

May 2005
Newsletter No.114

AIRTOURER ASSOCIATION



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



NEWSLETTER

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

Financial Assistance to the Airtourer Co-operative

John O'Halloran

The Association AGM at Broken Hill was possibly the most controversial I have experienced with the Committee advising the members of the transfer of \$20,000 to the Co-Op. Subsequent to the meeting there has been much discussion with some members clearly unhappy with the Committee's actions. I am confident that the vast majority of members, when fully informed, will support the Committee and I take full responsibility for not clearly explaining the reasoning of the decision at the meeting. I have included below an extract from the Committee Minutes where the decision was ratified.

The Association received a request from the Airtourer Co-Operative for \$20,000 to support the ongoing legal action to enforce the terms of the Sales Agreement with Millicer Aircraft Industries (MAI).

MAI had ceased trading and an Administrator had been appointed to wind up it's affairs. MAI's Administrator, as the respondents in the legal action, had asserted that the Airtourer Co-Operative was not financially viable and the Court in turn required the Co-Op to deposit the sum of \$20,000 as well as providing details of it's finances. If the Co-Op failed to do so, the Court would most likely rule in the respondents favour and dismiss the case brought by the Co-Op. As the Co-Op did not have the funds available it requested the help of the Association.

The Committee was fully aware of the seriousness of the request both for the Co-Op as well as the Committee's responsibility to it's members. A formal Committee meeting was not practical and the matter was discussed by telephone and emails over a number of days. The decision was to be ratified at the next Committee meeting. The following are some of the matters the Committee considered during it's deliberations.

a) If the funds were not deposited by the Co-Op the Court action would finish with the Airtourer Intellectual Property remaining with the Administrator. In disposing of this intellectual property the administrator is required to consider the best interest of MAI's creditors, not the Airtourer owners.

b) The Association had sufficient funds in a term deposit and cheque account to satisfy the Co-Op request.

c) The Secretary reviewed the Constitution and advised that under para. 16 the Committee, "has power to perform all such acts and do all such things as appear to the Committee to be necessary or desirable for the proper management of the affairs of the Association." Additionally, under para. 39, Funds Management, "...the funds of the Association shall be used in pursuance

of the objects of the Association in such manner as the Committee determines.”

d) The Aim of the Association was “...to maintain all Victa and A.E.S.L. Airtourer and derivative aircraft airworthy at minimum cost.” Enforcing the sales agreement to return the intellectual property to the Airtourer Co-Operative was consistent with the Aim.

e) The Committee considered the transfer of the funds as a loan however this would need to be reported by the Co-Op to the Court as a liability which could support the respondents assertion that the Co-Op was not financially viable.

f) The Committee considered purchasing property to the value of \$20,000 currently held by the Co-Op, however this would incur GST. Additionally, the Association was not structured to provide the support associated with purchase of such property. If the Co-Op was successful and the property was transferred back to the Co-Op, GST would again be incurred. Any transfer of property would reduce the assets reported by the Co-Op to the Court, weakening their defence against the respondents assertion that they were not financially viable.

g) The Committee observed that the respondents in the legal action appeared to be taking steps to avoid having the case heard on it's merits. If the transfer became known to the respondents they may take other delaying action. In order to protect the Co-Op legal position the transfer was therefore considered “Committee-in-confidence” until the next AGM.

The Committee considered the above and determined that:

a) They had the authority to transfer the funds,

b) Transfer of the funds was at least consistent with, and possibly essential in achieving the aim of the Association as defined in the Constitution.

c) Any transfers that incurred a liability against the Co-Op would weaken it's position in Court.

The Committee therefore resolved to transfer to the Co-Op the requested sum of \$20,000 to be ratified at the next Committee meeting.

The Committee believed that there was a very real possibility that if the funds were not transferred then the Court case would fail. In this case the control of the Type Certificates and Intellectual Property associated with the Airtourer would not be in the hands of the owners. Long term support for the Airtourers, especially airworthiness support, would not be guaranteed. The Co-Op would not have the authority to have parts made and owners would be at the whim of whoever did eventually obtain the Intellectual Property.

