October 2001

Luskintyre, located in the most beautiful part of the Hunter Valley, is the NSW home of the Tiger Moth and also home to Ray Windred's Tiger restoration facility.

On behalf of the Luskintigers and the AAAA I cordially invite the Airtourer Association to what with your help, promises to be the best NSW fly-in of the year.

It will be a great gathering of antiques, classics, warbirds and other interesting aeroplanes.

This will **not** be an airshow and it will **not** be advertised outside the flying fraternity. The public will be welcome if they happen to hear about it, but they will not be specifically invited.

You can look forward to:

1. Two beautiful grass strips.
2. An idyllic setting
3. No controlled airspace
4. Plenty of camping space with excellent facilities
5. Shuttle bus to motel accommodation
6. Winery tours for those whose interest may dwindle after a while
7. A **MAJOR** hangar party on the Saturday night
8. On-site catering all day, both days
9. Plenty of shade and seating
10. Lots of **FUN**.

We realise that it is some time away, but we are anxious to get a feel for the numbers who might like to come along.

Peter Williams

PH: 0417 707 244 FAX: 02 4997 1284 Email: miner@nelsonbay.com

Note: Anyone interested in attending please contact Hugh Knox.

Federation Airshows in the Outback.

As part of the Australian Centenary of Federation a series of outback airshows has been organised to follow the routes of our aviation pioneers. A rally has been organised for pilots in their own aircraft to follow in the slipstream of this outback airborne safari, either the entire route or only selected legs. It commences in Charleville on 10 July and ends in Roma on 23 July. The organisers have approached the Association as they believe it fitting to have some of "Australia's own" as part of the Rally.

Further information can be obtained from the internet at www.airshows.net.au/outback or:

Airshown in the Outback

Ph: 03 5282 4400

FAX: 03 5282 4455

UK News

We recently heard from the UK co-ordinator Chris Schofield who many of you would have met at Mildura. Gordon Jones has sold G-AWMI and Chris is chasing up the new owner. We have a new member, Paul Bennett from Kent who is in the G-ATEX group. Welcome Paul.

Bill Beavis, who also was at Mildura, was recently in Scotland and took time to call into Cumbernauld Airfield home of Airtourer G-ATJC. TJC has just been resprayed and is looking good in her new silver livery with the St Andrews cross on the tail. The photos below show a 'before' airborne shot and nearing completion.

(Thanks to Barry Edmondson for sending the photos.)



President's Fly-In

Redcliff QLD 21st-24th September 2001

Your Queensland Committee is busily organising this fly-in with due regard for other significant events being held locally around this time of year.

Accommodation could be a problem and unless firm bookings are made in advance, we run the risk of competing for rooms against such groups as the Seventh Day Adventists (who apparently book out the entire precinct at this time), in addition to all the other tourists attending or staying over from the Brisbane Goodwill Games and like events.

Your Committee already has on hold sufficient accommodation for Airtourer members at the motels listed below but these establishments require positive confirmation by the 1st August. Please mention you are a member of the Airtourer Association.

This is shaping up to be a great event and we would love to see as many of our friends as possible - please don't miss out!

Full details of these event will be finalised for inclusion in the August newsletter. However, you will need to confirm your accommodation before then.

Contact: Ian Poyitt 07 38802722 Phone / FAX
Mobile 0417 760 818

Motels:

Waltzing Matilda Motel - Margate	07 32845171
Kippa Ring Motel - Kippa Ring	07 3283 3933
The Palms Motel - Margate	07 3284 2741

Airtourer Pilot Wins England – Australia Air Race

John O'Halloran

In the best tradition of tabloid journalism I have stretched the truth slightly with the above headline. The race was won by Mike Miller flying a Piper Aerostar called the Spirit of Kai Tak. Mike is a colleague of mine at Cathay Pacific Airways. He has an interest in general aviation and once owned a share in a CAP10 which he flew out of the old Kai Tak Airport. You have to be an enthusiast to fly privately in Hong Kong!

One day I was telling him about my Airtourer not expecting a non Aussie to have heard of it. "I know the Airtourer well," he interjected. It turns out that Mike started his aviation career by washing Airtourers at Glos-Air where they were assembled in the UK. After obtaining his licence he would ferry aircraft to and from the owners for maintenance. Like anyone who started their aviation career on Airtourers he has fond memories of the type. I just have to convince him to spend more than a few racing days in Australia to reacquaint him with the Airtourer.

