

February 2011
Newsletter No. 137

AIRTOURER ASSOCIATION



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



NEWSLETTER

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

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Articles for inclusion in the Newsletter should be submitted direct to John O'Halloran at the contacts listed above. Please enclose payment for any advertisement. The next Newsletter will be published in May 2011. Contributions and or advertisements are to be with JOH by 15 April 2011.

Advertisements:

Free for members.

Non members:

Small advertisement (3 to 4 lines)	\$20.00
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Large advertisement	\$40.00
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Cheque to be made payable to the Airtourer Association. Post with copy direct to the publisher.

Editorial

Christmas and New Year are always a busy time without the challenges we've all faced with extreme weather, and not just in Australia. We haven't heard of any members suffering from the floods etc, and hope that in this case "no news is good news".

The Committee has put a lot of effort into planning a memorable Convention in Corryong and request that members make an effort to attend. Just remember, a little planning is required regarding fuel.

A lot of work has been going on behind the website and there should be a major upgrade in the next month or so. Please check it regularly, not only for site updates, but also for the latest news on the Convention.

Safe Airtouring,
John O'Halloran

Cover Photo: Victorian End of Year Fly-In at Kyneton where some were able to fly in despite the weather.

Disclaimer

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

President's Pen

Fellow Members,

I invite every member to come along and share our 33rd Convention and Annual General meeting to be held at Corryong, on the 18th, 19th, 20th March 2011.

When Corryong was announced it raised a few eyebrows. We made this choice because we had yet to visit this type of beautiful and spectacular countryside for a Convention and AGM.

The attraction is that the facilities and venues are a little different to what we've become accustomed to in recent years.

Corryong is a small country town that has extended an open welcome to us and are very much looking forward to our arrival.

When your event sub-committee of Mike, Niel and myself journeyed there we were overwhelmed by the friendliness of all the people we'll be dealing with. They all want to help us to make this a very special weekend, which I think may become known as "The friendly Convention"

Locals tell us that our Sunday Coach and lunch tour to the Boggy Creek Legends and Laugh Show, is something not to be missed.

The measure of success of any group is in the support of members attending organised events. A lot of time and effort goes into planning these type of Fly-In's, so come along and support your organising committee. It would certainly be appreciated and make their input all seem worthwhile.

I am getting excited and promise you an outstanding weekend of events of full-on entertainment and I look forward to seeing you at

"The Magnificent Upper Murray"

Yours sincerely,

John Treble (President)



Letter to the Editor

20 August 2010

To the Directors
Airtourer Co-Operative

I have just become aware of the TEMPORARY REVISION (T/R) with regards to fuel gauges to be imposed on our Flight Manuals by CASA after reading the August Newsletter. This is extraordinary! After all these years.

I wish to inform you all that my original Victa fuel gauge and sender in MKL works correctly and not as described. When there is no fuel in the bladder the gauge reads 0. Calibration checks also indicate it reads approximately correct from 0 to 5 gallons and beyond to full.

May I suggest there could be a fault with the fuel system in VH-MVP and not the Victa design to cause the gauge to read E with 4 gallons remaining. After all it crashed! How could CASA & ATSB come to the conclusion that all Airtourers fuel gauges are the same as this?

Before I go on I wish to relate to you an encounter I had with an Airworthiness Inspector in the past.

At the time I had MKL in for a 100hrly at a Essendon Maintenance organisation. There was an Airworthiness Inspector performing audits in the hangar at the time and he picked on my aeroplane. He found a number of trivial things wrong plus the airspeed indicator. On this he grounded MKL. According to him the airspeed markings were wrong. My gauge was the original one installed by Victa! I contacted Henry. He contacted the head of Airworthiness who he knew. The grounding of MKL was lifted. I have since replaced the ASI due to age, but the colour markings are exactly the same which is in accordance to the Flight Manual.

If Henry had not intervened what would do you think would have happened to all the rest of the Airtourers and their airspeed indicators. Would they have been grounded also!

With regard to the fuel line intake being exposed with nose up attitude this is normal for a number of production a/c. I recall a friend who had a forced landing in a Piper near Alice Springs a long time ago. He was doing an unbalanced steep turn and exposed the fuel intake and the engine cut out. If pilots are foolish enough to take off with low fuel this can happen. Pilots should know their aircraft's systems.

