

February 2006  
Newsletter No. 117

# AIRTOURER ASSOCIATION



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



# NEWSLETTER

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

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Articles for inclusion in the Newsletter should be submitted direct to John O'Halloran at the contacts listed above. Please enclose payment for any advertisement. The next Newsletter will be published in May 2006. Contributions and or advertisements are to be with JOH by 15 April 2006.

Small advertisement (3 to 4 lines)                      \$20.00

Large advertisement    \$40.00

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

### **Editorial**

This issue is short and sharp and for once out early! Thanks to Barry Edmondson for providing the major article, albeit about difficulties they experienced with their engine replacement. Nevertheless, it's always good to hear from the UK or, as Barry put it, "the home of the Ashes".

This article includes details on the AGM and Convention at Echuca. Many thanks to Lindsay and Beryl for the work they put in at a busy time on the farm. Once again I will throw out the challenge, take someone flying, either an Association member who drove or a local, especially the newer generation of pilots who have not known the joys of the Airtourer.

Safe Airtouring,

*John O'Halloran*

*Cover Photo:* Cliff and Joyce Tait in front of Cliff's famous Airtourer ZK-CXU prior to it being placed on display at the Auckland Museum of Transport and Technology.

### **Disclaimer**

The views expressed are those of the contributors and not necessarily those of the Publishers, the Airtourer Association or the Airtourer Co-Operative Ltd.

## President's Pen

*Happy New Year to All,*

The arrangements for the AGM at Echuca are now finalised as you can see elsewhere in this issue. I have been beset by work and health problems lately, to say nothing of the generally unpleasant flying weather we have been experiencing.

On this occasion the weekend plan has been ably arranged by Beryl & Lindsay, with help from the locals, and I want to thank them on your behalf (and mine!). I am sure it will be another succesful get together and hope the weather will be kind. Please attend if at all possible, as we have much to discuss at the AGM.

I hope everyone is about to make their reservations and send in their deposit for Echuca! You haven't? Please do so soon- it makes it so much easier for the organisers to make the final arrangements .

I have just enquired from CASA on the whereabouts of my security check and licence (applied for in August 2005), and been told " it is on the table ready to go but our printer is out of action!) How is a potential terrorist supposed to do his job?

Cheers and best wishes for now, see you all soon.

*Bill Pennell*



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# Whatever You Do Don't Eat the Chicken

*Dot Ross & Mike Fisher*

Yes, I really do love flying!

The destination this time for the Victorian Christmas Fly-In was to Tooradin on Sunday 4<sup>th</sup> December. Tooradin was actually built on reclaimed swampland on an inlet beside Western Port; the village of Tooradin came into existence as a small port to serve settlers on the surrounding

farmlands and is now a popular spot for fishing and boating.

Leaving Kyneton in the company of Kath and Niels Jensen in CND, we headed down flying over Woodend, Macedon, Gisborne, Melton, Melbourne city, Albert Park lake: down along the coast: past the red Bluff cliffs – all densely populated

– finally to Tooradin – Mike can fill you in from here-on-in!

*To fly from Kyneton to Tooradin direct is difficult because a thing known as a “Control Zone” is in the way. No one has actually ever seen a control zone but it exists and is not unlike a sacred place known only to a select and initiated few. The real purpose is as we know to employ numerous public servants to exercise control within the zone. Naturally the the greater the size of the zone the number of public servants required increases. This is why we require zones at least ten times greater in size than in the USA, because we have ten times less aircraft.*

*The control zone is visualised in beautifully coloured and expensive works of art that show the zone in all it's various forms and sizes. To aid pilots flying by legal reference to the ground the boundaries to the zone are drawn so as to have no identifiable relationship to any ground feature.*

*Despite all this and my cynical comments, the big voice in the headset did not speak to us once, so we avoided the sacred places completely. But not the wildlife!!!*

*Trying to be a good pilot I initiated a go-around from the main runway, the approach to final being unstable etc. On climb out a large flock of even larger birds decided it was time to go flying, but BNV was in the way, or were they in the way of BNV? A thump is not something heard in the air, on the ground in a car yes, not in the air. A line of blood progressed up the windscreen.*

