May 2002
Newsletter No. 102

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 2002. Contributions and or advertisements are to be with JOH by 15 July 2002.

Small advertisement (3 to 4 lines)	$10.00
Large advertisement	$20.00

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

Editorial

Firstly my apologies for the lateness of this Newsletter. I had always intended to publish it just after the AGM which would have made it about two weeks late. However, AGM time is always busy for a Secretary and this in combination with the current Flight Manual issues meant that it wasn't ready before I had to start my next pattern of work. On the upside it does give the Association a chance to update members on the Flight Manual and Type Certificate issues and I have also included the membership renewals for the next year.

The rain once again allowed members to prove how dedicated they are in supporting the Association. Thanks to all those who were able to make the journey, especially those who had to drive, you all helped make it a successful weekend.

I've had to hold over some articles for the next Newsletter so in August you can read about the Airtourers at Wannaka and the twin engined Airtourer.

Safe Airtouring,

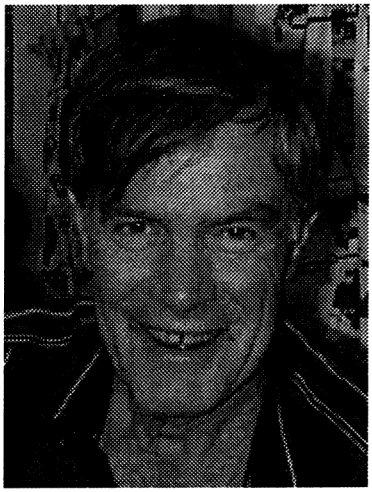
John O Halloran

Cover Photo: Mick and Estelle Poole and their Best Presented Airtourer, VH-LVU.

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 PETER ROCHE



Maur and I were deeply saddened at Peter's death in March of this year.

Marjorie and Peter have been close friends sharing our lives (and mutual passions for planes and boats) for over forty years.

I first met Peter when I was living on a boat in Rushcutters Bay and courting Maur, a very damp (but ultimately rewarding) experience, since the boat was constantly leaking, always needing someone on board to pump it out. We both have memories of parties that got out of hand and Peter rowing ashore in an inebriated state, sinking merrily as he went.

I learned flying in 1970 and in 1979 bought WHO a 100 HP Victa - what a good decision! It wasn't until 1982 that I became the proud owner of MWR a Super 150 purchased from New Zealand and it was shortly thereafter, that I took Peter for a trip to Bankstown's training area and subjected him to some fairly amateur aerobatics. To my surprise, although he wasn't too sure about the aeros, he DID like the aeroplane, resulting in him learning to fly and the subsequent purchase and reconstruction of RSJ at Quirindi in 1983/4. Marjorie's generosity resulted in RSJ becoming fully equipped for instrument flight.

Peter celebrated getting his PPL with a trip to Tasmania - Maur and me in MWR, Peter and Marjorie in EQG as the work was still incomplete on RSJ. With Stan, Bonnie and Elspeth Tilley in a Mooney and Doreen and John Treble in CRK we sowed the seeds of enthusiasm for the Roches' future Airtourer adventures.

Over the years Peter and I took many trips together to QDI for 100 hourlies. We shared the flying, leaving one plane and picking up the other. I remember the fabulous trip we all did to Alice Springs and Ayers Rock in August '84 - crossing the Simpson with only a compass (and Maur's sense of direction) to guide us. This was Peter's first long adventure in RSJ. On this trip Marjorie managed to throw a ring down the toilet whilst rinsing out her coffee plunger and was most upset that Peter would not ask the Birdsville publican to fish around the sewer to retrieve it.

Other memorable flights included a holiday to Fraser Island in Cessna EUQ. It gave us the opportunity to contrast a four seater with a two seater. I think both Peter and I preferred the two seater as it minimised the opportunities for Maur and Marjorie's chatter.

I remember Peter getting keen on Instrument flying and buying a Baron to practise the art! This saw goodbye to RSJ as he felt owning 2 planes was over the top. It was a happy day when I took Peter to Latrobe Valley to inspect and subsequently buy MOI.

As President Peter provided ongoing support and advice on the affairs of the Coop. He was a terrific help, a great pilot and a dear friend. He will be sorely missed by all of us who had the pleasure of his friendship.

