

AIRTOURER ASSOCIATION

May 2004
Newsletter No. 110



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



NEWSLETTER

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

President's Pen

Hi Everybody!

Hope everyone had a good run back from Temora, and that you enjoyed the weekend.

Stuart and I had mostly favourable conditions on the return, apart from getting smothered with grasshoppers at Parkes, resulting in a few "hitch hikers" in the cockpit on take off! (He *can* fly with insects!)

Most things seemed to work out OK in Temora, and we owe a large vote of thanks to Wendy and Colleen, who took good care of the administrative matters on the ground, and to Lorraine who did most of the arranging.

We are currently looking at options for the next fly in, but there is always room for improvement, and in connection with this, would like to hear from you if you have any suggestions as to the way in which things are done, or features which might be included. It is always a challenge to keep costs to a reasonable level, whilst still getting value for money.

Please let us have your ideas on the subject by sending them to me or any committee member, we will listen to any practical suggestion.

We dashed off to Wanaka the following week for the air show, which was, as always a great display.

A new feature this time was a segment called "The Dawn of Air Combat", which had authentic flying replicas of Fokker Triplane, Sopwith Camel, Avro 504K and Bristol fighter, dog fighting realistically overhead the field.

The Camel was fitted with an original and genuine Gnome Le Rhone rotary engine with no throttle control, power being regulated by magneto blip switch.

This, coupled with the proper castor oil fumes had me in raptures as an old speedway rider of the fifties!

The usual other good stuff was present, including Spitfire, Hurricane, two Kittyhawk P40's, two Mustangs, and the FG-1D Corsair., and of course the Polikarpov I-16 & I-153 models.

Other new appearances were the only flying version of the Lavotchkin LA-9 fighter, and the presence of Dr. "Buzz" Aldrin, the second man on the moon, who gave a graphic description of his experiences in 1969.

(Tops Chuck Yeager ?)

I know some of you were there too, it is amazing how hard it is to find people you know in a crowd of 50000 people!

The weather for the weekend was perfect, and the local red improves every time, though the night time temperatures caused congestion around the fireplace!



See you all soon
Bill Pennell.

Temora 2004

John O'Halloran

The usually quiet atmosphere of Temora is broken once a month by the sound of classic military aircraft, some of them jets. The last weekend of March this year was noisier than usual, not so much from the monthly airshow but from the Airtourers. The aeroplanes are generally quiet however the pilots and crew do cause a racket.

The majority of the attendees had arrived by last light on Friday. A surprise group were four CT4s from the Australian Defence Force Basic Flying Training School at Tamworth led by Wing Commander Bob Redman. Now Bob should be retired but the RAAF is lucky still to have his extensive training experience at the school. I first met Bob in 1979 when he was an instructor on the Macchi jet trainer at Pearce in Western Australia and I was a student on pilot's course. When he found out I was the editor of the Newsletter he threatened that if I printed anything about him he

would tell some stories from my past. Bob has a wide aviation background being a graduate of the US Navy Test Pilot's School as well as a very experienced instructor. Although Bob and his team were guests of the Aviation Museum they were diverted to join the Association's Friday night activities.

The Terminus Hotel had reserved the beer garden which was just as well considering the festivities. It was a beautiful clear night with the temperature in the low 20s which could easily lead one to forget that it could range from below zero to high 30s throughout the year. It was great to see the contingent from the 607 Group again all the way from Newcastle, (in the UK not NSW).

Many members took the opportunity to pass on their best wishes to Alan and Merle Wood and Elaine Sage after their recent misfortunes. It was great to see them in such good spirits, especially Merle who should have been





Above Left: Instructor Monique Gillett hammering home a debriefing point to Jon Pels who used the flight to Temora as one of his private licence navs. *Right:* Jon calming his nerves after the flight, or was it the debrief!

taking more care of her back.

The museum held flying activities from about 10am to 2pm both days which curtailed the Airtourer flying activities. Nevertheless we ensured that the UK visitors saw Temora from the air. Bob Peak was seen departing for a dusk patrol when most others were quenching thirsts.

The Saturday night AGM Dinner was held at the local golf club. It didn't take long before the locals departed and left the club to the Airtourers. The usual festivities ensued with Mike Fisher being coerced into the role of MC. In addition to the usual awards a special "Boomerang" award was presented to the 607 Group in recognition of the fact that they keep returning to Airtourer Fly-Ins.

Glenn Sturges presented his BWA Perpetual Award to Doug Stott in recognition of Doug's contribution to the Association over many years.