*Once on the ground an inspection revealed that a strike had occurred. No evidence of the creature remained, no feathers, we could have had a “horse strike”*

*for all that remained. Which was a grey pulverised mess of a substance all over the cowlings, on the wing and undercarriage and inside the cowling.*

*And it stunk like nothing else!*

*It took the best part of a day to carefully and repeatedly wash the engine, removing all the particles from between the cooling fins and in every other corner and yes it smelt even worse by then. Very attractive to flies as it turned out.*

My wise pilot DID urge me to “buckle up” as tight as possible – I instinctively bobbed my head when I saw the flock of birds approaching! Ouch! Splat! My concern was for the birds – now I know what could have happened! Consequently we did NOT order chicken or turkey for lunch that day – only fish.

It was lovely to meet up with the following Airtourer folk –

Hector & Wendy Blemings

Frank & Gwen Fankhauser

Stuart & Trish Krichauff

Lindsay & Beryl Marshall

Andy & Jane Morris

John Pels & Monique Gillet

Andrew & Sharron Clememts

Ian Donovan

David Crotty

John & Doreen Treble

Niels & Kath Jensen

Alan & Merle Wood

Mike Fisher & Dot Ross

We did have to wait a while for our lunch to arrive but what a better way than to catch up chatting with our great friends.

This was a memorable trip for both Mike and myself as this was our first “bird strike” and hopefully the last!

# Baffled

*Barry Edmondson*

I hope you may find the following article food for thought should the time come to replace your Airtourer 115's engine. It's a difficult decision at the best of times, but **should** in essence be a straightforward, if expensive, exercise.

It doesn't always work out that way...

Our Airtourer 115, G-AZOE, or ZOE to her owners, has been particularly well maintained throughout her life with our syndicate, 607 Group. In particular, our engine had always been carefully operated and serviced on time. Over the years I'd researched into the operation and foibles of the Lycoming O-235 engine, discovering along the way that our variant, the C2A, was a low compression model with a preference for 25 hour oil and sparking plug changes. Consequently, when at our AGM in April last year I announced that the engine was coming to the end of its *recommended* life, the guys in the group and more importantly our Engineer, had no hesitation in agreeing to continue to operate it 'on condition' beyond the manufacturer's figure of 2400 hours.

We discussed the idea of a new engine, but felt we had time on our side.

Towards the end of last year it didn't go unnoticed that Mr Blair's good old British pound was favourably strong against Mr Bush's dollar, with nearly two of Dubya's to one of Tony's.

Funds within the group were healthy and a short meeting decided it.

We'd order a new engine.

There were many options in both

suppliers and of the type of 'new' engine that was available, but we considered a genuine Lycoming factory overhauled unit the most cost effective.

A factory overhauled engine comes with virtually everything brand new; only the crankcase having been used before. We were recommended an agent named Air Power Inc based in Arlington, Texas, in the USA, and I contacted them to place our order.

The C2A isn't a common Lycoming model; the Lycoming website currently only lists it as fitted to the Robin Dauphin, though at the time of our order it was also fitted to an Aero Boero aircraft. There was no mention of the Airtourer, and despite our order, still isn't!

After some discussion and several emails with Air Power, Lycoming established the components and build of our 1969 engine. We were also informed that the engine would have to be built to order, that it would take some months to supply, but that if we paid a deposit they would guarantee us 2004 prices.

A deposit isn't normally required, but the manufacturers obviously didn't want to be left with an O-235 variant that they wouldn't be able to easily get rid of. It was also noted that they couldn't supply an engine fitted with a Generator, only an Alternator, but offered no cash adjustment despite my protest. Fortunately, our generator had been fully overhauled by its makers only last year.

A few days before Christmas we wired them our cash transfer deposit.

Import duty and VAT are another story completely and if I told it here, I too might end up getting shipped off to Australia - permanently. Let's just say that I told no lies, but could be accused of having been economical with the truth.

The new engine duly arrived and we were mightily pleased, unknown to us it was to be the start of an education in Lycoming Service letters and instructions, and a "lost" summer.

