



AMPA

AUSTRALIAN MOONEY PILOTS ASSOCIATION

NEWSLETTER

Volume 3 No 5
May 1994

PRESIDENTS REPORT

Easter Fly In - Echuca

It came as a shock to find myself nominated to replace our founding president Gordon Grant as the head of AMPA. Gordon has asked on many occasions for someone to relieve him and I guess we all wanted him to continue for as long as possible. I accepted because I have found that this organization has been very beneficial to me personally and am keen to see it prosper and develop into a solidly based asset for all Mooney devotees within the Australasian Region.

I sincerely want to pass on to Gordon and Gwen the heartfelt gratitude of all of our membership for the excellent ground work in setting the Association on its feet from its inception and heading up so many of our gatherings and meetings since that time. It has been no mean feat and bears testimony to his leadership and drive over the last three to four years.

In accepting nomination and the vote of confidence expressed I will do my best to push ahead and endeavour to further develop the Association during my time in office.

We were able to set aside time to discuss future events and the meeting decided that our next get together will be held at Canberra during the last weekend of September. This date nicely fits into the time that Floriade is celebrated in and around Canberra. During the time spent there our Annual General Meeting will be held. Don Rowling has offered to organise suitable accommodation and arrangements for the weekend.

We also have plans for next Easter in Queensland and I'm pleased to say that Peter and Claire Mochrie along with John and Lyn Kelman have taken on the responsibility to plan and prepare the program. So we will keep you posted on developments. I have been in contact with both Don and Peter recently and arrangements for both get togethers are progressing well.

An excellent innovation arranged by Fleur Michell was the hiring of a baby sitter which turned out to be an excellent choice allowing the parents of young children to join in fully during our evening programs on Saturday and Sunday nights and should be taken into consideration where applicable in the future.

Discussion was held about membership and who is included in that. For example if the member is a joint owner are the other joint owners included? The feeling of the group was no, but members are encouraged to bring guests along to any AMPA function including fellow joint owner(s) however only one newsletter per financial member would be mailed. After all \$30 is not expensive,

being equal in value to a circuit or two.

Another point was raised regarding the format of the address used on your Newsletter. The suggestion that some prefer the mail to be addressed i.e. as "Mr & Mrs" where applicable, to be used as encouragement to wives to open, read and feel part of the Association. If this approach is what you prefer and is not happening, please advise our editor Robyn of any abnormalities forthwith.

Moves are afoot to update our membership register, including adding aircraft type and registration with the addition of suitable "business cards", these to be made available for members to leave with owners/operators of Mooney aircraft that we meet from time to time. The card will have sufficient information to enable prospective members to easily contact our Association regarding membership or further information. And remember you don't have to own one to be one!

It is a concern that due to the large distances involved there is a tendency for our activities and membership to centre in the triangle between Adelaide, Brisbane and Melbourne. Might I suggest that when visiting outside "the triangle" that a special effort be made to contact members/potential members so that all have equal opportunity to enjoy our common interest.

I understand that we now have our first New Zealand member and I would encourage fellow pilots and enthusiasts in the west and northern States to make contact with AMPA.

It is my belief that our newsletter is our most important feature and again as Gordon has done so often in the past could I encourage all to put pen to paper or digit to keyboard and rattle out a story, experience or question.

An area I would like to encourage in our newsletter is a segment centred on the availability of parts, modifications etc. and also information about wrecks, engines, materials and spares local or from overseas. If you have something of interest phone or fax the details to me and it will be put on file and included in the newsletters to come.

During Easter there was talk of formation flying which raised the question as to how many pilots present held endorsement for same, three was the answer. The end result was some practice and several present initiated to the experience. Might it be possible to form a formation team within our Association? Let me know if you are interested.

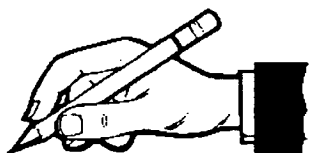
Thats all from me for the time, I wish you safe and pleasant flying,

Bryan Baker President AMPA
89 Lowndes St.

