

February 2007
Newsletter No. 121

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 May 2007. Contributions and or advertisements are to be with JOH by 15 April 2007.

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

Now that the Christmas and New Year madness is over life should be settling down as we get into the routine of another year. Not so for me here in Hong Kong where the biggest celebration is about to commence with the Year of the Pig on the 18th February. Thousands of people travel and we put on as many extra flights as aircraft and crew will allow. The result is a very busy time for us.

On top of that I have extra work with two test programs on B747 aircraft where we are working with Boeing. On one of them recently we had to completely fill the cockpit with smoke, while airborne, and measure the time it took to clear. Interesting work for a test pilot but for every hour in the air many are spent on the ground ensuring the airborne part will be as uneventful as possible. The next program involves using foam rubber to change the profile of the wing to test some drag reduction theories. This has me busy until into March, although I have taken leave to ensure I'll be at Swan Hill.

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Cover Photo: Formation of CT4s from the BAe Systems Flight Training College at Tamworth. Photograph courtesy of well known aviation photographer **Glen Alderton**. This and other of Glen's photos can be seen at his web site at **www.warbirdz.net**. Also thanks to Robert Zweck who brought the photo to my attention.

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

Wake Up Call?

Dear Sir,

Is the Airtourer Association in crisis? It seems to me that a small number of people are doing all the work. This came to a head recently when there was criticism for late notice of the location of the AGM. Behind the scenes the Committee were doing their best to find a suitable location but in the end it fell to the same group of members. Fly-Ins take a lot of work and time and the organisers are inevitably out of pocket.

We have about 160 members, something in the order of 70 aircraft with a number being rebuilt.

Everyone enjoys the 'flying' but prefers to wait until it is organised, then criticizes the cost, location, accommodation etc. The Committee is faced with a compromise as the numbers attending limit the locations due to accommodation, restaurants, function rooms, aeroclub etc. The venue must have sufficient other activities to attract non-flying partners and those who don't wish to fly all weekend. We do want the numbers!

The life of a club is said to be 20 to 25 years, ours is at 28 years. We have been fortunate to have 2 new members who have shouldered the Co-operative with gusto. Although enthusiastic, they cannot be asked to take up Association duties. We have a few (like myself) who may fall off the perch at any time, some original members are thinking about dropping out of the Association altogether. I would like to remain a Director of the Co-op but I ask you all to consider what you could do for your Association, particularly as the Committee election approaches.

Hector Blemings

Continued from page 2

Unfortunately, the workload has reduced the time I can get home and I'm lucky to have Jan, not only to keep the day to day running of home but also Association secretarial matters.

A couple of members have expressed some concern about numbers at fly-ins and some other administrative aspects of the Association. I have included above a letter raising these concerns and request that all members give it some thought before the AGM.

Jan and I are looking forward to seeing you all at Swan Hill, till then
Safe Airtouring,

John O'Halloran

President's Pen

6 February 2007

Hi All,



By now, I am sure you have all made your bookings for the AGM at Swan Hill March 16th - 18th, which has been capably organised by our southern members, including Jane and Andy and Beryl and Lindsay.

I am sure that it will be one of our better weekends, and I thank all concerned in the organising, on behalf of the Members and myself.

The AGM will be my last as President of the Association, to my great regret, but my personal "cardboard undercarriage" has made it physically impossible to continue in an active role. I hope, however; to be able to continue to attend meetings in the foreseeable future and to enjoy your friendship and company as I have done for the past fifteen years or so.

I wish you all a happy and successful New Year, with good health and safe flying for 2007.

Look forward to seeing you at Swan Hill.

Bill.

Welcome

Terry Green of Port Macquarie who has Airtourer 100, PJR as well as a Kitfox.

Medical Matters

Many of you would be aware from Graham Wood's email updates that **Alan** has had a rough time with his health lately. It started off with an infection that became quite serious. Unfortunately this infection was around the vertebrae in the neck which has a serious impact on the "main wiring loom" of the spinal column. The result was loss of mobility in his arms associated with severe pain. Surgery was required despite an operation around the spinal column presenting serious risks.

Fortunately the surgery was successful and although the recovery will be long and slow Alan has managed to beat the Doctors predictions and made it home earlier than expected. His sense of humour returned quickly and he gratefully acknowledges the messages of support he has received from the Airtourer community. Alan would also like to acknowledge the support of his family, there was hardly a time when there was not one of them by his bedside.

