



Annual General Meeting Minutes

Swan Hill - 19th March 2023

Date:	19 th March 2023
Time:	1033 AEST
Place:	Swan Hill RSL and via Zoom.

Attendees:	Deb Evans, Gerry Pels, John O'Halloran, Monique Gillett, Denise Pels, Doug Gould and 27 members listed at Annex A.
Apologies:	Listed in Annex A
Proxies	Proxies were lodged as listed in Annex A

Item	Description
1	<p>Opening.</p> <p>The President noted a quorum was present and opened the meeting at 1033.</p> <p>A minute's silence was observed in the memory of the passing of the following members during the previous year.</p> <ul style="list-style-type: none">• Stan Wright (Past Secretary)• Bill Pennell (Past president.)• Bill Miller (founding member)• George Penfound• Pat Sheil• Peter Bons
2	<p>Acceptance of minutes of previous AGM.</p> <p>Moved John O'Halloran, seconded Stan Tilley, that the minutes of the previous AGM were true and correct record of that meeting.</p> <p>Carried.</p>
3	<p>Business Arising from the Minutes</p>

	Nil
4	<p>President's report.</p> <p>The President's Report was circulated with the notice of the meeting and is attached at Annex B.</p> <p>Moved Deb Evans, seconded Graham Wood, that the President's Report be accepted.</p> <p>Carried.</p>
5	<p>Treasurer's Report</p> <p>The Treasurer's Report, consisting of the Statement of Receipts & Expenditure, and the Balance Sheet were distributed prior to the meeting and are included at Annex C.</p> <p>Moved Gerry Pels, seconded Gerald Smith, that the Treasurer's Report be accepted.</p> <p>Carried.</p>
6	<p>Secretary's Report</p> <p>The Secretary's Report had been distributed prior to the meeting and is attached at Annex D.</p> <p>Moved John O'Halloran, seconded Stuart Hilsberg, that the Secretary's Report be accepted.</p> <p>Carried.</p>
7	<p>Historian's Report</p> <p>The Historian's Report had been distributed prior to the meeting and is attached at Annex E.</p> <p>Moved Doug Stott, seconded Rick Evans, that the Historian's Report be accepted.</p> <p>Carried.</p>
8	<p>RFDS Report</p> <p>Beryl gave a brief update on her 'fines' in support of the RFDS having collected \$581 so far and more expected over the weekend.</p>
	<p>General business</p>
9	<p>Life Membership.</p> <p>Moved Stuart Hilsberg, seconded Graham Wood, that life membership be granted to Robert (Bob) Page, Harry Couzin and Doug Stott.</p> <p>Stu had provided the supporting statement included at Annex F which had been</p>

	<p>distributed prior to the meeting.</p> <p>David Wearne addressed the meeting raising two concerns. Firstly, he considered the topic should have been discussed by committee rather than brought directly to a general meeting by a member. He requested the incoming committee consider amending the constitution to ensure life membership nominations should be considered by committee before being presented to the membership.</p> <p>Secondly, he questioned why the three members were included in a single motion rather than separate motions. He subsequently moved an amendment, seconded by Rebecca Day that each nomination be voted on separately.</p> <p>Ian Close questioned if an amendment is acceptable to a motion that required prior notification to the membership. David Wearne subsequently withdrew the amendment.</p> <p>The motion was put to the membership in a secret ballot and Ian Close was appointed as the Returning Officer.</p> <p>For: 27 votes Against: 15 votes Abstain: 6 votes.</p> <p>The motion was carried.</p>
10	<p>Victa Aircruiser VH-MVR</p> <p>The unique Victa Aircruiser was for sale and Doug Stott had proposed the Association consider forming a sub committee to look at options to keep the aeroplane in Australia. His full submission is included at Annex G.</p> <p>Subsequent to the notification of this discussion topic, it was clear that there was very serious interest from at least two members in purchasing MVR. Doug therefore withdrew the proposal to form a sub committee as his concerns appear to be addressed.</p>
11	<p>Election of the New Committee</p> <p>The President declared all positions vacant and invited Graham Wood to take the chair for the election of the new committee. A secret ballot was held for positions with multiple nominations. The results are as follows:</p> <p>President.</p> <p>Deb Evans, 28 votes, Mike Fisher, 20 votes</p> <p>Vice President.</p> <p>John Day and Doug Gould had nominated. John addressed the meeting advising that</p>

