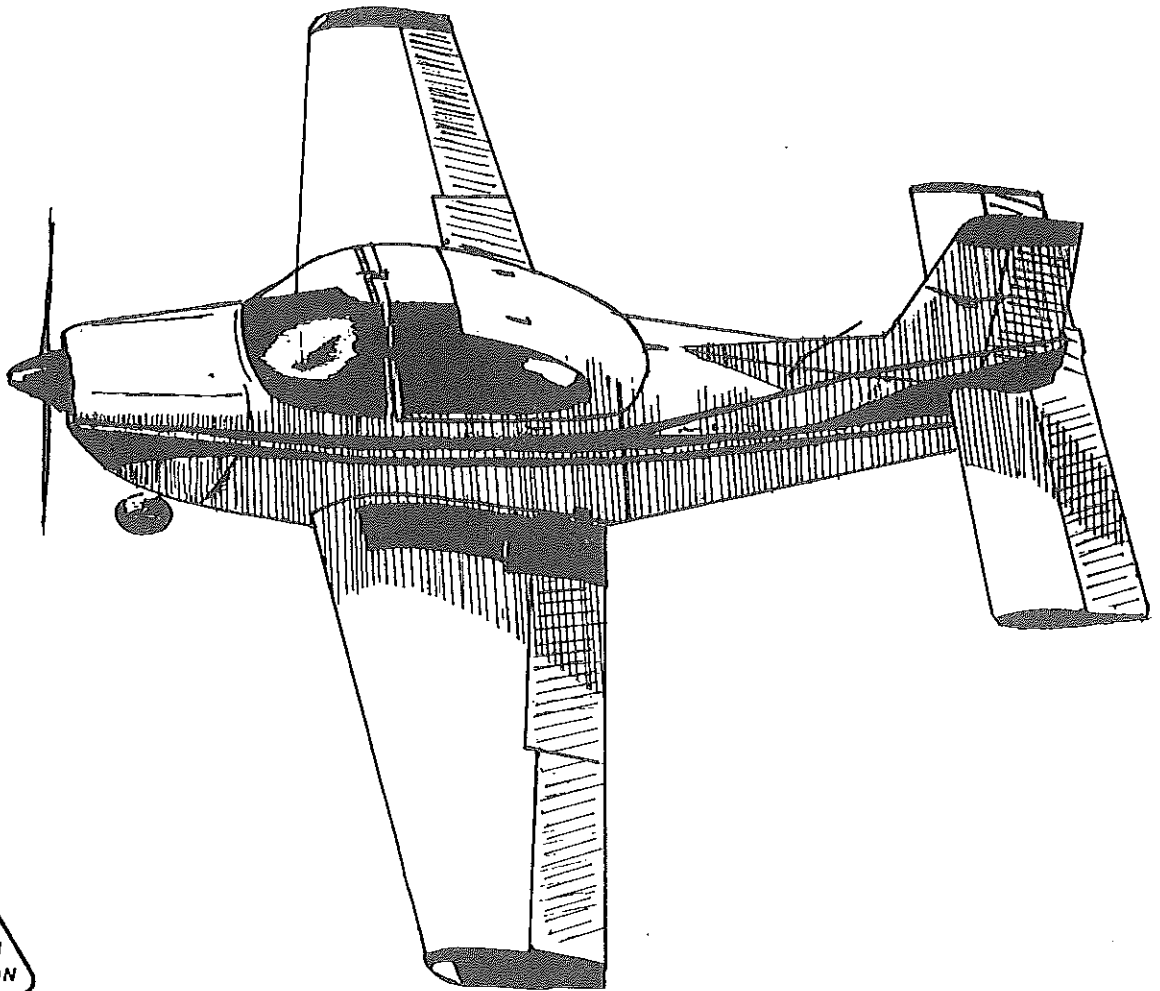


FEBRUARY, 1984
NEWSLETTER No. 27

AIRTOURER ASSOCIATION

PATRON:- HENRY K. MILLICER (AIRTOURER-DESIGNER)

Dedicated to the preservation and continued airworthiness of VICTA and A.E.S.L. Airtourer Series Aircraft.



