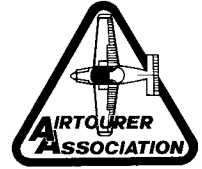


August 2010  
Newsletter No. 135

# AIRTOURER ASSOCIATION



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



# NEWSLETTER

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

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Articles for inclusion in the Newsletter should be submitted direct to John O'Halloran at the contacts listed above. The next Newsletter will be published in November 2010. Contributions and or advertisements are to be with JOH by 15 October 2010.

### Advertisements

Free for members.

Non members:

Small advertisement (3 to 4 lines)                      \$20.00

Large advertisement    \$40.00

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

### Editorial

*I love deadlines. I like the whooshing sound they make as they fly by.*  
Douglas Adams, British author and humourist.

As I sit at the computer typing away on this copy of the Newsletter on 1st August the above quote is quite appropriate. Once again a series of events including a propeller overhaul, unusable fuel ,(see page 5), and my six monthly simulator checks have conspired to delay publication by about a week.

*Continued on page 6*

*Cover Photo:* One of the most original Airtourers, Beryl and Linday Marshall's Airtourer 100 VH-MRF. See page 9 for MRF's latest adventure.

### 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.

# President's Pen

For several years prior to 2007, the President's Fly-In was held at different locations, thus putting a large workload on the Fly-In organisers. One of the platforms I suggested was to anchor the President's Fly-In at one place for a period of time to give those willing organisers a breather.

After researching 4 locations for a suitable location that most suited our needs, I finally selected Yarrawonga. It has proven to be a very satisfactory choice indeed and a big thank-you must go to members Peter & Anne McLean for their continued support and use of their facilities.

After 4 years of the President's Fly-In at Yarrawonga, with normal numbers down about 20% last year, something tells me it's time for change. Maybe the format was getting too predictable, perhaps a little of the sameness or even staleness creeping in, anyhow, and for whatever reason, I believe the time for a location change has arrived and we are now moving on.

This year will see the final episode of the current 4-year series of the President's Fly-In at Yarrawonga. We look forward to making it to be a big farewell occasion, so make an effort to come along and join in the celebration.

Your Committee also decided to go back to the future by reducing the official YWG format from a 3 night to a 2 night program to begin Friday the 17th and to conclude mid-afternoon Sunday the 19th.

For members who wish to stay another night and dine out on Sunday, need to make their own suitable arrangements.

A detailed Registration Form and Program is included in this Newsletter.

*John Treble*





# Letter to the Editor

I would like to offer the following comments in reply to Bill Miller's letter to the editor published in the May 2010 newsletter. Firstly Bill makes many observations of how the Airtourer can be "improved". One may ask why and assume that the objective is to achieve overall performance improvements. Speaking with the authority of one who has "hot rodged" the occasional Airtourer I think that there are few productive gains that can be imposed on the type with the exception of:

1. The 150hp conversion. Your choice of fixed or constant speed prop.
2. Clevevland brake conversion.
3. The Alan Wood long range tank.

Excluding comfort items like nice radios, trim and individual paint work, these changes, to a base line 100 or 115hp will make the a/c fly faster and higher, allow greater range and provide safe reliable ground operations. The Airtourer is what it is. Which is, despite its 1950's design heritage, a robust and reliable aircraft that has stood the test of time.

The second consideration is that the Airtourer remains a Type Certified aircraft. Any impression given that an owner can take to the a/c and "improve" it is wrong, the weight of regulation prevents this happening. Any design change or modification to your aircraft must be supported by documented approved data and its execution correctly documented and certified by approved persons. To do otherwise may result in the cancellation of

the Certificate of Airworthiness for your aircraft, the denial of an insurance claim if this were to arise or make the aircraft unsellable.

Finally, for even greater performance and simplicity buy an RV6!

*Regards,  
Mike Fisher*

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I would like to comment on the article Bill Miller put forward in the May Newsletter.

I remember some years ago attending a Henry Millicer safety seminar where he explained in detail, safety issues he considered when designing the Airtourer.

The one safety issue that remained with me was his insistence to never ever think of changing from the existing Flexible Fuel Cell. He showed several photographic slides of accidents of other makes of aircraft not too visibly damaged but their Fuel tanks ruptured with people fatally burnt.

He then showed an image of a very badly damaged non-recognisable Airtourer accident and although the two occupants were injured, the Fuel Cell was not ruptured, therefore no fire erupted and they both survived.