On a beautiful warm June day the time had arrived to fit it. We set about removing the old engine and fitting the new in accordance with Lycoming's Installation checklist & Service instruction 1472. Within a couple of hours the new engine was hanging on the front and we began the job of connecting hoses, cables and fittings.

All went well until we attempted to fit the propeller boss. There was no way the holes on the boss would match those of the crankshaft flange. It took some time to pinpoint the problem, but the 12 holes of the crankshaft flange are slightly offset and actually form two different circles of 6 holes each; an inner and an outer.

The C2A is listed as being the same as the C1 but has the AS-127, Type 1 prop flange; I wondered if this was the problem and if Lycoming had remembered that when they built our engine?

The bushes had been fitted in the outer holes while the Airtourer prop boss requires them in the inner holes.

Problem solved, we carried on...but not for long.

The fuel pump connections wouldn't match up. The new fuel pump outlets were incorrectly positioned and the engine bearers allowed no room for connection.

A day or two later all was well and the engine had been drained of its preservative oils, refilled with the necessary 'straight' oil, and was ready to go. (Service Instruction 1014M)

Our Engineers performed a duplicate check, and pronounced themselves happy, and gave the go ahead for engine start.

I pressed the button. Nothing happened. Our nice new starter-motor didn't want to know.

Surely it couldn't get worse? It soon did.

Hand swung, she burst into life. Another quick hand swing translated into stop the engine immediately. The gasket supplied for the vacuum pump was incorrect, had blown and oil was pumping everywhere.

Interestingly, Lycoming Service Instruction 1427B dictates that a new engine should never be run without the cowlings fitted, purely as an aide to adequate cooling. My engineers had demanded that I run the engine without the cowls and they stationed themselves on each side of the engine to observe proceedings. As soon as the gasket blew they spotted it immediately and ordered a shutdown; it would not have been seen so easily with the engine cowed up!

A few weeks later, the new starter had arrived and was fitted. It had taken Air Power three days to get a replacement from the US to England. It took a letter, several phone calls, many emails, threat of legal action and a very generous payment by Lycoming to overcome the sheer incompetence of the courier in the UK. 'Fed' up is what I was, 'Ex' is what they should be...

The time had finally arrived. The first flight on June 26th!

After a very careful preflight inspection and checks we lined up for departure. Full throttle and ZOE leapt into the air for her initial engine break-in flight. We climbed, circling the field, up to 4000 feet. We flew a race track pattern keeping a careful eye on T's & P's.

Lycoming Service instruction 1427B had been carefully read and digested prior to flight, and the DVD on the same subject that had been supplied with the engine had also been studiously viewed. After about 30 minutes of steady operation, during which you could have been fooled into believing we had a PT6 up front and not an O-235, I increased to full power, then after a minute or so reduced to normal cruise rpm.

Next problem.

A nasty misfire started.... and continued.

At full power the engine ran smoothly, but at 2400 RPM it popped, banged, and vibrated like a bag of hammers. Reduce RPM further and the problem disappeared. We descended and landed.

Spark Plugs were removed and checked but were clean and dry. All other checks resulted in no fault found. We'd replaced just about everything possible when we fitted the new engine, mounts, filters (Service Instruction 1002), hoses, the lot.



I opened negotiations with Lycoming's Technical support team, and in accordance with the warranty procedure, sought authorization from Air Power . Where would we be without the internet?

Lycoming drew my attention to another of their publications.

Such is the O-235 that it has its own associated Lycoming Service instruction No.1388C.

A real eye-opener this, it is to be actioned "whenever the engine exhibits an unexplained reduction of static RPM or uneven operation."

Several of the 11 items had been checked and double-checked, but two in particular appeared likely. We were advised to check the carburettor for over-rich or over-lean condition and as this series engine employs solid tappet bodies, it is advisable to check the valve tappet clearance. The O-235 is the only Lycoming aero engine that employs adjustable tappets!

We set about checking the tappet clearances and although the documentation supplied with the engine suggested that Lycoming Service Instruction 1480 had been complied with, we still took the trouble to ensure that our engine had steel push rods fitted.

The tappet clearances all proved to be within limits, so we turned our attention to the mixture.