	<p>Mike, he and Andrew Clement had nominated as a team and since Mike was not successful then he and Andrew withdrew their nominations. Doug Gould was therefore taken to be elected as Vice President.</p> <p>Treasurer.</p> <p>Gerry Pels was the only nomination and therefore taken to be elected.</p> <p>Secretary.</p> <p>John O'Halloran was the only nomination and therefore taken to be elected.</p> <p>Ordinary Members, three positions.</p> <p>Monique Gillett, 35 votes, Denise Pels, 36 votes, Tony Self, 37 votes, and Rob Hilliard, 29 votes.</p> <p>The incoming committee was therefore:</p> <p>President Deb Evans Vice President Doug Gould Treasurer Gerry Pels Secretary John O'Halloran Ordinary Members: Monique Gillett Denise Pels Tony Self</p>
12	<p>Meeting close</p> <p>The President closed the meeting at 12:45 AEST.</p>

Annexes:

- A. List of Attendees, proxies and apologies.
- B. President's Report
- C. Treasurer's Report.
- D. Secretary's Report.
- E. Historian's Report
- F. Statement supporting proposal for life membership.
- G. Statement proposing actions to ensure the Victa Aircruiser remains in Australia.

I confirm this is a true and correct record of the meeting.



Deb Evans
President / Chairman



John O'Halloran
Secretary



Attendance & Apologies

AGM 2023

Attendance in Person

Andrew Clement	Ian Close
John & Rebecca Day	Rick Evans
Mike Fisher	Robin Hilliard
Stuart Hilsberg	Peter Hupfeld
Chris Kinnane	Beryl Marshall
Ross McBride	Jan O'Halloran
Pat Peak	Chris Peak
Jon Pels	Ivan Porteus
Dot Ross	Peter Ross
Tony Self	Gerald Smith
Susan Smith	Doug Stott
Stan Tilley	David Wearne
Graham Wood	Robert Zweck

Attendance via Zoom

Ric Davies	Lee Gordon-Brown
Terry Green	Martin Moore
Jane and Andy Morris	Adrian Pfoeffer
Andrew Younger	

Attendance by Proxy

Member	Proxy in favour of:
Wendy Blemings	Gerry Pels
Ian Donovan	Doug Stott
Kerry Nolan	Stuart Hilsberg
Kerry Pearce	Doug Stott
Gregory Peters	Stuart Hilsberg
Greg Rutherford	Stuart Hilsberg
Bonnie Tilley	Stan Tilley

Apologies

Bill Beavis

David Brown

Peter Coy

Bill Cummins

Phil Goard

Sebastian Hempel

Hugh Knox

Robin McAdam

Judy Riddel

John Sheehan

John Wynn

Geoff Boutcher

Lyn Butler

Richard Crutch

Tom Davis

Des Heffernan

Mel Hupfeld

Gerry Lawson

Jon Peak

Chris Scholfield

Cliff Tait

Elizabeth Younger



President's Report

AGM 2023

Introduction

I wish to thank all the committee members for the exceptional work they have undertaken in the last twelve months to transition from where we were at our last AGM to today. My thanks also goes out to the members who represented the Association at Avalon Air Show.

Activities

2022 saw us start off with our convention in Cowra, which incorporated our AGM. Followed by the Victorian midyear get together with their end of year gathering. Both gatherings being held at wineries it looks like a trend is being set. The Presidents fly into Echuca, was ?????? to say the least. Well done to all members who traversed the floods to make it for a mere 24 hours before being told to evacuate. The first QLD fly into Toowoomba proved very successful and another is in the planning for later in 2023 and beyond. Our last event prior to our convention was the Avalon Air Show, where we showcased the various versions of the Airtourer.

Our virtual social gatherings have proved to be a great success, thanks to John O'Halloran for organising the zoom events. Our membership is spread from the Isles of Scotland to New Zealand and it's difficult, if not impossible, for many to attend our fly-ins. Over the last year the association held a number of virtual gatherings with the help of technology, i.e. Zoom. Generally, around 20 members, including from the UK and NZ, have joined us. The committee is open to feedback on the most suitable day of week and time. In particular we'd like to time some of them to make it more convenient for the UK members.