He suggested that although a new Cell is very expensive, if you divide the number of years and flying hours it will achieve, the hourly costs of flying do not rise by all that much, plus the safety issue may save lives.

His bottom line was:- "Do not ever consider changing the designed Fuel Cell".

*John Treble*

# Airtourer Co-operative News

## Unusable Fuel - AFM Changes

CASA has recently approved a Temporary Revision (T/R) to the Approved Flight Manual (AFM) for the Australian built Victa Airtourers. This T/R reduces the usable fuel by about four gallons. The NZ CAA may also require a similar T/R for the NZ built AESL aircraft. This is quite restrictive and this article will cover the background to the change and the Co-operative's plans for addressing the problem.

### Background

In August 2003, a modified Airtourer, VH-MVP, crashed after a touch and go landing at Camden. The ATSB report, Investigation No. 200303633 dated 9 Dec 04, concluded, *"In a take-off climb attitude of between 5 to 10 degrees, the fuel pickup point in the tank was probably unported, interrupting the fuel flow to the engine thus causing it to lose power."* The ATSB found 6.8L of fuel in the the tank after the accident whereas the AFM stated that 1.3L of fuel was unusable. In the light of these findings CASA reviewed the original certification of unusable fuel and found that, *"... it would appear from the certification reports that the test method used did not fully comply with the intent of the rule at the time."* Specifically the tests were not conducted at other than the cruise attitude.

Secondly, it was found that when the gauge read five gallons there was five gallons above unusable fuel remaining in the tank. However, when the gauge read empty there was still four gallons on top of the unusable fuel. This four gallons was not included as unusable in the AFM. CASA advises that it is usual practise in certification to count

any fuel that cannot be measured as being unusable. Based on this interpretation the unusable fuel should be 4.3 gallons.

After consultation between the Co-operative and CASA the following plan of action was decided.

1. Raise a T/R to the AFM to include the unmeasurable four gallons as unusable.
2. Investigate an alternative fuel quantity indicating system (FQIS) that will be able to measure down to the unusable quantity.
3. Investigate testing to determine / confirm the unusable fuel quantity, as indicated by initial power loss, at the most adverse attitude.

### Progress to Date.

**Step 1.** The raising of the T/R has been partially completed. The Co-operative has responsibility to two authorities, CASA for the Victa 100 and 115, and the NZ CAA for the other variants. Since CASA originally raised the concerns, the T/Rs for the Australian AFMs were the first priority. NZ CAA will now be approached to determine if they have the same concerns, and if so, then similar T/Rs may be raised for AESL manufactured aircraft.

**Step 2.** The Co-operative is currently investigating alternative FQIS options. The most obvious solution is to adapt the indicating system for Alan Woods auxiliary tank to the main tank. Anyone with the aux tank fitted will be aware that the indication system is accurate down to the last drop. One possible hurdle could be getting the modification approved. Individual installa-

tion may be done under the authority of an Engineering Order (EO) however a better solution would be for the Co-operative to raise a Service Bulletin (SB). In fact an SB is probably essential for the UK members to be able to install the modification. However, an SB would probably have to be done to production design standards and there is no guarantee that the aux tank system would suffice. This is currently under investigation with Alan Wood and the Co-operative's CAR35 design organisation, AutoAvia Design.

**Step 3.** Re-certification, or confirmation of the original certification for determination of unusable fuel is a slightly lower priority that will have to wait until Step 2 is complete. The Co-operative will need to discuss with CASA their concerns regarding the original certification. We are also investigating what additional testing AESL may have done with later aircraft, particularly when gaining FAR23 certification for the T6. In the end the unusable fuel may need to be established by flight test.

It is hoped that once the SB for the new FQIS is issued the T/R can be replaced by an AFM revision that will give two unusable fuel values. One will be similar to the T/R and applicable to unmodified aeroplanes. The second value will be applicable once the SB is incorporated. All of the work associated with this problem has taken a significant amount of time. Fortunately most of the work has been done by the Directors, especially Alan Wood and Lee Gordon-Brown, however AutoAvia Design and CASA have been involved. The later two have involved cost to the Co-operative and further costs will be incurred as a final solution is developed.

Copies of the T/R will be sent to owners of Victa aircraft who are current members of the Co-operative. Copies can also be downloaded from the Association's website under *Maintenance>Documents*.

The latest updates will be available via the website and also reported in future Newsletters.

*Continued from page 2*

One deadline that I did manage to meet was updating the Association's website. In the last Newsletter I said it would be up and running by mid year and that was achieved. Notification was sent to all members with email addresses but as usual there were a number of emails returned.