NEWSLETTER

Registered Publication by Australia Post — No: VBH2662

AIRTOURER ASSOCIATION

PATRON : Mr. Henry K. Millicer (Airtourer Designer)

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Address all correspondence to the Secretary: PO Box 1814, Darwin. NT 5794.

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PRESIDENT : D.O. (Sonny) RANKIN, "Yarrandale" West Wyalong. NSW 2671
Phone: 011 - Yalgogrin North 9D.

VICE-PRESIDENTS : E.D.(EARL) JOHNSON, PO Box 662, Taree. NSW. 2430.
Phone: (065) 524211

S. (Stan) TILLEY, 9 Acushia Crt, Sandy Bay, Tas. 7005
Phone (002) 252302

SECRETARY : D.J.M.(DOUG) STOTT, PO Box 1814, Darwin. NT. 5794.
Phone: (089) 273470

TREASURER : J.A. (JOHN) TREBLE, 16 Meehan Court, Keilor. Vic. 3036
Phone: (03) 3362056 Home
(03) 3116122 Bus.

=====

COMMITTEE : A.(TONY) MATTHEWS, PO Box 74 Parkes. NSW. 2870
Phone: (068) 621766

A.M. (ALAN) WOOD, 23 The Outlook, Bilgola. NSW. 2107.
Phone: (02) 9188639 (Home)

=====

ASSISTANT SECRETARY : R.S.(STAN) WRIGHT, 30 Creswell St., West Wyalong. NSW. 2671.
Phone: West Wyalong (0697212) 210

AREA & STATE REPRESENTATIVES

Q'LAND : DES SETTER, 27 McFadden St., WYNNUM. QLD. 4178 (07) 3968029 H
(07) 3965152 B

S.A. : PETER SUTTON, 1 Brandwood St., ROYAL PARK. SA. 5014. (08)2964461 H
(08)472222 B

N.S.W. : HARRY COUZIN, 53 Douglas St, FAULCONBRIDGE. NSW. 2776. (047) 512865
: RON STIEBEL, 13 Cameron St., Bexley, N.S.W. 2207. (02) 5879339

VIC/TAS : JOHN TREBLE, 16 Meehan Court, Keilor, Victoria. 3036 (03) 336 2056 H
(03) 311 6122 B

W.A. : GREG RUTHERFORD, RSD, BRUCE ROCK. WA. 6418. (090)647325

N.T. : DOUG STOTT, 19 Longwood Ave., LEANYER. NT. 5793. (089) 273470 H

NEW ZEALAND:

: PETER CARPENTER, 17 Rewiti Ave., TAKAPUNA, AUCKLAND. N.Z. (09)4443559 H
(09)778880 B

U.K. : JEFFREY WORTH, 12 Murren Avenue, Great Malvern WORCESTER. (0684)63748 H
(0242)21605 B

AIRTOURER CO-OPERATIVE LTD.

SECRETARY: G.H.(GUY) MAIN, 12 Turner Rd., NARELLAN. NSW. 2567. (046)461282.

EDITOR: John Treble, 16 Meehan Court, Keilor, Victoria, 3036

Articles for inclusion in the Newsletter should be submitted direct to the Editor

* * * * *

NOTICE OF MEETING

In accordance with the Constitution, notice is hereby given that the Annual General Meeting of the Airtourer Association will be held at the Nirebo Motor Inn, 251 Hare Street, Echuca, on Sunday 4th March, 1984 at 0800 hours.

D. J. M. STOTT Hbn. Sec.

* * * * *

NOTICE OF AMENDMENT TO CONSTITUTION

At a Committee Meeting held at Yarrandale on 18 - 9 - 1983 it was moved and carried that the Committee recommend to the Annual General Meeting, after giving the required notice, that clause 8 of the Constitution be altered to add the Assistant Secretary to the Committee

D. J. M. STOTT Hon. Sec.

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NOTICE TO SHAREHOLDERS OF THE AIRTOURER CO-OPERATIVE LIMITED

In accordance with the N.S.W. Co-Operative Act, notice is hereby given that the Annual General Meeting of the Airtourer Co-Operative Limited, will be held at the Nirebo Motor Inn, 251 Hare Street, Echuca, on Sunday 4th March, 1984 at 0930 hours. Notices will be posted to all members prior to the above date.