We tip our wings to you Peter

Hugh

Airtourer Co-Operative News

The Airtourer Co-Operative held it's Annual General Meeting at Port Macquarie after the Association meeting. Hugh Knox took over the role as Chairman of the Co-Op after the death of Peter Roche. Hugh invited all interested owners to attend the meeting as observers.

Co-Operative Structure. Hugh explained that it was becoming harder to manage the Co-Op shareholding as some members were deceased while others were no longer contactable. Additionally the Co-Op was in a healthy financial position and some shareholders had enquired about a "return on their investment". Hugh had enquired about means to return some of the funds to the shareholders however a co-operative such as ours was unable to pay dividends. An alternative was to pay back the original investment and change the structure of the Co-Op from a shareholding to a subscription system. The return of the original investment requires Ministerial approval which is being sought.

Type Certificate and Flight Manuals. Hugh asked John O'Halloran to outline the airworthiness aspects of the Type Certificate (TC) and Aircraft Flight Manuals (AFM). John advised that the TC holder was responsible for the ongoing airworthiness of the Airtourer type of aircraft including the AFM. The TC holder at present was Millicer Aircraft Industries (MAI). MAI are under the control of an Administrator who is unable to fulfil those responsibilities. Therefore the Administrator entered into a licence agreement where the Co-Op would fulfil these responsibilities with the authority of a CAR35 engineer.

In April this year the Administrator cancelled the agreement on the basis of " an inprincipal agreement with a third party to recapitalise the assets of Millicer". They also advised that Edge Aviation would be responsible for airworthiness. The licence agreement contains a clause detailing the conditions under which it could be cancelled. The Co-Op believes that these conditions have not been met, that the licence remains valid and that any subsequent licences may not be valid. After extensive discussion with the Administrator the matter is now in the hands of the lawyers.

As advised in the last Newsletter the Co-Op had draft AFMs available at Port Macquarie. The original plan to hold a workshop on AFMs was postponed as the Co-Op Directors were involved addressing issues raised by the cancellation letter.

For Sale

Deceased Estate

Airtourer 150 HP Fixed Pitch Prop.This aircraft is immaculate inside & out. Equipped with Full Avionics incl. ILS & 2 Comms. Cleveland Brakes, Long Range Tank & plenty of other outstanding features. Operational in IFR Cat. Eng has 1670 HTR

$70,000

Alan Wood (02) 9607 0566 or (02) 9918 8639, 0419 279970 FAX (02) 9826 7159

AGM 2002 Port Macquarie

The weekend of 3rd to 5th May 2002 saw a gathering of the Airtourer Association for the Annual General Meeting. Traditionally this fly-in is held in March, however recent years have been challenged by weather and in an attempt to find clear skies the date was slipped to May. This was even more relevant as the venue was Port Macquarie (PMQ) which is situated on the coast and therefore more prone to weather problems.

During the week leading up to the Fly-In the weather looked promising with a large high over the continent. Unfortunately this was slow moving and left the coast under the influence of a moist onshore flow. The result was rain all along the coast to the ranges. By last light on Friday only 7 aircraft had arrived, at least one of them IFR. However, there was still a good rollup that evening as many had resorted to driving. President Hugh Knox got as far as the airport but it was a magneto not weather that forced him and Ron Stiebel into the car.

Cars travel slower than even Airtourer 100s so not everyone was present when we met on Friday night. Dinner was at a café that usually only opens during the day. Their venture into an evening function raised the stress level of the manager as his well planned, set course meal had to be modified to cater for the late

Tymon Dyer and Max Thompson explaining how they flew their 100 from Coldstream.

arrivals. Hugh encouraged the entertainment by forcing the flyers to tell the assembled crowd of their exploits reaching PMQ in spite of the weather. One of the best efforts was Max Thompson and Tymon Dyer in 100 MUY who flew from Coldstream, Victoria.

Lindsay and Beryl Marshall have never missed an AGM and despite not being able to fly this time they maintained their record by driving.

Maureen Knox did a great job in choosing the Mid Pacific Motel as it was right on the Hastings River providing panoramic views of the water and hinterland. Additionally it was close to town for the shoppers and the parkland along the riverfront. Most of us gathered for Saturday breakfast on the verandah of a nearby hotel and enjoyed the weather while it was still fine. It didn't last.