The problem cannot be fixed with the Airtourer as the fuel tank has a large flat bottom area. It is inherent in the design. All designs have compromises.

Back to the fuel gauge problem.

I have tried to explain to a number of Association Members about problems with the fuel cell and the fuel gauge and how to remedy. They either did not comprehend or dismissed what I was trying to explain to them. I will now have another go. It is a bit technical.

In the aeons past after having MKL's bladder out a number of times for repairs for leaks and tearing of the curtain rod hangar tabs and observing folds in the bottom of the bladder, (this can be felt with the dip stick), I began to investigate, what is causing this? Speaking to Henry he explained to me the problem. He explained the "fish" pattern pressure distribution on an aeroplane fuselage. The fuel filler cap is positioned in the low pressure area. If the cap has a leak and is not airtight suction from outside will suck the fuel cell in. The fuel vent will try to overcome this suction; however it is small with restriction and ineffective. The fuel vent inlet with a scoop is positioned further back in the neutral pressure area on the side of the fuselage. It was designed so as to deliver greater air pressure inside the bladder than the outside pressure surrounding it and so hold it against the cell compartment walls preventing any movement. If not, fuel sloshing around a slack bladder will cause movement causing folds in the bladder bottom and damage to it over time.

I have my doubts about the NZ Airtourers with the fuel vent pipe sticking out of the back of the tail cone! Victa Airtourers can be fixed by simply ensuring an airtight seal on the automotive adapted Victa fuel cap and making sure the fuel vent and tube fittings (in the fuselage) are secure. I pay particular attention to these points during my daily inspections.

Now to the original Victa fuel gauge

Going back to the aeons again I discovered that MKL's voltage regulator (voltage stabiliser in the maintenance manual) for the fuel gauge had failed. However, the gauge was working although inaccurate. The Victa variable voltage regulator was a crude simple design consisting of a zener diode, resistors, potentiometer and a transistor. The transistor and zener diode were blown from memory. The voltage regulator is necessary for a thermal gauge to read constant because the battery voltage can vary from approximately 11.5 to 14.3 volts. The gauge can be calibrated with the variable voltage regulator and by simply bending the float lever of the fuel contents transmitter to ensure it has correct travel through its movement range to lie at the bottom of the tank for bottom travel limit for the gauge to read E.

As for the problem of the gauge reading E and still having 4 gals remaining, I can think of two possible faults.

1. The rheostat in the fuel contents transmitter is faulty. (The wiper contact is going open circuit near the bottom of the float travel)
2. The float arm travel is incorrectly adjusted. (Not reaching the bottom).

There is one serious problem that can occur caused by the fuel cell. This is the gauge indicating fuel when there can be near none. This is caused by a fold in the bladder holding up the float arm above the bottom.

Thanks to the late Henry Millicer my fuel cell and gauge problems fixed for good

(so I thought). I have no desire to change my fuel system. It is satisfactory and works as Victa intended it to.

I believe I am qualified to pass this information on to you. I have comprehensive knowledge in electronic instrumentation and I am familiar with the systems of my Airtourer.

Cheers

Ian Donovan

Editorial Comment.

Ian has extensive experience with Airtourers including being the only person to fly his Airtourer at Oshkosh. He was a personal friend of Henry and through that friendship has gained an extensive knowledge behind the design.

Ian makes a number of sound airmanship and technical observations from an owner's and pilot's point of view. However, the AFM Temporary Revision limitations issued by the Co-operative have come about because of concerns regarding certification. The Airtourer Co-operative has obligations under the law and must comply with the airworthiness regulations. These regulations must cater for the minimum standard of operator likely to be encountered during the life of the type. This can sometimes lead to requirements that can seem overly conservative to the majority of pilots who exercise sound airmanship.

The definition of unusable fuel is a case in point. It is defined by the greater quantity determined from two different cases. The obvious case is the amount of fuel remaining when the engine starves of fuel at some limiting condition that could be encountered in normal operations. The regulations provide good guidance on these limiting conditions and how to test for them.

The second condition is less obvious. A pilot needs to know his fuel quantity at any time in flight, i.e. there must be a fuel gauge of some type. Measuring fuel before flight and estimating quantity based on time and expected fuel flows is not sufficient due to the variability of fuel flow with altitude, power and mixture. If the gauge cannot measure some of the fuel then the pilot cannot know for sure that it is available and so it must be classified as unusable.