A very real example of the importance of the Intellectual Property is the current situation in the UK where the UK CAA could no longer provide airworthiness support. Since Glosair no longer existed it offered the owners the option of finding the equivalent of a CAR35 engineer to take on that responsibility or place their aircraft under the control of the Popular Flying Association. This is the equivalent of making it Experimental under the SAAA in Australia and has limitations such as not being able to fly outside the UK, no flying over built up areas and no night flying. Once the UK CAA were advised that the Co-

Op had regained the Type Certificates and would provide the necessary airworthiness support then the UK owners could continue operating their aircraft as before.

A number of members felt that the matter should have been put to the membership rather than handled by the Committee. While the matter was important enough to consider this, the widely dispersed nature of the Association membership is such that it was not practical. Furthermore the Constitution empowered the Committee to make the necessary decisions. Additionally, the nature of the Court actions and the apparent tactic by the respondents to avoid having the case heard on it's merits suggested that confidentiality was important. It is interesting to note that a settlement was reached only when the case was about to be heard on it's merits.

Some members consider the money should have been loaned to the Co-Op. The court action by the respondents that required the funds to be deposited with the Court was based on establishing that the Co-Op was not financially viable. A loan would be reported by the Co-Op as a liability and jeopardise it's ability to establish that it was financially viable.

In summary, the Committee was fully aware of the seriousness of the request. It felt that there was a very real chance the case would be lost with serious implications for the owners which included the majority of Association members.

In hindsight the Committee may have handled the consultation and advice to the membership differently but I am absolutely confident the outcome would have been the same.

FOR SALE



Aerobatic Airtourer - AESL Super 150

VH-EQA

7670 TTIS, Engine 248+ ETR, Prop 200 HTR, Annual Inspection completed 23 April 2005. Constant speed prop, GPS, no outstanding A/Ds. No corrosion. Always hangared. Maintenance history in original airframe and engine log books.

\$65,000

Phone Tony: 02 6862 1766 (W), 02 6862 1270

Victorian Fly-In Lunch

Sunday 20 February 2005

Tuki Trout Farm, Smeaton (Central Victoria)

John Treble

I had the idea for several years that this would be a good venue to visit for a Sunday lunch sometime, (they have an airstrip on the property), so because our AGM is being held later than usual this fly-in would fit in perfectly. So a date was set, advice mailed out, checked with the Trout Farm that the airfield would be serviceable etc., etc.

Arrivals started around 11:30 AM with lunch served at 1:30PM. The trout lunch, (caught and cooked that morning), was enjoyed by everyone. After coffee and lots more talk we all departed by 4:00PM.

It was a very successful day and when something is organised it gives you a good reason to go flying plus something to look forward to.

Those in attendance were:

Neil & Kathy Jenson	VH-CND
Mike Fisher & Dot Ross	VH-BNV
Andy & Jane Morris	VH-FVV
Stuart & Trish Krichauff	VH-MVI
Lindsay & Beryl Marshall	VH-MRF
Murray & Andrea Wallace	VH-CTK
Barry & Cheryl Hogan	VH-TPU
Ian Donovan	CAR
John & Doreen Treble	CAR

Footnote: During that week we had fog and low cloud every morning until about 1:00PM. We tried hard to get there for lunch but got to 18 GPS miles of Tuki but had to return to Bacchus Marsh and resort to the car. For the first time in 27 years of attending Airtourer Association fly-ins it's the first time I've had to leave a perfectly serviceable aeroplane home and travel by car. Oh well, that's fickle Melbourne weather for you!!!

New Life Member

Congratulations to **Hugh Knox** on being awarded life membership of the Airtourer Association.

In recognition of Hugh's contribution to the preservation and continued airworthiness of Airtourer Series Aircraft in his roles as President of the Airtourer Association and Director of the Airtourer Co-operative the Committee has awarded Hugh Life Membership. Hugh has done an outstanding job in taking on some difficult problems particularly at a time when he was suffering life threatening health challenges.

Victas Again! You cannot keep a good aeroplane down.

(Or the Sparrows fly again)

Stan Tilley

It all started early in 1975. A group at the Aero Club of Southern Tasmania decided that they would start a serious formation team. Did I say "Serious"? No, we were not really serious but I must say we were certainly dedicated. Jack Koerbin, ex Air Force, was our leader, with Pat Cliffe-Hickling as No. 2, and I was No.3. Our aircraft were the Club's Cessna 172s.