No AGM Dinner would be complete without George Penfound's jokes. They can't be printed here but suffice to say that if gentlemen members are suffering a severe headache and the doctor advises drastic surgery then get a second opinion from a tailor. You'll have to ask George for a full explanation.

The night's entertainment was finished off with a show by the "Three Spinners" leading the gathering in singing the Airtourer Anthem. A special tribute to the UK contingent was sung to the tune of the Beatles "Get Back" with the chorus of "They're Back". Apologies to John Lennon and Paul McCartney.

Sunday morning was taken up with the Association AGM and a Co-Op meeting. Unfortunately Hugh Knox's unscheduled top overhaul meant that the Co-Op AGM was postponed until Hugh can once again develop full power. The rest of the day saw more Museum flying and a presentation to the Museum



Receiving awards. *Above left:* Mike Fisher for Best Presented Airtourer. *Above right:* Hector Blemings for Best Presented CT4. *Below:* Doug Stott and Sue White receive the BWG Perpetual Trophy from Glenn Sturges (on the left). *Opposite Page: L to R.* Lindsay Marshall, Bernardine & Peter Hupfeld and Ron Stiebel enjoying a glass or three of red.



from the Association for their help with our Fly-In.

Sunday evening was hosted by the Temora Aero Club. The Aero Club facilities were available to the Association all weekend with lunch and dinner provided on Sunday. We were made most welcome and greatly appreciated their hospitality. A big thank you to the Temora Aero Club and our liaison person, Association member Phil Usher.

Special mention must be made of UK member Alan Hart. Alan's partner Clare Wolage was touring Australia with her mother. Alan arranged to join them for a few days that

"just happened" to coincide with the AGM Fly-In. He convinced Clare that a drive in the country from Sydney to Temora and back in the same day would be nice. The round trip for the day was just under 1,000 km., that's getting value for one day's car hire. It did turn out to be a long day because the planned hour or so stop at Temora was extended somewhat with long hellos followed by long good-byes.

Once again a great weekend. Lots of flying although not as much in Airtourers as usual, but I'm sure we'll make up for that at the President's Fly-In.

AGM Fly-In Awards

Best Presented Airtourer
Best Presented CT4
Longest Distance
Secret Time of Arrival

Mike Fisher, BNV
Hector Blemings, YVV
David Hall from Port Lincoln
Jim Kalis & Adrian Dauth, RQH

Boomerang Award for Always Returning to Association Fly-Ins
607 Group (G-AZOE), Newcastle UK.

Glen Sturges's BWA Perpetual Award

Doug Stott





Above: Bill Beavis and Merle Wood.

Below: Colleen Murray and Hector Blemings.....no caption required!!



The Temora Aviation Museum

Temora has a rich aviation history with the RAAF setting up No. 10 Elementary Flying Training School there in 1941. Although this was disbanded in 1946 Temora's good weather and relatively flat terrain has made it a popular centre for sport aviation.

Sydney businessman David Lowy chose Temora for his Aviation Museum in 1999. Since then, with the cooperation of the local council, the museum has developed to what it is today with a restoration hangar, display hangar and other display buildings. An additional runway more suitable for the jets is under construction.

The museum aims to display military aircraft that are of historical significance to Australia. The aircraft are kept in airworthy condition with one weekend every month dedicated to flying. Association member Dick Sims has his Ryan on display there.

The displays are aimed at showing off the aircraft without putting them at risk with spectacular airshow routines. The flying is complemented by an informal yet informative commentary by museum staff including the pilots. One of the commentators on the Fly-In weekend was past Association member Lars Larson who traded in his Airtourer 100 for an ex-Army

Cessna 180 warbird.

One particular display held special significance for me, the Boomerang rebuilt by Matt Denning. I first met Matt in 1978 when I was a senior cadet at the RAAF Academy. I remember a new first year cadet who claimed to be rebuilding a Boomerang. I was a little sceptical even when Matt showed me photographs of restored aircraft components. Matt was a true aviation enthusiast and I took him flying in a Chipmunk at the Point Cook Flying Club. Matt didn't continue with the RAAF and I didn't see him again until the Fly-In at Temora although I did occasionally hear his name mentioned associated with a Boomerang project. Matt's restoration took 27 years and was completed only last year. It was good to see the same smiling face I remembered from 1978 but surprised that he remembered me! The Boomerang is in pristine condition and has a very distinctive sound in the air due to the airflow over the gunports.

