

February 2014
Newsletter No. 149

AIRTOURER ASSOCIATION



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



NEWSLETTER

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

Editor , John O'Halloran	Mobile:	0411 968901
P.O. Box 778,	FAX:	(07) 54425180
Tewantin QLD 4565	Phone:	(07) 54476604
	Email	Editor@Airtourer.asn.au

Articles for inclusion in the Newsletter should be submitted direct to John O'Halloran at the contacts listed above.

The next Newsletter will be published in May 2014. Contributions and or advertisements are to be with JOH by 15 April 2014.

Advertisements are free for current members.

Editorial

A new year is now well under way as we approach the AGMs for both organisations that support the Airtourer. Your Committee and Board both put a lot of work in behind the scenes throughout the year. In particular, the Events Committee go to a great effort to make our gatherings successful. Please show your support and share the enjoyment of our great little aeroplane by joining us at Wentworth.

The internet is very much part of our daily lives. In fact in some countries internet access has been declared a human right. The Association uses email and the website as a means of updating members quickly. Additionally, you can now get all the information on the Wentworth Convention, pay online if you have internet banking and then register online with the interactive form on the website. No writing cheques copying forms from the Newsletter and having to visit the postbox.

Please check the website frequently, the latest changes will be included on the home page. However, the webmaster can only do so much, we need contributions from the members, send them by email to webmaster@airtourer.asn.au

This year I have been experimenting with email building up towards an email newsletter. However, we do appreciate that there are some members who don't use email very much and rely on the paper newsletter. Please let us know what you all prefer.

Safe Airtouring and Jan and I look forward to seeing you at Wentworth,

John O'Halloran

Cover Photo: A good turnout of Airtourers at Shepparton for the Victorian Christmas Gathering. See page 4 for the full story.

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.

From the President

It is hard to believe that we are approaching another Airtourer Association AGM; such is the pace of life. Your events Committee have visited Wentworth earlier this year and as you will see from the pre event material have once again created a first class package for your enjoyment. Your attendance is confirmation of their efforts.



On another issue in 2011 you may recall a major accident involving a Volkswagen Golf GTi which slowed suddenly and was overrun by a truck, killing the driver. This event, it was reported, was caused by faults in the DSG automatic gearbox. Numerous drivers appeared in the press claiming similar experiences and their dissatisfaction with Volkswagen's response. Official car sales figures suggest VW registered a drop of nearly 20 per cent for sales in Australia and had been affected by intensive reporting by Fairfax Media over safety issues relating to its DSG gearboxes that led to a recall of 34,000 cars.

Advance the story to the end of last year.

The Victorian Coroner found that the driver was distracted by a mobile phone conversation and not any mechanical fault in the vehicle. The grieving family appearing before the cameras were critical of the Coroner's findings, repeating that there was sufficient evidence to support mechanical fault in the car.

The Golf GTi has a manual gearbox.

What is the relevance to the Airtourer Association you may ask?

My reply is plenty.

In today's society no one is willing to take responsibility for their own actions, it always has to be someone else who is at fault, as the story above illustrates.

The Airtourer Association operates in the public domain and must protect its own interests against any claim, valid or otherwise.

The only protection we as an Association can take is adequate insurances, and although historically a policy was in place, once reviewed against potential liabilities arising from our activities we found it to provide almost no material cover at all, a minor fact that did not prevent the agents presenting a renewal invoice each year.

Nothing is a better protection than prudent and sensible behaviour, but even proving that can be expensive. Happily I can report that reasonable and adequate covers are now in place to protect your Association and its Office Bearers.

I look forward to seeing as many members as possible at Wentworth in March.

Mike Fisher

Victorian Christmas Gathering

Becky Day

This year the Christmas Fly-in was held on 7 & 8 December 2013 at sunny Shepparton. Greater Shepparton is best known for great food, wine, waterways and good weather. The Airtourer Association's newest events committee member, Andrew Clements volunteered his services and organised a very enjoyable weekend. Andrew is also the President of the Goulburn Valley Aero Club (GVAC), so as the Airtourer fraternity arrived on Saturday we were guaranteed first class service for the two day event, and boy did the guys at the GVAC deliver.