The planning of future events; selecting locations for our gatherings has proved quite a challenge. There are many factors to consider, and many locations have been considered and ruled out for one reason or another. The committee has taken on board the feedback from the last Convention and previous surveys. Around 2012 John Treble wrote a paper on considerations for planning events. This has proved to be valuable guidance and Doug Gould continues to refine it based on current challenges.

Communication

The Association has 3 main forms of communications with our member:

1 - Newsletter

Our newsletter, which formed one of the major costs for the association being the printing and mailing of the newsletter. The primary income for the association is the membership fee which has increased well below inflation. In order to keep the membership fee low the newsletter is now primarily an email

newsletter. Members were given the option to opt for the paper version and seven have done so.

2 - Facebook

We have applied some controls to the association's Facebook account. We were receiving many requests to join from people who did not appear to have a link to the Airtourer or even aviation. Applicants must now show some level of knowledge to be accepted with two simple questions. Additionally, we added some behaviour rules but rather than use the standard wordy rules we simply said: "When posting or commenting use the manners your mother taught you, i.e. be nice".

Content is also restricted to being Airtourer related. There are many other sites to post non Airtourer related but interesting aviation pictures.

3 - Website

The website underwent a major update during the year, thank you to John O'Halloran for implementing the changes. The most significant change was to make it viewable on mobile devices. During the upgrade there was a steep learning curve, particularly with regard to pictures in the page header which will change in size based on the screen size it is being viewed on. Sometimes this size change leads to only part of the picture being displayed, i.e. a tree in the background of what was otherwise a large group photo of Henry and the Airtourers at Griffith.

Australian website domains had previously been limited to com.au, net.au, .com, .org, or .asn following it. The Internet domain name system changed during 2022 and it is now possible to get a top level domain of .au without the need for com.au, net.au, .com, .org or .asn following it. The association has purchased the domain *airtourer.au* which is currently simply redirected to our old domain. During the coming year the old site will be migrated to the new domain. There remains a challenge with email addresses, but this is being investigated.

Pilot Proficiency Program

The Pilot Proficiency Program was introduced at the last convention and a subcommittee has continued its development. Similar to many projects, progress has been much slower than anticipated. Nevertheless, the first module is now open to members after logging in to the website.

Most other PPPs are centred around an event at a suitable training organisation. The Airtourer Association membership is widely spread making

this approach difficult. The subcommittee therefore decided to provide the majority of the program online with physical gatherings to look at specific aspects in the future. Central to the program is "self". It is largely a self-driven program with self-assessment based on the Tony Kern airmanship model. It is much more than an Airtourer program but looks at the whole of airmanship and how we can strive for continuous improvement. Therefore, it is applicable to all pilots, not just if you own or fly an Airtourer.

The introduction to the program is available to the public but the modules are only accessible to association members. Module 1 is available after logging in to the website.

Governance

Governance may be a serious sounding term but fundamentally it includes the authority, accountability, leadership, direction and control exercised in an organisation. Greatness can be achieved when good governance principles and practises are applied throughout the whole organisation and that's why governance is important. Much progress has been made this year with Roles and Responsibilities and a start has been made on Policies and Procedures. A number of guides, not as rigid as a Policy and Procedure, are also under development. A good governance structure should give members confidence, not only that their association is being run correctly, but also have confidence that they could stand for committee and have a clear understanding of what is expected of them.

History

Our outgoing Historian Doug Stott has been the association historian for a number of decades. Over that time he has collected many photos and pieces of memorabilia. In the last year Doug had been working with Tony Self who has volunteered to take on the role. Tony has made significant progress in digitising the records, cataloguing, and storing them.

I would like to acknowledge Doug's efforts over the years and thank him for his contribution to the association. I'd also like to thank Tony for taking on the role with such enthusiasm and promise him the support of the committee.

Regulatory & Industry Liaison

Regulatory & Industry Liaison is important to the association to keep abreast of regulatory changes that affect us. We need to *develop* and maintain relationships with industry members and with regulatory agencies to address issues related to the ongoing preservation and continued airworthiness of Victa

and AESL Airtourer series aircraft. It is important for the association to keep abreast of regulatory changes that affect us. It is also important to liaise with other organisations with similar interests. Therefore, a new position, outside committee, was created as Regulatory and Industry Liaison. Doug Gould volunteered for the role and has published related articles in the newsletter. He is currently liaising with Matt Bouttell the CEO of RAAus on the ability for lower weight for Airtourers to be registered under RAAus. John O'Halloran also took the opportunity at the Avalon Airshow to meet Jared Smith the RAAus head of Airworthiness.