A lot more could be written about the aeroplanes and the display but it would be best simply to visit on a flying weekend.

More details of the aircraft and the museum can be found on the internet at www.AviationMuseum.com.au





Above: Bob Peak taxiing out for a “dusk patrol”.

Right: John Smithson from the 607 Group demonstrating his technique for overcoming jet lag.

Below: Bronwyn Hicks’s & John Stewart-Jones’s Airtourer 100, RKL.



Heard At the Hangar Door.

Doug Stott has recently commenced a new job as Safety Investigation Manager for Australian Airlines based in Cairns. Australian Airlines is the low cost international subsidiary of QANTAS. Sue will be moving from Mildura to Cairns in about six months once Doug has done the hard work of finding a house etc. Given Doug and Sue's record of attending Association Fly-Ins it's going to be hard for anyone else (i.e. the editor) to win the longest distance award! **Glenn "The Phantom" Sturges** may have sold his Airtourer 100 BWA but it hasn't stopped him travelling, probably at a higher speed. I had a call from Glenn from the top of Reid Peak in the Grampians, where he is on a driving and push bike holiday. His wife is with him hence the driving part!

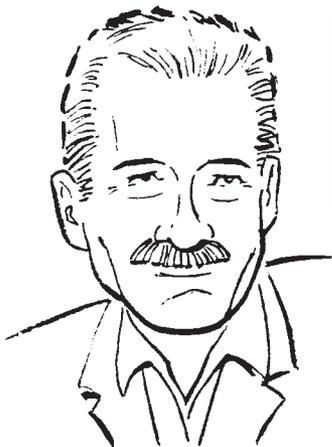
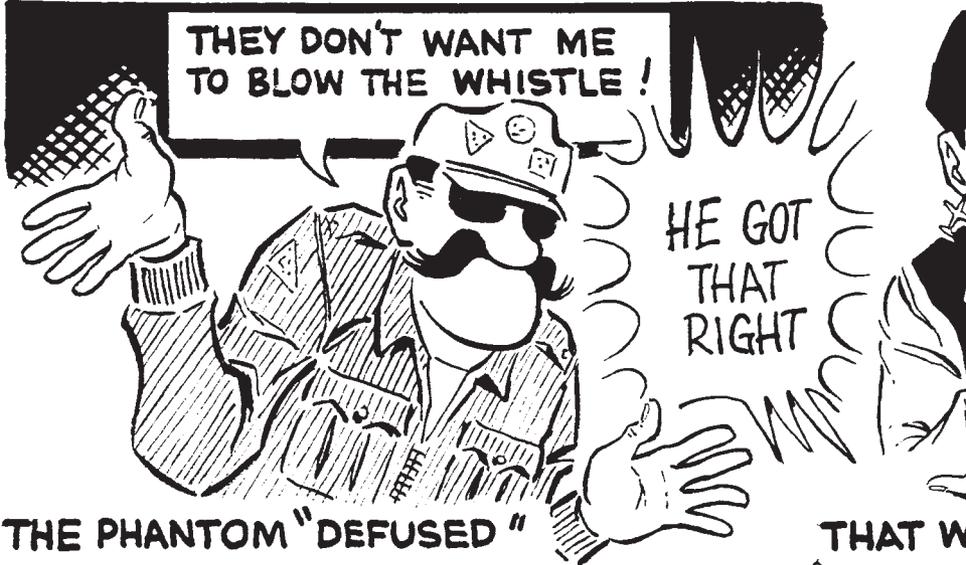
The Temora report mentions WGCDR Bob Redman from the ADF training school at Tamworth. He was made especially welcome by member **Peter Bons** whose son Travis had done his final flying test at Tamworth with Bob just days before. Travis did very well and

is now off to Pearce to continue his training on the PC9. Prior to being accepted for the ADF Travis was encouraged by a number of Association members especially Hector Blemings who took him flying in the CT4. While in the Temora Aero Club bar we noticed **Ian Poyitt's** name on the board as a helper. Now Ian was on the Redcliffe City Council and QLD council elections were on that weekend so it was assumed to be a joke. Not so. Ian and Lyn have family in southern NSW and as they were down that way visiting last year Bill Pennell asked them to check out Temora for the Fly-In. They liked it so much that they decided not to stand again for Council but to move to Temora! In the photograph below is Mrs. Joyce Stewart with **Lindsay and Beryl Marshall**. Joyce and husband Bob were the first owners of the Marshalls Airtourer 100 MRF. She was visiting the museum and heard about the Airtourers so decided to find Lindsay & Beryl.