Alan and the Coop would also like to thank **Tom Davis** who has handled the day to day enquiries on Coop matters.

Hugh Knox was also back at the doctor's recently. He described it as "... greater than a 100 hourly, more like a top overhaul." He was in and out in no time and reports all is well. Unfortunately Hugh as passed on his apologies for the AGM due to a prior commitment with the Bristol cars. It's good to see his heart problems have not slowed him down in retirement.

Ian Poyitt has also experienced some health challenges and has made the unfortunate decision to sell their Cessna Cardinal. No doubt this will not diminish the friendly banter of Cessna versus Airtourer.

Finally on a more positive note, **Stan Tilley** is back flying real GA aeroplanes after his difficulties with the CASA medical bureaucracy.

Calendar of Events

**AGM Swan Hill
16 - 18 March 2007**

Details posted separately in December
See also the Association Web Site

Victorian Branch end of Year Fly-in at Kyneton on 3-12-2006

John Treble

Sometime earlier in the year in a general discussion with Mike Fisher a question arose to where and what we could organise for our 2006 end of year Fly-In, get-together. Mike suggested we have a Barbeque at the Kyneton aerodrome, which sounded O.K. to me, so the date, venue and program was set.

It was first advised at the Association's A.G.M. and followed up in further Newsletters, so I thought with plenty of notice we should get a good roll -up and we certainly did.

The day came and the ordered weather was kind to us, (doesn't it rain in Victoria anymore), with the first arrival approx 11am, and the last about 1pm.

On arrival tea/coffee scones cakes etc. was offered, then Barbeque lunch with a great variety of salads followed by fruit salad and ice-cream.

At about 3pm we ventured to the hangar of Murray Wallace to view his new toy, a beautifully restored S260 Sia Machatti recently imported from U.S.A. (We could see it at our next AGM??)

4pm saw us return to the clubhouse for afternoon-tea and thereafter departures started. I don't think many people would have had an evening meal considering what we had all afternoon.

We had 35 sit down for what can only be described as a magnificent luncheon and a big thanks for this must go to Kathy, Dot with a big help from Mike and Niels. A

thank you to Niels and Kathy's son Mark, who donated the sausages and also the Kyneton Aero Club for the use of their facilities.

We also had members from NSW, SA, TAS and of course the VICS.

A very enjoyable day was had by all plus it has to go down to one of our better ones.

Those in Attendance were:-

Mike Fisher & Dot Ross VH-BNV
 Niels & Kathy Jenson VH-CND
 Murray & Andrea Wallace VH-CTK
 Andy & Jane Morris VH-FVV
 Lindsay & Beryl Marshall VH-MRF
 Lee & Rhonda Gordon-Brown VH-JVV
 Scott Patterson & Brad Hurley VH-ECI
 John & Doreen Treble VH-CRK
 Stan & Bonnie Tilley VH-MTL
 Bob & Pat Peak VH-EQG
 John Pels & Monique Gillett VH-LVU
 Lindsay Dyer & Georgina VH-MUY
 Stuart & Trish Krichauff VH-DUS (Meta Sokol)
 Jerry & Pam Lawson
 Andrew & Sharon Clement VH-KGR
 David Crotty & Katrina
 Bill Miller

Apologies:-

Alan & Merle Wood
 Ian Donovan & Col Taylor



Battery TLC

Mike Busch

The following article is reprinted with the kind permission of the author and www.AVweb.com. While some of the references to the products and prices are from the US the basic information is relevant to our kind of flying. Ed.

Batteries are the Rodney Dangerfields of aviation: They get no respect. We let them sit unused for weeks at a time and then expect them to crank our engine. We deep-discharge them by forgetting to turn off the master switch and then jump-start our airplane to go flying, subjecting the battery to a punishing rate of charge. We fail to check our aircraft bus voltage regularly, and allow it to drift too high or too low. Perhaps we check the battery's electrolyte level once a year at annual (if we don't forget); between annuals, it's out of sight and out of mind.

Then, after five or six years of faithful service, we curse them when they refuse to start the engine on a brisk, winter, Sunday morning in Cold-As-Hell, N.D., when there's not a mechanic or battery cart anywhere on the field.

We learned most of these bad habits from our experience with automobiles. Automotive batteries are big, heavy, hell-for-stout brutes that can take this kind of licking and keep on ticking.

