

May 2006
Newsletter No.118

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 August 2006. Contributions and or advertisements are to be with JOH by 15 July 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

Recent events in Beaconsfield with the trapped miners reminds us how life can be full of ups and downs. Within the Airtourer family we recently celebrated a successful AGM Fly-In at Echuca then were saddened to hear of the passing of long term President and Life Member, Tony Matthews. Tony's introduction to aviation came during the turmoil of war. However, that did provide him the opportunity to fly one of the greatest aeroplanes ever built, the Spitfire. It was many years before he got the opportunity to own one of the other great aeroplanes, the Airtourer. However, the skills learned on the Spitfire stayed with him and were honed with regular aerobatics. A number of years ago then Director of CASA flew aerobatics with Tony and commented afterwards how smoothly they were flown.

The Fly-In at Echuca was a great success with fine weather, a great location, a supportive local aeroclub and all brought together with excellent organisation. Our thanks go to the Marshall's and David Wearne for their efforts over the weekend.

Continued last page

Cover Photo: Tony Matthews flying EQA over Parkes Aerodrome. Not only was Parkes his home town but it was also where he flew Spitfires during WW II.

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.

Vale

Tony Matthews

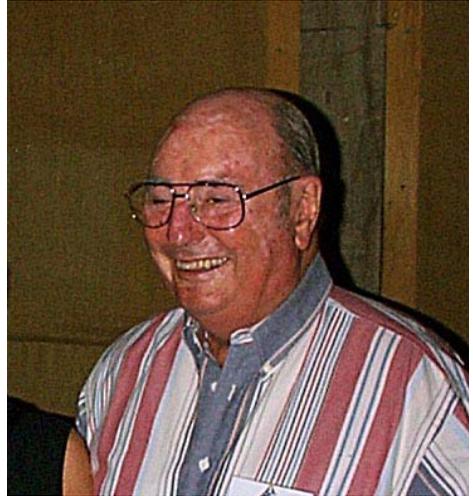
The Association lost a member who played a pivotal role in its development when Tony Matthews made his final departure on 9th May 2006.

Tony finished school in 1942 amidst the turmoil of World War II. Like many a young lad his goal was to fly Spitfires. The Matthews' family already had a son serving in the Middle East and Tony's father was reluctant to give approval for another son to join the front line. Nevertheless, the next year, two days before his 18th birthday, Tony enlisted in the RAAF and fulfilled his dream of flying the Spitfire. As a newly qualified fighter pilot he was posted to the front line as the atomic bomb was unleashed on Hiroshima. His posting was promptly cancelled.

After discharge from the RAAF he commenced studies in law becoming a partner in his father's law firm in Parkes. Flying took a back seat to the more routine life of a country solicitor.

Tragedy struck in 1967 when Maxine, his wife of 15 years died of leukemia.

A couple of years later a new solicitor in the firm felt Tony needed cheering up and organised an outing with a friend of his wife who taught at the same school. A Sydney restaurateur had taken over a pub in the nearby town of Forbes with the intention of establishing it as a seafood restaurant. The four, Tony, the solicitor, his wife and her friend Liz set off to Forbes with great expectations of Lobster Thermidor, Balmain Bugs etc. Having settled into the



restaurant they were given the choice of Lamb Roast or Beef Roast. It transpired that the seafood was perishing in a railway wagon immobilized by industrial action. Nevertheless, they saw the funny side of the situation and Liz and Tony were married in 1970. Liz commented that they had many laughs that night and the laughs continued throughout the 35 ½ years of marriage.

While a solicitor may be a sedentary job Tony was an active man being involved in over 40 different sporting activities throughout his life. In his younger days he was in the top five swimmers in Australia for distances under 440 yards. He was offered a place in the 1948 Olympic team however, that was before sponsorship and he was required to pay his own way. After the initial interruption of the war his first priority was his studies and he reluctantly

declined the offer. In later years he preferred more relaxing activities such as golf and fishing.

His interest in flying was rekindled in 1973 when Parkes gained it's own resident flying instructor. A local group including Tony purchased Airtourer MTH but it transpired that Tony was doing most of the flying so Liz and Tony bought it outright in 1977. Subsequently they sold MTH and purchased EQA. Tony always claimed EQA was one of the nicest flying Airtourers and took great delight in demonstrating "hands off" circuits.

His first involvement with the Association was the first President's Fly-In at Yarrandale in August 1978. His plans of flying were foiled when forced to turn back due to weather so he and Liz took to the road. Unfortunately a WAC chart is not ideally suited to navigation by road and after a wrong turn they eventually found Yarrandale.

Tony joined the Committee in 1979 serving for some time as Vice President before being elected President in 1988. He retired from the Committee in 1999 after 20 years of continuous service. Under his leadership the Association enjoyed a period of stability and steady growth with many successful fly-ins.

In September 2005 Tony suffered what was initially believed to be a stroke but later diagnosed as a skin cancer tumour in the brain and a bone infection. He underwent surgery in December but doctors were unable to remove the whole tumour.

Although Tony may have practised the law he was not so much a "book" man but a doer who constantly looked for practical solutions. His wise counsel, down to earth approach and good humour will be missed whenever the Airtourer fraternity gather. The sympathy and best wishes of the Association go out to Liz at this time of her loss.



Liz, Tony and EQA at the 21st AGM at Mildura. (Photo courtesy of Doug Stott)

President's Pen



17 May 2006

Greetings Everyone,

We were all greatly saddened to hear of the passing of Tony Matthews this week.

Some people might say that you couldn't form a very close friendship with someone you only meet two or three times a year at fly-ins, but Tony was that sort of man.

Quietly spoken, generous to a fault, and always cheerful. I will always have many fond memories of him, of being his observer in formation flying, of being on quality control missions checking out the products of the local vineyards, and of a memorable trip to Wanaka for the air show, when Tony and Liz accompanied us.

We will miss you Mate.

By the time you read this we will have carried out a site investigation for the next fly in at Narromine in September, preliminary details are elsewhere in this issue.

Narromine was the locale for the recent Natfly weekend, at which over 400 aircraft were on the field, and was a great success.

Narromine has developed into a busy spot these days and some seventy blocks have already been sold in its new Airpark development. Please make it a point to book your accommodation EARLY for this reason, (apart from the fact that we want to see you!).

Happy flying,

Bill Pennell

Tony Would Have Done It Better

Stan Tilley

Since my little health glitch in November last year I had not flown at all for around six months. Hence it was very embarrassing to discover that my Aero Club had decided that I would be fit so had entered me for the Australian Light Aircraft Championships to be held in Toowoomba in May. Not only was I entered in every event but they had booked the accommodation. Well, I would try to make it.

After every test known to man and beast my DAME gave me a clearance on the 4th April. What he forgot to tell me was that CASA would not look at anything until they received the now required \$130 payment FIRST. All I needed was the confirmation from CASA.

However my IFR rating was also expired by this time. More delays as the test could not be done until another \$65 was actually in CASA hands.