I personally slowed things down a bit by smashing a few bones and being grounded for a few months but by May 1976 we felt we were ready to perform a display which was filmed by the local Television Company. We had a lot to learn.

We were lucky. It was not easy to fly certain manoeuvres in the high wing Cessna. During 'line abreast' we would touch wings occasionally – not recommended, but we did not panic, so it was not that dangerous. (The first time, as the wings clanged together our intrepid leader said "Tut tut! Who WAS that?")

Much more dangerous were our attempts to produce a display sequence. This involved the two wing aircraft breaking, left and right, then turning 270 degrees towards each other whilst the lead aircraft did a stall turn to reverse its direction. The three aircraft then flew directly at each other, with 2 and 3 adjusting the height so that No1 could pass though. (When it worked well it was 'magic'. I knew it was good when we were correctly positioned and the overhead aircraft exhaust



'blasted' across the top of the wing.) Our initial trial scared the 'hell' out of me. Unable to locate my No 2 after our first break, I finally looked behind and found him. The high wings had blocked the fact that we had passed within a few feet of each other, WITHOUT EITHER SEEING THE OTHER PLANE. But we sorted it out, changed the timing a bit and produced a spectacular display sequence, which finished with a 'Prince of Wales' break-up.

We needed a name. One of our members, Lesley While, was brilliant at cartoons. The 'Red Arrows' were the top Royal Air Force Team. We were well down the scale so Lesley called us the 'Red Sparrows'

We did have our moments. Occasionally, due to lack of concentration, a "left" became a "right"(exciting -, as we would then turn towards each other). I remember one 'Prince of Wales' where our leader had got a bit out of position and as I climbed up, then broke and dived vertically – well! I did get a big shock to see just where I was heading.

We got disqualified at the first ALACS at which we did our display routine. In fact the rules were later changed. We were supposed to be at 1000 feet, but Jack 'loved' 500. The



routine worked perfectly. Our triple pass was right over the judges' table (at 500). But they did not see it. Thinking that a triple collision was about to happen, they were under the table. We now do fly at 500 feet but **NO MANOEUVRES ARE ALLOWED WHERE THE AIRCRAFT BREAK AND FOLLOW DIFFERENT FLIGHT PATHS.**

Later I decided to concentrate on aerobatics. The team changed a little with Don Prairie becoming leader, Robbie Burns as No3 but Pat was always No2. The 'Red Sparrows' were now very successful and won the formation Trophy several times. For competition they stuck to the rules, but for display – well that was another matter.

After Robbie moved to Victoria, and we had lost our old mate Jack, the 'Sparrows' were a bit 'lost'. I came back as No3 and we did quite a few displays but other things intervened.

Could the 'Sparrows' ever come back? The opportunity for the return was that the Australian Light Aircraft Championships were held at Cambridge this year. Initially it was

thought that there would be few teams competing. How wrong we were. Seven formation teams took to the air.

Our other Club team was using the Club Cessnas. The Victa is fabulous for formation. With my MTL and the Club's MTC, could we get a third?

I had hoped that my friend Doug Dow of Burnie would be able to take part in the competitions in his 115 Victa BQK. This was not possible but Doug turned up trumps. He made BQK available for the lead aircraft for a VICTA FORMATION.

So it was ON. A quick trip to Wynyard to collect BQK. Don, Pat and Stan were back in the saddle. Lots of practice and finally competition day.

Well we did not win, but 'The Red Sparrows' VICTA formation did come second. I guess that was not so bad for a group of pilots, average age over 70 and cheekily referred to by our Club 'mates' as the 'RED ERRORS'.



Letter to the Editor

Dear John,

I read with interest the accident report on VH-MVP and was saddened by the fatal nature of it. It brought back so many memories of those "missing in action", not only from aircraft accidents but also those friends from the old bike riding days. One mate who may be well known to some of the members was Russell Mockridge of Geelong. I think he could have been one of the greatest cyclist Australia had known, if he had lived. It was a particularly bad time when I rode in the Isle of Man, we lost six people killed in two weeks and I spent 19 months smashed up and on crutches. In the aviation world I have lost mates to the usual causes, graveyard spirals, weather, pushing on, lost, out of fuel etc..