Once the majority of us arrived at the Shepparton airfield, we sat down with members of the GVAC to what could only be described as the best roast beef ever. The secret apparently is thanks to Andrew

and his renowned home engineered gas fired spit complete with (dodgy) car battery electrical system. The chef Kevin Tyler and team made a scrumptious meal of Christmas fare including a lovely selection of desserts for everyone to enjoy.

During lunch the weekend's program was announced by Andrew, including Saturday afternoon's choice of activities of either a 'mystery' bus tour of the Greater Shepparton Area or the opportunity to participate in a flying skills competition at the Airfield.

GVAC organised a flying competition where participants demonstrate their abilities in steep turns, spot landings and forced landings. The judging being carried out by ground observers and an instructor in each aircraft. The Airtourer Association fielded



REGO	TYPE	PILOT	45°	SPOT	PFL	SCORE
JNV	VICTA	MIKE FISHER	90	800	300	1190
MCG	RV6	Stuart Trevaskis	95	-100	0	95
SJS9	TECNAM	Norm Allen	55	100	0	155
VRT	VKTA	JOHN DAY	950	1000	0	1950
KGR	VICTA	ANDRE CLEMENT	80	40	1000	1120
JBV	152	D. Ashton	95	-80	0	15

The score board raises more questions than answers!

a team of three of our finest; Andrew Clements, Mike Fisher and John Day in their Victa's. While the GVAC team was made up by Stuart Trevaskis competing in an RV 6, Don Ashton flying a Cessna 152 and Norm Allen in the GVAC's Technam.

The competition was initially tied, but won when Stuart in his RV 6 elected to have another go while the Airtourer contingent made haste to the GVAC bar. A great time was had by all participants and the afternoon proved to be a great opportunity to brush up on some seldom used skills.

Meanwhile for those wanting to see the local attractions, Sharon, tour director extraordinaire, steered us towards our luxury coach, (one of Andrew's many toys - the Clemo express), and we headed to the Tahbilk winery for a pleasant walk around the slow moving and warmer water of the Tahbilk wetlands. The wetlands have become a safe haven for a vast array of indigenous flora and fauna. At least two threatened or endangered species are making the Tahbilk wetlands their home; the native cat fish (*Tandanus tandanus*) and the Water Shield Lily (*Brasenia schreberi*) which is unique to Victoria.

Afterwards there was an opportunity to taste some of the local wines or visit the café for a quick coffee, chat and sit down. On our return we stopped at Nagambie's latest tourist attraction, a life size statue of Black Caviar, the undefeated champion race horse born in Nagambie in 2006. With near perfect timing the Clemo express returned to the GVAC headquarters to pick up our flying team to then proceed to our accommodation and onto the Shepparton RSL for dinner.

The following morning it was all aboard with Andrew at the wheel for our return to the GVAC rooms for a hearty breakfast. Over breakfast Stan Tilley asked for volunteers for a stock take in Tocumwal, which has been partially completed; as is always the case the more the merrier and if you are able to help please contact Stan or John Day. The rest of the morning was spent strolling through and taking in the offerings of the Emerald Bank Leisure Land. Some of the attractions included - Lloyds Produce shop, Motor Museum, Riverside Gardens, Pot-Werx, Windmill Cafe (including chocolate shop), the Woolshed, Miniature Railway and Antiques.

Next stop was lunch at the Olive House Restaurant, with wonderful views of the olive groves, manicured lawns and gardens. Before long it was time for those who had to travel further afield to start their preparations for departure, and Sharon began the task of shuttling the early departers back to the airfield. Then faster than a kiwi can fly backwards, a steady stream of Airtourers took to the skies, signalling the end of another great and successful Airtourer Fly-in. Finally, a big thank-you to Andrew and Sharon for organising the event and to everyone who came along, whether it was by air, road or rail.

Those in attendance were:

Andrew and Sharon Clements	VH-KGR
Mike Fischer	VH-BNV
John and Doreen Treble	VH-CRK
John and Margie Walton	VH-SHR
John and Becky Day	VH-VRT
Jane and Andy Morris	VH-FVV
Doug Dow	VH-BQK
Fenton and Robyn Phillips	VH-MRF
David Werne	VH-WAU
Roger Merridew	VH-ECI
Ian Close and Sue Harris	VH-VVZ
Gerry and Denise Pels	VH-DWT
<i>Plane, trains and automobiles</i>	
Stan and Bonnie Tilley	
Berryl Marshall	
Graham and Kay Howie	
Dot and Bruce Ross	



Responsibilities for Continuing Airworthiness of an Individual Aircraft

John O'Halloran

So, you're now the proud new owner of a great little Australian aeroplane. You're looking forward to enjoying some aerobatics and joining the Airtourer Association fly-ins. But are you aware of the responsibilities of owning an aircraft? In particular, you are responsible for the continuing airworthiness. "But isn't that my LAME's job?", I hear you ask. It's true that the LAME plays an important role but the buck has to stop with someone and Reg 41 (1) says that someone is the Certificate of Registration (CofR) holder, this is usually the owner.