G. MAIN Secretary,
Airtourer Co-Operative Ltd.

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ECHUCA 1984

REGISTRATION

The Registration fee for the Convention will be approximately \$30.00 per person, which will cover :-

Saturday Lunch; Afternoon Refreshments and Dinner, also Sunday Lunch.

Transport to and from the Airport.

Coffee and tea available at all times.

ACCOMMODATION

The Association has pre-booked Motel Accommodation at the Nirebo Motor Inn, 251 Hare Street, Echuca for Friday 2nd and Saturday 3rd March.

The accommodation cost is for room only per night, breakfast is an extra.

Double \$34.00 Twin \$34.00 (if shared \$17.00 each) Single \$28.00

A deposit of \$10.00 per person should accompany your Registration, cheque made payable to Nirebo Motor Inn, and posted to Bernie Kitchell, 16 Simmie Street, Echuca, Victoria. 3625, who will look after the allocation.

Please Note: Due to Echuca being a popular tourist resort make sure your accommodation deposit is with Bernie Kitchell by 17 - 2 1984 as the Motel cannot guarantee accommodation beyond that date.

PRESIDENTS NOTES

With Echuca but a few weeks away, I feel that I would like to suggest to all who can make this A.G.M. to do so :- Quite a lot of water has passed under the bridge since 1978 "Our meeting at Griffith", I can only say that your membership and support have enabled this Association to take it's rightful place in general aviation, not only in Australia but world wide.

You will recall at Griffith 1978 many suggestions were put forward, at that time most seemed very remote, shall we say pipe dreams. You will recall our aircraft were considered well on the way out and many owners unable to maintain their aircraft due to lack of parts and an ever fall in value. The Airtourer seemed doomed. Those pipe dreams and plans started at Bankstown with a group which owned RQL, hence our first meeting at Griffith started the ball rolling.

The members selected office bearers and Executive Committee plus some State Representatives, these seeds, which the members of our Association planted in 1978 certainly have grown. I would suggest that at that time at Griffith, Airtourers were not probably looked upon as a good investment :- with most flying magazines with Airtourers for sale and Flying Schools selling them off. No parts and not much future..

However with the members faith and love for these fine aircraft we arrive at Echuca 1984 with a wealth of support and much history, a strong Association which has taken its place world wide.

With total rights for manufacture of spares at prices most owners can afford, your Airtourer Co-Operative Ltd., is progressing no end, with parts being shipped to most places world wide, not forgetting our own local market and owners.

I ask you, the members just to dwell a moment - during the last 3 or 4 months I have had no less than three calls from would be Airtourer purchasers, and no doubt other Executive Officers have had likewise enquiries - alas we have none to sell, but if you can find a 150 A/T we have two buyers ! ! !

No wonder I feel that having been chosen by you to lead your wonderful organisation, which is also in a very sound financial state, both Airtourer Association and Airtourer Co-Operative Limited, that I should point out your achievements over the last short 6 years of operations. Still further to all the above listings, one other feature which I believe is quite special in itself, the wonderful friendship developed amongst us all and the many old friends and many new ones, including the R.A.A.F. and Army, have but one aim, Airtourers, and the great desire to meet and natter over most matters which concern us all, regardless of our calling in life. Hence my opening remark, we do hope you will be able to make Echuca 1984. We will be looking out for you.

Betty and I do hope that 1984 has started well for you all,

Happy Airtourer Flying,
Sonny.

P.S. the best presented Airtourer is very hard to choose now .

* * * * *

TROPHYS TO BE AWARDED AT ECHUCA

President's Trophy

The President's Trophy (Airtourer Association Wings) for the Secret Time of Arrival, will be presented to the crew of the Airtourer/Aircruiser/CT4 whose arrival time is closest to that of a pre-determined time. Those arriving either Friday or Saturday will be eligible for the award.

Cliff Tait Trophy

The Navigation Trial has this year, been kindly organised by Bernie Kitchell. A course of about 105 N.M. has been set. The winner will receive the Cliff Tait Trophy.

Association Trophys

The Best Presented Airtourer.

The Longest Distance

These Trophys will be presented at our Annual Dinner on Saturday 3rd March.