What I would like to offer is this; and being a limited pilot I offer it with humility. I was reading one of Stan Tilley's articles some time back and he inferred he was a limited pilot. I thought, "Hell!, if Stan is a limited pilot I should not be flying". I almost stopped flying but at 77 ½ my medical is great, my BFR is current and my log book is signed out so I continue.

I have observed there are three main problems that have serious consequences in flying.

Firstly takeoff, which is particularly dangerous with low or incorrectly selected fuel and carby icing. I have experienced carby icing and survived. I must say I never had the same confidence ever again. I still live with it even though I walked away unharmed. See Newsletter 86, May 1998, for the story complete

with photograph. I'm sure my training, in particular to land straight ahead, helped.

The second problem is finding your way somewhere. This was brought home to me on our second safari when we had to find Laura. As long as you have fuel, a compass and a watch remain as calm as possible and there will be roads, railways, silos, rivers etc. Of course this assumes the weather is also OK.

Finally and possibly the worst combination of problems is running out of good weather, fuel or light, not handling the aeroplane well and stalling. Unfortunately I have been involved in this type of situation, not as pilot. It was in an old Proctor Mk 5 and I can still see the mistakes unfolding leading up to the accident. It seemed to happen in slow motion. You know what is going to happen and you sit there watching until everything finally comes to rest. The result was three people hanging upside-down, without injury, and the aeroplane with only damage to the propeller, cowl and tailplane.

So I am saying there are risks involved in flying; that is why we have training, discipline and airmanship. The point I want to make is this, no matter how good the pilot or airworthy the aeroplane, it will not fly without fuel. There may be fuel in the aircraft but by bad manoeuvring or wrong selections the carby can be starved. This has happened to me as well, same pilot as above, but we were flying over the water to Tassy and it took about 1,000ft to change the tanks and wait for the engine to cough into life again.

I have been taught never to trust fuel gauges in aircraft, and possibly the Airtourer

is the most unreliable. Cessna's and even car gauges are not too good either. The old Auster gauges, inside the cabin on the edge of the wing were good. Even better was the Turbulent, Stitz Flutterbug and others that had a float in the tank with a brass or aluminium rod that protruded through the filler cap. You could watch the rod go down as the fuel was used.

So what is the solution? What I have learned from motorbikes, cars etc, and it is applicable to aircraft is that a full tank is not a problem. The problem arises at the end of the flight, especially when you are forced to land by weather, last light etc. The fuel gauge must be accurately calibrated for the last hour and a bit. Always fill the tank to the brim. Even a dipstick can be inaccurate due to the rubber tank distortion and aircraft attitude. It also pays

to keep count of hours of fuel used so you know how many litres should remain as well as using the dipstick. Otherwise I'm sure you will end up a dipstick yourself!

Finally, if one can maintain flying speed and control the aircraft it is reasonable to assume you have a good chance of surviving any nasty mishaps. Remember your training. It is better to tear both wings off between the trees and dissipate energy to slow you down, no matter how bad the noise. Who cares about the aircraft so long as the cabin is intact and you survive. When my little Turbulent crashed people came from a long way away and commented that it sounded like a canon going off. The aircraft had disintegrated.

Bill Miller



A very "cool", smoking young Bill Miller at the old Fishermans Bend Airstrip race meeting in about 1949. The bike is a Manx Norton.

AGM Fly-In 2005

Broken Hill

The Phantom Whistler Violinist

The demise of the whistle - the rise of the Violin. To the strains of Danny Boy and various other unrecognisable tunes people were welcomed to Broken Hill. The Phantom as always livened up the airport, an otherwise sterile place, replete with security notices. One notice said "Unauthorised weapons not allowed past this point". They made no mention of white vans which was fortunate as Glenn was driving one. One has to admit white vans pose a greater threat than any two place Airtourer. It is on record that white vans are responsible for more terrorists deaths than any light aircraft worldwide, i.e. Bali, Iraqi, Ireland, Russia, America, Cuba etc. take your pick.