Lunch was at SeaAcres Rainforest Park before exploring the rainforest. SeaAcres is a section of rainforest that is special because of it's proximity to the sea. Rainforests cannot tolerate salt but this one is tucked in a valley behind large sand dunes and the salt spray is generally blown over the top by the sea breeze. Additionally there is sufficient rainfall to support the growth. The tour started with a very informative video about rainforests then a guided walk through the forest via an elevated boardwalk. The volunteer guides brought to life much of what we saw in the video but could have easily missed unless pointed out by experts. The rainforest experience was all the more authentic due to the rain which unfortunately limited flying activities. Nevertheless additional aircraft arrived including Doug Dow from Tasmania. Fran and Doug Beckwith started driving but at Hexham when the weather looked like clearing they returned for their CT4. Good weather decision making Doug!

Saturday evening was the AGM Dinner hosted by the Hastings District Flying Club. During a break in the meal Hugh Knox presented the following awards:

Best Presented Airtourer VH-LVU
Mick and Estelle Poole
Best Presented CT4, Doug and Fran Beckwith VH-XAF
Longest Distance Flown VH-BQK
Doug Dow
Secret Time of Arrival VH-MUY
Max Thompson & Tymon Dyer

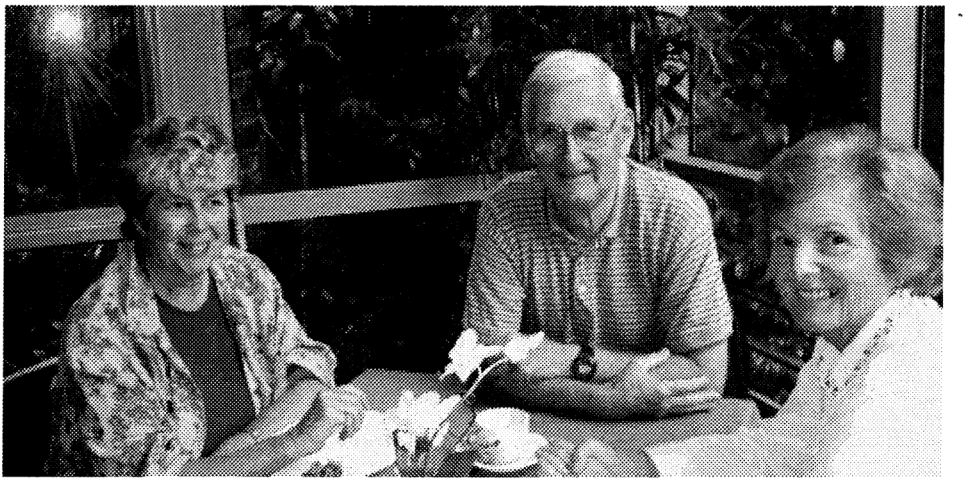
Additionally a plaque was presented to the Hastings District Flying Club President Mike Coulter in appreciation for all the work put in by the Club members over the weekend. These members must have been wondering about the sanity of the Airtourer crowd towards the end of the night as George Penfound told his usual standard of jokes and some of the girls started singing.

Sunday was the navigation trial to a remote location for lunch. Doug Dow who had flown in solo was looking for a navigator. Beryl Marshall was heard to say, "I'm not coming with you, I might lead you astray!" Doug's reply..."Well come on then!"

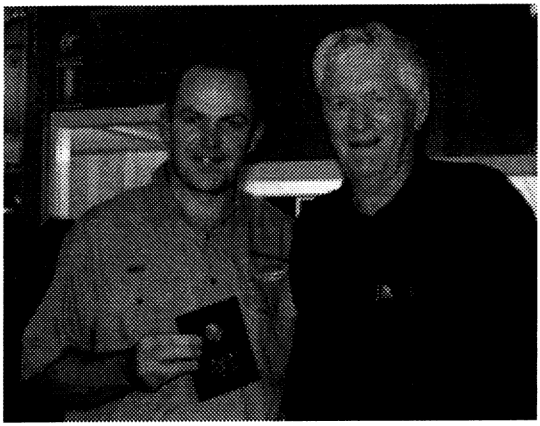
Again the weather provided a few challenges and not all aircraft could find all waypoints due to non VMC. The remote airstrip was a farm strip at Jerseyville. I'll leave it to your imagination to guess one of the obstacles on the strip! The recent rain had made the ground very soft and significant power was required to taxi. The airmanship award goes to Max and Tymon who elected not land in their 100 for fear of not getting airborne again. Departure from Jerseyville was an exercise in takeoffs from a short soft strip. Stan Tilley and John O'Halloran joined up for some formation flying over the city to introduce the locals to the Airtourer.