1984 AIRTOURER ASSOCIATION ADVENTURE

Arrangements are well in hand for our first Association Adventure to begin on 4 - 8 - 1984 as presented in our two previous Newsletters.

There will be discussion at our A.G.M. under General Business when I will be able to give details regarding fuel, accommodation, schedules etc.

As mentioned in our last Newsletter, I would like confirmation of participants, preferably at Echuca, but certainly by mid April so as to guarantee fuel supplies in places where it is not normally available.

At this stage, 17 Aircraft have nominated for the Adventure.

The requirements from D.O.T. are H.F. Radio or a Survival Beacon.

I am waiting for replies from the Broken Hill Aero Club and the Alice Springs Aero Club for the use of their facilities during our visit.

The next Newsletter will be during May and final details for our Adventure will be included.

More at Echuca,

John Treble.

* * * * *

THE BEST LAID PLANS

One of the best excuses for a get-together and mini fly-in was MTH's 21st birthday in July 1983. Gilt-edged invitation complete with photograph were sent to several of MTH's close friends. Back came the acceptances — MVR, MWR, FMA, BQK (with new spats) EQA, and CRK were all raring to go . . . and they were going to bring their owners too. MTH was delighted, and had a special wash and polish just for the occasion, (It isn't nice to have a dirty tummy on your birthday, now is it?). She got Liz to make a cake featuring MTH Landing on runway 21, and all was in readiness for a weekend of fun and flying, when it began to rain and rain . . . and rain all over South Eastern Australia.

Phone calls began to bring the bad news: MWR was stuck in Bankstown, CRK wasn't allowed out of Melbourne, and Yarrandale strip was flooded. Gloom swiftly descended in the hangar . . . it was bad enough missing out on Quirindi, but this was too much. EUD the Auster and FXR the Grumman tried to console MTH, and BAZ the 172 put his wing over her as she oozed a little oil out of her rivet holes.

But : Never underestimate the resourceful nature of our Airtourer. Motorised parties began to arrive. The Tilley's hired a car from Canberra. The party was on, but where was Earl? Clagged in at Mudgee, they grabbed a very surprised taxi and said "Take us to Parkes". They deserve a special medal for persistence and determination.

Although the flying was cancelled MTH really appreciated the effort made by the owners of her friends. She was delighted with her gifts and the cards sent by well-wishers : the spare tyre from MVR, the monogrammed pitot head cover sent by MWR, the oil and hi-octane fuel in the Johnnie Walker bottles, and the very useful altitude reminder from Uncle Alan.

But perhaps the best gift of all, and it certainly is unique, is MTH's own song, composed by Carol, and sung with great gusto by all at the party. It is with great pride that we print the chorus .

Mike Tango Hotel
Mike Tango Hotel
Name the plane that is really swell
And it's
Mike Tango Hotel

. Many other Airtourers will be having 21st birthdays this year. MTH hopes that all their celebrations will be as happy as hers was — but without the rain !

Liz Matthews.

INJURED PILOT OPTIMISTIC

As reported in the Auckland Star Monday 12 - 12 - 1983

HAMILTON, Today (PA) — World recordbreaking Hamilton pilot Cliff Tait says he could be out of Waikato Hospital inside two months.

He made the prediction although his neck and spine were in traction, his arms are swathed in bandages and he was to be wheeled away within minutes for yet another operation.

Mr. Tait was seriously injured three weeks ago when a Victa Airtourer aircraft he was flying crashed during an air pageant at Tokoroa.

He climbed out of the burning wreckage by himself and was dragged clear by rescuers.

His injuries included several crushed back vertebrae, a dislocated neck, severe burns to both forearms and burns to the face.

Doctors still wonder how he managed to free himself.

Mr. Tait's aviation feats are recognised around the world. He holds many record times for long flights in small aircraft.

His most notable is the record for around the world flight in a single-engined aircraft — a Victa Airtourer similar to the one that crashed at Tokoroa.

His wife Joyce, who is doing much of his personal nursing, believes her husband's prediction is over-optimistic.

But the flier says he is dedicated to positive thinking.

"The negative side of life doesn't interest me".

Medical staff are astonished how quickly he is healing. A white mask of ointment on his facial burns has gone and Cliff Tait with neat moustache and trimmed beard has reappeared.