Speaking of taking picks, we did at Broken Hill, and went underground. Our guide who spoke with the aplomb of some one who had verbal diarrhoea, had a never ending supply of jokes, history and information. When he asked, "How do you see yourself in a mirror"? some bright spark said, "open your eyes". It was one of the few times he was stumped. The correct answer was because of the silver on the back of the glass. This tough, no nonsense Guide will go 2000 ft underground but wouldn't accept the offer of a flight in a real aeroplane. He tried to usurp our esteemed chief Alan by kissing all the ladies and was seen to get an extra one from Beryl.

Arrivals were violined in, (not piped aboard). It is to be noted that VH-CND with



Kath Jensen beat "no name Dot" to Broken Hill by four minutes. It appears that they gave Mike and Dot a head start but with Kath's superb navigation and assessment of the weather she chose to go lower and passed the old warrior Mike. How embarrassing! It goes to show two blades beats a three any time. It was also Kath's first long flight.

The arrival of the Kangaroo Island mob, or more correctly flock, was heralded by the "Good Shepherd" Pete. Most farmers at lambing time go on holiday and come back to see what they have as far as lambs go. Not this boy, he takes the orphaned and motherless lambs interstate, not in an Airtourer but a Cessna. Needless to say he has since quickly whipped them back overseas to KI as he heard the migration people were looking to take lambsie and loinee to Baxter as boat people. The Hupfeld call sign was VH-BAA BAA on departure.

Beryl and Glenn had a secret mission to carry out as it was Hugh Knox's 70th birthday. You should have seen the Phantomw and "that woman" designing the cake and buying up big on party poppers and cards. Also a tiara for Lady Beryl and Lady Knox as they both have



Above: Kathy & Neils Jensen. *Below:* CT4 girls, left Fran Beckwith and right Andrea Wallace complete with Parrot headware.



streets named after them in Broken Hill. The Mayor had delegated the Phantom to thank and crown them, on behalf of the city, for gracing the city with their presence.

We did find out that Beryl is named after the mineral beryllium which is used on space ships. Someone was heard to say, "can we blast her off then", to which Lindsay was heard to say, "I'll drink to that".

Observed on the flight line was VH-POB painted out as a 007 plane. Alen is now known as Gold finger or James Bond, a beautifully presented plane.

We have to acknowledge the catering lady at the airport. Not only did she put up with the Phantom, she also presented a magnificent meal and was a great ambassador for the City of Broken Hill.

David Hall missed a very good weekend however he was pulling up cray pots in the Great Australian Bight. The season finished on 1/5/2005 and he was unable to get someone to fill in for him on the boat.

The Millennium trophy, minus the Log book, (Doug and Sue have to post it to Jon), was presented to Jon Pels, a relatively new member. This was Jon's first flight to an Airtourer Fly-In with his new PPL. He and his instructor Monique together with our new young members joined us at Tocumwal. They enjoyed our group so much they came to Broken Hill and we hope to see them at many more functions.

The phantom was minus wings and only had a white van to transport him home. On the trip he played the violin in the Manna Hill pub, once again to an appreciative audience of one and a beautiful photo of a lady on the pub wall. When traversing this country in a 100 hp Airtourer it seems big. However it is a far bigger country when you drive. It was interesting to note that every 100kms there is a ring

of mountains and cliffs and you always seem to be in the central valley traversing from one to the other. The other thought crossing my mind was, "This wide dry brown land" should read "This wide dry brown parched land of ours".

On a closing note I only made \$2.75 for my busking at the Broken Hill airport. If you come to **Port Lincoln on the long weekend 30th Sept to the 3rd October** you will be able to see and hear an improvement in the Phantoms playing. It's the South Australian fly in and as our far flung neighbours will have difficulty crossing the borders to head south we will make it one of Glenn's open fly ins specializing for Airtourer but not exclusive. You will be emailed with accommodation details and events and poster. Book early as its one busy fun weekend and yes we will have prizes for arrivals and flying competitions.



Author busking in Broken Hill Airport Terminal. Treasurer Colleen Murray trying to pay him to stop.