Once the unusable quantity is determined, by the greater of the above two conditions, the fuel gauge is usually calibrated to read zero, in the cruise attitude, with that quantity remaining. ANO 101.1.4.1 para 333 requires that the Flight Manual include a statement listing that quantity.

Now consider the case of the Airtourer with the large, flat bottomed tank. The original certification found that fuel starvation occurred with 0.25 gallons remaining. (There is some question whether this determination met the intent of the original requirements and may need to be re-established by flight test.) Furthermore, the fuel quantity indicating system could not measure any quantity less than 4.25 gallons. This is most likely due to the float resting on the base of the tank. Since the 4.25 gallons cannot be measured in flight it must be classified as unusable.

It would appear that Victa then calibrated the gauge so that the E mark was about

where you would expect the 4 gallon reading to be. (Figure 1.)

For some reason, long lost over time, the unusable fuel listed in the AFM was the amount where fuel starvation occurred, not the second condition as required by the ANO.

It is interesting to note that the calibration procedure in the original Victa 100 and 115 Maintenance Manuals required that 5.25 gallons be added and the rheostat adjusted to make the gauge read 5 gallons. The gauge would then read the actual quantity, excluding the 0.25 gallons truly unusable but including the 4 gallons technically unusable but still available to the engine. It seems that part of the certification requirements were met but not completely.



Figure 1

In the absence of additional data justifying the original decisions, CASA is obliged to require compliance with the original ANO. This could have been enforced by means of an Airworthiness Directive issued by CASA. Past experience has established that ADs are difficult and expensive to have amended or cancelled by CASA. The Co-operative Directors believed it would be in the best interest of the owners to avoid an AD and minimise CASA involvement. This was also entirely consistent with the Co-operatives obligations to CASA under the regulations.

A number of members have asked why the Co-operative have not made a case to CASA based on the long experience of the Airtourer. The Co-op can only work off approved data and in-service experience of individual owners is not sufficient basis to make airworthiness decisions. That's not to say that this experience cannot be used but it must be validated in a manner that would render it "approved data". This would usually require working with a CAR 35 approved organisation to ensure that data is collected and analysed in accordance with sound engineering practices. While this is possible, the Board considers it is not the optimal course of action. In particular, this whole issue has arisen out of a fatal fuel starvation accident and in the interim there has been another hull loss due to fuel starvation. It is very difficult to make a 'safety case' based on experience in the light of these two accidents even though neither of them were related to certification of unusable fuel. In both cases, if the aircraft were fitted with serviceable production sender and gauge systems, the gauge would have been reading E for some time before engine failure.

Ian notes that his gauge reads correctly from E to 5 gallons. Considering the small distance on the gauge between E and 5, and the damped nature of the thermal gauge this could easily appear the case but in actual fact any readings would be within the tolerance band of this type of system.

There are a couple of other misunderstandings that should be clarified.

There is no requirement for there to be 4 gallons in the tank when the gauge reads E. It

is more important that the rest of the gauge be correctly calibrated. The calibration placard in the AFM T/R then takes into account the 4 gallons that is technically unusable.

The 4 gallons remaining when the gauge reads E is not a safety margin, it is an unfortunate side effect of the hardware Victa used and the wide shallow design of the tank. Ideally, a sender unit that could detect in the order of 0.25 gallons could be found and the only unusable fuel listed in the AFM would be the fuel starvation determined quantity.

It is not permissible to fly with the gauge approaching E in the knowledge that 4 gallons remain. This would be poor airmanship.

Owners are not required to upgrade their fuel quantity indicating system. However, if the standard Victa production system is used then 4 gallons must be assumed to be unusable. The Co-operative is working with Auto Avia to develop a system with the capability to measure much less than 4 gallons. This has been reported in previous Newsletters. Progress has been slow since the last Newsletter due to weather, Christmas/New Year and most of the work being done voluntarily. The next update will be at Corryong or, if sooner, it will be posted on the Association website.

Ian makes some other important points in his letter particularly with regard to the sealing of the fuel cap. Owners should have their LAME check the cap and vent system during Annual Inspections.