Airworthiness

Many members are asking about the progress on the Flight Manual issue. The matter was raised at the AGM and the current situation is reported in the Minutes of that meeting included in this Newsletter.

In defining the Master AFM the latest “official” data is required. This is sourced from the current CASA Flight Manual and other sources such as Maintenance Manuals and Pilots Notes. We need the latest revision of the Pilots Notes. I know that there are various versions out there and we would ask if you could check your version and if later than the following please advise Stu Hilsberg or myself. When we identify the latest version we will make arrangements to have it copied.

The versions we have at present are:

AT100	Nil
AT115	Issued August 1964
T4 & T5	Issued March 1969, Amended February 1970
T6	Nil

Lesson from the Past

One of the important aspects of our Airtourer gatherings is the sharing of information. The following story of an incident from the past and retold at Bendigo has an important lesson for our pre-flight inspections.

When recovering from the dive after a stall turn the pilot found he couldn't move the control column aft. As the ground was rushing up the adrenaline started to flow and the restriction yielded to a hard pull enabling the aircraft to recover with a little room to spare.

Subsequent investigation revealed the aircraft had suffered “hangar rash”. A small nick was found in the trailing edge of the vertical vane that extends below the elevator into the tail cone fairing. This was small and well clear of the tail cone fairing so was not considered significant during the pre-flight inspection. The pre-takeoff control check was ‘full and free’ because the damage cleared the tail cone fairing.

During the stall turn the forward column moved the nick down past the edge of the tail cone fairing. The sideslip then deflected the elevator vane sufficiently for the nick to catch the edge of the fairing as aft column was applied. Fortunately it was small enough to be overcome by a strong pull on the column.

The lesson for all of us is to keep vigilant for all differences, even minor scratches and nicks, and think through fully all possible implications. This is especially important as our aeroplanes are aerobatic and subject to a variety of airflows and loads. It's also a good reminder of the importance of the 3,000 ft AGL floor for aerobatics.

Airtourer Winning Ladies

Airtourer ladies were well represented at the Annual Conference of the Australian Women Pilots' Association in Canberra recently. Attending were Kerry Nolan, Neroli Merridew, Elaine Sage, Susie White and Robyn Stewart. Congratulations to Susie who won the Navigation Trial and Robyn who won the Proficiency Trial.



Sue White, Robyn Stewart and Elaine Sage at the Australian Women Pilots Association Conference in Canberra. Sue White is holding the trophy for she won in the Navigation Trial.

Welcome

Sebastian Hempel of Paddington NSW who is Henry Millicer's grandson.
Tony Renshaw from Hornsby Hts NSW who purchased MFN from Barry Cadzow.
Also welcome back **Ray Abernethy** and **Aus Huttley** who have renewed their membership.

Calendar of Events

President's Fly-In

21st-24th September 2001

Redcliff Queensland.

Details page 19

The Great Luskintyre Fly-In

21st-22nd October 2001

Details page 17

Federation Airshows in the Outback

11th-22nd July 2001

Details page 17

For Sale

Victa Airtourer 100 1964, Engine 1500 HTR

Nice Condition, Recent new fuel cell, Hangared Toowoomba.

\$28,000 David Johnson 03 5682 2431

Committee News

Constitution. At the AGM the Secretary reported that we were awaiting approval from the Department of Fair Trading regarding the voting arrangements for the Special General Meeting. (See the Business Arising in the AGM Minutes included in this issue). That approval has been received and the Special General Meeting will be held at the President's Fly-In this year. The amended Constitution and voting papers will be distributed soon with the membership renewals. This is an important matter and we need 75% affirmative vote to change the Model Rules to our own Constitution. Every vote is therefore important.

AOPA Membership. Some time ago the Association voted at an AGM to become a member of the Aircraft Owner and Pilot's Association. The membership has been continued. One advantage of membership is that Association members who are also AOPA members can claim a discount on their AOPA membership. Treasurer Colleen Murray advises that AOPA will not automatically give this discount and members must claim it when renewing their AOPA membership.

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Note: For enquiries about parts or Airtourer Co-Operative matters please contact Alan Wood or Hugh Knox who are Directors of the Co-Op as well as holding Association positions.

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