“Bushy” White’s Mineral Art Gallery and Mining Museum

On Sunday the coach stopped at what appeared to be a suburban house but was actually an art gallery and mine exhibition. Run by “Bushy” White, who spent 27 years working in the mines, it is an outlet for his



crushed mineral collage art works and a mine interpretative centre. Most of the time there we were treated to a history of mining at Broken Hill using models of mines in a room setup as an underground “crib” where the

Above: Sue White with a mine model. Below: DOTARS would be horrified, Doug Dow and Stan Tiley handling explosives.



miners took their meal breaks. Bushy’s easy going presentation style was very informative and answered many of the questions that remained from the tour down the mine the day before.

Awards



Above: Traditionally Alan Wood judges the visiting aircraft to determine the “Best Presented”. After his review at Broken Hill the Committee decided to “audit” his judgement and found it defective. They therefore overturned his verdict and instead awarded Alan & Merle the award for POB, formally known as Greenie and now referred to as Goldie!

Left: Wendy and Hector Blemings with the Best Presented CT4 trophy.



Left: Scott Patterson & Leigh Gordon-Brown winning the “Secret Time of Arrival” award.

Below: Glen Sturges presenting the Millennium Trophy to Jon Pels and Monique Gillett.

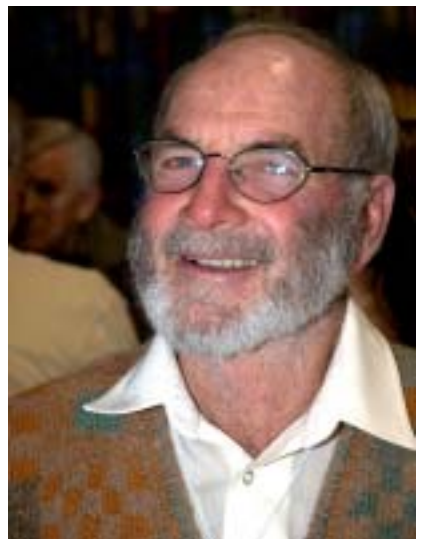


Caught Misbehaving!



Above: Pam Lawson & Stuart Krichauff. Below: Doug Beckwith & Dot Ross







Opposite Page clockwise from top left: David Wearne & Marjorie Roche, Hugh Knox and birthday cake, Peter (the good shepherd) Hupfeld, Lyn & Ian Poyitt and John Sheehan.

This Page top left: The two “Ladies” with tiaras, Maureen Knox and Beryl (That Woman) Marshall.

Top right: Rob West.

Below: Marg McMaster and Jan O’Halloran

Right: Stan Tilley with his combined Security Device, portable towbar and seat.



Minutes of the Annual General Meeting of the Airtourer Association (Inc.) held at Broken Hill on 1st May 2005

- 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 37 members.
- Apologies:** Mr. David Hall (Committee) and 26 members.

The President opened the meeting at 9:25 AM.

Minutes of the previous Annual General Meeting.

The Minutes of the previous Annual General Meeting were published in the May 2004 Association Newsletter.

Moved John O’Halloran, seconded Hector Blemings that the Minutes be accepted as a true and correct record of that meeting.

Carried.

Business Arising From The Minutes

Avalon Airshow.

At the last AGM Doug Stott requested the Committee consider if an Airtourer presence was appropriate at the airshow. Subsequently the Association was approached by airshow organisers to provide a static display. This display would require members to be in attendance over a number of days. The Committee made enquiries with members in Victoria and was unable to find sufficient numbers to meet the requirement. Additionally the Committee saw limited advantages to the Association in providing a display so the offer was not taken up.

Reports

President's Report

President Bill Pennell reported another successful and active year for the Association despite a number of serious challenges. Fly-Ins included the President's Fly-In at Tocumwal, the Victorian Christmas Fly-In at Khancoban, Tuki trout lunch, as well as the AGM.

Past President Hugh Knox underwent serious surgery and it was good to see him back in good health. Past Vice President Ron Stiebel was unable to attend this AGM due to hospitalisation and we wish him a speedy recovery.

The Association was called upon by the Airtourer Co-Operative to assist financially with the court action to enforce the terms of the sales agreement with Millicer Aircraft Industries. This will be reported in more detail later in the meeting.

Treasurer's Report

Prior to the Treasurer presenting the Financial Statement John O'Halloran addressed the meeting to explain the Association's financial assistance to the Co-Op.