Time was running very short, but the plan was that following my IFR test on Monday, I would fly to Parkes on Tuesday, with my mate Don Prairie, where we would catch up with Liz and Tony then arrive at TWB on Wednesday for the comps beginning Thursday.

Tuesday was a 'shocker'. Low cloud, rain, freezing level 5000ft, and **40 to 50 knot headwinds**. One and a quarter hours for the 95 miles to Launceston followed by a further 2 ¾ hours over the Strait. Our planned refuel at Wangarratta was a "No-no". We had already used four of our total

endurance of 5 ¼ hours, so when the only hole appeared over the Strait about 40 miles due

South of Tyabb, we cancelled IFR ,changed to VFR and dropped through the muck into Tyabb for the night.(Tyabb does not have an instrument approach)

It was devastating to hear that Tony had died that day, whilst we were somewhere over the Strait battling with the weather.

More weather and ice the next day but beautiful by the time we reached Parkes. Fortunately, we were able to convince Liz to take a little time off so that we could take her to lunch.

Then it was on to Toowoomba. Don flew this leg and I enjoyed his comments and exclamations as we arrived in the dark. For those who do not know, Toowoomba 'drome is right in the City and the highway lights run parallel to and are much brighter than the runway lights. It is quite exciting.

The competitions were, for me, a disaster (no practice) but our Club did very well which was all that really mattered.

Then it was back to Parkes as we wanted to attend the services for Tony. When we landed Bill Pennell and Lorraine were just getting out of their aircraft.



Liz was delighted when it was suggested that we do a fly-over for Tony the next day.

“Yes please! – Not one but three”

So I pulled EQA out, gave it a daily, put some fuel in it and did a circuit to see how it was going. It is a lovely aeroplane and it was quite exciting to remember that eighteen months previously Tony had taken me flying in it. He did a whole series of aerobatics over Parkes and typical of Tony and it was very exciting. The aerobatics were performed at about 500 feet over the town and every time the wings were more or less level Tony would take his hands off the controls

“Beautiful aeroplane Stan. Look it flies hands off all the time!”

The main service was at Orange so Bill, Lorraine, Don and I hired a car and drove over.

It was a wonderful service. Tony was a legend in the town. Everyone knew him and personal tributes flowed in from his fam-

ily, his work mate and partners, his fishing mates, his Golfing Club mates, his Airforce friends and his Airtourer family.

Then there was the Wake held at the Parkes Golf Club. David Warne had by now arrived in his beautiful aircraft with Lindsay as passenger so four Airtourers were now present. It was regrettable that the wretched Sydney weather had prevented others from getting through.

So it was a quick formation brief for Bill, he was to lead the fly-past in XVV with Don on the left in MTL and myself to fly the ‘missing man’ in EQA.

I think it went alright as we buzzed the Club at 500ft with EQA eventually breaking off as the missing man and disappearing away in a barrel roll.

It seemed to be appropriate but I did hear the definite comment,

“Tony would have done it better. He would have been down to 50 feet”

Heard at the Hangar Door

Welcome back to flying status to Stan Tilley who was without a medical for some time. Not that he was ill for all that time, it was just CASA bureaucracy taking it's time (and Stan's money) to stamp paper.

A word of warning for those staying at the Peppercorn Motel at Narromine. During the recent planning visit by the President it appears there was a fault with the toaster resulting the fire alarm be triggered. The next door occupants, also Airtourer people, had a chuckle at President's expense....until next morning when their fire alarm was triggered by the toaster.

Stan Tilley claims the Australian Light Aircraft Championships were a “disaster” for him. Actually, he came second in the aerobatics!

Echuca 2006

John O'Halloran

Farmers in South East Queensland welcome the Airtourer AGM weekend, it means rain. Many years ago the inability to get to an Airtourer Fly-In prompted me to upgrade my Airtourer to IFR and Association Fly-Ins are the few times I need the rating. Jan and I were farewelled from a wet Caloundra aerodrome by Stu Hilsberg and launched into the overcast for a long day's flying to Echuca. After considering a number of routes I could not avoid the conclusion I needed an additional two fuel stops. Airborne again out of Inverell a quick check of the flight time revealed the ETA for Griffith was after 5pm and therefore after the Aeroclub refueller would have gone home. Another delay and possible callout fee. The seeds of a possible unsafe mindset were being sown, could I make Echuca without a fuel stop? Was this classic press-onitis.

My fuel planning was conservative with a variable and fixed reserve. The variable reserve is there to cater for unexpected winds reducing groundspeed, increased fuel burn etc. As the flight progresses, if the winds are favourable and fuel burn as expected then the variable reserve is still in the tank. However, this requires a good fuel quantity indicating system, a rarity in light aircraft. While the accuracy of the Airtourer fuel quantity indicating system has suffered from time and aerobatics not so Alan Wood's aux tank. Not only have I found the gauge to be accurate but I know I have at least 60 minutes of fuel at cruise power and mixture. A plan was coming together.

The flight time from Griffith to Echuca was just over an hour and along the way was Deniliquin. I would keep the aux tank full so when the main ran dry I knew



Pairs takeoff, COI and FVV.



Above: Best presented Airtourer WAU, leading the the lineup in front of it's home at Echuca.

Below: Dot Ross, Mike Fisher, Neils and Kathy Jensen on the bank of the Murray River before boarding the MV Mary Ann in the background.





Above: Silva and Phillip Cooper with Mel Hupfeld.

Below: The “Three Spinners” once again leading the Association in singing the Airtourer song. L to R. Beryl Marshall, Jan (I’m turning 50 in 3 weeks and my husband hasn’t organised anything) O’Halloran and Liz Matthews.





Above: David Wearne receiving the trophy for “Best Presented Airtourer” from Alan Wood.

Below: The team who have put so much effort into securing and cataloging the Airtourer jigs and parts. L to R. Hector Blemings, Lee Gordon-Brown, Scott Patterson, Monique Gillett and Jon Pels.





Above: Niels and Kathy Jensen receiving the award for “Secret Time of Arrival” from Beryl Marshall.

Below: Bill Penell presenting the award for “Best Presented CT4” to Margot Rayner and husband Ben Salmon.





Above: Stan Tilley as Chairman of the Co-op Board presenting Lee Gordon-Brown with a special plaque in recognition for the immense effort Lee has put into recovering and cataloguing the Co-op property recovered from MAI.

Below: Group photo after the AGMs.



I had 60 minutes of fuel. The weather was CAVOK so I calculated two critical points, one to return to Griffith and the other to Deniliquin. In each case I could arrive with a safe fixed reserve for the conditions. So when did the main tank run dry? It didn't! At top of descent for Echuca the engine was still running on the main. I wasn't about to have it run dry on descent or worse in the circuit so the aux was selected. When the tank was dipped it was however dry.