Membership Initiative

To increase our membership base the Committee took the initiative to write to all owners who were not members offering them complimentary membership until 31 June 2023. It was hoped this "try before you buy" would attract some owners who simply hadn't got around to joining us.

To date we have had around 5 new members to date.

Public Liability Insurance

We're all aware that society is becoming more litigious. Some time ago the association dropped it's public liability insurance but took out management liability insurance. The current committee feels that public liability insurance is essential in today's world. Most public liability insurances have aviation exclusions with the exception of hangar keepers insurance. While this may not seem appropriate, the association does not operate a hangar, the policy does include the necessary public liability insurance without the aviation exclusion.

Finally...

It is with sadness and sympathy that we said good bye to Stan Wright, Bill Pennell, Adrian Thomas (husband of a member Sue Clarke), George Penfound and Pat Sheil. Also, past members, Jack Hopgood and Di Goodwin over the last 12 months.

I move that my report be accepted.

AIRTOURER ASSOCIATION
Annual General Meeting
Swan Hill 19 March 2023
Statement of receipts and expenditure
1 January 2022 to 31st December 2022

	Year ending 31 Dec 2022 \$	Year ending 31 Dec 2021 \$
<u>REVENUE</u>		
Membership Fees	9,327	8,586
AGM	3,960	3,740
Presidents 'Fly in'		
Member RFDS contributions	470	250
Interest [term deposit]	207	390
AA Tops	500	
Total Revenue	14,464	12,966
<u>EXPENSES</u>		
Bank Fees		
AGM	3,407	3,672
President's Fly in		
Newsletter/stationery/postage		1,091
Public Liability insurance/Directors insurance	3,960	4,155
AOPA subs	159	159
Jumba internet		
Stationery/mail out	2	
RFDS donation	1,000	1,000
Registry of Associations	48	47
AA Tops & Caps		
Hire Car		
Total Expenses	8,576	10,124
SURPLUS(DEFICIT)	5,888	2,842

BALANCE SHEET

31-Dec-22

31-Dec-21

MEMBERS EQUITY

Surplus/Deficit this year	5,888	2,842
Retained Surplus(Deficit)	66,335	63,493
TOTAL MEMBERS EQUITY	72,223	66,335

Represented by:

CURRENT ASSETS

Bank - current account	6,223	3,335
Cash on deposit	66,000	63,000
TOTAL ASSETS	72,223	66,335

TOTAL LIABILITIES

NET ASSETS	72,223	66,335
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Gerry Pels - Treasurer

Ian Close - Reviewer



Secretary's Report

AGM 2023

Introduction

Your committee has been active since the last AGM meeting nine times with the help of Zoom.

Correspondence

Correspondence has been routine during the year, mostly related to membership. There was the occasional request for airworthiness support and these were forwarded to the Co-operative.

There was also extensive correspondence related to the Australian International Airshow at Avalon.

Any correspondence requiring membership attention is included on the AGM Agenda.

Membership

Membership is stable at 115 members. During the year seven elected to not renew, four passed away but we had eight new members.

The committee wrote to all registered owners who were not members offering them complimentary membership until June. Interestingly, no one took up this offer.

CT4 Owners

Over the years we've had CT4 owners as members but have not pursued the wider CT4 community as it was thought they were required to be members of warbirds. Discussion with Julian Szaters suggests there is no organisation for CT4 owners and the association will make efforts to attract more CT4 owners to our ranks.

Australian International Airshow

The association was invited to the Australian International Airshow held recently at Avalon. The initial response from the membership was disappointing and co-ordinating the activity fell to myself.

It was interesting to note that a number of owners who were approached were unable to fly their aircraft into the show due to Annual Inspection and/or medical issues. Nevertheless, we had three Airtourers and a CT4B on static display with Tony and Angela's FVV in reserve. Thanks to Terry Green for flying his Airtourer 100 all the way from Port Macquarie and at the other extreme Ross McBride who brought CNO from Geelong. We welcome Julian and Kath Szaters with the CT4B and thank you to Tony Self for introducing Julian to the association.