But aircraft batteries aren't Die-Hards. They're built to be lightweight and compact. Their capacity is quite low compared to automotive batteries. Their plates are comparatively thin, fragile and closely spaced. They simply can't stand the kind of

abuse -- either physical or electrical -- that car batteries seem to shrug off without even noticing.

If you treat it right, your aircraft battery should provide three to five years of reliable service (and some owners do even better). If you don't, it'll leave you stranded in the worst possible place at the worst possible time. Count on it.

Exquisitely Sensitive

Aircraft batteries are exquisitely sensitive to bus voltage and charging rate. A 12-volt battery requires a bus voltage of approximately 14 volts to reach and remain in fully charged condition. A 24-volt battery needs about 28 volts.

If the bus voltage is too low, the battery will not charge to its rated capacity. That might not be such a good thing if we have an alternator failure in IMC.

But if the bus voltage is too high, even worse things will happen: The battery will overcharge and overheat, often causing electrolyte to be lost and plates to warp. Invariably this drastically reduces the life of the battery, and in extreme cases the battery fails catastrophically.

Recommended Bus Voltage		
Temp.	12V Battery	24V Battery
120°F	13.8 volts	27.5 volts
90°F	14.0 volts	28.0 volts
60°F	14.3 volts	28.5 volts
30°F	14.5 volts	29.0 volts
<0°F	14.8 volts	29.5 volts
Source: Teledyne Battery Products		

The optimum bus voltage varies a little with ambient temperature, as shown in the table opposite.

The solid-state voltage regulators installed in most of our aircraft are capable of holding bus voltage constant within a few tenths of a volt, and of varying the voltage slightly to compensate for temperature. But they need to be adjusted properly, and to be checked at every annual inspection (and readjusted if necessary) to ensure that the bus voltage doesn't creep out of spec.

Unfortunately, many mechanics neglect to perform an accurate bus-voltage check during inspections, and we frequently see airplanes with bus voltages that are significantly higher or lower than they should be. This is as serious a problem for battery life as over- or under-inflation is for tire life.

Owners would be wise to keep an eye on bus voltage themselves, and to bring it to the attention of their A&P if the voltage is not right. Any discrepancy of more than a few tenths of a volt is worth correcting. Adjusting the regulator is a very simple operation that only takes a few minutes to accomplish.



Nowadays, more and more of our airplanes are equipped with a digital engine monitor that provides an accurate digital readout of bus voltage. Some other digital instruments (such as 900- and 1000-series Stormscopes) also provide a digital voltage display. If your plane doesn't have a digital voltmeter on the panel, you can buy one for around \$300 from Davtron, Electronics International and various other sources. Or you can use a standard digital multimeter hooked to your cigarette-lighter socket.

Self-Discharge

During periods of disuse, the battery will gradually lose its charge. The rate of such self-discharge is highly dependent on temperature. At an ambient temperature of 77°F, a fully-charged battery will lose approximately 1/4 of its charge every 30 days. For every 18°F increase in temperature, the self-discharge rate doubles! At 95°F the battery will lose 1/4 of its charge every two weeks, and at 113°F it will lose 1/4 of its charge every week.

Consequently, any time the airplane will be inactive for more than a couple of weeks, it's a good idea to put the battery on a trickle charger to maintain it at a fully charged state. This is especially important during hot weather. If the battery is ever allowed to discharge deeply (to 11.4 volts or 22.8 volts), it can sustain permanent damage.

There are a number of relatively inexpensive, microprocessor-controlled, trickle chargers now available that do a good job of maintaining a battery at full charge during periods of disuse, and that are "smart" enough that they can be used to trickle-charge the battery indefinitely without fear of overcharging. Brands that have worked well for a number of Cessna Pilots Associa-

tion members include the “BatteryMINDER” and the “Deltran Battery Tender.” These are available from such vendors as [Battery Mart](#) and [Battery Stuff](#) and come in both 12- and 24-volt versions.

If by some chance you do let your battery run down to the point that it won’t start your engine, *do not* start the airplane with auxiliary power (APU) or by hand-propping and try to recharge the ship’s battery with the aircraft alternator or generator. Doing so will subject the battery to a punishingly high rate of charge (generally, far in excess of 10 amps). If it doesn’t cause a catastrophic battery failure, it will certainly take years off the life of the battery. If you find yourself in this situation, the smart thing to do is to hook the battery to a suitable charger and then go have a leisurely meal while it charges.