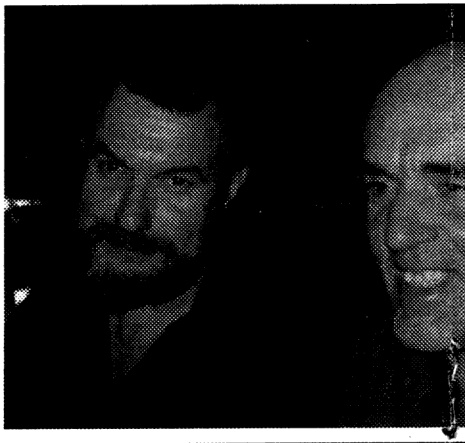
Lunch was at the historic Trial Bay Gaol at South West Rocks. Originally a public works prison from 1886 to 1903 it was reopened as an internment camp during 1915 to 1918. It

Continued on page 9

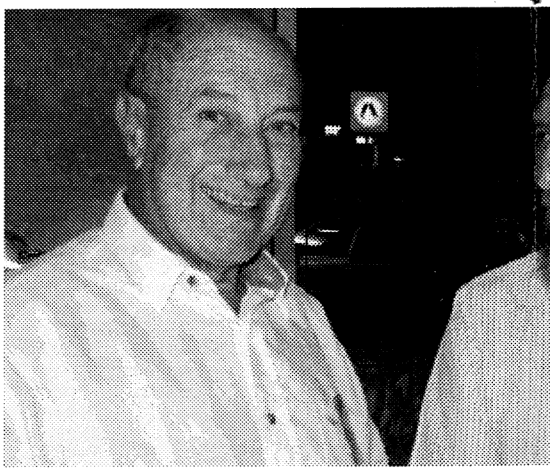


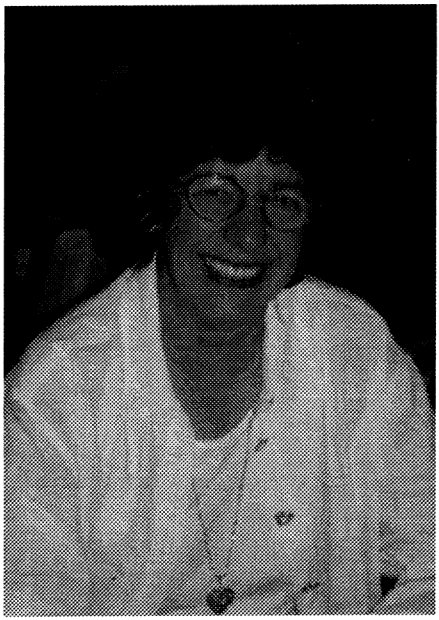
Opposite Page: Doug Dow and BQK, the prize winners for flying the longest distance.
Above: L to R, Judy Riddel and John and Leonie Plummer at the SeaAcres rainforest.