Three additional members, Adrian Pfoeffler, John Wynn and Ivan Porteus gave their time to staff the association tent and answer the public's questions. The association display included banners and posters with QR code links to further information on our website.

John O'Halloran

Secretary.

Historian Report to the 45th Convention and AGM of the Airtourer Association

2023 marks the 64th year since the first flight of the wooden prototype Airtourer FMM at Moorabbin. It is also the 46th year since the letter in AOPA magazine proposing the creation of an Association, its first fly-in at the Schofields Air Show in late 1977, and the 45th year since the first Convention at Griffith. In that very first year the "Airtourer Project" was identified as a priority and developed into the Airtourer Co-operative, which provides the backbone for keeping Airtourers airworthy.

In those early days without the internet and email, communication was labor intensive via a Gestetner, (printer) staples, much folding and the postal system. Our Newsletter was registered with the Post Office so fortunately we did not have to lick stamps for the regular mailouts!

Over the past few years, the prime project has been to gather an image of every Airtourer by serial number. Of the 250 serial numbers issued there are presently only four that we do not have a photo of, however the search continues through a variety of sources, including old newspapers, publications and museum archives.

We have been liaising with the ATSB, and now have a number of accident reports involving Airtourers dating back to 1963. These reports will be of assistance in future safety education and the history archives.

In the near future, the Airtourer history will be available via an online archive, and include not only photos, but some individual history for each aeroplane. With access to well over 3000 photos taken over the years, our aim is to use as many as feasible in the archive. There are also many stories of events, such as air-races, airshows, fly-aways, and anecdotal snippets, such as the crossing of the Simpson Desert, which illustrate the depth and breadth of the Airtourer Association and its community. Items from past Newsletters will be blended into the archive over time.

As we embrace the digital age, there is a significant amount of original hard copy data, pictures and artifacts, which, if they are to survive, need to be catalogued and stored. This role would be best undertaken by a museum with an interest in the Airtourer, as well as the capability and willingness to undertake such a role. Initial discussions have been made with several candidate museums; however, no decision has been made.

The history of the Airtourer, (the aircraft, the Association and the Co-Op) provides an evolutionary timeline of how we got to where we are today. In a time of profound economic, social and technological changes the Airtourer has remained a viable flying machine. The history encompasses all our successes as well as our failures and with intergenerational change, the challenges ahead will be varied and unknown. As we approach our 50th year and beyond, we must reflect on our strengths and adapt to accommodate the challenges ahead and especially the priorities of the next generations. Communication is the staple of any organisation, and in this "click and go" world, small grabs of information are more effective than lengthy publications. Hence as an example, I would prescribe to a shorter, and more frequent Newsletter rather than our current format and frequency.

Our history demonstrates that at one time, if you owned an Airtourer you were highly likely to be a member of the Airtourer Association. Despite a recent initiative of the committee to provide free introductory membership to Airtourer owners, we still have around a quarter of the 90 registered Airtourers in Australia not represented by members of the Association, whereas in the 80's & 90's you could count the number of non-member owners, on one hand. This, together with the demographics of the membership and the number of non-member Airtourer owners, presents a challenge for the prosperity and longevity of the organization. By maintaining the focus on the purpose and aims of the Association, rather than other distractions, a healthy and strong organisation will prevail.

Every effort must be made to ensure the Association remains attractive and that owners join up and keep the Association strong, thereby helping to maintain the value and airworthiness of the aircraft. In doing this we are assured that we might celebrate our 50th anniversary in a big way!

Over the past year, the partnership of member Tony Self in many aspects of the history portfolio has been extremely fortunate. From this Convention, Tony will be taking over the role of Historian. It's been a privilege to be in this role and I know Tony will do a superb job. As an Airtourer enthusiast, I will continue to help in any way I can with the history and any other aspects of the Association.

Happy Airtouring

Doug Stott

19 March 2023

"The proposal is to grant life membership of the Airtourer Association (Inc) to Messrs. Bob Page, Harry Couzin and Doug Stott

From the early 1970's the Airtourer was being replaced in flying school fleets by newer and in some cases cheaper training aircraft. As a consequence, Airtourers were becoming available as privately owned and operated aircraft. One such owner Bob Page wrote a letter in the AOPA magazine during early 1977 suggesting the formation of a club or association of Airtourer owners. The ongoing supply of both spare parts and technical information for the benefit of owners was the primary reason behind Bob's letter.