Bendigo 3550 Vic.

Phone & Fax 054 - 437256

Hans' On



I have an engine major coming up shortly and I was considering doing away with the ram air system. I feel this high maintenance feature is of doubtful value especially when operating from dirt strips as I don't trust the seal. is this possible and, if so, what would be necessary?

HANS' RESPONSE

It is an easy matter to remove the ram air system if done in accordance with the Mooney Service Instruction Number M20-93 issued on the 10/3/92 for aircraft Serial Numbered 24-00DI to 243153.

If required I can forward a copy to the interested party.

About the ram air system the manufacturer makes the following statement:-

"the development of the M20J induction system and cowling created a near optimum design that has shown limited benefit from a ram air induction system. The components of the ram air are a source of maintenance over the life of the aircraft and therefore this retrofit is offered to those owners who may wish to remove the ram air system from the above serial numbered aircraft."

More Questions for Hans please... It's FREE !

Easter "Eggs"

From SGI

The weekend was well organised. Most interesting activities in both towns (Echuca & Swan Hill). The Sunday fly out was well balanced and interesting. Not too Hard.

Congratulations to our new President and his wife for a wonderful time and the warm encouragement to us all to develop the AMPA.

What a Weekend

Well organised, low key and relaxing. What I nejoyed the most was the welcome cuppa and the trip and lunch on the river boat "Mary Ann".

Sunday was good too, just so much to see and do.

The fellowship friendly and meeting up with old acquaintances just makes these occasions so enjoyable. Looking forward to the next one and hope to see many of you there.

From ERJ

Wot a majic weekend!!

From the trip on the paddle wheeler to flying to Swan Hill and spending a few hours at the Pioneer Settlement. The other half of ERJ.

As a non pilot wife I have thoroughly enjoyed the

companionship of all involved and not felt the "odd" one out.

Hoping to see everyone in QLD in 1995.

A pity ,more Mooney owners did not take the opportunity of these great times away.

From WTC

Location of Echuca is so central for interstate Mooneys to find.

Excellent weather, Flat terrain, Good airstrip,

Co-operative aero club.

The Mooney owners were a diverse, interesting group of people. It was fascinating to have the opportunity to inspect their aircraft and get to know them as individuals.

Biggest personal surprise was to catch up with Ross &

Keith smith after 50 odd years, when we were Air

Training Corps cadets prior to enlisting in the RAAF.

Thank you for accepting us into your circle of friendship.

SKY RACE - Tasmania, March 94

First, our thanks to all, especially the Bakers, for a grand Easter weekend. Echuca is an excellent spot at this time of year and we enjoyed all the activities planned for us.

The Tasmanian Sky Race was a great event for the spectators anyone hearing Dave Morgan speak would realise. the venue, called the Valley of Speed, was superb. It's very beautiful with the hills around and we were able to follow the planes visually as they raced around the pylons. Seeing bob Hoover fly is a wonderful experience and as we had ben very impressed with him at Oshkosh, he was a major draw card for us. So all of that is positive. However. there were to be buses transporting visitors to the field and back. The times were not convenient and were inflexible so we and the others we knew hired cars. The printed program bore no relation to what happened or when. The public address system was so loud that by the end of the day we felt battered.

We participated in the air race around Tasmania which was pior to the four days in the valley, it was badly organised. It cost \$500 to enter and it was difficult to find the value. The briefings were late, the met man went on in great detail even giving WX for after the finishing time of the race. The organisers seemed oblivious to their incompetence.

Meal vouchers were sold but when the planes reached St Helens, nobody knew of the arrangement.

There were questions to be answered as the planes covered the course. These were given out ahead of time and people were using their mobile phones to get the answers before they left. This was done fairly openly so the people involved didn't seem to consider that it was poor sportsmanship. It was no surprise when the prizes all went to Tasmanians.

For that \$500 it seemed reasonable to expect a token souvenir, or a discount on the ones for sale, but there was nothing.

Perhaps these comments seem petty, but it all added up to a disappointment and a feeling of being had.