Although it was his first crash and he was within a hair's breath of being killed or paralysed, he accepts it as a turn of the cards and swears he will be back flying as soon as possible.

The Airtourer Association wishes Cliff a speedy recovery.

* * * * *

43 Riverside Road,
EMU HEIGHTS
N.S.W. 2750

4th December, 1983

Dear John,

I read with interest in the last two Newsletters of your proposals for an "Association Adventure" in the form of a mass crossing of the Simpson Desert.

Since acquiring VH-MRE about 12 months ago, various things have prevented me from attending Association gatherings — an omission that I hope to put right at Echuca.

However, your ideas for the trip across the Simpson have stirred my corpuscles and so I would very much like to participate, if you can find room for one more Airtourer — and one which (at present anyway) contains navigation equipment consisting of a compass, clock and fuel gauge.

I would very much like to be kept informed of progress in arranging the Adventure and hope to meet you at Echuca.

Congratulations on the standard of the last couple of Newsletters, they have helped to increase my enthusiasm to become part of the Association's activities.

Yours sincerely,
John Hannan.

Thanks for your letter John, you are included in the seventeen participants in the Adventure.

WHYALLA FLY-IN AND AIR RACE

Glenn Sturges,
P.O. Box 76,
Whyalla 5600
Telephone: Whyalla 45 0467
After Hours: 45 0064

Dear Sir/Madam,

My aeroplane will be 21 on the 3rd April 1984. To celebrate this we are holding a birthday party, fly-in and air race on the 7th and 8th of April, 1984 at Whyalla.

Over the 21 years, my little aeroplane has trained and started many people off in their aviation careers. I would like to compile a short history of BWA. If it is not too much trouble, could you research your records for the names of pilots who flew BWA. Any details you have and can supply me with, will be greatly appreciated.

To add an incentive to attend the weekend, the Whyalla Aero Club and I have combined our resources to celebrate their 25th year and we are able to say that the race will carry with it a \$1,000.00 (one thousand dollar) first prize.

Entry fee for Airtourers will be \$25.00.

The race will be two lap event around the Iron Triangle cities of Whyalla, Pt. Augusta, Pt. Pirie and return to Whyalla. One lap will be in the morning in one direction and the second lap in the opposite direction in the afternoon. The race will be called "THE IRON TRIANGLE AIR RACE" and will get away at approx. 10 a.m. Saturday. Saturday night will be celebrating and Sunday, for those that are standing, will be joy rides and field day events.

To assist in assessing accommodation requirements and for catering, we require an indication of numbers intending to come. To save costs we require people in the first instance to write to the above address requesting a nomination form. When making this request, quote the aeroplane type and registration.

NOTE: The rules allow an aeroplane to be flown around the course several times by different pilots but each pilot naturally will be re-registering the plane as an entrant in his name. The length of the course is approx. 112 nm and allows slow aircraft the opportunity of being competitive,

Hope to see you in April,

Glenn Sturges.

P.S. We hope to be able to have Mr. H. Millicer in attendance.

STOP PRESS Mr. Henry Millicer will be at the party ! !

* * * * *

CALTEX NAVIGATION TRIAL

Conducted by the Royal Victorian Aero Club
on the 24th and 25th March, 1984.

Entry fee \$50.00 2 Day Event

Melbourne — Overnight N.S.W. — Melbourne

Cash Prize \$500 plus excellent trophies

Entries close 10th March, 1984

For further information phone: (03) 580 0088 or 580 7538

RIVERINA AIRMOTIVE PTY. LTD.

For Aircraft Engine Overhauls, contact our Airtourer Association member Barry Kenyon, Proprietor L.A.M.E. Building 123, Parafield, South Australia, 5106. Phone: (08) 258 2209 A.H. (08) 44 6003.

2080 NM in BWA

Whyalla to Bathurst — Bathurst to Albury — Albury to Bendigo — Bendigo to Whyalla

1983 was my 3rd Southern Cross Air Race and the second time I've taken BWA. The first leg of the air race for us is always finding Bathurst, as covering the 650 NM to the start is a one and a half day trek.