On descent inbound I heard a familiar callsign and the voice of Frank D'Alterio. Frank flew F18s in the RAAF with me and is also a Cathay Pacific Airbus Captain. I began to suspect that airline flying had finally eradicated all traces of the fighter pilot in Frank as he was doing an NDB approach in an Airtourer on a cloudless day with 100 miles visibility! I was a little reassured as we both approached the circuit and Frank suggested some formation. We agreed I would join on them but I was approaching at quite an angle so the rejoin would require careful judgement. Memories of fighter conversion at RAAF Williamtown returned. Our training included bombing at the Saltash range where we flew individual passes similar to a large circuit pattern. After the last bomb was released the four aircraft joined in close formation to return to Williamtown. The slightest misjudgement could delay the rejoin and our incompetence would be severely debriefed afterwards. Frank was a Fighter Combat Instructor (FCI) and I knew would be passing a critical eye over his old Flight Commander's rejoin. Once in formation I could see Mel Hupfeld in the aircraft as well. Mel also flew F18s with me, is an FCI as well but more recently led 75 Squadron into Iraq.

The Friday night gatherings are fast becoming as big as the traditional Saturday night AGM Dinner. The organisers wisely booked a private function room at the Workers Club as the din of members greeting each other and catching up on news since the last Fly-In was almost deafening at times. Beryl Marshall ensured an orderly procession past the buffet dinner by nominating a table order. Our smiles at being the first table were removed when we were relegated to last for dessert.

Saturday saw many members enjoying the sights of the historic town of Echuca. The name Echuca is an Aboriginal term for "meeting of the waters." The first white settlement was in 1853 when ex-convict Henry Hopwood established a punt crossing of the river. Hopwood worked hard to establish the town as a centre for business in the area. A wharf was constructed as the river was effectively an inland highway with the paddle steamers carrying wool, timber and other supplies required by the emerging towns on the river. He convinced the Government to extend the railway to Echuca which established it as the link from the river transport to Melbourne and from there to the rest of the world. As the railways spread the river trade declined but Echuca remained a local business centre. In recent times the once neglected port has been re-established as not only the largest collection of authentic paddle steamers in the world but a centre where the steam engines and vessels are rebuilt and restored.

Another local attraction on the itinerary was the Great Aussie Beer Shed. As a beer shed it has a collection of over 16,000 different drink cans but it has wider appeal with a huge collection of Australian and memorabilia. Set up by the local liquor

licencing inspector it is the result of over 30 years of collecting.

Meanwhile out at the aerodrome the flying activity was getting underway. In particular Frank D'Alterio's experience as an FCI was put to good use with Andy Morris flying what fighter pilots call combat wing. This is a loose formation position that allows the lead full manoeuvre capability and is very good for developing an appreciation of closure rates and flight path of another aircraft. It was good to see Frank and Mel give MTL a good workout throughout the weekend.

Saturday evening saw the Association gather on the banks of the Murray River to board the MV Mary Ann for dinner. Thanks to daylight saving it was bright enough to savour the beauty of the river while enjoying pre dinner drinks on the deck of the Mary Ann. As the cruise progressed and darkness fell the beauty of the river gums was literally highlighted by floodlights from the vessel.

After the presentations the gathering was in for quite a surprise as Mel Hupfeld treated us to a bagpipe recital. It was noted that as soon as we docked a number of other guests disembarked immediately! As usual the Airtourer crowd required encouragement to leave and allow the staff to prepare for another day.

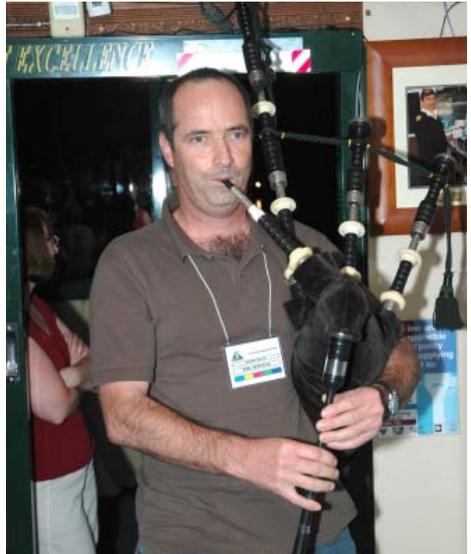
Sunday morning was occupied with the AGMs for the Association and Co-operative however it was noted that MTL was still flying.

Lunch at the Deep Creek Marina enabled us to experience another aspect of the Murray River. The Marina serves as a base for chartering river boats and some of the members could see the potential for a fly/cruise holiday.

Another successful fly-in helped by great weather and location on the Murray River. The overall smooth running of the weekend was due to the efforts of Beryl and Lindsay Marshall, and David Wearne and his colleagues at the Aero Club, well done and thank you.



The team that made the weekend such a success. L to R. Lindsay and Beryl Marshall and David Wearne



Know your fellow members: Left, Frank D'Alterio in disguise wearing Beryl Marshall's hat and right, Mel Hupfeld introducing the Association to the joys of the bagpipes.

Sheriff's Fines

We raised \$78 for the RFDS through fines, and it's been suggested that we make this a regular event.

1. Bill Miller - Not advising attendance at AGM - The heftiest of fines \$5, which Bill wants quoted as he wasn't given a receipt. He was charged Seniors rates!
2. Ian Donovan - Losing Motel room key - Beryl was prepared to sell it to the highest bidder.
3. Gwen Williams - Winning the cost of Friday night's dinner in the Pokies.
4. Margot Rayner - Getting her photo and aircraft in Echuca's paper.
5. Bill Pennell - Getting lost driving in Echuca.
6. Dot Ross - Packs light, wearing PJ top as day wear.
7. Peter Bons - Exiting meeting to look at Aircraft overhead. Beryl reprimanded, "If everyone left the meeting to look at aircraft flying overhead, it would throw the meeting into chaos." (...and John O'Halloran would not be pleased!)
8. Barry Gray - Mobile phone rang during Co-op meeting.
9. Pat & Cath Kelly - Arrived at Echuca AGM wearing Toowoomba name tags! "Did we make a wrong turn?"; asked Pat.
10. Pat Kelly - Arriving in the middle of the Co-op AGM, and being thrown out by JOH
11. Beryl Marshall - Foot in mouth disease.

THE SHERIFF OF LOCKINGTON INTERROGATES.....