From Claire Mochrie

CURRIE CORNER

Notes from Alan Currie

Mooney

There are no new Service Bulletins from Mooney for C through to K.

Lycoming

Lycoming has now approved the 10-360 (200 hp) to 2000 T.B.O. Due to a high number of exhaust valve failures, a top overhaul is recommended between 1200 and 1500 hrs.

CAA

The fuel excise will be reduced by a little over 6c in 1994/95 year, but a 1.5c levy will be used to fund Safety Regulation in 94/95. This 1.5c applies to Jet and Avgas, thus making the airlines pay \$24 million of the \$25 required.

The netgain for Avgas users will be 4.5c/litre.



WING TIPS

For new members:-

It may be well worth your while to join the US based MAPA organisation for a year or so. Their newsletter often contains a lot of interesting articles on maintenance, spares and retro fit kits and flying in general in the US.

Or you may be able to beg, borrow or steal the odd copy from a friendly AMPA member.

There is an International Commanche Congress on the Gold Coast 17-22 July. Textron-Lycoming Factory man Paul McBride will be there to give a paper.
See AOPA for more details.

IFR Pilots - have you trained your FO to keep an eye out for icing, when flying in cloud?

VFR Pilots - Do you use your extra set of eyes to your maximum advantage?

Why not get your FO to assist with the Daily? It has happened that an FO has picked up on something a pilot has missed.



This newsletter is for the interaction of Mooney owners & pilots, for mutual benefit.

Annual membership fee is only \$30, you may well find useful technical information, or even have your problems solved by Hans On, for free! Or just catch up on the latest gossip.

LOOK FORWARD TO SEEING YOUR NAME ON THE PERMANENT LIST.

Send your membership fee to the Treasurer,
Dave Morgan at: Shop 9 Southfield Plaza,
NAROOMA NSW 2546 (044) 737214

MOONEYS

FOR SALE

OR WANTED

also general items for sale, or wanted

VH-SXF

Probably the best Executive in Australia, maintained by
Coff's Aero Maintenance,
contact there Dick Corden (066) 528211.

Inside & out 9/10

3 bladed prop

TT Feb/94-2200 hours

S/S screw kit

Standby vacuum

Hand held ELT

Trimble Flightmate GPS

IFR:-

KR87/ADF

Dual NAV/COMS

Codan 2000 HF

Van X DME

Brittain A/P coupled to Omni
(no bug on D/G)

\$80,000

Owner -

Brian Kane Phn: (070) 61 2633

ITEM FOR SALE

Aerox 13 cubic foot oxygen cylinder
with canulas

As new - used only 4 times
\$500

contact Dave Morgan - Treasurer
Phn: (044) 764537 bh

Fax: (044) 73 7214 also home phn

WANTED

ANY Mooney M20J 1980 201 parts
including

Lycoming IO-360-A3B6D
in any condition

In particular
interior parts

These are for Richard Neave in Auckland NZ
(member AMPA)

He is about half way through rebuilding the 201

Phn: +64 9 444 2243 home (add 2 hours)

Mobile: +64 25 972 895

Fax: +64 9 366 2147 Attn: Sue Campbell



If you know of any Mooneys for sale, or future
Mooney owners who would like to put in a
request,
please call Robyn Kelly bh(03) 690 9399,
ah (03) 347 2897,
or fax (03) 699 3239.

AUSTRALIAN MOONEY PILOTS ASSOCIATION

RENEWAL OF MEMBERSHIP

Annual Membership Fee \$30

NAME:		MR/MRS/MS/Dr
SPOUSES' NAME:		MR/MRS/MS/Dr
ADDRESS:		Tel:h
	POSTCODE:	Tel:bh
POSTAL ADDRESS for newsletter:		Fax:
		POSTCODE:
Is your fax at home, or at work?		

LICENCE CATEGORY:	VFR	IFR	COMMERCIAL	PRIVATE	RTPL
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YEARS OF FLYING EXPERIENCE:	
No of hours flown last year:	% BUSINESS FLYING

CALLSIGN:	
MODEL No:	YEAR BUILT:
WHERE IS YOUR AIRCRAFT BASED?:	WHEN PURCHASED

Do you have any ideas or suggestions for AMPA, or the Newsletter?