My navigator this year was Bernie Sullivan, an ex-rally driver navigator to whom I gave a ride a few months back in the Victa and he got the bug. His first excursion into aerial navigation was the 1982 Southern Cross Air Race when we took, dare I mention it? — a Cessna 210 and at the completion of that race he booked his seat in the 1983 air race.

Race preparation involved making a map box holder that hung from the starboard wall of the cockpit and two floor boxes — one on the navigators side holds food to ply the pilot with and one underneath my feet to hold nav. gear, binoculars and other heavy gear. Because we cover some sections of Australia that have populations varying from 1 — 2 persons per 200 sq. miles and no water, we have to carry additional survival gear in the way of food, heavy and light clothing, 2 litre plastic containers with water, hats and compasses. I keep the weight down to 45lb in the luggage compartment. One way to keep the weight down is to minimize clothing to one set on and one replacement set. Admittedly after 23 hours together in the Victa the atmosphere gets a little 'close' and with temperatures in the high 30's the perspiration loss can be quite high.

We departed Whyalla around 3.30 p.m. on the Thursday setting up a climb of 69k and achieving with the OAT being 33° the massive climb rate of 200' per minute at times. Pt. Pirie which is 28 NM away and 17 minutes, saw us mastering the grand height of 3000'. We needed 3601 to clear Burra but felt that with a few thermals on the way and 56 NM to run, the extra 600' could be gained on the way, so settled back to establishing our track accuracy and ground speed. Because some legs have no really positive fixes, and the next day, one leg from Mildura to Griffith was 200 NM with two farm houses only as check points, we double checked our track and heading accuracy.

Well, we cleared Burra legally and then let the nose down to get a bit of speed. Once clear of the range the ground drops away rapidly and LSA is 1138'. Many of the reporting points in the outback are very obvious when you see them.

'The Gums' is the reporting point just after Burra. It is an old lake (empty — most are) with a large stand of grey dead gum trees and a road junction with the tee leg of the junction heading straight South for miles and miles.

From 'The Gums' you can see the 90° bend in the green tree line ahead — that's the River Murray. At the altitude we fly in BWA, you don't see water reflections until 15 miles from Morgan township. The Murray is a good Nav. fix because the trees and vegetation surrounding the river can be seen for miles.

Over the top of Waikerie we waggled the wings and said 'Hi, John' on area frequency. BWA's friendly maintenance crew 'Winaire Waikerie'. John Goodwin lives at Waikerie Airport and is always good for a coffee and knows Victas inside out. But no time to stop today as we want to make Mildura, so a slight heading alteration to track along the Murray 102 NM to Mildura.

The sun was setting behind us now. As we had 15 NM to run we went NVMC. We entered the circuit Mildura. Last time I did right hand circuits at night was at Port Lincoln but greased the plane on, tied her down for the night and rang up the Three States Motel. Alan Pettit, ... a fellow pilot who runs the motel, will come out, pick you up, take you into town, great guy. He was not impressed with our 5.30 a.m. start next morning so gave us the keys to the car "you get yourselves out in the morning leave the keys in the car okay".

Up in the morning fueled up and off on the most testing leg. A real time and heading leg and see where you end up — 200 NM of nothing. When 30 NM from Griffith the ADF locked on and would you believe ½ mile south of track. So we patted each other on the back. We landed at Griffith, fueled up, had a coffee with the club instructor who was leaving in the morning to join the air race.

Set off again via West Wyalong for Cudal. About 15 NM from Cudal someone declared an emergency over Cowra. Full marks to the flight service lass who told everybody to stop transmitting while the emergency was on. You could feel the tension in her voice and then relief when she reported back again that they'd landed okay. Cudal is an interesting strip (road) plenty of length not much width. Had a coffee at Cudal, its a very good refuelling setup for planes too.

Airborne from Cudal. Went round the aerals to the North East then found out my NARCO didn't have the MBZ for Bathurst. Some kind commercial vehicle heading away from Bathurst relayed all my entry and circuit transmissions for me on his dual set.

Good advice for all intending air race entrants, always fuel up away from Bathurst then you can land, tie down, join the queue for registration while your navigator lines up the coffee and food.

With the first 650 NM over we readied the cockpit for the next day stowing gear not required out of the way. When our other crew in the 210 arrived it was into town to shower and play the pokies.