Tora Tora



GEORGE'S SORTIE

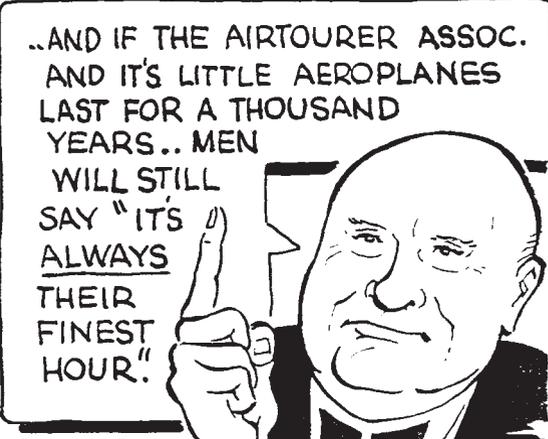


THE "THREE SPINNERS"

TEMORA



I DIDN'T REALLY MEAN IT!!



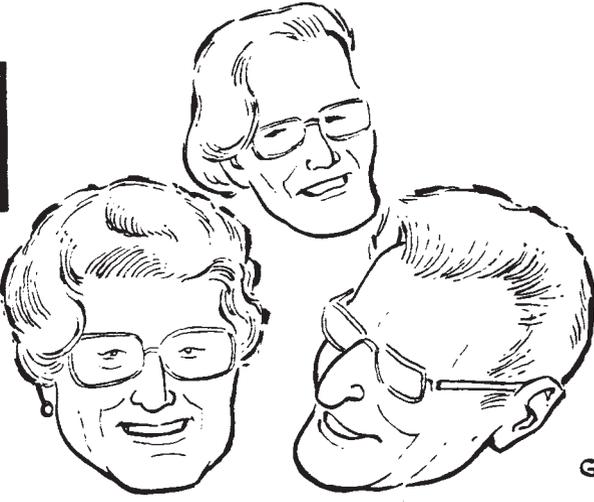
..AND IF THE AIRTOURER ASSOC. AND IT'S LITTLE AEROPLANES LAST FOR A THOUSAND YEARS.. MEN WILL STILL SAY "IT'S ALWAYS THEIR FINEST HOUR."

THE BRITISH ATTACK

WOMAN'S COMMENT



...THEY'RE BACK..



GL

ON TARGET

THE IRREPRESSIBLE TRIO

When does a patch of dirt become a Runway

Stu Hilsberg

Recently a classic “human factors” in aviation event came to my attention. It fitted so precisely the Reason “swiss cheese” model that I could not let this event pass without looking at the elements of it. The Reason Model shows a number of slices of swiss cheese (the ones with holes in them), each piece of cheese is a layer of defense, if the holes line up in the defenses you at least have an incident, at worst you have an accident. The more layers the better the defenses and the less likely that the holes will line-up..

I was at an airfield where a new runway is under construction. To those of you who have been around rural Australia for a while this is something we haven’t seen for many, many years. In fact we are all too familiar with aviation infrastructure in this country being disassembled or closed down completely. If you have started flying in the last 10 years or so, you most likely have never seen construction at an airfield at all. What happened was, somebody landed (and then took off again) from this “runway”.

So lets put ourselves into the following scenario.

It’s a beautiful 8/8ths blue day and we are about leave the big smoke city by light aircraft for a couple of days in the country.

We crank up the internet and download the relevant weather and notams for the area we intend operating in. As always seems to be the case, there’s a bit of a headwind but at least there is no cloud forecast below 10000ft and

there are no notams for our route or destination.

Having prepared the aircraft we launch and are soon enjoying our cruise westwards.

In what seems only a short time, we are preparing for our descent and arrival. Our inbound radio call is not answered by a real person, just the computerized automatic response we hear these days as there is nobody else in the circuit. As we overfly we see that windsock indicates a wind of about 12knots from the SW which just happens to align with that nice long dirt strip. Now there is no NE-SW strip shown in ERSAs at this locality, makes you wonder if its just been built and the amendment to ERSAs hasn’t got through the system yet! Or am I really where I think I am?

So after flying a nice square circuit we gently flare and touchdown on.....oops !

So what happened, what were the defenses and why or how were they breached

1: There was NO NOTAM issued advising aircrew of the existence of runway works at this location. Had one been issued it would have been the first line of defense and I would not be writing this story.