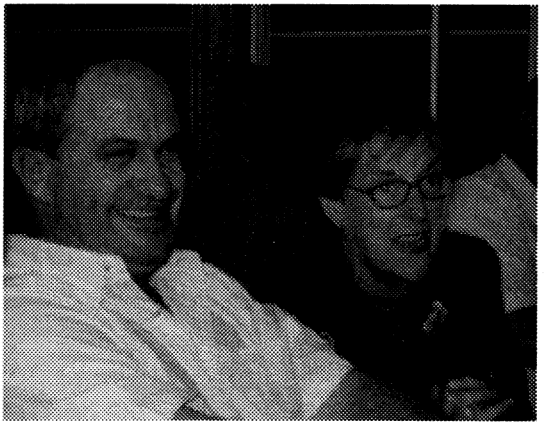


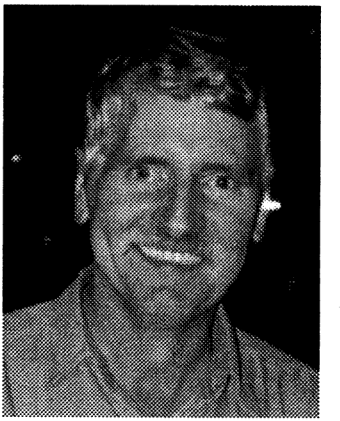


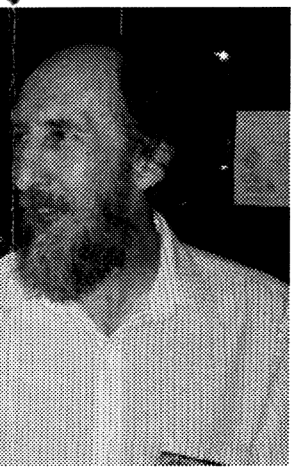
Above: Hugh Knox presenting a memento of the Airtourer Association visit to Mike Coulter, President of the Hastings District Flying Club.
Above right: Mike Fisher & Lindsay Marshall
Right: Ron Stiebel & Andy Morris.
Below: Wendy Blemings.











This page top: Barry Gray & Maureen Knox with Bob Peak in the background.
Top Right: Peter Bons
Above right: Graham Wood and Lorraine.
Left: Mick & Estelle Poole with the trophies for Best Presented Airtourer.

Continued from page 7

is the only example of a state prison specifically built to carry out a public work, the construction of a sea wall. The exceptionally hard local granite presented many problems and the seawall was never completed.

Sunday night was an Italian dinner at a nearby café. Another rowdy night but missing Pat Kelly and his usual attempt at Italian opera.

Monday morning saw .....clear skies!!!

Attendees.

Bill & Pam King	RSJ
Doug Dow	BQK
Tymon Dyer & Max Thompson	MUY
Doug & Fran Beckwith	XAF
Roy & Judy Riddel	OVV
John & Jan O'Halloran	COI
Stan & Bonnie Tilley	MTL
Alan & Merle Wood	MUL
Col Taylor & Marg McMaster	MRL
Mark Pracy	LVV
Mick & Estelle Poole	LVU
Mike Fisher & Dot Ross	CND
Andy & Jane Morris	FVV
Paul Carey	PCC
John & Doreen Treble	CRK

Car:

Barry Gray
Peter Bons
George and Mele Penfound
Hector & Wendy Blemings
Hugh & Maureen Knox
Marjorie Roche
Colleen & Jack Murray
Frank & Jean Murry
Ron Stiebel & Denise
Jeanette Roberts
Tony & Liz Matthews
Bob & Pat Peak
John & Leonie Plummer
Graham Wood & Lorraine
Lorraine Howson
Bill Pennell
Ian & Lyn Poyitt
Lindsay & Beryl Marshall
Bevan & Michele Slater
RPT:
Doug Stott & Sue White

Honourable mention for trying but forced back.
Mike O'Donnell & Vic Agnew RQH

The lineup at Jerseyville with Jane and Andy Morris's T6, FVV in the foreground.

Minutes of the Annual General Meeting of the Airtourer Association (Inc.) held at Port Macquarie on 5th May 2002

Present:	Mr. Hugh Knox	President
	Mr. Hector Blemings	Vice President
	Mrs. Colleen Murray	Treasurer
	Mr. John O'Halloran	Secretary
	Mr. Stan Tilley	
	Mr. Alan Wood	
	Mr. Andy Morris	
	and 46 members. (List attached as Annex A)	
Apologies:	27 members.	

The President opened the meeting at 9:55AM.

Minutes of the previous Annual General Meeting.

The Minutes of the previous Annual General Meeting were published in the May 2001 Association Newsletter.

Proposed Ron Stiebel, seconded Hector Blemings that the Minutes be accepted as a true and correct record of that meeting.

Carried.

Business Arising From The Minutes

Aircraft Flight Manuals.

The deadline for changing the Aircraft Flight Manuals is August 2002. Hugh Knox advised that this matter was primarily a Co-Operative responsibility and would be discussed in detail at the Co-Op AGM to be held immediately after this meeting. All Association members would be welcome to attend the Co-Op meeting as observers.

Reports

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.

Membership remains similar to last year at 167. Although a number of members failed to

renew, at least some of those were thought to be oversights with two renewals being received last week. There have been a steady flow of new members with four joining in the last two months.

Membership renewals are sent out mid year and a reminder notice is included in the August Newsletter for any renewals not received by then. This allows the Membership Booklet to be sent out with the November Newsletter. Any members who still have not renewed by then are still included in the Membership Booklet but their names underlined. We request that current members check the booklet for non-financial members and give a gentle reminder to those who may have overlooked renewing. Doug Stott suggested including a list of owners who were not members and the Secretary will consider this option.