Saturday morning saw all the entrants lined up. Being small and slow we get away first and settle down to hard work spotting answers to the questions, keeping track and sighting for other aircraft.

At the end of day one at Albury we were running 8th and our friends in the 210 7th. On the second day our friends came in 26th and as of today's date we still don't know where we came but we know why and the following are some clues to help next year.

- (1) 100hp plan 80k. We did the first day but on the second day planned 85k and encountered strong cross winds.
- (2) Fly your time and heading and stick to it.
- (3) Have additional maps to cover the section either side of track and 10 miles off track.
- (4) Fly WAC charts and use 1:250 to verify points by.
- (5) Always plan a lot slower, you can dog leg to kill time.

We nearly had several planes follow us on a tour round a small lake. We had 10 mins. to kill so headed off 90 degs. for 5 minutes then 180 degs. back and over the line.

The small planes have a compulsory refuelling stop and whilst resting at West Wyalong you could hear planes chugging along, stall horns hooting, then as they went over the top great surges of power, noses dropping flaps up, turn and away.

The end of day one at Albury was interesting as we'd been given instructions to enter the lane and report at the monument. Of course with no local knowledge everybody was saying prior to departing Bathurst "can't find the monument on the map", of course it stands out when you see it much the same as the "Gums" in the outback or the border when you cross from South Australia into N.S.W. once you see these landmarks you never forget them.

END of part one, part two next issue, (this could end up being a saga)

I've flown BWA since 1977 mostly in the outback of South Australia, entered her in two air races and attended the AAAA meeting at Wodonga. To date, VH BWA serial No. 14 has flown over 6000 hours and will be 21 years old in April this year. It was previously owned by John Bishop and Bill McGaw (if he reads this I got the spelling right) as of last year I am the sole proud owner (with a bit of help from the credit union) and the little plane will still get the TLC that she got from the three of us only now of course I have to do it all on my own.

Glenn Sturges, Whyalla, South Australia.

* * * * *

WAGGA AIRSHOW

Riverinair in conjunction with Radio Station 2WG are organising an Airshow on the 7th and 8th April 1984.

The Saturday Evening will be for participants and friends which will involve a Pig and Sheep on spit and hopefully a Rock Band, Sunday being the Airshow.

They would very much like members of the Airtourer Association to attend and demonstrate formation flying and/or aerobatic routines.

Our Wagga member Greg Wardman, Committeeman Tony Matthews and Assistant Secretary Stan Wright are working towards these ends. (they may even show us their capers at Echuca).

Any further information required regarding the Wagga Airshow, accommodation etc. can be made direct to Greg Wardman, 47 Bourke Street, Wagga, 2650. Phone: (069) 252617

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Wanted to Buy

An Airtourer 150 H.P., Constant Speed required.

Contact : Allan Wood. After hours on (02) 9188639

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It takes twice as long to explain, as it would have taken to do the job properly.



The guest of honour at M84 will be Henry Millicer, a significant contributor to Australian aviation both in the amateur and commercial arenas and more lately as a highly regarded tutor, Henry is best known as the designer of the prize winning Airtourer later to become the Victa-Airtourer, beginning a heroic saga that ended in one of the great scandals of Australian aviation history.

* * * * *

CO-OP CORNER

A new fixture to be included in future Newsletters will be known as Co-Op Corner

The Airtourer Co-Operative Limited, now have our own storage facilities completed with steel shelving installed to make for better storage. This should make for a more efficient delivery of spares.

Our manufacturing, welding, fabrication, etc. capability is now working smoothly.

An AD on Flapperon End Plates will be issued in the near future, so any information required regarding this item can be obtained by ringing me on (046) 461282

For Sale :- New Propeller for AT-115
70.5 x 50 Price: \$800.00

Propeller with 700 hours to run for AT-100 Price: \$700.00

February Newsletter Special

Fibreglass Wing Tips Price: \$55.00 per pair.

GUY MAIN, Secretary,
Airtourer Co-Operative Ltd.

AIRTOURER ASSOCIATION CONVENTION — 1984

ECHUCA — VICTORIA

PROGRAM

FRIDAY 2nd MARCH P.M. ARRIVALS
Registration at Airport with transport to Motel.
Informal evening meal.