If however you subscribed to “Australian Aviation” magazine or are a member of “AOPA” you may have read of these runway works in the March editions of these magazines. Both are fine aviation publications but

are not generally regarded as a reliable source of safety of flight operational information, but in the absence of a NOTAM it could have been a defense. This was in fact how I found out about the runway works.

2: This part of Australia is experiencing a severe drought, as such the ground and indeed the whole landscape is bone dry and coloured that very depressing dust colour. It just happens to also be the colour the earthmoving vehicles (graders, rollers etc) used at the worksite are painted. The colour used to be called 'safety yellow' and the vehicles blended in totally with their background. Being aware of the works we were 'looking for them' as a matter of interest (but ignored in an operational sense)

3: The incident took place on a Saturday and all of the works vehicles were parked for the weekend. This meant none of the vehicles had their rotating yellow hazard light operating and the yellow vehicles were all stationary and blended into the background. Stationary vehicles naturally don't make any dust that would also have alerted us to their presence.

4: Presently there are 2 runways at this location, a N-S and a shorter E-W. The new runway is aligned NE-SW and guess which way the wind was blowing on the day in ques-

tion, if you guessed from the SW you'd be right. We always try to land into wind don't we!

5: The aerodrome diagram in ERSA does not show the 'new' runway under construction. This is not only another layer of defense but should also cause one to question whether or not they were in fact at their destination aerodrome at all.

It is quite possible that if any of the 5 items above had not happened or happened differently, the incident may not have occurred. It is easy to place ourselves in the pilot's seat in these circumstances and understand how such a sequence of events can lead to an incident or accident. We are human and humans make mistakes. How we set up systems to 'catch' the mistakes before they become an accident is the challenge. This challenge is not just for the experts., but for each individual to critically assess each action and its likely result before taking that action.

Landing in error on the runway works was an incident that could have had much more severe consequences, fortunately nobody was harmed and no damage done.

To turn round and then take-off from the work site is another thing entirely. Just remember what happened to SQ006 at Taipei when they took off from a runway that was closed for works.



The photo on the left was taken as Mike Fisher passed through a doorway at the Temora Golf Club during the AGM Dinner. The sign over his shoulder should indicate where he was coming from, but why?

Co-Op News

The previously notified AGM to be held at Temora was postponed due to the ill health of Hugh Knox. Hugh is on the road to recovery and when well enough to finalise the accounts will convene the AGM. Included below is an email Hugh asked me to read at Temora. I have included it for those of you who were unable to attend.

John

Please pass on my kind regards and thanks to all the friends that sent cards and rang with greetings during my unscheduled top overhaul. Am now up and about with only a slight mag drop and probably in a matter of weeks will be able to develop full power on takeoff.

I have not been able to attend to Coop matters and so am unable to provide accounts for the year however despite heavy legals our bank A/C is still healthy and we will be in a good position to battle on for at least another year if required thanks to some hefty sales out of Alans dept. Please see Graham Wood for the latest.

Maur and I will miss this meeting very much and we will be thinking of you all.

Good luck and safe arrivals to you all,
Hugh

Co-Op Legal Action

The legal action by the Co-Op to enforce the conditions of the sale of the Type Certificate continues.

Most of the hearings so far this year centre around an assertion by the respondents, (the Administrator and MAI), that the Co-Op requires leave of the Court to take legal action against MAI. This is based on the fact that MAI are under administration and protected against action from creditors. The respondents asserted that the Co-Op's claim made them a creditor and therefore unable to take action.

The matter was heard in March and judgment delivered in early April in the Co-Ops favour. In mid April at a further hearing the judge gave directions which, barring further delaying tactics by the respondents, should allow the matter to progress to a hearing. A further directions hearing is set for 29 June.

Co-Op lawyers are not displeased with the timetable considering the number of steps required. They also advised that although this point could be considered a victory it does not guarantee final success. Nevertheless, they feel the Co-Op's position is strong and the Court is not unsympathetic to it's claim.

Wanted

Artificial Horizon, ideally in working order.
Tony Renshaw 02 9482 1986

Lost - USB Memory Stick

Doug Stott is missing a USB Memory Stick for a computer. He loaned it to someone to transfer photographs to a laptop computer at Temora and it hasn't found it's way back to Doug. Anyone knowing it's whereabouts please call Doug on 0418 596 566

WOW!

WAU IS BACK IN THE AIR!