Public Liability Insurance is a topical subject in the press at present. The Association, as an incorporated association, is required by law to hold Public Liability Insurance. This has been held with GIO Insurance who advised recently that they would not be offering renewal of the policy. They did explain that this was no reflection on the Association but that GIO would not be renewing any Public Liability Insurance. Initial enquiries revealed most insurance companies were also not offering this type of insurance as a standalone product. However, the required insurance was obtained but at about three times the cost of previous renewals.

General Business

Public Liability Insurance.

The Secretary elaborated on his report regarding Liability Insurance and explained that public liability insurance included a standard clause that excluded anything to do with aircraft. He pointed out that there may be implications on Association activities such as Navigation Trials. Doug Stott suggested that Indemnity Forms may be required but it was pointed out that these could easily be challenged in court. Bonnie Tilley gave a similar example with a swimming club and advised that this was resolved by the national body of swimming clubs. It was decided that the Association approach AOPA on this matter as many of it's members would be in a similar position.

Action: Secretary

Association Internet WEB Site

Doug Stott requested feedback from the members regarding the content of the web site. He also commented that anyone with experience in Web design could be able to help out and any such help would be welcome. The Secretary advised that he received a number of enquiries from people who had heard of the Association from the Web site. He proposed a vote of thanks to Doug for his ongoing work on the site.

Carried by acclamation.

President s Fly-In

Hugh Knox advised that the President's Fly-In would be a "Back to Parkes" weekend. The actual date is to be advised.

Next AGM.

A subcommittee would be formed to organise the next AGM. Mike Fisher would be the convener for the sub-committee and anyone who had suggestions or wished to help should contact Mike.

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. Ron Stiebel
Treasurer	Mrs. Colleen Murray
Secretary	Mr. John O'Halloran
Mr. Alan Wood	
Mr. Stan Tilley	
Mr. Andy Morris	

Hugh Knox noted that Hector Blemings had stood down after some time on the Committee. He proposed a vote of thanks to Hector for his untiring support as his Vice President.

Carried by Acclamation.

Closure

There being no further business the meeting was closed at 10:22 AM.

STATEMENT OF RECEIPTS AND EXPENDITURE 1/3/01 - 28/2/02

RECEIPTS		EXPENDITURE	
Credit Balance	2380.86	Credit Balance	4523.66
Membership Fees	4372.33	Bank Fees	116.96
Shirts Caps etc.	648.00	Shirts Caps etc.	526.03
AGM Bendigo	3065.00	AGM Bendigo	3364.20
AGM Port Macquarie	336.00	Insurance	363.12
Presidents Fly-In Redcliffe	5007.10	Presidents Fly-In Redcliffe	4482.90
Advertisements - Newsletter	100.00	Flowers	309.50
Typewriter	20.00	Airtourer Web Page	88.00
Castlemaine Fly-In	170.00	Newsletter	1680.80
		Trophies	73.50
		Stationery	95.94
		Postage	474.68
Total	**$16,099.29**	**Total**	**$16,099.29**

RECONCILIATION		ASSETS AT COST	
Credit Balance	4523.66	Assets at Cost Written Off	
Investment Account (1.3.01 -27.2.02) includes $633.70 interest after tax.	16240.04		
'T' Shirts etc. (approx)	920.00		
1 A/D VAT 30	120.00		
Total	**$21,803.70**		

Colleen Murray - Treasurer

Victa Makes Hay

Bevan Slater

On a flight from Harvey Bay to Warwick on the 22/03/02 in MRI, I had an engine failure some 12 miles north of Toowoomba and was forced to land in a lucerne paddock.

Using the fuel primer kept the engine going, but I could not pump enough fuel to get the revs above 1500. However, doing this did reduce drag and my passenger and I made the paddock OK with no damage to the Victa or ourselves, even though we had to cope with a hill and power lines on the approach.

I have owned VH-MRI just on two years. The aircraft came from Western Australia and as with many Victa Airtourers, it had been fitted with an 0-320 by Engineers of the W A Aero Club in 1993. The aircraft has seen approximately 600 hours service since the modification.