General Comments:

CHEQUE ENCLOSED FOR \$30	YES/NO
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Please send this form with your cheque to:

David Morgan, Treasurer AMPA, Shop 9, Southfield Plaza, NAROOMA NSW 2546.

Or fax to (044) 73 7214 BH Phn: (044) 76 4537

for two nights for us and had given away 1/4 tonne. Great excitement and they'll probably be proposing a trip.

Next day we reached our most southern spot, Denham for Monkey Mia. Very slow and bumpy trip. Saw and touched the dolphins next morning and nearly froze in the process. The rooms are lovely and you have the option of doing your own cooking or eating in the restaurant.

Starting home, we refuelled in Carnarvon. Flew over Meekathara and the opencut mines. On to Wiluna. Stayed in the pub here (there's nothing else). Both here and at Warburton Range where we spent the next night in a roadhouse, we were locked into a compound overnight, for our protection we were told. What sympathy I had for aborigines disappeared on this trip.

Our accommodation at Yulara was at Emus Walk Apartments which I'd recommend. Gives great flexibility, cooking or going out and it's central. We hired a car, necessary really, and climbed the Rock etc. Ownership of the accommodation has all changed since our group went there.

We flew over Kings Canyon but to see it, I think you've got to be on the ground. From there to Alice Springs which again is a good place to visit if you haven't. On to Innaminka via Birdsville. While refuelling at Birdsville we walked over to a museum which is being built. We wished we had more time as it's an eclectic and extensive collection. At Innaminka there are two strips. The one to use is on the same side of the river as the pub. There were forty people in for dinner, many camped nearby, and the conversation was great.

We flew by Moomba and Jackson and landed at Yowah. Lovely opals, different from the usual. On to Ted Hill's Rosevale Station and then home. Total nautical miles 6,552.

by Claire Mochrie

It is wonderful to have a contribution from one of the FO's, or right hand seat brigade! How about more from some others? Claire has broken the ice (or print), what about your last trip....?

FOR THE NEWSLETTER...

In future issues we will have a children's page. This will probably be every second issue. We would like some contributions from the smaller flihers. Perhaps we could call it the Mooney Midgets, or Mooney Minors page? Some ideas please. Thanks to Ros Cumming for the idea and contributions so far.

How about some more contributions from the front seats? Tell us about your Mooney, why it's so special compared to others, may be even a good black & white photo? (We don't stretch to colour - yet)
Pens to paper please!

I would like to remind all those people at the Easter Fly-in foolish enough to promise me an article, that I have your names & will expect your contribution by the next newsletter. (I'll be after you!)

TO BALANCE OR NOT TO BALANCE?

Some would be aware that some time ago the crankcase on my 201 developed a small but relatively expensive crack which required an engine strip down and repair job. Being one to appreciate smooth running machinery I decided to have the engine balanced at the same time at extra cost. After reassembling and after 30 or so hours running later the opportunity came to have the prop balanced as well.

I'm happy to report that both exercises were well worth while. The engine balancing had the biggest effect and was obviously the more expensive option. The prop only needed the smallest of weights attached to bring into fine tolerance. An added bonus was a vibration spectrometer graph produced during the prop balancing which proved something I suspected for some time. That being the rev counter under reading by 100rpm, no wonder book figures were attainable. My hope is that instruments, airframe and ancillary equipment will have better chance of longevity with fewer vibrations to contend with.

In short I recommend either or both exercises. The motor is much smoother right through the rev. range. I might add that all new Mooneys have a prop balance performed prior to delivery at the factory on completion.