The mixture test is relatively simple, the engine is run at full throttle and the mixture control slowly pulled towards idle cut-off. You watch for an RPM increase. A rise of 0 to 75 RPM can be considered normal. Any rise above 100 RPM indicates a power loss due to over-richness.

If during the above check no rise in RPM is noted, or a rapid fall-off of RPM

noted then you apply full carburettor heat. This will enrich the mixture. If the application of carburettor heat results in an RPM rise, the carburettor is over-lean.

Ours indicated over-lean.

The carburettor was removed and in accordance with, you guessed it, another Lycoming Service Letter (L221A) it was shipped to the manufacturer's UK agents for calibration & repair.

The carburettor is manufactured by Precision Airmotive and email authorization for repair was immediately granted. The UK agents are based in Oxford and are known as CSE Aviation, an organization we were to come to know quite well...

Over a week was wasted due to the sickness of the Engineer at CSE, before the carburettor was returned 'repaired' though they had informed me by telephone that they could find no fault.

It was refitted and another test flight performed.

Initially, it looked like all was well, but it wasn't long before the misfire returned and it became quite obvious that ZOE had to be grounded.

At the time the carburettor was sent for investigation I had asked the Lycoming Technical representative what would be the course of action if the carburettor overhaul was unsuccessful.

They insisted that the engine would need to be placed in the hands of the UK agents for further investigation. The UK agents were none other than CSE and eventually, ZOE was flown to Oxford and handed over.

CSE spent the next week working through Lycoming Service Instruction 1388C. This was totally frustrating and annoying, in effect questioning our work

and capability, but, reassuringly, they too could find no fault.

They then turned their attention to the Magneto's. Like everything else, brand new, but also fault free.

At this point they contacted Lycoming's European technical expert, who now advised removal of all four cylinders. A sticking valve was suspected!

During the next week, our brand new engine had its cylinders removed and inspected. By the end of the week, we were back to "no fault found". The valves showed no scoring, though two displayed evidence of "a slight weep" but nothing unusual. The engine was to be reassembled.

Early the following week I received a phone call. "Were there any bits left lying around when you changed the engine?" It was all I could do to keep a civil tongue in my head.

The only part that was required to be fitted to the engine by us was the carburettor. There was nothing else 'in the box.'

Presumably on reassembly, the CSE Engineers noticed the lack of inter-cylinder cooling baffles on our engine. They were supplied and fitted and ZOE was test flown without incident. A few days later Bill Beavis flew me to Oxford to collect ZOE. On her two hour return trip, and since, the engine has never missed a beat. Sorted!

Never underestimate the need to keep your engine cool – especially when it's new and generates a lot of heat!

Whilst ZOE was fine, the debate rolled on. CSE suggested that we should have noticed the missing baffles when we fitted the engine. If so, then why did they dismantle it before they realized they were missing? I asked the question but never got an answer.

I also asked why Lycoming had dispatched the engine without them. Each engine is run in the Test cell prior to dispatch and a copy of the results is included with the engine. Service Instruction 1427B, addresses the subject of Engine Break-in and in it's first paragraph states. 'If the engine is test cell run, the engine must have inter-cylinder baffles in place'. Ours presumably didn't.

I didn't get an answer to my question here either, but Lycoming agreed to accept all costs incurred under their warranty.

It should also be noted that in the Lycoming Engine Parts manual, not all variants of the O-235 have inter-cylinder cooling baffles fitted. They were fitted to the C2A & C2C, but not to the series F, H, J, and some variants of K. They are fitted to the later K, L, M & N series. Given the time & trouble Lycoming had in establishing the attributes and part fit of our original engine, I wonder

if this goes some way to explaining why the baffles were missing from our engine?

During the pre-flight check at Oxford I had noted the baffles, but had concentrated on ALL aspects of engine fit and security following CSE's work. A few days later, during another preflight inspection I realized something was 'different.' As part of my checks I'm used to shining a torch in between the cylinders to check the presence of the nuts that secure each cylinder to the crankcase. No problem from above, but with baffles fitted impossible from below.

Our old engine had not had baffles fitted; a point also noted by others in the syndicate.

As it was now the end of September we had missed the summer and our annual check was but a month away. The engine will now receive special attention under Service Instruction 1080A...