Name Badges

The Association is placing an order for name badges to be delivered before the 2011 Convention at Corryong. The cost will depend on numbers but should be in the order of \$10 if we can get another 15 orders. Actual cost and payment details will be forwarded when the orders are finalised.

The name badge includes the Association emblem with name and aircraft registration, (if required), on a white background set in clear epoxy. An example is shown below.



Orders please via the Association website under the article on the front page or email to Secretary@airtourer.asn.au, giving 1st Name, Surname and registration if applicable.

Orders will close on 14th February

Victorian Christmas Fly In

Rebecca Day

December 4th and 5th saw this year's Victorian Christmas Fly In at Kyneton. Due to the wet weather the previous week many Airtourers remained home alone while their owners drove to the event. Particular credit should be given to Stan and Bonnie Tilley for yet again making the crossing over the pond from Hobart in MTL, and Andrew and Sharon Clement who flew in from Shepparton in KGR. Murray and Andrea Wallace also made it along for lunch and flew TVA, an aircraft Murray flew originally in the Army.

The weekend commenced at Kyneton Aero Club, with many thanks going out to Jane Morris who prepared a delicious lunch for everyone to enjoy. We were also treated to an aerobatic display, flown by Warren Canning with Stan acting as 2IC in the YAK 52 YEK. The YAK is part owned by Andy and Jane Morris, and Mike Fisher.

Following an enjoyable afternoon at the airfield we set off for Kyneton to stock up for the evening's activities. Departing from the local IGA car park in convoy for a drive through the beautiful local countryside to our destination "Kattemingga" at nearby Newbury.

On arrival we settled in and enjoyed a few sociable beverages prior to all meeting up for dinner. During dinner we discussed the upcoming Corryong fly-in and an interesting observation was made about an anomaly on KGR (Hint: refer to the cover of Newsletter 136 from November). The venue and food were excellent and we had exclusive use of the facilities for the night.

Following dinner Mike provided some aviation themed entertainment in the form of the 1965 film "Those Magnificent Men in Their Flying Machines". There have been some requests for a repeat screening of the film due to distractions from excessive noise first thought to be a wild animal, but on closer inspection turned out to be a very tired pilot and VRT owner asleep on the couch. Hopefully the film theme can be continued at future events. As an aside, 20 period aircraft from 1910 were built for the film of which 6 could fly. They cost £5000 each.

Following a leisurely breakfast the next morning we toured the film set that is located on the property that represents an Australian/American pioneer/western town. Setting off for the Daylesford Mill Market, we toured the picturesque and well renowned spa country stopping along the way to take in the scenery and history of the area. The order of the convoy was established and rigidly adhered to even when negotiating car parks and U-turns. After lunch at the Market we continued on to the Chocolate Mill for coffee and of course chocolate. From there it was back to the airstrip for final farewells and departure. As we farewelled our flying friends, the discussion soon turned to our next meeting at "The Magnificent Upper Murray".

A fine event that was enjoyed by all that made it along with many thanks to Mike Fisher for the time he took to organise the weekend.

ATTENDEES:

Mike Fisher	Car 1
Andy and Jane Morris	Car 2
John and Doreen Treble	Car 3
Stan and Bonnie Tilley	MTL
Neil and Kathy Jensen	Car 4
Bill and Marion Miller	Car 5
Andrew and Sharon Clement	KGR
John and Rebecca Day	Car 6
(the last car)	
Murray and Andrea Wallace	TVA
(ex A98-340 C180)	

**Jake's Trip to Kyneton**

Hello! my name is Jakey and recently (4th December) my Gran (Dot Ross) and Grandpa (Bruce Ross) took me up to Kyneton airfield to see lots of planes. There were yellow ones, blue ones and red ones and I was allowed to ride my bikey right up to them as they were parked - it wasn't dangerous!

I played in the Club rooms and a big man named Alan made a speech: I met lots of people but the best part was our lunch. We had bread rolls with chicken and ham and salad and it was all arranged by Jane (Jane and Andy, and Kath & Neils went to my Mummy & Daddy's wedding a few years ago). She's a beaut lady and did all the washing up too!

In the Aero Club were Andrea & Murray with me and my Aunty Natalie. I had a camera (pretend one) and took lots of plane photos.

When I'm all grown up I might be able to have a big plane too.