Following the failure, inspection of the mixture cable clamp where it attaches through a hole at the end of the carburetor mixture lever, found the clamp fitting could not swivel within the arm, an action which I consider necessary to allow for the changes in angle between the arm and the control wire as the lever is moved from full rich to idle cut-off. Because the wire clamp cannot change angle, operating the mixture control means the control wire is forced to bend both to the left and the right of straight ahead, to accommodate the changes in angle when the mixture control arm is moved from full rich to idle cut-off or any position in between, e.g., cruise settings. It appears the wire has become fatigued from this continual bending motion over the years and failed without any warning.

As to whether the clamp fitted to MRI is an original part or something fabricated to 'do the job" can only be commented on after dismantling and inspection by Approved Aircraft Maintenance.

An inspection by maintenance engineers around Australia, on all aircraft fitted with such a device, would only take a few minutes to determine if the wire clamp assembly can turn within the carburetor mixture arm without straining the wire. Such action might prevent a repeat of my event where the outcomes might not be so favourable.

This brings me to my second matter of concern. Since this failure has occurred, I find the carburetor mixture control arm has no device whatsoever fitted to place the control in the full rich position should the control wire fail or become loose and disconnected. The lever is free to travel anywhere from full rich to idle cut-off without impunity. In my case, it went to idle cut-off, which is the most rearward position. It is possible forward movement of the aircraft could have caused the lever to move backwards.

There is no effort required to move the lever in the carburetor, and one would have considered the manufacturers should have installed a clock spring to the shaft assembly or similar, to return the arm to the full rich position should a failure of the attached control wire occur. The spring need not be strong, just sufficient to overcome inertia forces should the aircraft be in a climb when a failure occurred. All aircraft systems should be "fail safe", but this design could lead to a catastrophic situation for the sake of a $0.50 spring.

I realise the object of the fuel cut-off is to empty the cylinders of combustible fuel when stopping the engine and to ensure there is no accidental starting should someone turn the propeller, provided the mixture control remains in fuel cut-off position. It is anticipated there would be sufficient friction in the mixture control wire assembly to prevent the lever return spring (when fitted) moving the control to rich when the engine is at rest.

Calendar of Events

President s Fly-In
Details next page.

AGM 2002
22nd & 23rd March 2003
Details to be advised

For Sale Victa Airtourer 115 VH-MUZ

TT 2958, ETR 791, PTR 771
VHF Dittel FSG-50, ADF King KR86, XTR King KT76A, Intercom. All AD's complied with. Very good condition and well maintained.
$47500 ONO Ph 0412 467911

Welcome

Margot Raynor from Bingi NSW who has a CT4, VH-CTN, a Cessna Birddog and a Grumman Tiger.
Paul O'Malley of Killarney Heights NSW who was introduced to the Association by Bill King and is looking at buying an Airtourer.
John Sheehan from Bega who has acquired KHP.
Roger (Rusty) Russell from Newport Beach NSW who has ROG (formally MBJ) being rebuilt by Mike Fisher.
Peter Hupfeld from Kangaroo Island in SA who has recently returned to Airtourers with the purchase of WHO.

PRESIDENT S FL Y-IN AT PARKES
21st & 22nd SEPTEMBER, 2002
Program

Friday, 20th September 2002	Early Arrivals	book into motels
	1900	Informal dinner at Coachman Hotel/Motel
Saturday, 21st September, 2002	1230	Lunch at Aero Club
	1700	Bus from airport to Motels
	1830	Bus from Motels to Aero Club
	2030	Bus to Motels
Sunday, 22nd September 2002	1000	Bus to Airport
	1300	Barbecue lunch at Aero Club
	p.m.	Depart at Will

Accommodation: Has been reserved at three Motels:
Court Street, Motel — Ph 02 6862 3844
Hamilton's Henry Parkes Motel — Ph 1800 021 251
Coachman Hotel/Motel — Ph 02 6862 2622

Please contact the Motel direct to reserve a room.

There is some basic dormitory accommodation available at the Parkes Aero Club — BYO sleeping bag.

After booking your room at the Motel of your choice, would you please complete and return the following form together with a cheque for $50.00 per head as deposit.

PRESIDENT'S FLY-IN, 21st & 22nd SEPTEMBER, 2002
TO: Tony Matthews, P.O. Box 74, Parkes 2870

I_____

will be arriving in VH - _____ about _____hours on Friday / Saturday.

I will be accompanied by_____and

I have booked into the _____Motel.

I will be departing about _____hours on Sunday / Monday.

I am enclosing a cheque for $_____in favour of the Association for the deposit.