The letter prompted Harry Couzin and Doug Stott to join with Bob in exploring and conducting the ground work with the view to forming an Association.

A meeting was held at Bankstown in August that year and elected an interim committee (Harry Couzin as President, and Bob Page as Treasurer/Secretary) to pursue the formal formation of an Association. I personally became aware of the "Association" at an Airshow at Scholfields (NSW) later that year.

In January 1978 the 1st formal meeting of the Airtourer Association was held at Griffith (NSW). Mr D.O (Sonny) Rankin was elected President and Doug Stott the Secretary. Doug continued as Secretary until 1984 and produced the newsletter up until July 1983.

The rest they say is history but consider this:

As a direct result of the formation of the Association, negotiations were initiated with AESL Ltd in New Zealand the then owners of the various Certificates of Type Approval for the Airtourer series aircraft and the manufacturer/supplier of Airtourer parts and technical support. These negotiations were ultimately to see the formation of the Airtourer Co-Operative Ltd and the return of the Type Certificates, the drawings, the jigs and the rights to the Airtourer. Both Sonny and Doug along with a number of other members traveled to NZ a few times to pack for transport the whole "project". I believe that had there not been an Association formed, followed by the Co-Operative there would now 45 years later, be no Airtourers flying at all.

It is fitting that as the direct result of the actions of these 3 gentlemen we are still able to experience the joy of Airtourer flight and the camaraderie of Association membership.

I propose to you that Messrs. Bob Page, Harry Couzin and Doug Stott be made "Life Members" of the Airtourer Association (Inc). as an honour for services rendered to this Association, to aviation generally and to the promotion of the aims of this Association.

SG Hilsberg

Member since January 1978.

Aircruiser Retention Project

Aim: To keep the Victa Aircruiser VH-MVR in Australia and serviceable for limited use and display at aviation events and to promote the Airtourer Association.

Background: The Aircruiser was built in 1966 and exported to NZ with the sale of the Victa production to AESL and was the basis for the development of the CT4. It was returned to Australia in 1979 and purchased by then Association President, Sonny Rankin who flew it to air shows and had it maintained by Alan Wood at Hoxton Park. With Sonny's passing it was acquired by Des Heffernan of Bega and has been maintained by him since, attending various events including past conventions. Des has indicated the time has come to sell the aircraft. He does however want to see it kept airworthy and in Australia.

The aim of the Airtourer Association includes keeping the Airtourer series (100, 115, 150, T6, Aircruiser, CT4) airworthy and preserved.

The options now available for Des is to donate it to a museum or sell it to an interested party, with no guarantee that it would stay in Australia, at a cost yet to be determined. A sale to a party that would keep it in Australia and airworthy is a significant and worthwhile aim. The value or sale price would need to consider the airframe time (aprox 2800hrs) engine and propeller condition, time to overhaul etc., as well as its historic value.

Keeping the Aircruiser preserved in an airworthy condition comes within the aims of the Association and this paper intends to examine one or more of the various avenues available.

My initial proposal is to form a company or other appropriate vehicle to purchase the Aircruiser. This would require shares to be made available in order to raise the finance required to purchase the aircraft (as we did to get the Co-op off the ground) and include conditions for its use and by who, insurance and operating costs etc. It is possible that donations could be sought and would contribute to the purchase cost thereby making the amount required by shareholders less. The Association I believe would need to consider being involved with one or more shares.

I have spoken to Des this week, and he is happy to let the Association progress this proposal and will hold off a sale until we report back to him. I suggested a timeline of about three (3) months and he was agreeable to that.

Proposal: To form a sub-committee within the Airtourer Association to examine the options available, establish a fair price to offer Des and seek expressions of interest for donations and shareholding. The direct costs involved in the setup of a company or similar vehicle would need to be initially underwritten by the Association and I propose that this meeting support such expenditure up to \$5000.

Expressions of interest for the sub-committee should be sought from the membership, starting at the Convention, together with any comments or suggestions on the proposal. The subcommittee needs to be established ASAP, within a few weeks, I suggest. A response from the sub-committee should be made no later than 30 June.

I would be happy to be involved in the sub-committee and would purchase a share or shares, depending on cost.

Regards
Doug Stott

8 March 2023