Our plans for attending the AGM were over taken by my work commitments and once again I have taken leave to attend the President's Fly-In. Subject to work once again interfering Jan and I hope to see as many of you as possible at Yarrawonga.

Safe Airtouring,  
*John O'Halloran*

# Airtourer Fuel Dipping Procedure

*John O'Halloran*

The following is an extract from the ATSB report, (Investigation No. 200303633 released 9 Dec 04), on the loss of modified Airtourer VH-MVP.

*The investigation examined a similar model aircraft and its fuel system. It was found that it is relatively easy to have the bottom (five imperial gallon) segment of the dipstick bend sideways, when the dipstick contacts the bottom of the tank. This will occur if the segments are not tensioned by releasing pressure on the tension button prior to the dipstick contacting the bottom of the tank. This results in the dipstick over-reading by about 4 to 5 imperial gallons (18.2L to 22.7L) and could have led the pilot to believe that there was adequate fuel for the flight.*

From this it can be seen that correct technique for dipping the tank is important to avoid inaccurate reading. The Pilot's Operating Handbook does not provide guidance on use of the dipstick. After the MVP accident a short article was included in the August 2004 Newsletter including advice from a Glosair Service Bulletin on use of the dipstick.

In the light of the comments in the MVP report quoted above, it might be appropriate to expand the guidance on the use of the dipstick.

## Description.

The Airtourer fuel tank is located in the centre section of the wing beneath the fuselage. The vertical fuselage mounted filler precludes direct access to the tank to

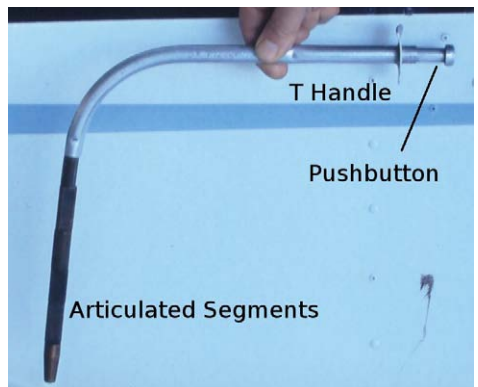
dip the contents in the conventional manner. Instead, the dipstick must negotiate a 90 degree bend before vertically measuring the fuel quantity.

The dipstick has two sections:

1. The first handle section consists of an aluminium tube with an almost 90 degree bend in it.
2. The second section consists of six articulated segments, held together by a flexible cord. The segments are engraved with a number representing the calibrated reading for each segment in imperial gallons.

The stick also contains a spring mechanism operated by a push button on the aluminium 'T' handle end which enables the articulated section to be:

1. Tight – when the push button is released, (fig. 1), and



*Figure 1 - Dipstick in normal tightened condition.*

2. Relaxed – when the push button is pressed, (fig. 2).

The purpose of the articulated dipstick is to ease access through the 90 de-

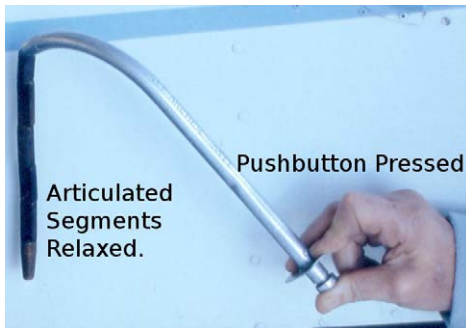


Figure 2 - Dipstick relaxed with the push button pressed.

gree bend in the filler when inserting the dipstick.

### Fuel Dip Procedure.

1. Press the button on the 'T' handle of the dipstick to relax the segments,
2. Insert the dipstick fully into the filler neck and release the button prior to Step 3.
3. Feel for the bottom of the tank with the dipstick to ensure an accurate reading.

Gently bump the floor of the tank.

4. Taking care not to press the button, withdraw the dipstick and read the fuel level. (You will need to rotate the dipstick approximately 90 degrees while withdrawing it). The fuel quantity is then read by noting the extent of the wetness on the segments.

### Caution

*If the button is released **after** contact with the bottom of the tank,*

*OR*

*if the button is pressed during removal of the dipstick, the articulated segments may extend further into the tank leading to an erroneous high fuel quantity reading.*

5. Repeat this process until three consistent readings are obtained.

### Committee News

**Name Badges.** Jan O'Halloran was intending to distribute the name badges, ordered earlier in the year, at Cowra. As she was unable to attend at the last minute and the badges will be now distributed at Yarrawonga with the remaining being sent by post.