Sunday, March 21 2004, was a very important day for David and Sandy Wearne. After 18½ years of blood, sweat and tears, and missing out on the sheer pleasure of flying an Airtourer, VH-WAU graced the skies again. Yes, 18½ years ago David and his partner in WAU, Bernie Kitchell, decided their aircraft needed work done on it, and whilst they were at it they would convert it from a 100 h.p. to a 150 h.p. and Constant Speed Prop. The aircraft was taken to David's garage at his home in Echuca where the dismantling began to take place. Time and opportunity for the boys wasn't always there, (perhaps blame David and Sandy for producing babies) and the job seem to take a lot longer than they would have liked. Then the LAME'S were not always available when required, so the job went on, and on, and on. Just when things were progressing nicely, in July 2001, Bernie, who had been working daily on the aircraft, had a heart attack and sadly passed away, not seeing his be-

loved aircraft back in the sky. David continued on with the project and WAU was taken to Albury for assembly and test flying, then to Yarrowonga for a new paint job. At very last light on March 19th a Victa Airtourer sneaked quietly into Echuca Airport and was quickly hangared. Two days later friends and Echuca Aero Club members were invited to the Aero club for a special function. From out of a hangar was towed a well wrapped up aircraft; not 1 cm of the Airtourer could be seen. David gradually, with a huge smile that could not be erased, unwrapped and revealed a shining 'new' aircraft - repainted in it's original colours, to an excited and applauding audience. Sandy, who is not a lover of flying, was persuaded by David, on his knees (he didn't even do that when he proposed to her!), to go for a short flight over the town, the cemetery (where Bernie rests) and of course a fly past at the airfield. A celebration BBQ tea was enjoyed, and lots of pats on the back to David. It was

very special to have Bernie's wife and two daughters there for the occasion, who also were thrilled to see WAU flying again. A week

later David had the opportunity to show off his pride and joy to the Airtourer Association when he flew to Temora for the AGM. Great to see you and WAU back with us David.



TOORADIN FLY-IN

By John Treble

Early February I thought it was again time to have another Victorian get-together for lunch somewhere.

With a date decided (29-2-2004) and then the restaurant on the Tooradin aerodrome (see ERSA) available, followed by a quick ring around all was in place.

Arrivals began approx 11.30 am and seated for lunch by 12.30pm.

The weather was kind for us, the meal very good, with a table giving us a full window view onto Westernport Bay.

A very pleasant day was had by all with the bulk staying and chatting till beyond 4.30pm.

Great to have the Woods from Sydney plus the Tilleys from Hobart travel those distances to join us.

I recommend anytime you're travelling near this area and you require fuel, a meal or just a coffee you will enjoy visiting Tooradin.

Attendees were:

Hector and Wendy Blemings VH-YVV
Andy and Jane Morris VH-DUS
John Pels and co-pilot VH-TWE
Stuart and Trish Krickhauff VH-MVI

Alan and Merle Wood VH-MUL
Stan and Bonnie Tilley VH-MTL
John and Doreen Treble VH-CRK
Mike Fisher VH-BNV
Lindsay and Beryl Marshall CAR (VH-MRF has engine problems)

Minutes of the Annual General Meeting of the Airtourer Association (Inc.) held at Temora on 28th March 2004

Present: Mr. Bill Pennell President
Mr. Ron Stiebel Vice President
Mrs. Colleen Murray Treasurer
Mr. John O'Halloran Secretary
Mr. Stan Tilley
Mr. Alan Wood
Mr. Andy Morris
and 53 members. (List attached as Annex A)

Apologies: 31 members. (List attached as Annex A)

The President opened the meeting at 9:10AM.

Minutes of the previous Annual General Meeting.

The Minutes of the previous Annual General Meeting were published in the May 2003 Association Newsletter.

Moved Stuart Hilsberg, seconded Hector Blemings that the Minutes be accepted as a true and correct record of that meeting.

Carried.

Business Arising From The Minutes Aircraft Flight Manuals.

John O'Halloran updated the membership on the status of Flight Manual Supplements. He reiterated that the Newsletter was the primary means of informing the membership of the latest developments. Additionally more important news would be sent out via email. Since the last Newsletter the CEO of CASA had extended the expiry of the exemption until May 2004. At about the same time CASA approved the draft Supplements that had been with them since May 2003. John O'Halloran advised that further Supplements would be required and he would be seeking information from the owners of modified aircraft.

Liability Insurance.