The concept of a "Responsible Person" or "Responsible Manager" is well established in regulated activities. The "Responsible Person" is not required to be competent in all aspects of the activity, however they are expected to take all reasonable steps to ensure that the activities are conducted by competent people using proper procedures.

To help us understand how an owner ensures continuing airworthiness let's start with a "big picture" look at airworthiness.

How is Airworthiness Established?

The first step is to consider how airworthiness is established at the very beginning. The process commences before the aircraft is designed. The starting point is a set of design requirements that have been developed to ensure airworthiness. A 'snapshot' of the design requirements to be used for a particular aircraft is agreed between the regulator and the manufac-

turer. This is called the "certification basis" and for the Airtourer is ANO 101.1 current at Oct 1960. Additional requirements or exemptions are sometimes applied. Once the design and certification testing is complete the regulator will issue a Type Certificate (TC) with an associated Type Certificate Data Sheet (TCDS). Check out the Airtourer TC and TCDS on the website under *Airtourer Co-operative > Type Certificates*.

The Type Design, as described in the TCDS, is more than just the design of the aircraft. It includes instructions for operation and, relevant to this discussion, instructions for continued airworthiness. All these instructions are included in the Approved Flight Manual & Pilot Operating Handbook (AFM/POH), Maintenance and Repair Manual (MM), and Illustrated Parts Catalogue (IPC) which are listed on the TCDS.

On individual airframe is tied to the TCDS by it's Serial Number (SN). When it was first built the manufacturer certified that a particular airframe SN conformed to the design defined in the TCDS, as amended by ADs and SBs. The regulator then issued the Certificate of Airworthiness (CofA). From that point on the airworthiness is tracked in the Aircraft Log Book (ALB) and the Maintenance Release (MR).

Airworthiness Directives and Service Bulletins.

Let's talk briefly about Airworthiness Directives (ADs) and Service Bulletins (SBs). No design is perfect and in-service

problems or unforeseen conditions arise after initial type certification. Ideally these problems would be addressed by amending the AFM/POH, MM etc.. In reality, this is not an easy task and the changes are implemented by ADs and SBs.

ADs are issued by the regulatory authority, are compulsory, and may include more than one means of compliance. They can be general (AD/GEN/), apply to a particular system (e.g. AD/RAD/) or specific to an aircraft, (e.g. AD/VAT/ for the Airtourer).

SBs are issued by the aircraft manufacturer and can serve a number of purposes. For aircraft still in production they may be the means of incorporating changes introduced on the production line into aircraft already in service. They may be compulsory or optional and may be limited to certain SNs. All this will be included into the SB. The SB may simply be the authority to complete a modification, e.g. AESL SB006 for upgrade to a 150HP engine.

Sometimes an SB may be the means of compliance for an AD, e.g. AD/VAT/10/6 Undercarriage Bolts. One means of compliance is to install bolts described in AESL SB031.

System or Schedule of Maintenance

Part of the Type Design is to define a system of maintenance to ensure continued airworthiness. Although the MM contains a maintenance schedule most owners elect to use a CASA defined schedule known as Schedule 5. The relationship between Schedule 5 and the MM is a subject on it's own.

The logbook must contain a statement nominating the maintenance schedule. (This is also listed on the MR.) When

the periodic maintenance listed in this schedule is completed a record is entered into the ALB and a MR is issued. The MR then becomes the means of ensuring the maintenance schedule continues to be followed until the next periodic check. This is achieved by inclusion of expiry conditions, either time in service or calendar time, and any maintenance required before the expiry. (Entered into MR Part 1)

Reg 41(1) makes the CofR holder responsible for ensuring that all maintenance is carried out. Additionally, any maintenance must be done by a competent person using approved data and completed with a certification.