Bye,
Jakey

P.S. I'm 2 1/2 years and I've just got a new baby sister, Chloe!



Joint Administration of the Airtourer Association and Co-operative

Proposal by John O'Halloran

How many of you have received a "Reminder Renewal" notice, believed that it had been paid, only to discover that you had confused the Association and Co-operative payments. This happens sufficiently often to cause a headache for the Secretary, not to mention the embarrassment in having to point out the confusion. Additionally, the Airtourer Co-operative and Association maintain almost identical membership databases. This results in a large duplication of effort as well as the occasional error when only one database gets updated with such things as changes to email addresses. There is also duplication in effort in generating two sets of renewal notices, banking etc.

The Secretary of the Association and the Director Administration of the Co-op, (currently the same person!), will propose to both AGMs that membership administration be managed jointly with most of the work being done by the Secretary of the Association.

Why Two Organisations?

One obvious question that must be considered is, "Why have two organisations?". The short answer is that they each have different roles. The Airtourer Association is a group of enthusiasts for the Airtourer. Membership is open to anyone and it provides a means of communication and sharing of information, as well as social interaction via the Newsletter, website and flyins. It is "Dedicated to preservation and continued airworthiness of Victa and AESL Airtourer Series Aircraft". These aims are supported to a certain extent by

the activities mentioned above but also by actions such as Stu Hilsberg's work with CASA regarding AD/VAT/28. However, the Association's role stops short of taking on the legal responsibilities associated with maintaining the intellectual property of the Airtourer, i.e. the Type Certificates (TCs).

Aeroplanes are unique in regard to the legal requirements that govern every aspect of their operation. The Government, through the law, require that someone manages and is responsible for the ongoing airworthiness of an aircraft type. CASA did this in the past but, in keeping with international practice, they no longer do so. The law now expects the owner of the TCs to manage ongoing airworthiness under CASA's regulatory supervision. This means that the TC owner has specific responsibilities to CASA. These responsibilities are not easily compatible with the activities of the Association. Furthermore, it's more appropriate to have the TC responsibilities met through an organisation of owners, i.e. those directly affected by the actions of that organisation. To this end it is quite appropriate that the TCs be held by a co-operative of owners. Nevertheless, there is a lot of common ground, especially with regards to administration, hence this proposal. The aims of the Association can be satisfied by supporting the co-operative that is directly responsible for "preservation and continued airworthiness..."

Proposal.

Specifically it is proposed that the Airtourer Association manage a single

membership database for all of the information required by both organisations. The Airtourer Association will issue a single membership renewal covering both organisations to those owners that are members of both. It will initially collect, then transfer, the funds attributable to the Co-operative.

Since this agreement will involve sharing of private data and collection of

funds by the Association for the Co-operative, it should be agreed by the membership of both organisation. The details of the agreement will be included in a Memorandum of Understanding to be presented at both organisation AGMs. The draft MOU was planned to be included in this Newsletter but has yet to be completed and will be published prior to the AGM via the website.

NOTICE OF ANNUAL GENERAL MEETING

Airtourer Co-operative Ltd

The Annual General Meeting of the Airtourer Co-operative will be held at the Mountain View Motel, Corryong, at 0930 on 20th March 2011.

Agenda:

- Presentation of Minutes of the previous Annual General Meeting. (Published in the May 2010 Airtourer Association Newsletter.)
- Business Arising from the Minutes.
- Chairman's Report
- Presentation of Accounts
- Determination of Annual Subscription
- Election for retiring Board Members
- Motion on Joint Administration
- Other Business

Note: Only active members may vote at an AGM.

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

Nomination for election as Director

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 expert 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.

2011 33rd CONVENTION and AGM OUTLINE PROGRAM

“The Magnificent Upper Murray”

18th 19th 20th March at Corryong, Victoria

- Friday 18th. Arrivals. There are no facilities at the Airfield. Ring Niel Jensen for a pick-up on 0447 758 489.
Pre-dinner drinks and Welcome Dinner at the Legends on Hanson Restaurant.
- Saturday 19th. Committee meetings at the Mountain View Motel. We all have free use of the Motel breakfast room to gather throughout the weekend.
Mini-Bus into town at 9.45 for Coffee and a look around interesting Corryong.
Fly-In to the Tumut Aero Club for lunch including flying activities.
There will not be a Coach option to the Tumut Aero Club.
Check the Tumut Aero Club website for further information of interest.
Convention Dinner at the Corryong Community Hall provided by the Lions Club.
B.Y.O. drinks.
- Sunday 20th. Association and Co-Op Annual General Meetings.
Departing for a full day Coach tour to the Boggy Creek Legends and Laugh Show including lunch plus places of interest along the way.
If you plan to depart on Sunday consider doing so after the AGM's, as the Coach will not return to Corryong before 17.30.
Dinner at the Corryong Hotel Motel.
- Monday 21st. Departures.