At the last AGM the Secretary reported that due to the significant cost increases in obtaining Liability Insurance the NSW Department of Fair Trading no longer required incorporated organisations to carry this insurance. The matter was left with the Committee and the Secretary reported that insurance had been obtained at a premium of \$625. While this amount was approximately twice that paid four years ago it compared favourably with other quotes in the order of \$900.

Reports

President's Report

President Bill Pennell reported another successful and active year for the Association. He had enjoyed the year as president but acknowledged that much of the work that went to make the activities a success were due to the efforts of Lorraine Howson. Unfortunately Lorraine could not be present due to a Rotary Conference which she was helping organise. The members expressed their appreciation to Lorraine by a round of applause.

Apart from Fly-In activities the Association is working to help owners resolve remaining issues arising from CASA's change to the Flight Manual system. To this end he acknowledged the support of CASA's CEO Mr. Bruce Byron in extending the exemption regarding Supplements. Once this matter was resolved the Committee could move on to other areas to enhance and promote the Airtourer.

He acknowledged the enthusiasm of the UK members especially the 607 Group who once again made a major effort to join us. The Halton Group had encountered unexpected difficulties but we look forward to hearing of their activities with G-ATEX back in the air. Proposed Hector Blemings, seconded Ron Stiebel that the President's report be accepted. Carried.

Treasurer's Report

Mrs. Colleen Murray presented the Statement of Receipts and Expenditure, included at Annex B. She reported that the Association was in good financial position and that a small profit had been recorded for the Fly-Ins at Wangaratta and Temora.

Proposed Ron Stiebel, seconded Graham Wood that the Statement of Receipts and Expenditure be accepted and that any two Committee Members be authorised to make the necessary certifications as required by the Department of Fair Trading. Carried.

Secretary's Report

The Secretary reported that correspondence during the year was routine and not requiring the attention of a General Meeting. Most correspondence related to membership enquiries.

Membership was slightly more than last year at 169 with three overseas not renewing and at least another three having sold their aircraft. Seven new members had joined in the last year. The Secretary occasionally uses email to update members on important and urgent matters. In an attempt to minimise SPAM or unwanted emails the internet service provider will not send any bulk emails unless all addresses are valid. This has caused the Secretary great difficulty recently and all members are requested to keep the Association updated of any changes in email addresses.

General Business

Association Web Page.

Doug Stott reminded the members of the Association web page and requested feedback of the usefulness of the information. Additionally he requested photographs and information for

Continued on page 24

Airtourer Association Annual General Meeting

Temora 28 March 2004

Statement of Receipts and expenditure 1 March 03 to 29 Feb 04

Receipts

Credit Balance	8,758.90
Membership Fees	5,000.00
Shirts Caps etc.	1,252.00
AGM Wangaratta	7,175.00
President's Fly-In Dubbo	6,323.65
Advertisements - Newsletter	60.00

Expenditure

Credit Balance	7,415.24
Bank Fees	88.77
Shirts Caps etc.	1,602.25
AGM Wangaratta	11,188.67
President's Fly-In Dubbo	5,983.09
Dept. of Fair Trading	61.00
AOPA	250.00
Newsletter	863.50
Newsletter Postage etc.	494.95
Stationary	219.18

Total 28,569.55

Total 28,569.55

Reconciliation

Credit Balance	7,415.24
Investment Account (27/5/03-27/11/03)	17,410.09
'T'Shirts	560.00
1 A/D VAT 30	120.00
Total	25,505.33

Colleen Murray
Treasurer

For Sale

Airtourer 150 HP with Constant Speed Prop.
O-320-E1A, Approx 960 HTR, \$75,000
Hugh Knox 02 9973 2249

THE SHERIFF OF LOCKINGTON INTERROGATES.....



A "Mackem" from England, Barry Edmondson.

Barry was "arrested" at the AGM in Temora for attending an Airtourer Association's AGM for a second time. He actually admitted to returning because he was jealous of John Smithson's "interrogation" last year!