Rodger Bayliff

(Interrogated 23 March, 2003 at Wangaratta's AGM,

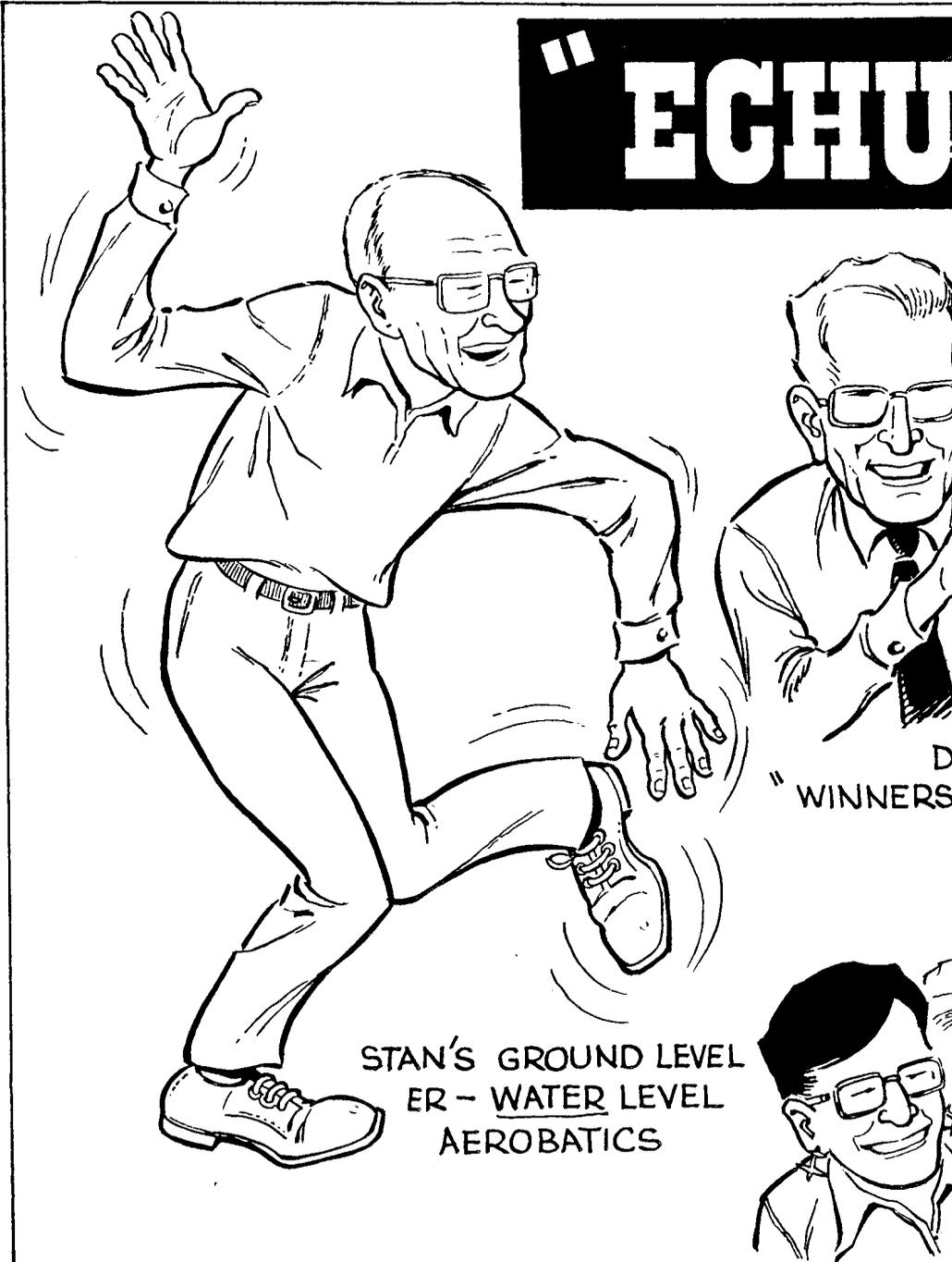
Whilst travelling on the 'prison' bus between
Beechworth & Wangaratta).



1. Which part of the Uniting Kingdom do you live? *Livingstone, west of Edinburgh, Scotland*
2. Occupation? *Landlord, I was an IT Consultant.*
3. How long have you been a Pilot? *18 years.*
4. How old were you when you got your Pilot's licence? *36 years.*
5. How did your interest in flying begin? *I've always wanted to be a pilot, because Dad was in the Air Force. A Motor Bike accident ruled out flying as a career.*
6. Do you own an Aircraft? *I share own, with Alan Hart, Airtourer Super 150, registered G-AZOE, which we purchased in 1995.*
7. Have you a Scary story to relate? *Shortly after my first solo, I learned to fly at Glasgow airport which is a very busy International Airport, I was practising circuits and on one occasion when orbiting at end of down wind leg, and thought I had been cleared to land, proceeded on base and flew in front of a landing 737 – not sure whether me or the 737 pilot got the biggest fright.*
8. Other interests? *Dogs, I have a German shepherd. Elaine has a Giant Schnauzer.*
9. What, or who, made you decide to come to this convention? *Elaine (Di Giulio), who is here in Australia, she originates from Scotland, so I came to see her and to attend the convention.*
10. How long are in Australia for? *5 weeks.*
11. What parts of Australia are you seeing? *Melbourne, Wangaratta, Sydney, Tasmania.*
12. Your impressions of Australia? *Hot – but then I came from -5°. Very friendly.*

Sorry Rodger it has taken so long to get your interrogation into the Newsletter, no-one's fault really, but perhaps we left the best of the UK attendees at Wangaratta until last. Hope to see you again.

The Sheriff.



" ECHU



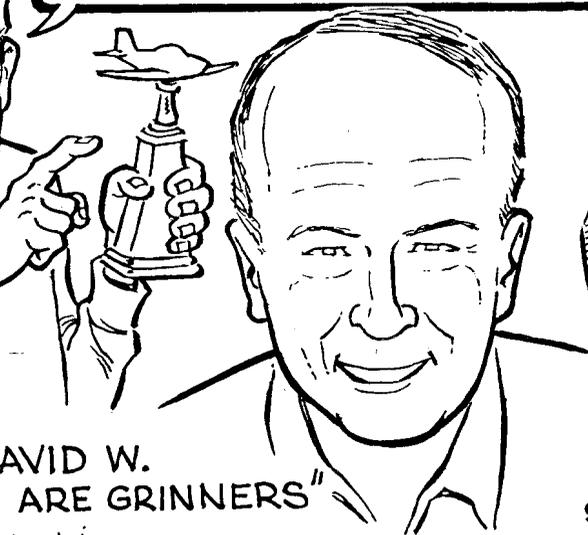
D
" WINNERS

STAN'S GROUND LEVEL
ER - WATER LEVEL
AEROBATICS

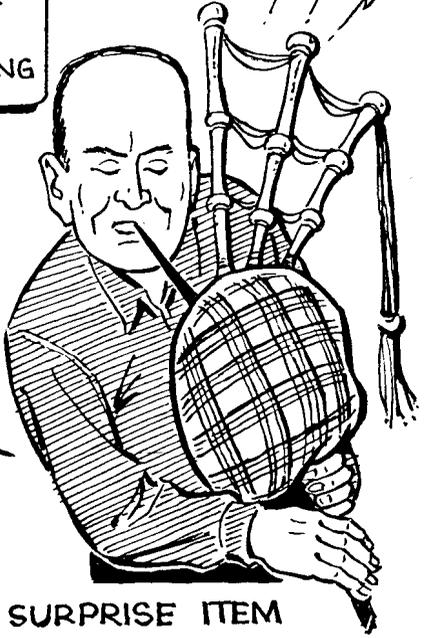


GA 2006

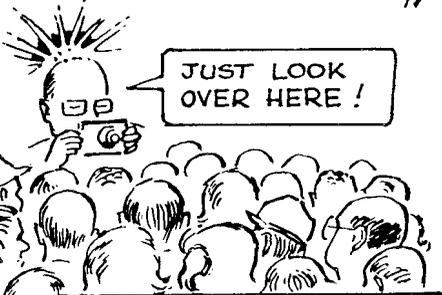
...JUDGING GOT VERY COMPLEX --SO MUCH THAT STAN HAD TO LIE DOWN AND HAVE COUNSELLING



DAVID W. ARE GRINNERS



SURPRISE ITEM



JUST LOOK OVER HERE !