**Membership Renewal.** The membership renewals are included with this Newsletter. There is sometimes confusion between the Co-op renewals which were sent out earlier in the year and the Association renewals. If you think you have already paid and still receive a renewal notice please confirm that the previous payment you made was to the Association and not the Co-Op.

### Co-op Board News

Most of the Co-op Board's energy had been taken up with the unusable fuel issue. Nevertheless, Lee and Alan have been continuing to provide support to owners when required. Stan and Hector have also been looking into insurance options. As you would understand, anything related to aeroplanes becomes expensive.

Most of the membership renewals have been received. If you own an Airtourer and are not a current Co-op member please join or renew. The Co-op can supply support only to its members. Membership helps cover our costs such as dealing with CASA and the NZ CAA which both work on cost recovery.



# 14 LANDINGS IN 8 DAYS

*Beryl Marshall*

Lindsay and I in MRF wanted to go and visit friends who live in Bedourie, Qld whilst they still lived there. The opportunity came in July 2009, but time was limited. In August we were going to Western Australia to do a trek with Richard and Veronica Davies, (VH-RIC), and friends in 1940's military vehicles - (and that was a very special memorable trip too).

On 21st July we departed for White Cliffs via Swan Hill for fuel (\$1.70 pl) with 30 knot head winds. We were picked up at White Cliffs by the Underground Motel where the accommodation is like a rabbit warren of 30 underground rooms, but we always enjoy staying there, especially at dinner when you meet other aviators/travellers.

Our departure the next day, after refueling, (\$2.30 pl), was delayed by showers, eventually arriving at Tibooburra for more fuel (\$2.26 pl). Having battled a 35 knot head wind with rain, we were reminded of our landing there in 1984, also in wet conditions when we were advised to keep rolling to avoid getting bogged, (isn't that right Hugh Knox?). The strip is much improved now.

Soon after, on our way to Cameron Corner we saw the trough causing the weather, which was worth a photo. The sun came out to stay and the head winds abated. After lunch at Cameron Corner we flew over the Strzelecki Desert to Innamincka for an overnight stay. It was amazing how busy this place is and has grown, so too the price of fuel, Diesel at \$171.9, and Unleaded \$168.9; but then it's a long way inland.

On 23rd July we departed for Birds-

ville, (fuel at \$2.50 pl), for lunch and a walk about the town. Birdsville too has developed since our last visit.

What a lovely flight to Bedourie, (population 130), for two nights. This was new territory for us. The countryside was green between Lake Mackattie and Bedourie as a result of 10 weeks of floods which began in January and February. They call it their golf course as the sand dunes create the fairways! Here we stayed with our friends, Barbie Walker and husband Brian Mooney, who work for tourism in the Diamantina Shire. They were asked to go and help out two years ago and are still there and loving it. They are kept very busy with the likes of Bedourie Camel Races, Birdsville Races, etc., and have done a great deal for tourism in the area. One interesting part was "K-Mart" the recycle centre of Bedourie. Here good surplus items can be taken for use, not sale, or are sold when the Shire organises auctions. "K-Mart" evolved from surplus or incorrect items where the freight is too costly to return them.

The 82 year old Post Office owner works from an office which was probably built the day she was born! Her work vehicle is a mini jeep and she is accompanied by her dog.

July 25 we flew down to Lake Mackattie to see the Pelican Breeding grounds, obvious by an area covered in a white mass, where there still was some activity. Then across the Diamantina Channel Country to Windorah, a clean tidy town, for fuel (\$1.95 pl), and lunch. We were so fortunate to fly over the Channel Country in current conditions, our "sunburnt country" was coated

in many colours like green, yellow, purple, brown and red. We enjoyed our visit to Quilpie using a book from the Information Centre to look at points of interest.

Sunday the 26th we decided to go to Toompine Pub for lunch and highly recommend it. In fact we wish we had organised to stay the night. As arranged we buzzed the hotel and Greg Dax came and got us. Would you believe he is the brother of a former school teacher of our home town Lockington! (Mike Fisher would believe it!). Greg farms 8,000 acres of beef and sheep, and his co-worker, "Jonesy", has Alpacas, goats and donkeys, etc. We had a huge delicious meal of rump steak with gravy, chips and salad - and so tender @ \$17 each, and didn't need tea that night! Visiting patrons also made the day more interesting. The flight to Cunnamulla was over country without navigable map points, except for the Paroo River, therefore the GPS was wonderful. The "Cunnamulla Fella" statue, and Information Centre were worthwhile. It included an Artesian time tunnel and museum showing the history of Artesian water and the area. The 7km taxi fare both ways was the only taxi we had for

the whole trip.