1. *Where do you live?* East Boldon, near Sunderland, which makes me a "Mackem" not a "Jordie".
2. *Your occupation?* Computer Analyst for Nissan, running the European operation. I'm based at Sunderland, but have occasionally been to the European factories. Nissan is built on what was Sunderland airport where I learned to fly in 1979, which was in AT100's, GA-TCI AND GA-TCL.
3. *How long have you been a Pilot?* I got my licence on April 1st, 1980, when I was 24.
4. *What or who spurred your interest in flying?* I had an Uncle who flew Lancaster's during the war, he kept flying and would visit us.
5. *Do you own an aircraft?* I have a share in GA-ZOE, which was purchased in 1994. I had a share in a Cherokee but got sick of that. Decided to look around for another aircraft and a friend, an Aircraft engineer, saw an Airtourer advertised, of which he strongly approved. I went shopping for partners, and ended up with John Smithson, Bill Beavis, Ian Lumsden, and John Calvert (who has since been replaced by Derek Wright. Derek is a Commercial Pilot who has 150 hours in Airtourers.) (*Sheriff - "You are ordered to return to England and twist Derek's arm to join the Airtourer Association, and encourage him to come out for an AGM!"*).
6. *What is the longest flight you have done in ZOE?* It took two days to fly to Stuttgart in Germany, flying from Newcastle to Reims in France then Stuttgart.
7. *Most humorous moment in flight?* Flying with John Smithson I did a particularly good cross wind landing at Calais. Bill Beavis commented, "Exemplary, the demo article in the manual quotes 20 knots", we landed at 34 knots. (*Sheriff - "Flying with John Smithson wouldn't be hilarious, more like a nightmare, and surely one would want to land as fast as possible to get away from him." P.S. "I love you John!"*)
8. *Do you have other interests?* I'm an ardent supporter of Sunderland Football Club, and a member of a Club where I excel at tasting their different varieties of beer, well any type I'll taste! I'm married to Susan, who is a Technician at Durham University, and my daughter Amy is 13.
9. *What, or who, made you decide to come to this AGM?* Because Wangaratta, the 25th AGM, was so special I made the effort to come and put names to the faces I've faxed and emailed etc.

to. I was at home reading the Association's newsletter with the advert. for Temora, and my wife said, "Why don't you go this year?" I didn't need to be asked twice. I mentioned it to Bill and John, and they said, "Let's do it".

I had to come back for this interrogation. I'm jealous of John (Smithson) and all his money - he's got a car with 4 seats, I've only got 2 seats in mine!

10. *What type of car do you drive?* A Mercedes Sports!

11. *How long are you in Australia for?* 10 days.

12. *What parts of Oz are you seeing?* Sydney, Wagga Wagga, Temora, Melbourne for one night then back to the U.K. On arrival I'll get off the plane at Newcastle and go straight to work.

13. *What do you like about Australia?* I've been amazed how friendly the people are. It was hard to explain to Susan and Amy the vastness of the country, and all the animals, there's so many, they'd love it! I'm sorry Amy couldn't come but exams prevented her. I've encouraged her to be adventurous and have a go, you can turn your back on it if it's not right.

(Sheriff - Thank you Barry for giving some of your valuable time for this interview, which I enjoyed doing, even with John's interjections. The Association has been thrilled at the desire of you, Bill and John to come out again to an AGM. Your punishment? A return visit, and bring Susan and Amy too, and the other owners of ZOE, including Derek, and if you have to - John Smithson!)



Calendar of Events

President's Fly-In

Details to be advised with the membership renewals in June.

Welcome

Phil Morrissery from Brisbane. Phil is a Kiwi who first flew Airtourers in the RNZAF. He now flies for Cathay Pacific Airways and has purchased a share in RQH.

Adrian Dauth from Brisbane who has a share in RQH. Adrian flew RQH to Temora with Jim Kalis.

Ian Condon from Wagga Wagga who has Airtourer 100, MUN.

Continued from page 20

inclusion on the site. Barry Edmonson reported on the UK web site. He is in the process of including documents such as the Parts Catalogue and UK Glosair Service Bulletins. A vote of appreciation for the efforts of Doug and Barry was carried by acclamation.

Temora Aero Club

The Temora Aero Club provided excellent support for the Association over the weekend and Stan Tilley proposed a vote of appreciation to them for their help.

Carried by acclamation.

Airshows Down Under.

Doug Stott advised that the first four months of 2005 would be busy with public holidays and an early Easter limiting weekends suitable for the AGM. Additionally Airshows Downunder was planned for around 15th March. The Committee should consider if an Airtourer presence would be appropriate at the Airshow.

Action: Committee

Election of the New Committee

The number of nominations received was the same as the number of vacancies as defined by the Rules and therefore no vote was required. The new Committee is as follows:

- President Mr. Bill Pennell
- Vice President Mr. Andy Morris
- Treasurer Mrs. Colleen Murray
- Secretary Mr. John O'Halloran
- Mr. Alan Wood
- Mr. Stan Tilley
- Mr. David Hall

Closure

There being no further business the meeting was closed at 09:40 AM.