CONCENTRATE ON THE SHINY SPOT ON DOUG'S HEAD !!

FOOTNOTE ! WHERE WAS THE PHANTOM ? -WAS HE CRIME-FIGHTING OR WHISTLE BLOWING AT THE GAMES ?



NO ! BUT YOU'VE GOT TO ASK YOURSELF - WHERE WAS THE WHITE VAN !!

GL

Minutes of the Annual General Meeting of the Airtourer Association (Inc.) held at Echuca Airport on 26th March 2006

Present: Mr. Bill Pennell President
Mr. Andy Morris Vice President
Mrs. Colleen Murray Treasurer
Mr. John O'Halloran Secretary
Mr. Stan Tilley
Mr. Alan Wood
and 40 members. (List attached as Annex A)

Apologies: Mr. David Hall and 11 members. (List attached as Annex A)

The President opened the meeting at 9:40 AM.

Minutes of the previous Annual General Meeting.

The Minutes of the previous Annual General Meeting were published in the May 2005 Association Newsletter.

Moved John O'Halloran, seconded Jack Murray that the Minutes be accepted as a true and correct record of that meeting.

Carried.

Business Arising From The Minutes

Nil.

Reports

President's Report

President Bill Pennell reported another successful and active year for the Association. He acknowledged that the events of both the Association and Co-op AGMs at Broken Hill generated some diverse opinions, in particular regarding the Association's financial support for the Co-op. In hindsight the Committee could have communicated their rationale for the donation more effectively at that meeting. Nevertheless, it was clearly explained in the subsequent May 2005 Newsletter. It was important now that all members worked together to support our great aeroplane.

Bill acknowledged the long serving support of Ron Steibel who passed away during the year and wished past President, Tony Matthews our best wishes and speedy

recovery from his current illness.

Treasurer's Report

Mrs. Colleen Murray presented the Statement of Receipts and Expenditure, included at Annex B. She reported a small profit from both the Broken Hill AGM and President's Fly-In.

Proposed Graham Wood, seconded Stan Tilley 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.

John O'Halloran noted that there were two items on the Financial Statement listed as "T" Shirts to the value of \$282.05 and one A/D VAT 30 kit at \$120.00. These items had been reported for many years, no longer represented the value assigned and proposed that they be written off, seconded, Liz Matthews.

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 down slightly from last year with some long time members who had long since sold their aircraft not renewing.

General Business

Association Web Page.

Doug Stott reminded the members of the Association web page and requested feedback of the usefulness of the information. He wished to include a section on prominent members who had passed away and requested a good head and shoulders photo of Sonny Rankin.

Historian

Doug Stott requested that members consider donating any Airtourer memorabilia to the Association.

He reported that aviation historian and writer Mr. Keith Meggs was compiling a comprehensive history of Australian aircraft production. This included a section on the Airtourer and Keith had been in contact with Doug in his role as historian. Keith had a

number of questions and these would be posted on the Association internet site.

Affiliated Organisations.

The Secretary reported a request from Leisure Flight Australia for the Association to consider joining them. Leisure Flight was formed to lobby CASA to enable General Aviation to be self administering. The Secretary noted that the Association was already a member of AOPA. The subsequent discussion debated the merits of these organisations without any clear conclusion. The matter was left in the hands of the Committee.

Future Fly-Ins.

Doug Stott requested the Committee provide as much notice as possible on future fly-ins to assist members arranging time off.

John Treble advised the Victorian Christmas Fly-In would be on the 1st Sunday in December at Keynton. More details would be available in later Newsletters.

The Committee advised that the 2008 AGM was tentatively planned for Griffith in accordance with tradition.

2009 would be the 50th anniversary of the first flight of FMM. Since FMM was now at the Nowra Museum the Committee would look into holding the 2009 AGM at Nowra.

Election of the New Committee

The President declared all positions vacant. The outgoing Secretary reported that 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 was appointed 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 10:20 AM.

Airtourer Association Annual General Meeting

Echuca 26 March 2006

Statement of Receipts and Expenditure 1/4/ 05 to 1 /3/ 06

Receipts		Expenditure	
Credit Balance	9178.11	Credit Balance	10039.11
Membership Fees	3485.00	Bank Fees	67.95
AGM Broken Hill	4962.70	AGM Broken Hill	5740.00
Advertisements - Newsletter	120.00	Shirts Caps Badges etc.	95.15
President's FlyIn-Toowoomba	2768.00	Pres. FlyIn - Toowoomba	2496.40
AGM Echuca	1450.00	AGM Echuca	500.00
		Newsletter & Postage	1154.35
		Stationery	64.90
		Public Liability Insurance	591.25
		AOPA	125.00
		Flowers	189.00
		Internet	220.00
		Dept of Fair Trading	66.00
		Trophies	614.70
Total	21963.81	Total	21963.81

Reconciliation

Credit Balance	10039.11
'T' Shirts etc. approx.	282.05
1 A/D VAT 30	120.00
Total	10441.16

Airtourer Co-operative Financials January to December 2004

At the 2006 AGM some members reported not having seen the Financial Statements at the 2005 AGM at Broken Hill. Copies were distributed however they are reproduced again on the next two pages

AIRTOURER CO-OPERATIVE LTD

PO BOX 672
AVALON BEACH
NSW 2107

Profit & Loss [With Last Year]

January 2004 through December 2004

20/04/2005

4:15:26 PM

	This Year	% of Sales	Last Year
Income			
Sales	\$20,009.40	46.4%	\$52,713.78
BANK INTEREST	\$1,244.51	2.9%	\$1,733.92
SUBSCRIPTIONS RECEIVED	\$1,860.00	4.3%	\$210.00
DONATIONS RECEIVED	\$20,000.00	46.4%	\$0.00
Total Income	\$43,113.91	100.0%	\$54,657.70
Cost of Sales			
Purchases	\$10,713.43	24.8%	\$39,580.98
Total Cost of Sales	\$10,713.43	24.8%	\$39,580.98
Gross Profit	\$32,400.48	75.2%	\$15,076.72
Expenses			
General & Administrative Exp			
Accounting Fees	\$1,182.50	2.7%	\$1,320.00
Legal Fees	\$64,257.46	149.0%	\$26,382.37
Bank Charges	\$22.01	0.1%	\$30.21
insurance	\$919.04	2.1%	\$893.61
Dues and Subscriptions	\$0.00	0.0%	\$329.12
Telephone	\$38.00	0.1%	\$652.00
TECHNICAL SEVICE FEES	\$2,310.00	5.4%	\$4,117.00
Freight Paid	\$597.00	1.4%	\$672.00
Late Fees Paid	\$171.00	0.4%	\$0.00
Operating Expenses			
Postage	\$965.00	2.2%	\$590.00
Printing	\$421.30	1.0%	\$330.00
Total Expenses	\$70,883.31	164.4%	\$35,316.31
Operating Profit	-\$38,482.83	(89.3%)	-\$20,239.59
Other Income			
Net Profit / (Loss)	-\$38,482.83	(89.3%)	-\$20,239.59