The CofR holder discharges this responsibility by ensuring the schedule listed in the ALB is followed. Since aspects of the schedule require specialised technical knowledge it is reasonable to rely on a certification by a competent person, i.e. a LAME. (If you wanted to be pedantic you could establish the LAME's competence by asking to see their Certificate of Approval. This should also be available on the CASA website but wasn't when I last checked.)

The LAME certifies that the periodic maintenance listed in the ALB statement has been completed by signing both the ALB and the MR. This includes all ADs and SBs that must be complied with. Once the LAME has made these certifications, the CofR holder must ensure that the required ongoing maintenance on the MR is certified as completed at the appropriate time. This ongoing maintenance consists of the Daily Inspections and items on Part 1 of the MR.

The CofR holder must not let anyone operate the aircraft until they are deemed competent to do so . This includes more than simply being able to fly the aircraft,

it requires knowledge of the AFM/POH. The AFM/POH is the primary source of approved data for routine pilot maintenance tasks. The most common of these is the Daily Inspection, however other tasks such as fluid servicing and even cleaning of the windscreen are considered maintenance. The approved data for this maintenance is included in Section 8 of the Airtourer AFM.

Once the CofR holder is satisfied that a person is competent to operate the aircraft, (either directly or through a training organisation), then it is reasonable to expect that the obligation under Reg. 41(1) is satisfied. It is also reasonable to expect that a current licenced pilot is competent in the use of the MR.

All maintenance must be certified in the MR. For most day to day operations this would be satisfied by the Daily Inspection certification in Part 3 of the MR. Maintenance such as cleaning the windscreen or topping up the oil should also be covered by this Daily Inspection.

The approved data must be current, i.e. the AFM/POH, MM, IPC and SBs must be up to date. The CofR holder would satisfy this requirement by subscribing to the manufacturers update service. In the case of the Airtourer that would mean being a current member of the Airtourer Co-operative which provides the amendment service for these documents. It would be reasonable to expect, and maybe even ask, that the LAME would subscribe to the engine and propeller manufacturer's update service. It is interesting to note that the cost for a single Piper aircraft is in the order of \$400. The current Co-op subscription of \$50 is very good value.

The foregoing has covered a lot of

ground. It would have been even more complex if all relevant regulations were referenced. In summary, let's consider how an Airtourer owner could show compliance if challenged to do so by CASA.

Start with the Maintenance Release. It includes a certification by a competent person, i.e. a LAME, that all required periodic maintenance has been carried out. (Reg. 43 (a)(7)). It also lists the Schedule or System of Maintenance and any additional maintenance required prior to the next periodic check.

On any day that the aircraft flew, a certification was made by a competent person, being a licenced pilot checked out on type, that the Daily Inspection had been completed in accordance with the approved data in the AFM/POH. Any pilot maintenance required during the Daily Inspection, would have been completed in accordance with the AFM/POH, e.g. topping up the oil. Any defects outside the scope of pilot maintenance would be entered into Part 2 of the Maintenance Release.

Being responsible for the continued airworthiness does not require technical knowledge and cannot be shared or delegated. It does require the owner to understand they have the responsibility to ensure that the required maintenance is completed and certified.

The responsibility cannot be delegated, the work can, but only to persons that CASA has deemed competent to do so.

Interesting TCDSs

If you would like to see a more complex TCDS go to www.faa.gov and search for TCDS number A20WE, this is the B747 series.

Where the Rivers Meet

2014 Airtourer Association Convention and 36th Annual General Meeting

Wentworth NSW

Programme

Friday 21st March 2014

Arrivals at Wentworth

Airport Facilities:

Sunraysia Sport Aircraft Club (SSAC) will be our airport hosts for the weekend. The clubrooms are open on Friday for members use. Tea/Coffee and soft drinks are available with payment by an honesty system. The door code is C12345 if you are early. SSAC members will assist with parking aircraft in the correct place, please follow ground directions.

Fuel Pump:

Facilities are operated by the Wentworth Shire with no call out fee. Numbers to call during the day are 03 50275027 or 0429 952796 after hours. Payment is by Cash or Cheque only. To minimise numerous call outs of the refueler we will coordinate a group refuel time on Saturday 1300-1400 and Sunday 1600-1700. Plan your fuel needs to accommodate this arrangement.

Alternate fuel supplies are also available at Mildura airport.