From Bryan Baker

NEXT FLY-IN

CANBERRA - 1994

Weekend 23, 24, 25 September

**All sorts of wonderful things are
planned -**

**Plenty for those who fly,
and probably much more
for those who don't.**

SEE YOU IN OUR CAPITAL

NOTICE

**The Annual General Meeting
of
AMPA**

will be held in Canberra

Friday 23 September

Check the next newsletter for more details

THE MOONEY MOB ON THE PADDLESTEAMER AT ECHUCA

EASTER 1994

STARTING FROM THE TOP RIGHT & WORKING DOWN:-

Ross Smith
Keith smith
Russell "Ned" Kelly
Don Rowling
Dave Morgan
Juergen Ochmann
Bruce Berry
Rob Cumming
Ros Cumming (hidden)
2nd generation Mochrie
Marc Michell
Peter Mochrie
Neville Perrin
Bryan Baker (hat)
John Kelman
Lyn Kelman & Mrs Mochrie
(Jnr) & offspring
Fleur Michell & Clair
Mochrie
Sharon Ochmann,
Alexander & Alistair
Michell, & Marcus
Ochmann
Melanie Ochmann
Precy Morgan
Gwen Baker &
Andrew Berry



taken by Robyn Kelly

MEMBERSHIP FEE

FOR

94 / 95

NOW DUE

PLEASE SEND YOUR

\$30

& THIS FORM

NOW !

A TOP END MOONEY TRIP

Last year Peter and I in our Mooney and friends in a Bonanza, did a trip across the top of Australia and back through the centre. We felt it important too have two planes as we went into some very remote areas. The first night we stayed at Lorraine Station near Longreach. It's a working station, very basic as far as food and accommodation goes, but a warm welcome.

From there we went to Borroloola, just a convenient spot on the way to the Roper Bar Store. The motel type units at the Bar were a short walk from the strip. Guests must do their own cooking and supply their own utensils. Food is available at the store, but no alcohol. The people here (three of them) were warm, welcoming and very helpful. Though we didn't catch any barramundi, we felt this was really a nice spot. It was Veronica and her staff which made this special.

Next stop was Gove with it's mining town. The bus driver offered us his new 4WD and a map which he marked with points of interest. The beaches, yacht club and the mine itself, seen from the car, all interested us. There are miles of bauxite waiting to be process. Brought to the plant by an enormous conveyor belt. Like Roper Bar, we were quite overwhelmed by the help and generosity of the people we met.

Our next stop was at Seven Spirit Bay which is a 45 minute drive from Mijari Airport. This is an elegant wilderness. The rooms are beautiful and the dining room really superb. Most of the guests were from overseas, but whether that is typical or not I don't know. There is sailing, fishing and walking plus swimming in the pool. The chef fixed our fish as an extra course for dinner.

Many of you would have been to Kakadu which was our next stop. It is lovely, the bird life enormous in its variety and all I would recommend here is that you aim for the end of May or early June when there is still plenty of water but the heat has decreased. We got up very early one morning, to take off at dawn and see the escarpment and waterfalls. This was a disappointment. The falls had finished (this was June 12th) and, most of the ground covered in mist. While doing the daily we were viciously attacked by mosquitoes and we killed them the whole flight. The day we left Cooinda we flew to Jabiru which is a lovely flight. Then on to Darwin. We had never approached from this direction before and it's a scenic flight.

Our reason for Darwin was to take a trip to Litchfield Park. We enjoyed the park but it's a long way to get there and back in a day. Our pilots really enjoyed the air museum.

Kununurra came next and this is terrific. We took the trip up the river, having done the lake on a previous visit and both are good. We also did the tour of the farms and found it educational and interesting. The melons and grapes are marvellous in their variety and flavour.

Our flight over the lake and dam and out to the Bungle Bungles was fabulous. We also went over the Argyle diamond mine. This flight and all the ones around the top coast of the country were spectacular. The water is every shade of blue and except for the occasional fishing boat, we had the world to ourselves.