A sign of the times is that fuel will not always be available at our selected venues. Safe fuel management is the sole responsibility of individual pilots.

Neither Corryong nor Tumut have a fuel installation.

Fuel is available inbound at Wangaratta, Albury, Cootamundra or Wagga.

As a last resort a limited supply of drummed fuel can be organised for Corryong with 1 month's prior notice.

Please state on the Registration form your requirement, which you will be committed to pay for.

A DETAILED PROGRAM WILL BE AVAILABLE AT CORRYONG

REGISTRATION FORM
AIRTOURER ASSOCIATION
33rd CONVENTION and ANNUAL GENERAL
MEETING
18th, 19th and 20th MARCH, 2011

Note: Registration can be done through the website.

Accommodation has been arranged at three close together locations in Corryong and will only be held until the 28th of February. When securing accommodation, mention Airtourer Association.

Mountain View Motel, (02) 6076 1766.

The AGM will be held in the Dining room of this Motel.

Corryong Country Inn, (02) 6076 1333

Corryong Hotel Motel, (02) 6076 1004

Captain's Name.....

First Officer's name.....

VH.....

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

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

Will you be having dinner on Friday at the Legends on Hanson? Yes/No

Will you be flying to Tumut for lunch to be hosted by the Tumut Aero Club? Yes/No

Will you be attending the Convention dinner on Saturday? Yes/No

Will you be attending the Sunday Boggy Creek Legends and Laughs Show Coach tour? Yes/No

Convention Registration Form continued...

\$50 deposit per person. Number of persons.....X \$50 = \$.....

Indicate if paying by Internet.

Yes/No

If attending all functions the approximate total cost will be \$145.00 per person, which includes a Corryong Convention Pin, Transport, Friday dinner, Saturday lunch and Convention dinner, plus the Sunday Coach tour with lunch.

There are two options on how to pay your deposit:-

- (1) By the 11th March send your completed Registration form with deposit cheque payable to the Airtourer Association to:- John Treble, P.O. Box 57, Keilor, 3036.
- (2) Pay deposit by Electronic Funds Transfer.

Bank account details:

Account Name: Airtourer Association

BSB No. 032507

Account No. 121510

Quote Name.

Post your completed Registration form to above address or via email to:
president@airtourer.asn.au

Alternatively, register via the Association website Activities page.

Fuel

I will requirelitres of drummed fuel at Corryong, which I will be committed to pay for.

Registration form and deposit to be in by 11th March.

Return of deposit cannot be guaranteed after the closing date of 11th March.

NOTICE OF ANNUAL GENERAL MEETING

Airtourer Association Inc.

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Agenda:

- Presentation of Minutes of the previous Annual General Meeting. (Published in the May 2010 Newsletter.)
- Business Arising from the Minutes.
- Presentation of Reports
- Election of Office Bearers
- Motion on Joint Administration
- 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*.

Committee News.

The majority of the Committee activity has been related to the Convention.

The website has seen slow improvement with inclusion of an Honour Board and list of Conventions as well as other small updates. It is about to undergo a major change which will allow logins and access to additional material for Association and Co-op members. Unfortunately, just when you've got used to the appearance it will have to change as the current layout will not transfer to the new system. Please keep checking the site on a weekly basis for the update. The home page will include instructions regarding login.

Heard at the Hangar Door

Wayne and Rebecca Bridge with MQL have just moved to Toowoomba in time for the floods. Fortunately they were not affected.

Australia is not the only country with extreme weather. We've heard from **Chris Scholfield and Bill Beavis** regarding the snow. Chris did manage to get in some flying recently when the temperature rose to 2 deg C. Unfortunately they also saw fit to make mention of the cricket!