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## Co-Operative Airworthiness News

There has been some confusion in the UK and other parts of Europe regarding the airworthiness regulatory status of the Airtourer.

Firstly the UK CAA, in a manner similar to CASA, handed back control of ongoing airworthiness to the Type Certificate holder. In the case of UK Airtourers the UK CAA could not identify the TC holder and gave the owners the option of going the equivalent of experimental or find the equivalent of a CAR35 Engineer to take on the responsibility. Stu Hilsberg, acting on behalf of the Co-Op, contacted the UK CAA and managed to link all UK Airtourer serial numbers back to the TCs now owned by the Co-Op. Furthermore he

established that the Co-Op, under CASA's regulatory oversight, was controlling ongoing airworthiness.

Many of the UK CAA's functions have now been taken over by EASA, the European airworthiness authority. Last year the UK owners were advised of two proposed Airworthiness Directive, both of which have been previously addressed by long standing ADs. Once again Stu, with his contacts in CASA, contacted EASA and ensured them that Airtourer airworthiness was being addressed. At last check, the proposed AD was no longer listed on the EASA website and the proposed implementation date has passed without an AD being issued.

# Airtourer Co-operative

## News

In the last Newsletter the Co-Op advised that they would contact all registered owners. This has been done and Certificate of Registration holders were advised that they would need to subscribe to the Co-Op to receive ongoing airworthiness support including parts. This letter raised a number of questions, in particular from some past shareholders who were not sent the letter. A review of Co-Op membership requirements should clarify the situation.

A Co-Op works on the principal of the members working together to benefit from the services provided by the Co-Op. This principal of using the services is included in the Act of Parliament and the rules. The Act goes so far as to state that directors commit an offence if they allow members who are not active to remain in the Co-Op. This has always applied and was one of the reasons why in the past the Co-Op occasionally sent shareholders a bag of screws.

Active membership was one of the reasons that drove the change from a Co-Op with shareholding to one with subscription. Originally the majority of shareholders owned Airtourers and would be expected to use the Co-Op's services. Nevertheless, there were many owners who were not shareholders and technically should not have been able to purchase parts from the Co-Op. The divergence between shareholding and ownership increased over time which drove the change of structure.

When the change occurred all pre-

vious shareholders automatically became members. Separately, they also became creditors of the Co-Op to the value of their previous shareholding.

As mentioned above the Co-Op must only have active members. The rules state that members must avail themselves of the services of the Co-Op and pay an annual subscription to establish active membership. Since only aircraft owners would need to avail themselves of the Co-Op services the letter was sent to Certificate of Registration holders.

There is still much going on administratively as well as the supply of parts. Please remember that this is a volunteer organisation and sometimes the higher priority lies with this mundane although important administration. The Association Newsletter remains the main source of communication with the Co-Op members.

### Directors

Co-Op members were advised in the last Co-Op News that three Directors had been appointed to fill casual vacancies. The rules state that these appointments are valid only till the next AGM. Accordingly the following Directors stand down at the AGM however present themselves for re-election.

Stan Tilley

Lee Gordon-Brown

John O'Halloran

## **NOTICE OF ANNUAL GENERAL MEETING**

### **Airtourer Co-Operative Ltd**

The Annual General Meeting of the Airtourer Co-Operative will be held at the Echuca Airport Terminal at 1030 on 26th March 2006.

#### **Agenda:**

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

**Note:** Only active members may vote at an AGM.

## **NOTICE OF ANNUAL GENERAL MEETING**

### **Airtourer Association Inc.**

The Annual General Meeting of the Airtourer Association will be held at the Echuca Airport Terminal, at 0930 on 26th March 2006

#### **Agenda:**

- Presentation of Minutes of the previous Annual General Meeting  
(Published in the May 2005 Newsletter.)
- Business Arising from the Minutes.
- Presentation of Reports
- Election of Office Bearers
- Other Business

## THE SHERIFF OF LOCKINGTON INTERROGATES.....

*GLENN STURGES*

*(Interrogated at the 2005 AGM at Broken Hill, and was immediately given a spelling lesson whether I needed it or not; Glenn with 2 N's = a male, Glen with 1 N = a female.)*