Battery Chargers

Some owners use an ordinary, automotive battery charger to charge their aircraft battery. This may or may not be a mistake, depending on the charger used. Many automotive chargers will charge at a rate that can be damaging to an aircraft battery.

Aircraft batteries should never, ever be charged at more than a 10-amp rate, and even that is pushing things. A 3-amp charge rate is just about ideal. Naturally, this means that the charging process will take some time. If your aircraft battery is rated at 35 ampere-hours and it is fully discharged, it will take about 12 hours to charge it to full capacity at a 3-amp charge rate. Patience is a virtue here: Charging the battery at a substantially faster rate may be hazardous to its health.

Most automotive chargers are “constant-voltage chargers” that apply a fixed voltage to the battery as it charges, similar

to what the aircraft electrical system does in flight. With a constant-voltage charger, the charging current starts out relatively high and gradually tapers down toward zero as the battery becomes fully charged.

For initial charging, however, both Teledyne/Gill and Concorde recommend that their aircraft batteries be charged using a “constant-current” charger that gradually increases its charging voltage as necessary to maintain a constant charging current. A constant-current charger will charge the battery faster and more completely than a constant-voltage charger. The downside is that such a charger can easily overcharge and damage a battery if it is left connected for too long, so it’s essential to monitor the battery’s charge state (either with a hygrometer or a voltmeter) and disconnect the charger once the battery reaches full charge.

Teledyne/Gill sells two very nice, constant-current chargers, but at about \$300 and \$600 they cost more than most owners are willing to spend. Fortunately, there are a number of excellent 12- and 24-volt constant-current chargers available from suppliers of golf carts, motorized wheelchairs, and mobility scooters that cost a lot less and work quite well for aircraft batteries. A good choice is a 3-amp charger with an automatic three- or four-phase charge cycle, such as the 3-amp “Mobility Charger” and 3-amp “Deltran Battery Tender,” both available from [Battery Stuff](#) for under \$100. (Resist the temptation to buy a 5- or 8-amp charger.) These three-phase-cycle chargers work in constant-current mode to begin with, then automatically switch to constant-voltage mode as the battery approaches full charge so that they won’t overcharge.

Battery Maintenance

Both Teledyne/Gill and Concorde require periodic inspection and maintenance of their aircraft batteries. Gill requires an initial maintenance cycle at 800 hours or 12 months (whichever comes first), and subsequent maintenance cycles every 400 hours or six months thereafter. Concorde specifies the initial cycle at 600 hours or 12 months, and subsequent cycles every 200 hours or 12 months thereafter. (Most operators simply do this at each annual inspection.)

Both manufacturers require a four-step maintenance cycle:

1. Check the electrolyte level and add distilled water as necessary to bring each cell up to the bottom of the split ring;
2. Charge the battery to full capacity;
3. Perform a capacity test; and
4. Charge the battery once again to full capacity and return it to service.

Virtually every mechanic performs steps 1 and 2 at every annual, but few do steps 3 and 4. The reason for this is that not many shops have access to a capacity tester, and the ones for 24-volt batteries are rather pricey.

The capacity test simply consists of placing a specified load on the fully-charged battery and then measuring the time it takes for the battery to be drawn down to a specified voltage (10 volts for a 12-volt battery, 20 volts for a 24-volt battery).

For example, if your battery's rated capacity is 25 ampere-hours, then it should be able to deliver 25 amps for 60 minutes or 42 amps for 30 minutes. (Notice the discharge time does *not* vary linearly with discharge current.) If the capacity test reveals that the battery has at least 80% of its rated capacity (in this example, at least

48 minutes at 25 amps or 24 minutes at 42 amps), then it's considered airworthy and can be returned to service. On the other hand, if it has less than 80% of rated capacity, it should be replaced.

DIY Capacity Test

Even if you can't lay your hands on a capacity test box, it's not difficult to do a capacity test. All you really need to do is find a way to put the desired current load on the battery and then measure how long it takes for it to become depleted.

For example, my Cessna T310R uses a Teledyne/Gill G-246 battery rated at 24 volts and 19 ampere-hours. According to Gill's specs for that battery, it should be able to provide 19 amps for one hour or 32 amps for 30 minutes before the battery is fully discharged. Full discharge is defined as the point where the battery voltage decreases to 20 volts.