Our next stop was Emma Gorge, part of the El Questro Station. We had planned to land at Emma but a close look at

the strip made us go to the El Questro one. Later Ross and Pete walked over the Emma strip and decided it was very risky. The tents at Emma Gorge were \$65 per bight. By the time we paid transfer fees, bought our drinks and meals and paid for our day trips, we added up and found it very close to the \$400 per day at the homestead which includes all that and laundry. However, we really enjoyed the informality of Emma, meeting other guests and staff around the bar and hearing about the places we'd yet to go. Personally, I preferred it to Seven Spirit and its formality. The walk up the gorge, the swim across its pool and the boat trip up to Chamberlain Gorge followed by a soak in the oasis of Zebedee Pools, made this the highlight of the trip for me.

We went for fuel at Wyndham Airport. Here we found Lindsay and Fiona extremely warm and helpful. Fiona drove us to the crocodile farm, worth a visit, and then took us shopping for the next bit of our trip. Then we flew by Cape Dusseljout to Cape Ruthieres, another lovely segment of the trip and on to Kalumburu which was the pits. The point of going here was the fishing but evidently June is an off month. The campsites have no showers, no toilet, no water and swimming is out because of the crocs. It was hot, dusty and the flies enough to drive you crazy. For this dreadful spot we flew tents, stove and all the other camping gear absolutely essential, but no extras, all around the country.

Pete had heard that Truscott, now rented by Santos, had some really superb war birds. We had tried repeatedly to get permission to land there. We hadn't got a straight answer so landed anyway. The caretaker came out, photographed the planes and told us the landing fee was \$250 each. He then invited us in for a cool drink. His girlfriend then drove us around the ruins and that's what they were, barely distinguishable and then only to someone who really knows his planes. Pete and Ross were bitterly disappointed.

Our intention was to stay at Home Valley that night but people we'd met made it sound pretty crummy so we overnighted in Wyndham. Next day we flew along the coast to Broome. The water, islands, coves and bays were beautiful but the land poor. If you haven't been to Broome, do consider it. Of course it's a long way from everywhere, but you have a Mooney.

Our travelling companions recommended the 80 Mile Beach Caravan Park and we made that our next stop. It's terribly isolated and strip is rough but okay. We spent two nights there and collected beautiful sea shells from the beach. The fishing was lousy again, this time the tides were balancing, but we got fish from people who spend months there. There is a store but you must do your own cooking. It was the sort of place I'd love to share with small children because of the shells and enormous space to run and shout.

Definitely a change of pace as we arrived in Karratha-Dampier. Here it is wise to get a hire car. We didn't and regretted it as the distance between the spots you want to see is often enormous. There are numerous tours, and watching the ships being loaded with iron ore, LNG and salt was interesting and we learned a good bit though none of us could absorb it all. We gathered that alcoholism is a big problem here, mainly due to boredom. They have a long cyclone season and terrible heat.

We continued down the coast to Onslow and saw clouds for the first time since Darwin. This time the guys got a trip on a deep sea boat and came back elated. They had enough fish

Easter '94

The Easter Fly in to Echuca has come and gone and a very enjoyable experience it was. Twelve aircraft and 29 men, women and children terrorised the local Echuca population and had the time to carry out a lightening raid on Swan Hill as well!

Weather is always a concern, for well over two weeks the Victorian weather was perfect day after day, how long would it last? Until Thursday night prior to Easter of course, when a predicted cold front appeared on the scene. Fortunately it was relatively mild and every one arrived safely.

The resultant cross wind on the sealed 17/35 Echuca runway was in excess of ten knots all day and all pilots handled the challenge very well. Two used the recently reopened grass cross strip however it also had a fairly high crosswind component. Marc Michell accomplished a "greaser" with nose wheel maintained at the right altitude for the required time.

So we awarded Marc the "Best Crosswind Landing" and John and Lyn Kelman the "Greatest Distance Flown" prizes that evening.

It was pleasing that we met and welcomed four members and their respective families for the first time at this gathering. They were, Bruce Berry and his son Andrew (both pilots) in VH-WTC from Bowral. Marc and Fleur Michell and their two boys, Alexander and Alastair, VH-MPH One Tree Hill, S.A. Rob and Ros Cumming from Goulburn, VH-SLU (in a borrowed C210, the Mooney's engine in rebuild mode at present). Don Rowling, VH-USF from Canberra.