*When did you become a member of the Airtourer Association? 22 or 23 years ago.*

*Your occupation? First job was a Fitter and Machinist in Queenstown, Tasmania, 2<sup>nd</sup> as an Engineer, putting big engines in ships in Whyalla. 3<sup>rd</sup> - Procurement Officer (Engineering) at a Blast works at Whyalla, and Steel works mill. Finally - Hypnotherapist for the past 39 years, which can cover 2,500 kms per week Whyalla to Adelaide.*

*Where were you born? Queenstown.*

*Where have you, and do you live? Queenstown, Tasmania and Whyalla, South Australia.*

*Marriage, Family? Married to Merry, and have two daughters, Emma has three beautiful children, and Sarah is a Retired Air Force Squadron Leader.*

*Aircraft Type & Registration? Former owner of BWA ("Bring Women Along") Airtourer 100 h.p., (A purist) No. 14. It now is in West Sale being converted to a 150 h.p. (Shame!). As a 100 h.p. it did 7000 hours. Henry Millicer came to its 21<sup>st</sup> birthday. Four of us purchased BWA about 1986 from a private owner in Queensland. I bought the three out. When BWA was first built it was owned by the Royal Aero Club of Adelaide, then Whyalla Aero Club, then went to Victoria, then to Queensland.*

*When did you gain your pilot's licence? End of 1975.*

*Total hours flown? 3,500.*

*Longest trip flown? To and from Queensland, also Tasmania. Have been on Southern Cross Air Races, and in one race I won "Best Performance by an Australian Aircraft".*

*What was one of the most memorable flights you have done? When a Commanche folded its wheels up on me going into Port Lincoln. In a Cessna 210 a big passenger shifted the middle rear seat back to the rear seat! We were out of balance dramatically.*

*Most humorous incident in flight? Flying to Parachilna with Airtourers. Ask John Treble, he's still got the prize!*

*Other hobbies? Cycling, violin, blowing the whistle, people,*

*Favourite Food? Anything my wife cooks.*

*Favourite Drink? Chivas Regal.*

*Favourite Music? Orchestral (loud).*

*Favourite Sport? Cycling - was a Professional Cyclist in my youth.*

*Do you have a nickname, and what is it? The Phantom Whistler.*

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

*terment of Australia?* Bring back sanity to legislation and stop changing laws to Aviation and lifestyle.

*What is/was your greatest extravagance?* Being allowed to fly.

*If you had a spare million dollars what would you do with it?* Every time I drive home on my own I spend that Million Dollars. The first item would be an aeroplane, then give the rest to the kids.

*Any pet aversions?* I have great problems in my job with people when they say, "I am depressed". My philosophical answer is, "Depression is a belief in ones own helplessness, and the way out of depression is the belief in oneself.

That the birds of worry and care fly over your head, this one cannot prevent; but that they build nests in your hair, this you can prevent."

*Any further comments you wish to add?* At Airtourer Fly-ins I can relax and get away from the businessman profile.

*Sheriff - Thank you Glenn. It really was a pleasure to sit and talk with you. One day I hope I can be the perfect? organised Hostess if you are game to visit us again at Lockington.*



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# AIRTOURER ASSOCIATION'S AGM at ECHUCA

## Friday 24, Saturday 25, Sunday 26 MARCH, 2006

### PROPOSED ITINERARY

#### FRIDAY 24 - Arrivals

*Welcome and refreshments at Aero Club*

*Transport to Motels*

*Dinner in Echuca Workers' & Services Club function room*

#### SATURDAY 25 - Free time - Flying

*BBQ lunch at Echuca Aero Club*

*Guided tour of "Great Aussie Beer Shed" - don't be fooled by the name, you don't have to be interested in alcohol. It's more than a beer shed, it's a museum full of Australiana & memorabilia. Neil Thomas, owner/policeman, is an entertaining guide.*

**DINNER/CRUISE** *aboard the MV Mary Ann, (an air conditioned enclosed vessel) Departs 7.00pm, so no allowances for lateness.*

#### SUNDAY 26 - (Moama market is on)

0930 *Association AGM at Echuca Aerodrome Terminal building.*

1030 *Co-Op AGM at Echuca Aerodrome Terminal building.*

*Fly (10 minutes) or Bus to lunch at Deep Creek Marina.*

*(Departures by fliers can be from the Marina)*

*Dinner in Echuca Workers' & Services Club Bistro*

### ACCOMMODATION

#### **Rooms being held until 28th February**

**High Street Motel** (Budget), 439 High Street. 500m S of Port. Tel: 5482 1013

2½ star - 11 units, Double \$81, Single \$81, Sunday \$74.