AIRTOURER CO-OPERATIVE LTD

PO BOX 672
 AVALON BEACH
 NSW 2107

Balance Sheet [Last Year Analysis]**December 2004**

20/04/2005

4:14:13 PM

	This Year	Last Year	\$ Difference
Assets			
Current Assets			
Cash On Hand			
Cheque Account			
Total Cash On Hand	\$13,372.28	\$53,514.08	-\$40,141.80
Trade Debtors	\$2,794.00	\$10,561.00	-\$7,767.00
Deposits Paid Federal Court	\$20,000.00	\$0.00	\$20,000.00
Merchandise Inventory	\$16,000.00	\$12,000.00	\$4,000.00
Total Current Assets	\$52,166.28	\$76,075.08	-\$23,908.80
Warehouse Equipment			
Warehouse Equip at Cost	\$1,075.00	\$1,075.00	\$0.00
Total Warehouse Equipment	\$1,075.00	\$1,075.00	\$0.00
Total Assets	\$53,241.28	\$77,150.08	-\$23,908.80
Liabilities			
Current Liabilities			
Trade Creditors	\$16,705.03	\$2,848.00	\$13,857.03
GST Liabilities			
GST Paid	\$0.00	-\$717.00	\$717.00
Total GST Liabilities	\$0.00	-\$717.00	\$717.00
Total Current Liabilities	\$16,705.03	\$2,131.00	\$14,574.03
Long term Liability			
members deposits	\$20,900.00	\$20,900.00	\$0.00
Total Liabilities	\$37,605.03	\$23,031.00	\$14,574.03
Net Assets	\$15,636.25	\$54,119.08	-\$38,482.83
Equity			
Owner's/Shareholder's Equity			
RESERVES	\$200.00	\$200.00	\$0.00
Total Owner's/Shareholder's Equity	\$200.00	\$200.00	\$0.00
Retained Earnings	\$50,432.34	\$70,671.93	-\$20,239.59
Current Year Earnings	-\$38,482.83	-\$20,239.59	-\$18,243.24
Historical Balancing	\$3,486.74	\$3,486.74	\$0.00
Total Equity	\$15,636.25	\$54,119.08	-\$38,482.83

Minutes of the Annual General Meeting of the Airtourer Co-operative Ltd held at Echuca Airport on 25th March 2006

Present:	Mr. Stan Tilley	Chairman
	Mr. H. Blemings	Director
	Mr. John O'Halloran	Director
	Mr. Lee Gordon-Brown	Director
	Mr. Alan Wood	Director
	and 22 active members. (List attached as Annex A)	
Apologies:	Mr. Stuart Hilsberg	Director
	Mr. R. Evans	

Opening

The President opened the meeting at 1040 and outlined the requirements under the law, and laid out in the Co-operative rules, that only active members are entitled to vote. Active membership required payment of an annual subscription. He noted that a number of members were inactive in that they had not paid the current subscriptions and that some members were unclear of the requirements of the rules. In the interest of openness all interested parties other than active members would be allowed to attend the meeting and allowed to speak at the discretion of the Chairman.

Mr Doug Stott advised that a number of inactive members were reluctant to pay the current subscription as no financial statements had been presented for the last two years. Mr. John O'Halloran advised that the financial statement was presented at the last AGM and reminded Mr. Stott that he was part of a discussion on the apparent absence of the shareholders capital from the Balance Sheet in that statement. This discussion was recorded in the Minutes of the 2005 AGM. Mr John O'Halloran remarked that there were insufficient copies of the financials for all members at Broken Hill which possibly led some members to assume that none were presented. The 2005 AGM Minutes including Financial Statement were opened and discussed further. (See Business Arising from the Minutes).

The Chairman adjourned the meeting for 15 minutes to enable inactive members to pay the subscription to become active. A number of members availed themselves of this opportunity.

Minutes of the previous Annual General Meeting.

When the meeting was reconvened at 1115 Mr. John O'Halloran read the minutes of the previous AGM held at Broken Hill.

Moved John O'Halloran, seconded Bob Peak that the Minutes be accepted as a true and correct record of that meeting.

Carried.

Business Arising From The Minutes

2005 Financial Statements.

In the 2005 AGM Minutes the Chairman reported that the balance sheet no longer reflected the shareholding. This had led to extensive discussion on the change of status from a Co-operative with shareholding to one with subscription. A closer examination of the Balance Sheet shows an entry under Liabilities titled "Members Deposits" to the value of \$20,900. Currently there are 42 members who were originally shareholders which corresponds to a shareholder liability of \$21,000. Doug Stott explained that the discrepancy of \$100 was probably due to a past practice of applying a \$100 handling fee on transfer of shares.

The previous Minutes recorded that Mr. Stott requested that the shareholding be shown on the Balance Sheet. It was determined that the shareholding was included as requested, furthermore it was also included on the Balance Sheet to be presented later in this meeting.

Reports

Chairman's Report

The Chairman's report is presented at Annex B. Moved Elizabeth Matthews, seconded John Sheehan that the Chairman's Report be accepted.

Carried.

Financial Report

The Financial Statements consisting of Balance Sheet and Income and Expenditure Statements were presented and included at Annex C. Unfortunately an error in printing resulted in incorrect copies of the Income and Expenditure Statement being distributed. John O'Halloran read aloud the correct figures and allowed any members who wished to peruse it to do so. It was noted that a Liability of \$20,900 was included representing the value of previous shareholding to be refunded.

Assets included an entry of \$40,000 for Type Certificates (TC). Mr. George Penfound enquired as to how this value was assessed. Mr. John O'Halloran explained the difficulty in assigning a value to intellectual property but after taking into consideration that Aircruiser TC was recently sold for around \$50,000 a value of \$40,000 was assigned for the five Airtourer TCs. In assessing this value the Directors were deliberately conservative to ensure they did not report an unrealistically inflated value.

Moved John O'Halloran, seconded Graham Wood that the Financial Statements be accepted.

Carried.

Membership Report

John O'Halloran advised that the Directors were actively pursuing their obligation in law to ensure all members were active. To this end all shareholders at the transition in March 2003 were contacted explaining that they automatically became members and the requirement for all members to be active. They were given the opportunity to resign their membership or become active by subscribing. Additionally, they were given the opportunity to donate the value of the shareholding to the Co-operative.