On 27th July, after refuelling (\$1.92 pl), we departed for Bourke, flying over remote farming country. On arrival we were picked up by our host of the Bourke Bridge Inn and taken to our accommodation, 2 kms from airport and 7 kms from town. We were there long enough for us to see our room and say, "Wow!" and leave our luggage. She then took us to the Back O'Bourke Exhibition Centre, an excellent informative interpretive centre of the area's history, formation and people. It's on the edge of town and was recently opened in April. You could spend several hours there, in fact a ticket lasts for 2 days. We walked into town which gave us the opportunity to see its layout, buildings, etc. then went to the Bowling Club for tea, returning to the Inn by the club courtesy bus.

Tuesday 28th, after refueling (\$1.78 pl), we were on our way home, stopping at Hay for fuel (\$1.75 pl) and arriving home mid afternoon after a fantastic trip. Flying time was 21 hours, and total fuel cost \$1000.07. The little 100 might be slower but more efficient on fuel.

### Heard at the Hangar Door

The original Airtourer, VH-FMM, has been moved from the museum at Nowra to Museum Victoria's restoration facility.

**Lee Gordon-Brown** has been returning to his engineering roots in the RAAF reserve. After a frustrating time at Officer Training School relearning how to march he's now enjoying working again as an Engineering Officer during the recent University break.

Congratulations to **Hector Blemings** on recently celebrating his 85th birthday.

**Monique Gillett** has finished her ground school with Qantas Link on the Bombardier -8 in Sydney. She's enjoying a break at Riddell before continuing the training. She and Jon have recently purchased a Piper Archer.

**Andy Morris** has been trying a different type of flying recently in a YAK52 based at Kyneton.

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# **Minutes of the Annual General Meeting of the Airtourer Co-operative Ltd held at Cowra on 14thth March 2010**

Present: Mr. Stan Tilley Chairman  
Mr. H. Blemings Director  
Mr. John Sheehan Director  
Mr. Alan Wood Director  
Mr. Lee Gordon-Brown Director  
and 18 active members. (List attached as Annex A)

Apologies: Mr. John O'Halloran Director  
and 4 active members.

## **Opening**

The Chairman opened the meeting at 10:05AM.

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

The minutes of the previous AGM were published in the August 2009 Airtourer Association Newsletter. Moved Andy Morris, seconded Bob Peak 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 the following report:

At last, due to the fantastic work and perseverance of our Director Airworthiness, Lee Gordon-Brown, the Airtourer Type Certificates are now correctly listed as being owned by the Cooperative. We knew this was going to be the case last year but the amount of paper work continued. Only someone of Lee's capability and determination could have continued and won the bureaucratic battle.

We all owe a terrific debt to Lee, not only for the Type Certificates but for the incredible work that he has done on the workshop manuals, plus the storage and sorting of the Airtourer parts at Tocumwal.

Alan, our Maintenance Director, is now well established at Wedderburn, which unfortunately is still 130 kms from his home, so it is a long drive. Offices have been built and the faster moving stock catalogued. This is a great benefit to our financial manager, Hugh Knox, who is able to get a realistic stock-take figure and produce our financial returns. Hugh is also managing the charging out of parts sold.

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Sales of parts have been slow but steady, and we continue to fulfil our aim and purpose to 'Keep them flying'.

Unfortunately it is often time consuming chasing down suppliers for parts. We have a reasonable stock of fuel cells but the price has been messed about by some unwarranted interference and other parts seem to take forever to get supplied. I guess it is the old story of supply and demand as we are a very small market.

Speaking about maintenance, one of the remarkable new developments in process is Woody's Airtourer Guide or WAG for short.

As mentioned in the newsletter, WAG was conceived in Lee's TOC hangar. Our tireless three, Alan, Lee and JOH, are working through the whole range of maintenance routines. When completed, Woody's guide will provide invaluable workshop information to LAMEs, thereby saving our members thousands of dollars.

I would like to pay tribute to our board, our financial manager and those who are brought in as assistants. They all volunteer their services and spend their own time and money, working for the Cooperative. "Thank you!"

Moved Stan Tilley, seconded Rick Evans, that the Chairman's Report be accepted.  
Carried.

## **Financial Report**

Provisional Financial Statements, awaiting final approval by the auditor, consisting of Balance Sheet and Income and Expenditure Statements, were presented. The final accounts are presented and included at Annex B.