Don addressed us after dinner Sunday evening regarding his recent visit to the USA where he attended the Mooney Homecoming at Kerrville and then crossed the country to attend the MAPA Safety Foundation Inc. Pilot Proficiency Program held at Chicopee. Don gave a very well prepared presentation and covered a large subject very efficiently. Judging by the depth of interest after his illustrated talk we are looking forward to his promise of more detail from him so that we may improve our operation and understanding of the aircraft we fly.

Getting back to the story of Easter we settled into the Nirebo Motel and the enjoyment of just being together and exploring the Port of Echuca. As promised the Restaurant provided excellent fare and we all toddled off to bed at a very reasonable hour, or at least we did.

Beautiful weather on Saturday morning as we boarded the bus for our excursion into the Barmah Forest and the high light would have to be the incredible distance our driver was forced to reverse out of the forest with huge trees only inches from the sides of the bus. You see he took the wrong turn and the track became narrower and narrower and more winding until we could proceed no further. To venture forward we would all need to be champion axe men and women, but we didn't have any on board. So into reverse gear, it was much to the enjoyment of the campers on the river bank. Spontaneous and sustained applause was the result of a driving feat never to be surpassed when we finally returned to forward motion! Well really it didn't end there as when we arrived at our next point of interest the Dharnya Aboriginal Centre (pronounced "darn ya") and

operated by the Yorta Yorta tribe) it proved to be closed until 11am, too late for our itinerary. Next was the visit to Redgum Cottage to view wood turning and morning tea/coffee. "Sorry no wood turning exhibition today, due to a berevment". But the coffee and scones were good. We high tailed it back to Echuca to arrive in good time to board the "Mary Ann" and enjoyed a pleasant river cruise and lunch aboard. By mid afternoon we had returned and strolled back our various ways through the port area to our Motel as fancy took us.

The Mini buses picked us up on time to transport us to Rich River Golf and Country Club where we retired to the Committee Room to hear about a revolutionary Teflon based surface treatment ideal for aircraft and other expensive hardware. This was presented by a Mr John Brady who travelled from Melbourne for the occasion. Dave Morgan has recently applied this finish at great pains, (just ask him) to his 252 and the surface is very very smooth. It is called TuffGuard with Teflon. Contact Treasurer Dave for first hand information.

John also screened a short video on a very revolutionary Australian developed rotary engine backed by Sir Jack Brabham. The design is showing a great deal of promise and has many applications.

We retired to a reserved area for us in The Tatalia Room for an excellent meal returning to our motel by special bus provided by the Club in a very satisfied mood.

Sunday breakfast was held in the motel restaurant where the mini trial sheets were handed out and explanations given. All boarded the bus for the aerodrome for our departure to Swan Hill via Kerang. It was an impressive sight to see all the Mooneys lined up and I trust someone has some photo's to record the event.

Mid Murray Flying Club allowed the use of their rooms for refreshments prior to our departure by bus for a brief look at the city and environs and entered the Pioneer Settlement for lunch and a step back in time. By the comments all present enjoyed the experience as its a must for all to see and enjoy. By mid afternoon we had satiated our appetite for things of a bygone era and the bus whisked us back to the aerodrome. A little bit of formation flying on departure to stir the souls of those on the tarmac and we all arrived safely at Echuca. To find that the Easter Bunny had been busy again! How does he know where we are each Easter?

Sunday evening we enjoyed the motel restaurant fare and had as usual the marking of the mini trial score sheets. Again the judges decision was final right or wrong and I'm sure the non AMPA clientel thought our group boardered on the insane. Prizes were awarded and "You all did very well". Coffee was served in the Games Room and before we all nodded off Don addressed us (see P. Report).

Monday morning was the time to say our goodbyes, we nearly left the Michell family behind as every one was up early and ready to go in record time, including out transport.