T310R Equipment Rated Load

Item	Load
Prop Deice	15.0 amps
L. Landing Light	9.0 amps
R. Landing Light	9.0 amps
Pitot Heat	3.9 amps
Taxi Light	3.6 amps
Total	40.5

If I refer to the electrical loading chart in my T310R service manual and look for the things that draw the most current on a continuous-duty basis, I come up with the table at right.

These load figures are based on normal bus voltage (about 28 volts), but during the capacity test the battery voltage will average about 22.5 volts, so the loads really need to

be adjusted downward by 20% to be accurate. Therefore, if I turn on prop deice, both landing lights, pitot heat and the taxi light, the total load should be about 80% of 40.5 amps, or a total of 32.4 amps. According to Gill's battery performance chart, my battery should be able to deliver 32.4 amps for just under 30 minutes. If it doesn't last at least 80% that long (i.e., just under 24 minutes), then it flunks the capacity test and needs to be replaced.

This is the sort of test that you can easily do yourself without A&P supervision, so long as you have access to a battery charger so you can fully charge the battery before and after the capacity test. You can look up the specs for whatever battery you use in your aircraft by going to the following websites: [Gill Batteries](#) and [Concorde Battery](#).

If you or your A&P performs such a capacity test once a year, you can be pretty

confident that your battery is in good shape and won't leave you stranded on a cold Sunday morning.

There's no hard-and-fast rule about how long an aircraft battery should last, but most owners seem to get three to five years out of them. If your battery doesn't last three years, chances are that it was abused by being deep-discharged and/or overcharged, or that your regulator is misadjusted and your bus voltage is too high.



NOTICE OF ANNUAL GENERAL MEETING

Airtourer Co-Operative Ltd

The Annual General Meeting of the Airtourer Co-Operative will be held at the Mid Murray Flying Club at 1030 on 18th March 2007.

Agenda:

- Presentation of Minutes of the previous Annual General Meeting.
- Business Arising from the Minutes.
- Chairman's Report
- Presentation of Accounts
- Determination of Annual Subscription
- Election for retiring Board Members
- Other Business

Note: Only active members may vote at an AGM.

THE SHERIFF OF LOCKINGTON INTERROGATES..... John Sheehan

(The Airtourer Association's most eligible bachelor?)

(Interrogated 23 September, 2006 at the President's Fly-in to Narromine.)



When did you become involved with the Airtourer Association? That would be Mildura, 1999.

That was your first fly-in? Yes.

An impressive one to find out a bit about us. What is your occupation? Fitter at Bega Cheese.

How long have you been there? 10 years in a couple of weeks.

Is it the only job you've had? No, it's my fourth. I started work as an Apprentice Mechanic with the State for 8 years. I also did after hours work for a transport company, as well as with the family business. After 8 years I moved full time into the family business, which was milk transport from Bega to Sydney and Canberra. This only lasted a bit over 12 months, as the Company was cut up due to the restructuring of Bega. Then I went from there to work for Bega Cheese.

Where were you born? Bega

Have you lived all your life in Bega? Yes on my parents dairy, now beef, farm. I had 6 months doing an Apprenticeship course in Cooma, and that's about as far away and the longest I've been away from home.

Aircraft Type and Registration? AT 115 –VH KHP

When did you buy it? August 2001. I picked it up in September 2001 and waiting for weather to clear at Port Lincoln on September 11!

Oh, that memorable day. Not a good day to be flying. Flew out of Port Lincoln in rain, tracked over to Port Pirie, got trapped with weather trying to get to Renmark and ended up going to and spending a night at Honeymoon Mine.

It's the first time you've owned an aircraft? Yes.

Any interesting stories about the Aircraft's history? It was part of the Hoxton Park contingent of training aircraft. No matter where I go I seem to find a Pilot who learned to fly in it. I won the "Best presented Airtourer" at Wangaratta, thanks to Andy and Jane's restoration work.

So how come you got it at Port Lincoln? Gary Theodore, who bought it from Andy Morris, had it.

What year did you gain your pilot's licence? 1999 or 2000 roughly.

Where did you train for it? With Air Sapphire in Merimbula.

What gave you the interest and desire to fly? I think I had an interest in it since I was a kid, always interested in space and flying. I eventually got a job where I had the time and the money to learn. The only contact I had with flying before that was with Des Heffernan.