Shuttle Buses to Accommodation:

- First 1430
- Second 1600
- Last 1730 if required

Accommodation:

The Wentworth Grande Resort is our base for the weekend, and we will meet up at 1830 for a poolside Welcome Dinner.

Order and pay for your own drinks from the bar.

Registration Desk:

Gerry Pels is the Registrar.

Please sure you complete registration with Gerry.

Make sure you collect a copy of "The Great Big Competition about Everything" and return it to Gerry before the AGM Dinner.

Saturday 22nd March:**Committee & Board Meetings:**

Both held in meeting room next to the breakfast room at the Wentworth Grande Resort.

- Airtourer Co-Operative Directors meeting 0830, and
- Airtourer Association Committee meeting 0930

The Rest of the Day

- 1045 bus pick up to the airport for attendees of the CASA Ageing aircraft seminar which should run from 1100-1230 there will be time for a cup of tea at the club rooms.
- 1100 alternative to CASA seminar will be a bus tour to points of interest in Wentworth with a coffee break, after which the bus will go to the airport.
- 1300 Traditional Aero club Bar-B-Que lunch.
- 1400 Hangar walk around the airfield to visit hangars of interest, after which members may wish to engage in flying activities.
- Shuttle bus from Airport to Accommodation
 - First 1700
 - Second 1730

Convention Dinner

- 1900 A short walk from the Grande Resort for pre-dinner drinks at the Artback Australia Gallery. Order and pay for your own drinks from the bar, relax and browse through the gallery prior to dinner upstairs.
- At some point during the evening our host Anne Hederics will give us an informal talk about the gallery.
- Our Airtourer Association presentations will also be made. And the winner of "The Great Big Competition about Everything" will be announced and the prize presented.
- Return to the Resort when you wish.

Sunday 23rd March**Annual General Meetings**

Both held in meeting room next to the breakfast room Wentworth Grande Resort
Anyone not attending a meeting is welcome to remain in the breakfast room.

- 0900 Airtourer Association Annual General Meeting 0945 Airtourer Co-operative Annual General Meeting
- 1030 or at conclusion of the AGMs bus transport will leave the Resort for the airfield as required by numbers.
- We will join participating members of the Sunrasia Sport Aircraft Club for a short flight to Mungo Lodge for a relaxed Sunday buffet lunch.
- A pre-flight briefing will be presented by The Airtourer Association for ALL participating pilots and will be a requirement for participation in this event.

Shuttle bus from Airport to Accommodation

- First 1700
- Second 1730
- 1900 Pre Dinner Drinks
 - Meet at the Fergie Bar at the Crown Hotel which is a short walk one block from the Resort.
- 1930 Dinner
 - In the Crown Hotel dining room. Order and pay for your own drinks from the bar.

Monday 24th March

Shuttle bus to airfield starts at 0830

Other Information**Your Event Organising Committee**

- John Day 0412 399329
- Niel Jensen 0447 758489 Transport Captain
- Mike Fisher 0429 869134
- Gerry Pels 0418 335965 Registrar
- Andrew Clement 0438 262315

Disclaimer

All flying activities are carried out at the discretion of the pilot in command or aircraft owner. The Airtourer Association is not responsible for flying operations. Safety of flight is the individual responsibility of the pilot in command or aircraft owner at all times. Familiarity and knowledge of standard operating procedures, published aerodrome regulations and operating procedures and government imposed rules, regulations or specific procedures are the responsibility of the pilot in command.

Nomination for election as Director of the Airtourer Co-operative

The Airtourer Co-operative rules require that at the AGM two Directors stand down but are eligible for re-election without nomination. Additionally, other members may nominate for election if they are either active members in accordance with Rule 18, or are a person having special knowledge of the requirements to maintain the airworthiness of Airtourer series aircraft.

Any person wishing to nominate for election as a Director should do so in writing to the Chairman prior to the AGM.

Airtourer Convention Accommodation

Wentworth Grande Resort

61-79 Darling Street, Wentworth

(right next door to the Wentworth Services Sporting Club)

Phone 03 5027 2225

Email info@wentworthgranderesort.com.au

- Standard Queen Room \$110/Night - Twin Share (\$93.50 with Discount)
- Garden View Room \$125/Night - Twin Share (\$106.25 with Discount)
- Downstairs King Spa Suite \$149/Night - Twin Share (\$126.65 with Discount)
- Upstairs King Spa \$159/Night - Twin Share (\$135.15 with Discount)
- Family Room \$160/Night - 2 Adults & 2 Children
- Presidential Suites \$200/Night - 2 Adults

Price includes a continental breakfast in our Breakfast Room.