MAI's Administrator, as the respondents in the legal action, had asserted that the Airtourer Co-Operative was not financially viable and the Court in turn required the Co-Op to deposit the sum of \$20,000 as well as providing details of its finances. If the Co-Op failed to do so the Court would most likely rule in the respondents favour and dismiss the case brought by the Co-Op. As the Co-Op did not have the funds available it requested the help of the Association

The Committee was fully aware of the seriousness of the request both for the Co-Op as well as the Committee's responsibility to its members. A formal Committee meeting was not practical and the matter was discussed by telephone and emails over a number of days.

After much deliberation the Committee determined that it had the authority to transfer the funds and transfer of the funds was at least consistent with, and possibly essential in achieving the aim of the Association as defined in the Constitution. The sum of \$20,000 was subsequently transferred to the Airtourer Co-Operative Ltd. The decision was ratified at a Committee meeting.

Mrs. Colleen Murray presented the Statement of Receipts and Expenditure, included at Annex B. She reported that even after the assistance to the Co-Op the Association was in a sound financial position with over \$9,000 in the cheque account.

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.

Secretary's Report

The Secretary reported that correspondence during the year was routine and not requir-

ing the attention of a General Meeting. Most correspondence related to membership enquiries.

Membership was two less than last year at 167 with new members joining on purchase of an aircraft while others do not renew due to sale of their aircraft. Some attendees at this Fly-In had overlooked renewing and would rejoin.

General Business

Association Web Page.

Doug Stott reminded the members of the Association web page and requested feedback of the usefulness of the information.

Historian

Doug Stott reminded the membership that he had been Historian for some time and while he was happy to continue at present he requested the Association consider finding a new Historian in the longer term.

AGM 2008.

Mike Fisher advised the membership that 2008 would be the 50th anniversary of the first flight of the Airtourer as well as the 30th anniversary of the Association. He suggested the Committee consider planning for this event.

Action: Committee

Election of the New Committee

The President declared all positions vacant and requested Mr John Treble to take the chair. Mr Treble asked the outgoing Secretary if any nominations had been received as required by the Constitution. The number of nominations received was the same as the number of vacancies as defined by the Rules and therefore no vote was required. Mr Treble vacated the chair and 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 09:55 AM.

Airtourer Association Annual General Meeting

Broken Hill 1st May 2005

Statement of Receipts and expenditure 1 March 04 to 30 Mar 05

Receipts

Credit Balance	7,415.24
Membership Fees	4,450.00
Shirts Caps etc.	353.00
AGM Temora	4,768.00
Advertisements - Newsletter	90.00
President's Fly-In Tocumwal	4,144.00
Interest on Term Deposit	64.44
AGM Broken Hill	950.00

Total 22,234.68

Reconciliation

Credit Balance	9,178.11
T'Shirts	377.20
1 A/D VAT 30	120.00

Total 9,675.31

Expenditure

Credit Balance	9,178.11
Bank Fees	120.00
Shirts Caps etc.	535.80
AGM Temora	4,718.00
Trophies	64.00
Pres. Fly-In Tocumwal	3,553.00
Newsletter	1,302.70
Postage etc.	65.50
Stationary	48.10
Dept. of Fair Trading	63.00
Flowers	135.00
Internet	295.00
Airtourer Co-operative	2,156.47

Total 22,234.68

Term Deposit transferred to Airtourer Co-operative Acct No 032095 119173 25/8/05	17,843.53
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Transferred from Cheque Acct 25/8/05
2,156.47

Total 20,000.00

Colleen Murray
Treasurer

Calendar of Events

South Australian Fly-In

1st - 3rd October 2005

Port Lincoln

Details to be advised

President's Fly-In

Toowoomba

Date to be advised. Most likely August/September, details will be included with membership renewals next month.

Welcome:

Frank D'Alterio from Hong Kong who is one of the owners of MTP. Frank is currently a Capt with Cathay Pacific and in the past flew F18s in the RAAF.

Bronte Lockwood from Mt Gambier.

Congratulations

Members **Stu Hilsberg** and **Amanda Cann** were married in Fiji on the 28th April 2005.