**Riverboat Lodge** (Golden Chain), 476 High Street. 500m S of Port. Tel: 5482 5777

3½ star - 19 units, \$105-116-126 (spa). 3 single could share \$150.

**Nirebo**, 251 Hare Street. Closest to Port. Tel: 5482 2033

4 star - 42 units, Single \$110, Double \$130

**Paddlewheel** (Golden Chain), 385 High Street. 1 Km. S of Port. Tel: 5482 3822

31 units, 3 star \$98, 4 star \$114, \$135 spa. 10% discount for 2 nights or more.

**(Because of Echuca's popularity it is advised to book early and not take risks.)**

**TRANSPORT**

A bus will transport to/from Airport, Motels, Museum.

One may have to organise own transport if other accommodation is preferred to the four listed.

**DEPOSIT**

Deposit: \$50 per person to be forwarded to Beryl Marshall, 1749 Prairie Road, Lockington, Victoria 3563, with details of where you are staying, and what activities you are attending. Please make cheques payable to "Airtourer Association".

**AGM AT ECHUCA 24,25,26 MARCH, 2006**

PLEASE COMPLETE THIS FORM AND FORWARD TO BERYL MARSHALL BY  
**24<sup>TH</sup> FEBRUARY, 2006.**

I/We will be attending the AGM at Echuca on the 24-26 March.

NAME: \_\_\_\_\_

ACCOMPANIED BY: \_\_\_\_\_

WE'RE STAYING AT: \_\_\_\_\_

REGISTRATION OF AIRCRAFT/CAR: \_\_\_\_\_

ESTIMATED DATE & TIME OF ARRIVAL: \_\_\_\_\_

\_\_\_\_\_

ANTICIPATED DAY & TIME OF DEPARTURE: \_\_\_\_\_

\_\_\_\_\_

FUNCTIONS YOU WILL BE ATTENDING No. OF PEOPLE ATTENDING

DINNER - Friday night \_\_\_\_\_

LUNCH - Saturday \_\_\_\_\_

MUSEUM - Saturday \_\_\_\_\_

DINNER - Saturday night \_\_\_\_\_

SUNDAY - Lunch \_\_\_\_\_

SUNDAY - Dinner (at your expense) \_\_\_\_\_

DEPOSIT OF \$50 PER PERSON REQUIRED: No. of People \_\_\_\_\_

Total @ \$50 per person \_\_\_\_ \$ \_\_\_\_\_

**Committee Elections**

The Rules governing an Incorporated Association lay down the following requirements for election of the Committee:

- The Committee shall consist of a President, Vice President, Secretary, Treasurer and 3 Ordinary Members.
- Nominations must be submitted in writing to the Secretary.
- There must be 2 Proposers and the Nominee must state acceptance of the nomination.
- A member can be only nominated for one position.

Nominations are called for all positions on the Committee to be elected at the AGM as notified in this Newsletter. Nominations are to be sent to the Secretary at the following address on the attached or similar form.

Secretary:        *John O'Halloran*  
                       *P.O. Box 778*  
                       *Tewantin QLD 4565*  
                       *FAX: 07 54425180*

**Airtourer Association Nomination for Election to the Committee**

*I nominate \_\_\_\_\_  
for the position of: (mark appropriate position)*

- President**
- Vice President**
- Secretary**
- Treasurer**
- Ordinary Members (three positions)**

*Nominated by (Signature) \_\_\_\_\_*

*(Name) \_\_\_\_\_*

*Seconded by (Signature) \_\_\_\_\_*

*(Name) \_\_\_\_\_*

*I agree to being nominated for the above mentioned position.*

*Signature of candidate:*