Doug Stott observed that the statements included references to notes that were not included with the copies circulated. Stan Tilley undertook to forward the notes to Doug.

Moved Stan Tilley, seconded George Penfound, that the Financial Statements be accepted.

Carried.

## **Appointment of Auditor.**

Proposed Andy Morris, seconded Bob Peak, that Mr Richard Fong be reappointed Auditor for the following year.

Carried.

## **Director Administration's Report**

The major administrative task relates to maintaining a record of active members. The Rules require active members to pay an annual subscription decided by members at an AGM. Currently there are 46 active members. A number of Airtourer owners did not reply to the subscription notice last year. The Co-op is not allowed by the law to supply support to these owners. Furthermore, if membership is broken then the joining fee of \$200 would be required to become active again.

The Co-op subscription year runs to the end of April. Once the fee is decided at this AGM the renewals will be sent out and those owners who did not subscribe last year will need to pay for both years to avoid the joining fee in the future.

There have been some difficulties in maintaining current records of active members

due to email notification of internet payment not being received by myself or the Co-op's Financial Manager, Hugh Knox. This has been addressed by maintaining the membership database on Google Docs with access available to all Directors and the Financial Manager. Furthermore, the Director Admin will be provided access to the Co-op's banking records via internet banking. We therefore hope to establish a robust membership records system but ask members to ensure that email notification of payment is sent.

## **Chief Pilot's Report**

The weekend with Alan Wood, Stan Tilley and Lee Gordon-Brown was very informative. While most of it related to airworthiness aspects there were some subjects that may have an implication on the Flight Manual and Pilot's Handling Notes. These documents are CASA and NZ CAA approved and not easily amended. Additionally, any amendments will incur costs with CAR35 consultation and cost recovery from the regulators. Therefore I am running a long term project to review the AFM & POH with a view to drafting a single revision to minimise costs. If any owners have found any errors or mistakes in the AFM/POH or have suggested changes please forward their comments to John O'Halloran.

## **General Business**

### **Annual Subscription.**

Moved Rick Evans, seconded Andy Morris, that the annual subscription remain at \$50 for the following year.

Carried.

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

Resolved that the Airtourer Co-operative donate \$2,000 to the Airtourer Association in recognition of the assistance provided in previous years.

### **Membership Numbers.**

It was noted that there were only 46 current members which was about half the number of aircraft. Some felt that the \$200 joining fee deterred some owners from joining and maybe it was time to consider reducing the amount. It was also questioned why the intellectual property related to the Airtourer was not available to non members.

The Chairman reminded the meeting, that while most of the Co-operative's work was done on a voluntary basis, there were costs that needed to be covered. Furthermore, the Co-op can only provide support to it's members. If members chose to join only when they require parts it could provide a financial challenge to the board in running the Co-op on a day to day basis. In particular, the costs of support would need to be increased. He also pointed out that the Co-op was a non-profit organisation and all surplus funds must be used to support it's activities.

### **Election of the New Committee**

The Rules required that the two longest serving Directors retire at the AGM. Mr Stan Tilley and Mr John Seehan therefore stood down and presented themselves for re-election.

No further nominations were received from the floor and hence Stan and John were re-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
	Dr. Lee Gordon Brown

### Closure

There being no further business the meeting was closed at 10:50AM.

Annexes:

- A. List of Attending Active Members (not included in Newsletter)
- B. Financial Statements

## Notes on Financial Stements

The Statement of Financial Position includes a number of notes. These notes serve to expand the entries listed in the statement. Only Note 2 actually contained any additional information.

	2009	2008
<b>Note 2: Reserves</b>		
Balance at the beginning of the reporting period		
Assets revaluation reserve	70,000.00	70,000.00
General reserve	200.00	200.00
	<b>70,200.00</b>	<b>70,200.00</b>
	<b>70,200.00</b>	<b>70,200.00</b>
Increase (decrease) in reserves during the reporting period:		
Balance at the reporting date		
Assets revaluation reserve	70,000.00	70,000.00
General reserve	200.00	200.00
	<b>70,200.00</b>	<b>70,200.00</b>
	<b>70,200.00</b>	<b>70,200.00</b>

#### Nature and purpose of each class of reserve:

**- Asset Revaluation Reserve**

The asset revaluation reserve records revaluations of non-current assets.