SATURDAY 3rd MARCH A.M. ARRIVALS — Registration
1230 LUNCH — at Airfield
1300 BRIEFING for Navigation Trial
1330 START of Navigation Trial
(approx. 75 minutes flying)
1500 REFRESHMENTS — at Airfield, discussions etc.
1730 TRANSPORT — to Motel
1930 ANNUAL DINNER at Nirebo Motor Inn
Presentation of prizes.

SUNDAY 4th MARCH

0730 BREAKFAST in Dining Room
0800 Airtourer Association Annual General Meeting
0930 Airtourer Co-Operative Annual General Meeting
1000 TRANSPORT — to Airfield
1030 INFORMAL FLYING — Aerobatics etc.
1230 LUNCH — at Airfield
1300 A Free Afternoon for flying with departures
to suit.

* * * * *

Good work to Don Austin, Bev Gilmour, Biggles, Nigel Porter, (last Newsletter) Glen Sturges
Liz Matthews and John Hannon for their contributions.

Keep them coming — Editor.

* * * * *

The next Newsletter No. 27 will be published during May, 1984. Contributions to be
with the Editor by 30th April, 1984.

AIRTOURER ASSOCIATION

ANNUAL GENERAL MEETING – ECHUCA, VICTORIA – 4th MARCH, 1984

AGENDA

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OPENING

1. **APOLOGIES**
2. **MINUTES OF PREVIOUS ANNUAL GENERAL MEETING**
3. **BUSINESS ARISING**
4. **CORRESPONDENCE**
5. **PRESIDENT'S REPORT**
6. **SECRETARY'S REPORT**
7. **TREASURER'S REPORT**
8. **AMENDMENT TO THE CONSTITUTION**
9. **ELECTION OF OFFICE BEARERS AND COMMITTEE**

PRESIDENT

VICE PRESIDENTS (2)

HONORARY SECRETARY

HONORARY ASSISTANT SECRETARY

(Provided amendment of Constitution is approved)

HONORARY TREASURER

COMMITTEE (2)

10. GENERAL BUSINESS

- (a) **Appointment of Assistant/Minute Secretary if amendment to the Constitution is not approved.**
- (b) **Selection of Venue for 1985 Convention.**
- (c) **1984 Airtourer Association Adventure.**

11. CLOSE OF MEETING

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Preliminary Notice

Yarrandale this year will be held on 22nd and 23rd September. Mark it on your Calendar.

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Pilots are not incompatible – Their wives are !!!

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AIRTOURER ASSOCIATION ANNUAL CONVENTION – ECHUCA – 2nd, 3rd , 4th MARCH, 1984

REGISTRATION FORM

Name: A/C Registration:.....

Address:

..... Phone:

I will be accompanied by

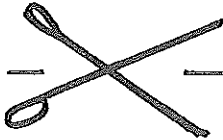
and will arrive at Echuca about(time) on (date)

Please arrange accommodation for nights and I will require a

Double / Twin / Share Twin / Single. (cross out accommodation not required)

I enclose a deposit of \$10.00 per person for Motel Accommodation.

Make cheque payable to Nirebo Motor Inn and post with above Registration Form to Bernie Kitchell, 16 Simmie Street, Echuca, Victoria. 3025 by 17 - 2 - 1984 to ensure a bed.



FOR SALE

SHIRTS WITH PRINTED ASSOCIATION BADGE ON LEFT CHEST

T-SHIRT (Normal style with round crew neck).	\$8.00
V-NECK (without collar)	9.00
V-NECK WITH COLLAR - SPORTS SHIRT. (Two colour)	12.00

SIZES	14	90 cm	SM
	16	95 cm	M
	18	100 cm	L
	20	105 cm	XL
	22	110 cm	OS

Shirt colour is WHITE or BONE – collar is DARK BLUE.

Please state if other colours are required.

Send your order to Secretary, Doug Stott, GPO Box 1814, DARWIN, N.T. 5794 together with cheque and order details including size.

Add \$2 surface postage.

Delivery expected by mid December.

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TRANSFERS – for external application – Association badge.

Price: \$1 each

Send your order to the Secretary and your transfer will be included in the the next Newsletter .

Add 30c for postage if required earlier.

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