General Business

Airtourer Association Donation.

The Directors had received feedback from the membership indicating a desire to return the funds donated by the Airtourer Association. The Co-operative gratefully acknowledged the invaluable support from the Association at a difficult time and advised that it is now Co-op policy to return an equivalent amount as and when the Co-op funds allow. The Directors will review this on an annual basis.

Subscriptions

The Directors acknowledged that an annual subscription of \$200 placed a burden on many owners. Nevertheless, this amount was in line with other clubs in the community and assisted the Co-op to re-establish its financial status after the expensive court action. However, they envisaged a reduction in subscriptions next year.

The Board proposed that the current subscription amount remain at \$200 but that the subscription period, including all subscriptions paid to date, be extended to the next AGM. Mr Doug Stott required a date to be set rather than the next AGM and proposed 30 April 2007.

Carried.

There was some discussion regarding the fairness to those members who paid the \$200 subscription compared to any member who delayed joining until the subscriptions reduced. One member suggested an initial joining fee followed by a subscription. The Board undertook to investigate and report to the next AGM when recommending the next year's subscription.

Supply of Parts

Questions were raised regarding pricing and in particular if non members would be charged a premium for parts as had been the practice some time ago. John O'Halloran pointed out that the law did not allow the Co-operative to supply parts to anyone who was not an active member.

There was some discussion regarding who could be active members, in particular did they have to be the Certificate of Registration (CofR) holder. The Board advised that there was no limitation on who could become an active member other

than they must avail themselves of the services of the Co-op. Since the CofR holder was legally responsible for airworthiness of a particular aircraft the Board had written in the first instance to all CofR holders.

Long Term Plan

Mr. Andrew Ronald enquired if the Board had a five year business plan for the Co-op. The Board advised that the first step in developing such a plan was to establish the current position. Since the Co-op had only just regained the physical assets such as the jigs and dies much work was still required to establish the current position. Only then could the actual requirements that dictate the plan be determined.

Election of the New Committee

The Rules required that two Directors retire at the AGM. However, some of the Directors had filled casual vacancies during the last year and were also required to stand down. The entire Board therefore retired but offered themselves for re-election. Further nominations were called from the floor and there being no further nominations the outgoing Directors were reappointed. The Board is as follows:

Chairman	Mr. Stan Tilley
Directors	Mr. Hector Blemings
	Mr. John O'Halloran
	Mr. Alan Wood
	Mr. Stuart Hilsberg
	Dr. Lee Gordon Brown

Mr Bill Pennell moved a vote of thanks to the Board for their efforts over a difficult period.

Carried by acclamation.

Closure

There being no further business the meeting was closed at midday.

Annexes:

- A. List of Attending Active Members
- B. Financial Statements
- C. President's Report

Airtourer Co-operative Pty LtdHoxton Park Aerodome
HOXTON PARK NSW 2168**Profit & Loss [With Year to Date]****January 2005 through December 2005**

9/02/2006

11:36:24 AM

	Selected Period	% of Sales
Income		
Sales	\$39,809.25	84.0%
Bank interest	\$454.32	1.0%
Subscriptions received	\$6,430.00	13.6%
Donations received	\$695.00	1.5%
Total Income	<u>\$47,388.57</u>	<u>100.0%</u>
Cost of Sales		
Purchases	\$29,173.15	61.6%
Total Cost of Sales	<u>\$29,173.15</u>	<u>61.6%</u>
Gross Profit	<u>\$18,215.42</u>	<u>38.4%</u>
Expenses		
General & Administrative Exp		
Accounting Fees	\$1,188.04	2.5%
Legal Fees	-\$4,977.30	(10.5%)
Bank Charges	\$24.00	0.1%
insurance	\$1,360.40	2.9%
Telephone	\$761.00	1.6%
Technical service fees	\$4,708.00	9.9%
Operating Expenses		
Postage	\$1,286.85	2.7%
Rent of store vic	\$3,000.00	6.3%
Total Expenses	<u>\$7,350.99</u>	<u>15.5%</u>
Operating Profit	<u>\$10,864.43</u>	<u>22.9%</u>
Other Income		
Net Profit/(Loss)	<u>\$10,864.43</u>	<u>22.9%</u>

Airtourer Co-operative Pty LtdHoxton Park Aerodome
HOXTON PARK NSW 2168**Balance Sheet [Last Year Analysis]****December 2005**9/02/2006
11:35:56 AM

	This Year	Last Year
Assets		
Current Assets		
Cheque Account	\$35,051.03	\$13,402.28
Trade Debtors	\$10,189.50	\$2,794.00
Deposits Paid Federal Court	\$0.00	\$20,000.00
Merchandise Inventory	\$3,000.00	\$16,000.00
Fixed and Intangible Assets		
Warehouse Equip at Cost	\$1,075.00	\$1,075.00
Jigs and Dies	\$30,000.00	\$0.00
Type Certificates	\$40,000.00	\$0.00
Total Assets	\$119,315.53	\$53,271.28
Liabilities		
Current Liabilities		
legal creditors	\$0.00	\$16,705.03
Accrued Expenses	\$1,884.85	\$0.00
members deposits	\$20,900.00	\$20,900.00
Total Liabilities	\$22,784.85	\$37,605.03
Net Assets	\$96,530.68	\$15,666.25
Equity		
Owner's/Shareholder's Equity		
RESERVES	\$200.00	\$200.00
Court Settlement	\$70,000.00	\$0.00
Retained Earnings	\$15,466.25	\$15,466.25
Current Year Earnings	\$10,864.43	\$0.00
Total Equity	\$96,530.68	\$15,666.25

Chairman's Report Airtourer Co-op. 2005

Stan Tilley.

It is very pleasing to report that the year ending December 2005 has been very successful.

Successful because:

1. The Co-op has finally reached agreement for the return of the type certificate for the aircraft, following the default of Millicer Aviation to whom the T/C had been transferred under special conditions.
2. Despite the problems associated with getting the return of the T/C, the Co-op has been able to keep all the Airtourers series aircraft flying.

No Airtourer has ever been grounded or been refused ongoing support for it to remain airworthy.

Certainly, the T/C for the Airtourer was transferred to Millicer. The transfer was made under certain conditions. These conditions were not adhered to so legally the T/C had to be returned.

Millicer was already in administration in early 2002 so it was devastating to the Co-op board that it was necessary to take them (Millicer) to court to force them to comply with the terms covering the return of the T/C. In fact it was more than devastating in that the legal exercise cost more than \$110,000, money which we all know is required to maintain our aircraft.

The fact that the T/C is being returned is entirely due to the actions of the Co-op board and in particular to the Chairman for the past few years, Hugh Knox. No one should underestimate the work done and the hours spent by Hugh and the other members of the board, who all act in a **voluntary capacity- without any financial reward or reimbursement**. Why? To keep our aeroplanes flying.