Cooked Breakfast also available at a cost.

Please mention you are part of the Airtourer Group when making your booking to obtain a 15% discount.

No Discount on family Rooms.

FOR SALE

Airtourer VH-UQX



TTIS 4860,150HP Lycoming 0-320 E2D,

Fixed Pitch Propeller Sensenich 74 DM 6S5-1.5-60.

Both engine and prop have approx 1387 hours to run.

Drawings of 150HP conversion. Cleveland Brakes and Wheels. New TKM Radio.

Fresh 100hrly and always Hangared

\$56,000

David Hall - 08 86833211 or 0428837227 fishall1@bigpond.com

2014 Airtourer Association Convention and 36th Annual General Meeting

Wentworth NSW Registration Form

See previous page for accommodation.

Your Details

Captain and Passenger name.....VH-.....

Accommodation details: Wentworth Grande Resort / Other

Arrival day..... Departure day.....

If attending all functions the total cost will be \$140.00 per person, which includes all Transport (Mini-Bus), Friday night meal/Saturday lunch & dinner/Sunday lunch.

For catering and venue requirements, complete the following details indicating Yes or No.

Will you be attending Grande Restaurant Friday? Yes/No

Will you be attending lunch on Saturday Wentworth Aero Club? Yes/No

Will you be attending dinner on Saturday Artback Gallery? Yes/No

Will you be attending the Sunday Lunch Mungo National Park? Yes/No

\$60 deposit per person. Number of persons ____ X \$60 = \$ _____

Indicate if paying by Internet. Yes/No

Instructions for registering.

- Book accommodation.
- Pay online, (optional, otherwise send a cheque).
- Submit the registration form online or print it and send to the Treasurer with a cheque.

Treasurer, Airtourer Association
84 Santa Rosa Boulevard
East Doncaster, 3109

Electronic Funds Transfer.

(Note: this is a new account, please update any memorised transactions)

Bank account details:

Airtourer Association,
Westpac BSB No. 033 028,
Account No. 460085.

please quote your name on the transaction.

Alternatively registrations or enquiries can be sent via email:

convention2014@airtourer.asn.au

Registration form and deposit to be forwarded by 7th March. After this date the return of your deposit cannot be guaranteed.

Airtourer Association Inc, Notice of Annual General Meeting

The Annual General Meeting of the Airtourer Association will be held at the Wentworth Grande Resort, Wentworth NSW, at 0900 on Sunday 23rd March 2014.

Agenda:

- Presentation of Minutes of the previous Annual General Meeting. (Published in the May 2013 Newsletter, available for download from the Association website.)
- Business Arising from the Minutes.
- Presentation of Reports. (Financial statements are available from the website for current members.)
- Election of Office Bearers
- Other Business

Proxies may be registered in accordance with the Rules of the Association. These Rules and the proxy form are available from the Association website under *Airtourer Association>Administration*.

Airtourer Co-operative Ltd Notice of Annual General Meeting

The Annual General Meeting of the Airtourer Co-operative will be held at the Wentworth Grande Resort, Wentworth NSW, at 0945 on Sunday 23rd March 2014.

Agenda:

- Presentation of Minutes of the previous Annual General Meeting. (Published in the May 2013 Airtourer Association Newsletter. Available for download from website.)
- Business Arising from the Minutes.
- Chairman's Report
- Presentation of Accounts. (Available for viewing on the website.)
- Determination of Annual Subscription
- Election for retiring Board Members
- Other Business

Note: Only active members may vote at an AGM.

Proxy forms are available from the Airtourer Association website under *Airtourer Cooperative>Administration*

Calendar of Events

2014 Convention & Annual General Meeting

Details this Newsletter

2014 Victorian Winter Gathering

A return to the John and Monique Pel's very popular Hangar House at Riddels Creek Airfield in the foot of the Macedon Ranges. You can fly, drive or even catch the train to this one. More details and dates closer to the time.

Latest information on the website

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:

Date:

Note: this form will be available for download from the Association website under *Airtourer Association > Administration*