**- General Reserve**

The general reserve records funds set aside for the future expansion of the economic entity

**Airtourer Co-operative Ltd**  
**Income and Expenditure Statement**  
**For the year ended 31 December 2009**

	2009	2008
	\$	\$
<hr/>		
<b>Income</b>		
Trading profit	9,067.54	12,969.88
Interest received	7.56	84.82
Subscriptions received	3,900.00	2,790.00
Total income	<u>12,975.10</u>	<u>15,844.70</u>
<b>Expenses</b>		
Accountancy	760.00	836.00
Audit fees	500.00	550.00
Bad Debts		2,150.00
Bank Fees And Charges	6.00	57.10
Conference/seminar costs	900.00	
Donations	2,000.00	
Insurance	1,387.64	1,197.36
Legal fees		141.00
Postage	63.00	205.00
Printing & stationery	938.00	445.00
Repairs & maintenance	250.00	
Telephone	647.00	654.00
Technical services	2,540.00	2,062.00
Total expenses	<u>9,991.64</u>	<u>8,297.46</u>
<b>Profit from ordinary activities before income tax</b>	<b>2,983.46</b>	<b>7,547.24</b>
Income tax revenue relating to ordinary activities		
<b>Net profit attributable to the association</b>	<b>2,983.46</b>	<b>7,547.24</b>
<b>Total changes in equity of the association</b>	<b>2,983.46</b>	<b>7,547.24</b>
Opening retained profits	54,948.36	47,401.12
Net profit attributable to the association	2,983.46	7,547.24
<b>Closing retained profits</b>	<b>57,931.82</b>	<b>54,948.36</b>

**Airtourer Co-operative Ltd**  
**Statement of Financial Position As At 31 December 2009**

	Note	2009 \$	2008 \$
<b>Current Assets</b>			
Cash assets	3	39,437.84	38,315.86
Receivables	4	5,131.60	4,205.50
Inventories	5	26,971.00	26,640.00
<b>Total Current Assets</b>		<b>71,540.44</b>	<b>69,161.36</b>
<b>Non-Current Assets</b>			
Other	6	70,000.00	70,000.00
<b>Total Non-Current Assets</b>		<b>70,000.00</b>	<b>70,000.00</b>
<b>Total Assets</b>		<b>141,540.44</b>	<b>139,161.36</b>
<b>Current Liabilities</b>			
Payables	7		113.00
Current tax liabilities	8	8.62	
Other	9	13,400.00	13,900.00
<b>Total Current Liabilities</b>		<b>13,408.62</b>	<b>14,013.00</b>
<b>Total Liabilities</b>		<b>13,408.62</b>	<b>14,013.00</b>
<b>Net Assets</b>		<b>128,131.82</b>	<b>125,148.36</b>
<b>Equity</b>			
Reserves	2	70,200.00	70,200.00
Retained profits		57,931.82	54,948.36
<b>Total Members' Funds</b>		<b>128,131.82</b>	<b>125,148.36</b>



# **President's Fly-In 2010 Yarrowonga 17th -19th September 2010 PROGRAM**

## **FRIDAY 17th Arrivals.**

6.30pm Dinner at the Club Mulwala Bistro.

## **SATURDAY 18th**

10.30am Transport to the Aerodrome to Register.

11.30am Flying to Shepparton for a barbecue lunch and flying activities.

6.30pm Annual President's Dinner to be held at the Yarrowonga Golf Club.

## **SUNDAY 19th**

10.00am Departure for the Coach tour to "Ned Kelly Country"

4.00pm Departures for Home.

- Friday arrivals to make individual transport arrangements to Motels.
- Members who cannot arrive until Saturday, to fly direct to Shepparton for lunch.
- Transport will be provided to and from the Airfield on Saturday.
- Transport for Friday and Saturday night functions, by the Club's Courtesy buses.
- For Members departing Sunday morning, transport to the Airfield will be by the Coach as it heads off to "Ned Kelly Country"
- The Coach returns to the Airfield for the mid-afternoon departures, then on to the Motels if required.
- Members attending the Fly-In by car, who have concerns about driving to the Shepparton barbecue, I'm sure we can find you an aeroplane passenger seat.

Please remember to print this page and bring it with you or print it from the Association's website.

# PRESIDENT'S FLY-IN at YARRAWONGA on 17th, 18th, 19th September 2010 REGISTRATION FORM

To satisfy all function requirements, carefully complete this Registration form.

Where you see " I / We / will / will not " cross out the functions not applicable.

Circle the method of your deposit payment, \*Internet Banking / \*Cheque

Captain and WAGs name.....VH-.....