"Thank you Hugh and your team"

Most owners do seem appreciate the efforts made and this has been shown by the willingness of the Association to contribute to the excessive cost that was forced on us all by the illegal behaviour of the lessee.

Since early 2002, Millicer Aviation has been under administration. Because of the court action forced on us to regain control of our T/C it has not always been possible for the board to keep members fully informed.

The position is now clarified on the T/C, but it is now time to get straight matters such as just who should be and who are 'Active Members' of the Co-op and what are the responsibilities of members.

When the Co-op was first proposed, many of us purchased shares to the value of

\$500 to get the Co-op formed. (I personally never expected to see my \$500 again but was delighted that the Co-op did get going and has been able to support my aeroplane fully for the past 25 years or more.) The Co-op is registered in NSW and some years ago, it was required to change its format.

This change meant that there were no longer shareholders, but members, who must be active. In order to be active, members have to pay an annual membership fee and make use of the Co-op. Members who are not active must resign and it is a requirement of the Act that this rule must be enforced by the board.

Former shareholders became creditors of the Co-op and were not members unless they fulfilled the other requirements to remain active.

I am pleased to report that the Co-op has written to all original shareholders advising them that the \$500 is being paid back. It is also very pleasing to report that many of these 'originals' both current active and former members, have in writing, returned the \$500 as a donation to the Co-op and this action is very much appreciated. "Thank You"

Another huge bonus for the Co-op has been the recovery of the jigs and forms required for the construction and repair of Airtourers. This material was part of the transfer to Millicer who modified some of it. It was required by law to be returned to the Co-op in the same manner as the T/C.

Since the closure of the Millicer factory, these items were shifted about, but the Co-op had the great foresight to pay for the storage until the items could be recovered.

Recently, following a tremendous amount of work put in by a dedicated team of workers, this equipment was recovered and transported from Sale to Melbourne where it is securely housed.

We cannot thank enough Lee Gordon-Brown, and Scott Patterson, who turned up with (and paid for) trucks and trailers, and their drivers, assisted by Hector Blemmings, Jon Pels and Monique. I even got in the act but as I was not legally flying had to 'con' a friend and pilot, Don Prairie, not only to fly MTL for me, from Hobart to Latrobe Valley and return but to work as well.

Since that trip, Lee has racked, cataloged and itemised over 2000 items. What a fantastic effort.

The Co-op can now concentrate on it's prime objective – that is to keep the Airtourers flying.

There is a lot of work ahead but if we all cooperate, it is looking good.

One sad note is that those who served with great distinction as volunteer chairmen of the Co-op have not lived to see the present success of the organisation. Three top mates, Guy Main, Sonny Rankin and Peter Roche have died in service. Our immediate past Chairman has fortunately recovered following surgery for a life threatening condition. The future looks bright, not only for Hugh but the Co-op as well.

**Airtourer Association
President's Fly-In
Narromine, N.S.W.
22nd to 24th September, 2006**

We hope you will join us for a week-end of fun and friendship.

**ACCOMMODATION CRITICAL – ROOMS WILL BE HELD AT PEPPERCORN
MOTOR IN UNTIL END OF JULY 06 – After that you take pot-luck.
WHEN BOOKING ACCOMMODATION PLEASE MENTION
AIRTOURER ASSOCIATION**

Peppercorn Motor Inn – Three Star

Mitchell Highway, Narromine

Phone 02-68891399

*Air-conditioning, Heating, Laundry, Barbeque Area, TV with Austar, Pool
Close to Airport – Golf Course next door.*

Within walking distance(1 Km) of Airport and Town

Single, Double/Twin, Family \$59 (includes 1 Adult) Each Extra Adult \$11

Aerodrome Caravan Park - Three Star

Trangie Road, Narromine (at the Airport)

Phone 02-68892129

Cabins with Airconditioning, Queen Size Beds, Ensuite,

Shared kitchen facilities, 50m from Aero Club, 2 Km from Town

*Cooked (\$16.50) or Continental (\$7.50) Breakfast can be arranged in Kitchen/Dining
Room*

Stockman Motor Inn – Three & Half Stars

Mitchell Highway, Narromine

Phone 0268892033

*All the usual Gear. Single - \$68 Double - \$78 Twin – \$80 per night
Unfortunately Saturday night is booked out for a wedding but it may fall over.*

Imperial Hotel Phone 02-68887512 (Just refurbished) and
Narromine Hotel Phone 02-68891017 have rooms but shared bathrooms

**PLEASE NOTE – THERE IS A WEDDING ON IN TOWN THAT WEEK-
END AND ACCOMMODATION WILL BE CRITICAL. PLEASE MAKE YOUR
BOOKING EARLY**

Weekend activities: Still being finalized, will be advised with August Newsletter.

Probable Venues, etc.

Friday night dinner - R.S.L.

Saturday night dinner – Aeroclub (which has an excellent function room)

Sunday night – Barbeque at Gliding Club

There is an excellent **Aviation Museum** located at the Airport which is open all weekend and is well worth a visit - \$5 entry fee.

Other venues - The Lime Grove, Narromine Cottage Craft, Narromine Iris Farm, Swane’s Rose Nursery

Please complete the attached form or email details to Lorraine at

bigsky@bigpond.net.au or fax to Lorraine on 07 - 4697 6581 or mail to L. Howson, P.O. Box 1642, Coorparoo. Qld. 4151

Please send your deposit of \$50 per person to:

Colleen Murray
74 Florida Avenue
NEW LAMBTON. NSW. 2305

I / we will be attending the President’s Fly-In to Narromine in September 2006

1st Name: _____ Surname: _____

Co-Pilot

1st Name: _____ Surname: _____

Names of others attending: _____

Staying at: _____

Reg. No. of Transport: _____ (Aircraft / Car)

Estimated Date & Time of Arrival: _____

Anticipated Day & Time of Departure: _____

Deposit of \$50 per person required: No. of people ____ x \$50 = Total \$ _____

Calendar of Events

President's Fly-In 2006
Narromine NSW
22nd to 24th September 2006
Details pages 34 & 35

Welcome

Gary and Sally **Burr** of Berridale Tasmania who purchased Airtourer 115, TWE.
Barry and Margaret **Foster** of Iverloch Victoria with Airtourer 115, MUV.
David and Marguerite **Giles** of Waharoa in New Zealand

Continued from page 2

Details of the next Fly-In are in the preceding pages. Your Committee are planning some aircraft / flying related activities to help develop our aviation skills. We look forward to seeing you all there. Narromine is a popular location so please book early.

In the minutes of the Association AGM mention is made of Leisure Flight Australia. They were formed to lobby CASA to allow GA private flying to become self administering. The Committee is still evaluating the merits of the organisation and would request feedback from the members. Please visit www.leisureflight.com.au for further information on Leisure Flight's aims and activities.

Safe Airtouring,

John O'Halloran

For Sale

12 Volt Boost Pump. New for Airtourer 100, 115 or 150 Carburetor Models
Ph (02) 6746 3032 \$280.00