Bill Miller has sold MOG due to a short strip and high trees. He lamented that it was the shortest time he's ever owned an aircraft.

Lindsay Marshall has had some health challenges but John Treble reports the he is bouncing back and was looking well recently. We look forward to seeing Lindsay and Beryl at Corryong. **Glen Sturges** reports he is also on the mend after his own health battles and we look forward to a visit from the Phantom at Corryong.

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

STATEMENT OF RECEIPTS AND EXPENDITURE

1st January 2010-31st December 2010

	Year ending 31 Dec 2010	Year ending 31 Dec 2009
REVENUE		
Membership Fees	5,224.00	4,316.00
AGM	5,700.00	8,660.00
Presidents 'Fly in' Yarrawonga	3,660.00	2,068.00
Airtourer Co-Op Donation	2,000.00	2,000.00
Stock (caps/ shirts)	100.00	90.00
Member RFDS contributions	130.00	
Airtourer Xmas lunch [VIC]	145.00	
Interest	309.00	
Total Revenue	17,268.00	17,134.00
EXPENSES		
Bank Fees	74.00	73.00
AGM	4,427.00	8,290.00
Presidents 'Fly In' Yarrawonga	3,605.00	2,115.00
Newsletter/stationery/postage	922.00	3,032.00
Public Liability insurance	0.00	591.00
AOPA subs	135.00	125.00
Trophies [Wine]	160.00	440.00
Flowers	72.00	59.00
Stock (caps /shirts)	0.00	602.00
Aardvark internet (fin year 08/09)	0.00	295.00
Aardvark internet (fin year 09/10)	0.00	220.00
Telstra mobile phone	50.00	249.00
J Treble (bus fuel /stationery)	0.00	161.00
RFDS donation	130.00	0.00
Registry of Associations	75.00	0.00
Refunds	475.00	0.00
Total Expenses	10,125.00	16,252.00
SURPLUS(DEFICIT)	7,143.00	882.00

Balance Sheet

	Year Ending 31 Dec 2010	Year Ending 31 Dec 2009
MEMBERS EQUITY		
Surplus/Deficit this year	7,143.00	882.00
Retained Surplus(Deficit)	15,363.00	14,481.00
TOTAL MEMBERS EQUITY	22,506.00	15,363.00
Represented by:		
CURRENT ASSETS		
Bank - current account	7,197.00	15,363.00
Cash on deposit	15,309.00	0.00
TOTAL CURRENT ASSETS	22,506.00	15,363.00
TOTAL ASSETS	22,506.00	15,363.00
TOTAL LIABILITIES	0.00	0.00
NET ASSETS	22,506.00	15,363.00

Note: stock on hand \$400

Gerry Pels - Treasurer

Ian Close [Reviewer]

2011 CALENDAR of EVENTS

33rd AIRTOURER ASSOCIATION CONVENTION and AGM

Corryong, Victoria

18th, 19th, 20th March.

Details in this Newsletter

VICTORIAN BRANCH ANNUAL MID-WINTER LUNCH

19th JUNE

After a few years of having our mid-year dinner at the Heidelberg Old England Hotel on the Sunday of the Queens Birthday weekend, your sub-committee has decided for a change of past arrangements to something for chasing away those old winter blues. For various reasons including driving, a lunch in mid-winter is considered to be more appropriate for members than a late night dinner.

The venue is yet to be decided.

PRESIDENT'S FLY-IN

23rd, 24th, 25th, SEPTEMBER

Members have continually requested that we do more flying at our Fly-In's, thereby leading to a change of format and challenge for this years President's Fly-In.

It will be a mini safari to be centred in the area of Hay, N.S.W.

A detailed Program of this event will be published in a later Newsletter.

VICTORIAN BRANCH CHRISTMAS FLY-IN

3rd & 4th DECEMBER

John & Rebecca Day shall host the end of year get-together at JDANDBOO field, (YJBO), which is 18nm NW of East Sale. More details as they come to hand.

**CALENDAR OF EVENTS ARE NOW ON THE AIRTOURER
ASSOCIATION WEBSITE**

Welcome

Welcome back to **David and Wendy Hobson** whose membership had lapsed. They are back flying Airtourer 115 MUF and we hope to see them at a fly-in soon.