Arrival day.....Departure day.....Accommodation.....

I / We / will / will not / be having dinner at the Club Mulwala Bistro on Friday.

I / We / will / will not / be having lunch at the Shepparton Aero Club on Saturday.

I / We / will / will not / be having dinner at the Yarrawonga Golf Club on Saturday.

I / We / will / will not / be going on the Sunday Coach tour to "Ned Kelly Country"

\$50.00 deposit per person. Number of people.....X \$50.00 = \$.....

Deposit payment details by the Internet Banking facility are:- Airtourer Association, BSB: 032507, Account: 121510. Quote Name.

The approximate total cost will be \$100 per person, includes Saturday lunch and dinner, Saturday transport and Sunday Coach tour including lunch, to "Ned Kelly Country"

You have two options on how to register and pay your deposit.

1. Post your completed Registration form and deposit cheque, payable to the Airtourer Association, to John Treble, Box 57, Keilor, 3036 by the 10th September.
2. Pay deposit by Internet Banking, then post your completed Registration form (also available on the Association's website) to John Treble at above address or via email to [johntreble@bigpond.com](mailto:johntreble@bigpond.com)
  - Registration Forms and Deposits can only be accepted by 10th September.
  - Return of Deposits cannot be guaranteed after the closing date of 10th September.
  - Phone call to Register is unacceptable, or just turning up is not an option.

## President's Fly-In Accommodation

Accommodation has been arranged with the Belmore Motor Inn and Lakeview Motel.

Both Motels will only hold the Group booking until the 10th September. Mention Airtourer Association when booking accommodation.

### BELMORE MOTOR INN

14 Belmore Street, Yarrawonga. Phone: (03) 5744 3685  
Double \$90, Twin \$95, Single \$85 per night. Includes Continental Breakfast.

### LAKEVIEW MOTEL

1 Hunt Street, Yarrawonga. Phone: (03) 5744 1555. Double \$100.00 per night.

## VICTORIAN BRANCH MID-YEAR DINNER NIGHT

### *John Treble*

Records haven't been kept of when these annual Queens Birthday Dinners actually started, but they began with Jane & Andy Morris having it at their home about 15 years ago, which we gratefully acknowledge. As the numbers and catering increased it was decided that the time had arrived to move on to a local Hotel/Bistro.

We have been gathering at the Old England Hotel in Heidelberg for a few years now which is an excellent venue, serving a large range of quality meals.

Before and after the meal it was a case of musical chairs thus enabling everyone to get to talk with each other. We also welcomed new member Margie Walton who with husband John recently acquired VH-SHR.

To prove it was a successful night we were the last group to leave plus the Bar had closed and they needed to close the doors.

Twenty-three people from 3 States (Vic, Tas, and NSW) were represented.

Those in attendance were:- Hector & Wendy Blemings, John & Doreen Treble, Andy & Jane Morris, Alan & Merle Wood, Stan & Bonnie Tilley, Niel & Kathy Jensen, Lindsay & Georgina Dyer, Bruce & Dot Ross, Gerry & Denise Pels, John Pels & Monique Gillett, Mike Fisher & Jackie Brown, Margie Walton.

Apologies:- Lindsay & Beryl Marshall.

Thanks to Wendy Blemings for organising another great Association night out.

## CALENDAR of EVENTS

### 2010 President's Fly-In

The President's Fly-In to be held at Yarrawonga on 17th,18th,19th of September.  
Details pages 17-19

### 2010 Victorian Branch Christmas Fly-In Weekend

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

### 2011 Convention and 33rd Annual General Meeting

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

*See Association Website for latest updates*

## SPECIAL ACKNOWLEDGEMENT

Members who have access to the internet would now be aware the Association has a brand new updated website, which went live on the 1st July 2010.

For several years your Committee discussed at great length on what to do about the old website which had sadly become out of date, tiresome, and mostly unused. It was discussed at several meetings on the prohibitive cost of a professional modernisation or whether we even needed a website and/or should we just abandon it.

John O'Halloran, our Secretary/Editor, volunteered to take on the research and possible task of producing this updated website. He had no previous experience on what was in front of him. There were some, (I must admit I was one of them), who thought that with his work commitments etc, plus that of being self-taught, time wise, he may not be able to complete the project. But complete it he did.

The amount of hours he put into this project would be enormous and on behalf of all members I say to JO'H, a magnificent effort, well done and certainly appreciated.

Check it out on:- [www.airtourer.asn.au](http://www.airtourer.asn.au)

*John Treble*