Last minute refueling done and it seemed in no time that the aerodrome was deserted and I had time to reflect on a very happy Easter weekend.

by Bryan Baker

MINUTES OF AMPA MEETING FRIDAY 1 APRIL 1994

Apologies:

Gordon & Gwen Grant
Alan & June Currie
Hans & Troy Bannink
Neville & Prue McDonald

Meeting Chaired by Russell Kelly

Discussion:

Decision on Canberra for October, not the gazetted long weekend, but make our own long weekend.

Next Fly inn to be in QLD around Easter 1995. It will be a progressive fly inn/ Mystery Tour. We will be advised as to start & finish points.

Committee to organise the QLD Mystery Tour is the Kelmans, Neville Perrin and Keith and Ross Smith.

General Business:

Membership fees. There are currently only 11 paid up members. There is no renewal date.

Motion moved to make End of Financial Year the renewal date.

Seconded by Neville Perrin.

If a member has paid now, they will not have to pay until 30/6/95.

Renewal notice to go out with Newsletter, separate form though.

Motion carried - unanimous.

Request to the Treasurer as to how much funds in the bank, couple of thousand, but no details available at the time.

Discussion:

Is the plane a member or a person? Should membership be open to Mooney pilots, owners, spouses and enthusiasts, in particular, non owning pilots? A motion was proposed to this effect, but not seconded, motion dropped. General opinion was in agreement with non owning pilots, owners, spouses being members.

Suggestion by Marc Michell to approach the Royal Aero Club in Perth and gain more non owning members from that source. Those that hire aircraft. Marc is a member of the Aero Club and will contact them to that affect.

Rob Cumming would like to express his appreciation of the help given him by AMPA.

A motion was moved by the Secretary that a card be printed and a quantity given to all AMPA members, for distribution to prospective new members. The cards to have name, address, aircraft type & year - if owner -, spouse name & full address & fax details.

Rob Cumming has also volunteered his Freepost address for the return of the above cards. Cost will be approximately \$200 - \$300

The vote was unanimous for this membership card.

The Secretary also proposed to purchase a return address stamp for the Newsletter envelopes, to ensure we are not sending to incorrect addresses. Cost approximately \$21.

Approved by the meeting.

There was discussion on a spouse course of right hand seat emergency procedures. Rob Cumming has

minutes of Easter Meeting cont..

volunteered to organise this with his CFI for the next fly in at Canberra.

Dave Morgan brought up the topic of a Mooney Formation Flying Team. A number of people were interested, some of which already have the endorsement.

Office Bearers:

Russell Kelly addressed the meeting to the effect that our current President Gordon Grant, is very tied up with a couple of businesses and is unable to participate as President in the AMPA.

Nominations for Interim President:

Russell Kelly nominated Bryan Baker

Seconded by Dave Morgan

Motion carried, Bryan Baker is now the Interim President of AMPA.

Bryan stated he is prepared to take the job on as an interim thing, and with the help of Gwen, and that he is looking forward to pull together with the members.

MEETING CLOSED.

NEW MEMBERS

On behalf of all members of AMPA I would like to welcome the following new members to our Association:-

Ron & Rita Black

Nagambie Vic

Tim & Bracey Cooke

East Doncaster

Dr Gary Murdock

Deniliquin NSW

Roy & Ann Humphreys

Athelstone SA

NEWS BRIEFS

The executive of AMPA met at "Wombat Gully", Mitta Mitta Vic, on Sun 8 May. This informal meeting was to throw around some ideas, make sure our listing was up to date among other things.

Mitta Mitta was roughly central for a trip from Bendigo for Bryan & Gwen Baker, and from Moruya for Dave & Precy Morgan. The Kelly's didn't have to travel.

As agreed at the last meeting, I will be having printed & issued to all members, a card to put "under the windscreen wipers". This is so you can track down none members & give them the option of joining.

Russell Kelly has taken on the job of putting together a data base of Mooney owners & users. This will have all sorts of interesting & useless information: aircraft type & age, where based, IFR/VFR, pilot hours etc, etc. A copy of the callsign & owners will be issued to all members to assist with finding new members.

AMPA will be looking further at Incorporation, with a view to completing it by the end of 94.