Total hours flown? Just over 600

Longest trip flown in KHP? Gove, east of Darwin in Arnhem Land. I've also done a trip to Broome in a Mooney taking Mum and Dad for a holiday.

What was one of the most memorable flights you have done? Probably in my first flight in picking up my first aeroplane.

So how did you get there? I flew commercially, that was my first commercial flight, would you believe?

You certainly came of age, so to speak. I flew to Port Lincoln and bought it back.

On your own? Yes, fighting weather all the way, rain and wind. I landed at Bombala, because I couldn't go down the east coast of Australia, into long wet grass and found out how well 115's perform by density altitude in wet grass. Aborted the first take off.

How were you feeling at the time, nervous? A touch nervous, excited, normal.

Have you any other interests? Four wheel driving, travelling. Been to Cape York in 4WD. Between Aeroplanes and 4WD's I've done close on 1/2-2/3 of Australia. Last year I did an Oshkosh trip and travelled around the States, and this Easter I went to Wanaka and travelled both Islands of New Zealand.

On your own or with a conducted tour? A bit of both, it was through Avtours organised through Wanaka, then after that I hired a car travelling over both Islands.

Favourite Food – in case anyone invites you for a meal and wonders what to cook for you? Meat and potatoes.

Favourite Drink? Orange juice. I'm a teetotaler and don't drink tea or coffee.

Favourite Music? I like a mixture to be honest. Don't like heavy metal or rap, but enjoy a good mix of everything from classics through to country.

Favourite Sport? Not a great big sports player, too many other hobbies like flying, 4WD driving, water and snow skiing.

Do you, or did you, have a nickname, and what is it? Gasket.

How did you get that? When I was a motor mechanic all my mates would come in with all their car problems and we used to have a good time flying around in the cars and what not.

If you were Prime Minister of Australia for ONE day, what would you change for the



betterment of Australia? Tell CASA to get off everyone's back.

What is or was your greatest extravagance, was it KHP? Pretty much.

If you had a spare million dollars what would you do with it? Probably buy another nice aeroplane and invest most of it.

Any particular type of aircraft? Don't know to be honest, something probably with aerobatics. I do enjoy aerobatics.

Do you do them very often? Probably once a week, but still not very good at it.

Where is your airstrip? Frogs Hollow, which is 3nm south from Bega roughly. It is the original Bega airstrip.

What is your impression of the Airtourer Association? Great group of people always a joy to be around.

I won't pay you to say that? You don't have to. Let's face it, like I said, my first introduction was at Mildura I met people and they welcomed me.

Did you come to Mildura to check us out? No, I came at Des' (Heffernan) invitation in MVR. That's when I thought I must have an Airtourer. I was in the process of doing my licence. Des gave me my second flight, my first was in a Beaver, Ag plane. Actually he set me up with Pat Shields, an Instructor, in GUS and he gave me a tip, told me, "You're doing this" and away we go. I didn't have the money at that time, but a little bit later I did.

(Thank you John for sheltering from the Narromine winds and telling us your story, even if you think your experiences don't compare with other members. The Sheriff.)

APPOINTMENT OF PROXY - AIRTOURER ASSOCIATION

(Use this form or separate sheet with similar wording)

I _____ of _____

(full name)

(address)

being a member of the Airtourer Association hereby appoint:

of _____

(full name of proxy)

(address)

being a member of the Association, as my proxy to vote for me on my behalf at the Annual General Meeting of the Association to be held on the 18 March 2007 at the Mid Murray Flying Club and any adjournment of that meeting.

Signature of member appointing proxy

Date:

NOTE: A proxy vote may not be given to a person who is not a member of the Association.

NOTICE OF ANNUAL GENERAL MEETING

Airtourer Association Inc.

The Annual General Meeting of the Airtourer Association will be held at the Mid Murray Flying Club, at 0930 on 18th March 2006.

Agenda:

- Presentation of Minutes of the previous Annual General Meeting (Published in the May 2006 Newsletter.)
- Business Arising from the Minutes.
- Presentation of Reports
- Election of Office Bearers
- Other Business

Airtourer Association Nomination for Election to the Committee

I nominate _____

for the position of: *(mark appropriate position)*

President

Vice President

Secretary

Treasurer

Ordinary Members (three positions)

Nominated by (Signature) _____

(Name) _____

Seconded by (Signature) _____

(Name) _____

I agree to being nominated for the above mentioned position.

Signature of candidate: