

NOWRA (NSW) FLY-IN
28th October to 2nd November 1998

Not an official fly-in, but attendance recommended to celebrate the 50th anniversary of Fleet Air Arm, HMAS Albertross reunion.

WESTPORT (NZ) FLY-IN
26th to 28th February 1999

The Westport fly-in finished as a great success.

The start on Friday 26th was disrupted by bad weather which caused a number of cancellations as participants had some difficulty in flying in. This reduced the numbers at the Friday night dinner. As usual there were a number of Australians in attendance, almost outnumbering the NZ participants. Saturday the weather did not improve much and forced the postponement of the Airshow planned by the Westport Rotary Club to raise funds for runway lighting at the local airport.

Saturday morning, instead of our planned trip to view the Open Cut Coal mine, the rim of which would be lost in cloud, the IFFR participants visited the Coal Museum which was most interesting as it gave the history of the coal industry from the late 1800s to the present day. It highlighted the "Denniston Incline" where full coal wagons coming down the two mile incline on a cable, hauled the empties up to the mine for reloading. The coal for many years was shipped from Westport.

A finger food lunch was enjoyed at the Waimangaroa Hotel, where we were joined by more IFFR members, who had driven in after leaving their plane some 100kilometres away. The IFFR meeting was held on the Saturday afternoon in the hope that Sunday would be fine and that the Airshow would proceed. The IFFR dinner was a fine affair held at the Criterion Hotel.

Sunday morning dawned fine and the Airshow went ahead with IFFR members from both Australia and New Zealand assisting with the collection of money at the gate. A very successful outcome for the Westport Rotary Club and IFFR NZ.

SHEPPARTON (Vic) FLY-IN
5th to 7th March 1999

A total of 102 people in 24 aircraft and a number of cars, went to Shepparton over the three days. This was IFFR Australia's fifty first Fly-In and once again our members experienced a superb programme organised by David Piper. We met friends from around the country and experienced wonderful fellowship at the dinners and activities in which we participated.

Friday morning saw our party broken into two groups, one going to DECA which stands for Driver Education Centre Australia. This organisation teaches people how to handle all types of motor vehicles in all sorts of driving conditions. We were shown a range of vehicles from tandem semi-trailers to cars and motorbikes. Some lucky people also got to drive a new Ford Falcon on the five acre skid pan. The demonstration showed how to recover from a skid, and also how to use ABS braking correctly. DECA is over 100 acres in size and includes a children's road safety training area with small roads traffic lights and small cars, where school groups come on an excursion to learn bike safety and road rules. After DECA, this group went to the SPC fruit canning factory where they toured the large complex, where peaches and pears were being canned in an automatic process. The other group visited SPC first, followed by DECA.

After lunch back at the Park Lake Motel, we boarded our buses for a trip to two wineries. One was one of the oldest wineries in Australia, "Chateau Tabilk", with vines dating back to the 1890s. The other, "Mitchelton" was a modern winery, started in the 1980s. It was a very pleasant afternoon with wine tasting at both places and afternoon tea at Mitchelton.

Friday night we enjoyed a Rotary meeting at our motel with the Shepparton Rotarians.

Saturday morning we again boarded our coach for a relaxing trip to Echuca. Laurie Chapman and his party were picked up from Echuca airport on our way from Shepparton. At Echuca we embarked for a trip on the paddle-steamer Pevensey, which included a lovely morning tea. Lunch was at the Oscar W, restaurant overlooking the Murray River. This was followed by a tour of the historic port with its steam driven saw mill, its boat building and restoration centre as well as the blacksmith's shop. There is also an excellent Holden museum nearby, which most members visited.

Saturday evening we went to Cellar 47 for our fellowship dinner; Italian cuisine with hosts Angel and Franca. Great Food.

Sunday morning we attended our usual IFFR meeting which also included our first Annual General meeting since our Incorporation. A barbecue lunch was held at the Shepparton Aero Club prior to our departure.

Accommodation for all participants was at the Parklake Motel which was excellent as it also hosted the Rotary meeting and had facilities for our IFFR meetings. In attendance at our fly-in was the World Chairman of all Fellowships PDG Colin Dodds and Athalie from District 9690. Colin is a very active member of the International Yachting Fellowship for Rotarians and Past Commodore of the Sydney Fleet. Both Colin and Athalie were impressed with the number in attendance as well as the fellowship and the friendliness of our group. They were also impressed with the superb organisation of this Fly-In by David Piper. It was good to see three of our members who have been on the sick list, looking well and in attendance David Mann, Coralie Zambelli and our Secretary Treasurer Trevor Steel.

ASHBURTON (NZ)

17th to 19th September 1999

On the weekend, 32 IFFR Rotarians and partners flew in to Ashburton to enjoy the hospitality of the Rotary Club of Ashburton. 8 aircraft from all over New Zealand made the journey.

Friday night there was an informal meal where everyone made new and renewed friendships. Saturday dawned a beautiful day and after we had all enjoyed a good breakfast together, we went by bus to view the 5 Star Beef company. This was of interest to us all to hear how they are fattening cattle for the Japanese market. It was highly organised and earning NZ valuable export dollars. We then moved onto the West Brothers farm to see a large modern agricultural farm in operation. This operation is very intense farming and they have their own seed dressing plant, deer farm, along with some of the biggest farm machinery to be seen in New Zealand. It was then onto Ashburton airport for lunch and to view the Aviation Museum that they have established with all voluntary help. Their collection is a credit to them.

On Saturday night we were hosted by the Rotary Club of Ashburton where we enjoyed an evening of fellowship and heard from local aviation legend, Keith Wakeman, about his days in aviation.

Sunday started with us all having breakfast together again followed by our IFFR meeting. While we were in our meeting, many of the ladies enjoyed a visit to some of the local gardens. A wonderful time

was enjoyed by all who attended and our thanks go to Irwin Anderson and his willing helpers for making the weekend one to remember.
(report by Keith Mitchell.)

NORTHAM (WA) FLY-IN
14-22 October 1999

On Wednesday 13th October, 11 aircraft and 38 people assembled at Ceduna South Australia, including Hank & Penny McClung from Canada. This was the starting point for the 1999 October Fly-Away. Next day all participants flew on to Kalgoorlie, stopping for fuel at Forrest, even those with normally enough range to go Ceduna to Kalgoorlie. The winds were strong from the west forcing two planes to overnight at Forrest. The others enjoying a rough, slow, low altitude, flight.

At Kalgoorlie we were transported to our accommodation only to discover that our planned Rotary meeting for the Thursday evening had been cancelled and replaced by a Breakfast meeting at the Hannans Kalgoorlie, Rotary Club. President Geoff hosted a very interesting meeting followed by a bus tour of the interesting sites in the Kalgoorlie Boulder area including the huge open cut gold mine.

Northam was the next stop, all aircraft arriving pm Friday. At this point we were joined by Pam Oliver the organiser, President Ray and Nancy Wells and President elect, Bruce and Jan Watson. Hospitality by the Northam Rotarians was excellent. We were hosted at PP President Jeoff Stewart's home on the Friday evening. Saturday we visited the historic town of York, experiencing the old town, its motor museum etc following a very appetising lunch. It was sad that at York, Nola Dawes slipped over and broke her leg. This necessitated a visit to hospital and an early return to Melbourne from Perth.

Saturday afternoon we visited a Tiger Moth restoration facility, where these historic aeroplanes are rebuilt to immaculate condition by Lyn Forster of Aerobuild. We also visited a new parachute jumping facility located at the same aerodrome, between York and Northam. The facility, called Skydive Express is claimed to be the best in the Southern hemisphere. It is a superb purpose built complex.

Saturday evening we attended the Rotary meeting, the guest speaker was Ern Dawes. Sunday we flew to Jandakot with accommodation for three nights at the Esplanade Hotel, Fremantle.

On the Monday we visited the Eagle Aircraft factory and inspected the production line for this unique aircraft. This was followed by lunch in the mess and an inspection of Stirling Naval Base. The next two

days were at the individual's discretion, providing an opportunity for participants to explore Perth or Fremantle.

Wednesday we flew to Esperance, a lovely coastal town in a rich farming area on the great Australian Bight. Thursday we visited Woody Island, one of the many islands in the Recherche Archipelago a lovely area as seen from the Bay of Isles wildlife cruise. Thursday evening we attended the Esperance Rotary Club meeting and next morning all participants departed for home. Bonnie Quintal flew a C 172 solo for the trip and achieved 1000 hours in command on reaching Northam. Congratulations and a suitable presentation was made to her for this achievement.

Pam Oliver did a great job of organising this tour with assistance from the Kalgoorlie, Hannans Kalgoorlie, Northam and Esperance Rotary Clubs.

BANKSTOWN (NSW) AIR SPECTACULAR
6th & 7th November 1999

Saturday 6th November dawned wet and cool. This was not going to help set up the static displays for the Rotary Club of Guildford Air Spectacular. With the help of Bankstown Airport Limited staff, the members of the Historic Aircraft Restoration Society, the Connie, two Neptunes, the Vampire and other HARS aircraft were in place. The RAAF PC9 and a variety of Warbirds arrived, including a Strikemaster, L39, Harvards and Trojans. Adventure flights were offered in the Warbirds. Joy Flights in a helicopter, the DC3, and other aircraft, were very popular. The show opened at about 1200 Saturday and closed with a storm and lots of rain at 1600pm.

Sunday, the spectacular opened at 0900, with very good weather. Food stalls operated by Rotary did good business. The NZ Skyhawkes opened the show in spectacular fashion followed by demonstrations by the Police helicopter, flights by the Connie, the Neptune, a parachute drop by the Army Parachute team and various displays by the Warbirds and the Klemm, the oldest flying aircraft in Australia. There were no aerobatic displays. The highlight of the day was a drag race between Darrel Beattie on the Suzuki Hayabusa, the worlds fastest production motorbike, Captain Bruce Simpson in the L39 Jet trainer, and Larry Perkins driving the latest model 4wheel drive Porsche. The Suzuki narrowly defeated the L39 with the Porsche a long way back.

With about 8000 people in attendance, the organisers hoped to make about \$20,000 for Kids with Cancer at the New Children's Hospital Westmead and the Australian Aviation Museum Bankstown. Great support for the event was given by McNally Airport Refuellers, the Mobil agent at Bankstown, AOPA, Bankstown Airport Ltd; HARS with the Connie etc and Warbirds Limited. IFFR was well represented with support by Alan Grady, Bob Stockwell, Ian Hope, Michael Scarse, Bob Jupp, Len Altman, and Peter VanRaalte. DonWhite, the driving force behind the Air Spectacular, is a former member of IFFR.

MILDURA (Vic) REGIONAL FLY-IN
19th – 21st November 1999

The Rotary Club of Mildura invited IFFR members to a "mini" fly-in which included an air show. About 40 members attended in a variety of aircraft, including a Polish Wilga with a 9 cylinder radial engine. The Rotary Club of Mildura moved its meeting to Friday evening for the benefit of the participants. Over the weekend the Rotary club did an excellent job in showing us the features of the area, including a coach tour of the vast grape plantings, and the high capacity wine production plant. After a spectacular air show on Saturday, we were treated to a paddle boat trip down the river, for a great camp oven meal, and an inspection the Psyche steam driven irrigation pumps, designed and installed in the 1880s by two Canadian brothers, George and William Chaffey.

The main feature of the weekend was the rain; buckets of it. The result was a number of bogged aircraft on Sunday when we were ready for home. The homeward flight were confronted with severe weather difficulties and many opted for an overnight stay at Griffith, which included the usual IFFR fellowship.

AUCKLAND (NZ) –
FESTIVAL of ROTARY INTERNATIONAL FELLOWSHIPS
10th -18th March 2000

The International Festival of Rotary Recreational Fellowships started at Ellerslie Race Course for dinner and a concert on Friday 10th March with about 200 people in attendance, representing 15 fellowships. The largest group in attendance was the Cricketing Fellowship with teams from England, Australia and New Zealand totalling about 60 people. England won the three test series. Also in attendance were fourteen other fellowships including our flying fellowship with about 40 people.

Headquarters for our activities was Premier Aviation owned by Harry Maidement, at Ardmore Aerodrome, the GA airfield for Auckland. Well set up with all the required facilities, we gathered there at about 8-30am each day where the days activities were explained and we were allocated our seats in planes. Saturday 11th we departed for Dargaville north of Auckland, flying from Ardmore to the west coast and then travelling north. Dargaville Flying Club is famous for its Saturday lunch with many planes & people flying in for a meal. We visited the Kauri Forest and Kalwi Lakes followed by dinner at the Flying Club and home hosting by local Rotarians and Flying Club members.

Sunday 12th we flew to KariKari and were met by the Kari Karl Rotarians who had organised a boat cruise around the Bay of Islands followed by lunch at Dove Bay Yacht Club. In the afternoon we flew from KariKari back to Ardmore over the Bay of Islands and down the beautiful east coast.

Monday the weather was bad, so that became our free day with most people visiting Auckland city and in particular the America's Cup Harbour. There were still a lot of magnificent yachts moored there owned by people with serious money. Some of them will be in Sydney for the Olympic Games.

Tuesday the weather had improved enough for the local pilots to fly to Great Barrier Island, about a 45 minutes flight. Another 18 people flew commercially in two Britten Norman Islanders to Okiwi airport on the north of the island, where we were met and transported to Fits-Roy and met by Jim and Sue Cleland in their 52 ft cruiser and taken for a cruise to their holiday property on the east coast of the Island. It was a delightful, secluded cove with a lovely house, where we gathered and had a seafood lunch, later returning to Okiwi and flying back to Ardmore in the afternoon.

Wednesday we flew to Kuiti south of Auckland over beautiful rolling farm land, for lunch near Waitomo Caves. In the afternoon we visited the caves. This was followed by a visit to a limestone quarry where we saw a large explosion and also a demonstration of aerial top dressing. The Fletcher Ag plane spread lime back into the quarry, very close to us. On returning to Kuiti we had afternoon tea before returning to the airfield, where we also saw a handling demonstration of a Turbine powered Fletcher called a Crisco, very powerful very manouverable. From Kuiti we again flew west to the coast for another spectacular flight back to Ardmore.

Thursday was a special day as we visited the Warbirds hangar at Ardmore, where there were many Harvards, a DC3, a French jet Trainer and a number of other rare planes, all in pristine condition. The highlight was a ride in a restored Catalina. The trip was about 40 minutes and flew right over Auckland at 1200 ft where we did a couple of orbits. The 16 passengers rotated seats during the flight so that every one had a great view from the observation domes in the rear of the Catalina. Thursday Evening Drury Rotary Club organised a Rotary meeting at Eden park for all participants. It was a very entertaining evening with about 100 people in attendance.

Friday we flew to Pauanui on the Coromandel Peninsula, another beautiful place to visit, with houses right on the airport. We had lunch at

the Golf club before walking around the town and along the beach.

Saturday we flew to Kowhai, south of Auckland near Hamilton. This small grass aerodrome is home to a Microlight factory. After inspecting the production facilities, we had the opportunity to fly in the little airplanes. Some were powered by Rotax engines, others by the Australian made Jabiru engine. All our members flew and most enjoyed the experience.

On Saturday evening as a closing ceremony for the IFFR section of the festival, a barbecue dinner was arranged at the home of Phil & Judy Pacey, a beautiful high spot looking north west back over a distant Auckland city. The Drury IFFR members had gone to a lot of effort with the organising of our fellowship activities over the week and this dinner was no exception. Each member was presented with a plaque commemorating the event as well as a Drury Rotary Club Banner. The dinner mints also had the IFFR logo on them. The NZ IFFR members are a keen group who certainly set a standard for fly-in organisation that will be hard to equal, yet alone improve on. They also had the added complication of members from other fellowships taking the opportunity to participate in our days out. This was also handled efficiently.

IFFR SOUTHERN SAFARI

Only 14 people and 4 planes took part in the Southern Safari and although the numbers were down we had wonderful time with 3 Scots, 2 Yanks, 2 Aussies and 7 Kiwis. The trip will be remembered for both scenery and fellowship. We left Ardmore on the Sunday following the Fellowship festival, flew to Fielding where we met up with Sheryl and Michael Bryant and then continued on to Nelson where we stayed the night. Departure next day was delayed to about 10 am due to fog and low cloud, we then flew down the coast to Hokitika. This flight was magic as we flew low and took in all the scenery which was magnificent and something I will never forget. We stayed two nights at Hokitika as it was raining with low cloud.

On Tuesday morning the weather cleared up completely with no wind or cloud. After leaving Hokitika we flew coastal to Franz Joseph township where we landed and had lunch. We then proceeded down the coast to Haast Pass where we flew through the mountain pass at 1500 ft for a start then climbing to 3000 ft at the top end with mountains each side rising to 7000 ft then down over Wanaka to Queenstown where we stayed for 2 nights, to examine this lovely area of the country. Departing Friday morning for Manderville, we visited a factory there, which completely rebuilds Tiger Moths, the workmanship was excellent. This was followed

by a flight to Wanaka where we visited the Aircraft Museum before flying on to Omarama where we stayed overnight. The Hotel was at the airfield and we were able to park the planes within 50 metres of our rooms. Saturday morning we flew to Wigam (EX NZAF base at Christchurch) had lunch and browsed through the museum in the afternoon flew on to Blenheim, where we checked out the three local wineries. Sunday we flew back to Auckland by Commuter Airline to catch our flight home.

Thanks go out to Dave Jenkins, Heather and Keith Mitchell and any others who helped with the arrangements of booking Hotels etc. Also thanks to Phil Pacey and members of the Rotary Club of Drury for the part they played.

(report by *Malcolm McClure*)

CALOUNDRA (Qld) FLY-IN
31st March to 2nd April 2000

Eighty-five people arrived by aircraft or car for a weekend of interesting visits and activities. Those who flew into Caloundra were welcomed by the Caloundra Pacific Rotary Club members; our hosts for the weekend. Accommodation was provided in well appointed self-contained units, over-looking some of the best ocean viewing points on Caloundra's shores.

At exactly 1330 our tour buses arrived to take us to the famous Sunshine Coast hinterland to visit the beautiful Flaxton Gardens. The next stop was at the sleepy village of Montville which boasts some interesting specialty shops. Those not interested in shopping choose to stroll through some of Montville's rainforest parks.

In the evening our buses took us to 'The Rustic Cabin' not far from Caloundra for our fellowship dinner with our hosts from Caloundra Pacific Rotary Club.

Our itinerary listed day two activities as "bus tour to far away and riveting places". We were transported to some of the Sunshine Coast's finest tourist spots. First stop was the "must visit" Big Pineapple. Here we were shown how the pineapple is grown, harvested and processed. In the shop, many sampled the processed pineapples in the form of rich pineapple sundaes and creamy pineapple squashes. The group travelled to Maleny to visit the village more used to people living an "alternative lifestyle". A short trip to the edge of the range to meet up with Rotarians from the Maleny Rotary Club who provided a sumptuous BBQ lunch. After lunch the tour departed for the Super-Bee establishment. We were introduced to a hive of bees and shown how the beekeepers were able to exploit the worker bee's tireless efforts and extract honey and other products from the well protected hives. A visit to the shop enabled us to sample the many varieties of honey produced by the bees.

After a short rest period in Caloundra, we were bussed off to the Civic Centre where a combined Rotary Clubs of Caloundra meeting was planned. We enjoyed a wonderful Rotary fellowship with welcome messages extended to us from the local member of parliament, District Governor, and Caloundra Pacific Rotary President Manfred Klink. Manfred doubled up as leader of the entertainment troupe which provided a most enjoyable rendition of German music on tuned cow bells.

Next morning we returned to the Civic Centre for our IFFR Annual General meeting. David Morgan gave us a hard sell on the next fly-in to Narooma. It had the right effect and before the day was out all the best rooms with spas in Narooma had been booked. After the meeting we

headed back to Caloundra airport for a lunch provided by the fellows and ladies of Caloundra Pacific. As the weather was tending to be a little inclement, most aircraft departed early. Unfortunately, this only left those travelling by car to visit the Queensland Air Museum, which was most interesting. Thanks to Trevor Steel, President Manfred Klink, Jon Jones, and all members of Caloundra Pacific Rotary Club for a very well organised and run program which enabled IFFR members to enjoy a wonderful fly-in destination.

TAUPO (Nth NZ)

15th – 18th September 2000

Seven fixed wing aircraft and 1 helicopter attended another successful New Zealand fly-in. Most arrived at leisure on Friday evening, assembling at the Wairukei resort hotel for a fellowship dinner followed by a viewing of the opening of the Olympic Games spectacular on the big screen television.

At 9am Saturday, we left Taupo airport for scenic flight around Ruapehu with an excellent view of the crater and ski slopes. We landed at the base of the mountain and were transferred to Grand Shadow for a three course luncheon. Sat evening another three course meal at the Yacht club with the Rotary club of Taupo, where an interesting talk was given by John Funnell, a rescue helicopter pilot. He spoke about the daring but successful rescue of a man at Campbell Island who had his arm severed as a result of a shark attack.

On Sunday we flew to Lockavar sheep station near Taupo airport for a box lunch in the sunshine, fly fishing, gliding, and relaxing, while others told flying stories. On Sunday night we enjoyed our Asian food banquet, including a sergeant session with Phil which caused lots of laughter. We sang happy birthday to Phylis and blew out the candles of the cake (we wont say how many). Many thanks to John & Jan Norry, Barry and Marlene Marsden for all the work in organising the weekend.

NAROOMA (NSW) FLY-IN

29th – 31st October 2000

Approximately 80 people and 16 aircraft attended the Narooma Fly-In. Those flying in, were met at Moruya airport with delicious home made cakes and coffee and a happy welcome by the "welcome team" of David and Percy Morgan. The shuttle bus then took us on a picturesque 40 minute drive into Narooma. The rest of the afternoon was spent wandering around the town and adding to the local economy by quite a few, myself included. This was a peaceful respite before the fly-in started in earnest. We joined Narooma Rotary Club for dinner at the Whale Motel and were treated to a wine tasting from a winery as well as a sumptuous meal. Some where between all the excited chatter of old friends meeting up, a Rotary meeting was conducted by Narooma Club. Ern Dawes had a chance to tell everyone about IFFR during this time.

Next morning saw us cruise the pristine Wagonda Inlet on board the Wonga Princess with Charlie, the skipper, telling us all about the marvels of an electric powered boat, as well as some of the best jokes ever. At Paradise Point we had billy tea and homemade scones and learnt about giant stinging plants, sandpaper figs and the aboriginal midden. There were also fresh oysters opened on the spot by Charlie and scoffed by all who were game.

The afternoon saw us visit Central Tilba, with time to wander around the quaint shops (I did see a special bench provided for bored husbands). Then it was off to visit the Foxglove Open garden and nursery. Here was a 100 year old cottage, surrounded by extensive gardens, statues and rose arbors for the romantics among us. The fellowship dinner was held at the fantastic Narooma Golf Club with sweeping views of the Pacific Ocean and Montague Island. Bill Pickles entertained us with some humorous poetry from his repertoire.

Next morning saw the general meeting and for those of us not "shopped out," a visit to the local Rotary markets. Then it was back to Moruya Airport by the scenic coastal route and a hearty, delicious barbecue provided by the Moruya Aero Club. And so ended another great Fly-in! (*Roslyn Hope*)

A NEW ZEALAND COMMENT

Jenkins, Souter and Gimblet from NZ, attended the fly-in, after flying commercial to Sydney and hiring a car for the 2 days travel to Narooma. The trip down the south coast took them through many delightful small towns, including Wollongong, Nowra, Maitland, Ulladula, and Bateman's Bay. After being told it was about 1.5 hours travelling, by a nameless IFFR member, it only took 7 hours through two days.

It was a great weekend of fellowship, with a coach trip around local gardens. One interesting aspect of the fly-in that IFFR members did not appreciate, was that the town was not too important. After the fly-in, the New Zealand contingent spent two days, travelled back to Sydney and off to home. A truly relaxing holiday.

WANAKA (NZ) FLY-IN

23rd-25th February 2001

(report by Brian Condon)

The New Zealand Section of the IFFR organized another of their very successful meetings to a very picturesque part of the south island of their country. We started on Friday, having a BBQ at one of the resort hotels. There were 10 Australians present plus about 40 New Zealanders, ably led by their President, David Jenkins. Wanaka is the home of a very popular warbirds museum.

On Saturday morning some 50 of our group boarded a bus and visited a pottery. Then we went into the skiing area at 6,500 feet to a Nordic Ski resort on the top of the Griffel Range. Most interesting is that the owner developed a ski resort at Cardrona, then sold this and bought the mountain opposite and established this Nordic cross country resort. Being resourceful he developed a large area for testing motor vehicles in winter and snow conditions. He can accommodate ten separate operations at one time, and these are taken up by the world's leading car manufacturers. It is the most suitable facility anywhere in the southern hemisphere. All types of vehicle and tyre testing are conducted at the site. The advantage is that the companies can all carry out their development during the northern summer.

Saturday night we met with the Wanaka Rotary Club for a meeting in the warbirds hanger and we feasted under the wings of a Spitfire, Mustang, Polikarpov plus other aircraft, which made a great backdrop for Ian Brodie speaking on the warbird museum. The Polikarpov is a radial driven fighter from the 1934 period and was a product of Russian technology. The Hurricane was away at the time at an air show further north.

On Sunday, after the IFFR meeting, we boarded a houseboat and cruised to the north end of Lake Wanaka where we went ashore to one of the nicest BBQ's that you could have, organized by the Rotary Club.

We were in the country ten days and it was fine weather the whole time which is rather unusual, and we drove over 2,000 Kms around the South Island, including a visit to San Joseph and Fox glaciers, the latter we flew by helicopter and landed near the top. Anyone who wants a

beautiful, laid back holiday, then New Zealand is the place to go.

BANKSTOWN (NSW)

4th March 2001

IFFR Hosts IYFR

Sunday 4th March dawned bright and clear, much to the delight of the members of the IFFR from the Sydney area who hosted a day at Bankstown Airport for 27 members of the Sydney Fleet of the International Yachting Fellowship of Rotarians (IYFR). The weather the previous three days had been low cloud and rain. The function was held at the premises of Clamback and Hennesey, a well known flying training and charter operator, who also specialises in ferrying aircraft to and from the U.S.A. Ray Clamback has flown 199 and 1/2 trips across the Pacific. The story of the half trip can be seen on the Clamback web-site, www.clamback-hennesey.com.au.

The morning started with a welcome and introduction by immediate IFFR Past President Ray Wells, followed by Aminta Hennesey, who gave an outline of the scenic route to be flown by the IFFR pilots later in the morning. Aminta also spoke of the changes to our airways system and how it works. She also gave each person a copy of the Sydney Basin Visual Pilots Guide. There were 5 aircraft made available for scenic flights, all of which made two one hour scenic flights, taking in the beaches from Palm Beach in the north, then coastal south to Stanwell Tops. The aircraft were flown by Ian Hope; Mike Scarce, Ken Ford, Graham Beckett and Alan Grady. Peter van Raalte was the loadmaster, assisted by Mike McFarland, who is also a great man on the BBQ. Roslyn Hope and Aminta Hennesey organized the food, assisted by Nancy Wells and Maisie Grady and others. Tours of the Bankstown Control Tower were organized by Ray Wells and groups of 6 were shown how this busy facility works.

IYFR Commodore Jim McDonald thanked Ray Clamback, Aminta Hennesey and the members of the IFFR who made the day possible and invited members to a day on the harbour, to be organized later in the year.

LILYDALE (Vic) FLY-IN

16th -18th March 2001

On Friday, the weather being reasonable, 8 aircraft flew in to Lilydale Airport. This rather nice airport is owned and run by Roger & Neroli Merridew. It has 2 parallel grass runways (the longer being 1400 metres), PAL lighting and bowser fuel. Three large hangars accommodate many light aircraft with an emphasis on Bonanzas. Most attendees met for a pleasant 'finger-food' evening meal at the Lilydale Motor Inn.

On Saturday the coaches departed the motel for Mont De Lacey Historic Home. This place was quite interesting as in addition to the homestead and original separate brick floored kitchen, there was a large museum containing photographs and paraphernalia from the latter part of the 19th century. There was also a small old chapel that had been moved to the site. Morning tea was served in two sittings and after ample time to look around the two coaches departed for different venues. Coach 1 went to the Healesville Sanctuary, whilst Coach 2 (obviously stacked with the alcoholics) went to two wineries which were participating in the Yarra Valley Grape Grazing Festival. The Healesville Sanctuary is an extension of the Melbourne Zoo, set in beautiful woodlands. Despite drizzling rain we had a most interesting tour of the area and learnt much about Australian Native Animals. Some of the attendees had the pleasure of patting a live wombat. It was interesting to note that many others besides our group had braved the weather to visit the Sanctuary on that day. The 'alcoholics' rejoined us at the Sanctuary for lunch (actually a 3 course roast meal) after which, those in coach 1 who could still move, headed off on the winery tour, leaving the others to tour the Sanctuary. We went first to Domaine Chandon Winery which is regarded very highly in the Valley. As part of our package we were allowed one free glass of wine. I was not overly impressed by the wine, but was greatly impressed by the magnificent scenery and the music played by a Gamelan Band. Next we were taken to Oakridge Winery where we could taste up to 4 wines. These were little better than that mentioned above and I was not tempted to buy any. Here music was supplied by a pop band outside. Since it was still raining most of us remained indoors!

Dinner on Saturday was at the Lilydale International combined with the Lilydale Rotary Club. The DG of District 9810, Patrick Hartley was in attendance. The guest speaker was David Jochetz who spoke of his experiences as an Iroquois Helicopter pilot in Vietnam in 1966. Ern Dawes informed the meeting of how his Club (Doncaster East) aided by others in the region, had obtained and repaired a machine for making corrugated iron which they sent to East Timor. There is a big problem

there with burnt houses being left with no roof. The next stage of the project will be to send teams of builders to the region to assist in the reconstruction. Some IFFR members may fly the teams in. Ern is also seeking a water tank making machine and technicians to compliment the machine.

Sunday morning the AGM and the General meetings were held. It was agreed that Alan Grady will become President in May. Laurie Chapman was elected President Elect. Trevor Steel agreed to be Secretary for one more year. The next fly-in will be to Norfolk Island in September followed by Mudgee in early 2002. Bonnie Quintal told us about Norfolk Island.

Once again we split into two groups, one of which went on tour of the old Lilydale Cemetery while the rest went to the Museum. Several overheard comments were similar to my wife's; "I didn't think a cemetery tour could be so interesting". In both venues there was a big emphasis on the Mitchell family of which Dame Nellie Melba was its' most famous daughter.

We reassembled at the Lilydale Airport for a BBQ presented for us by members and partners of the Lilydale Rotary Club. These people had done a fantastic job over the weekend contributing in no small measure to the success of the Fly-in. I am certain many attendees would be happy to return to Lilydale and the Yarra Valley.

(Barrie Aarons)

NORFOLK ISLAND

6th – 9th September 2001

(report by Alan Grady)

On the 6th 7th 8th and 9th September, the two sections, Australia and New Zealand, met for a joint Fly-In. There were 13 from New Zealand, 31 from Australia and two from the USA - World President, Sam Bishop and Elena. The Australian contingent was severely diminished with the demise of Flight West Airlines and the difficulty of getting seats on Norfolk Island Jet Express. Four private planes arrived from Australia and one from New Zealand. The rest of the members flew commercially.

On Thursday evening, Bonnie Quintal organised a lovely dinner in the oldest building, still used as a boat shed, at Kingston. An enjoyable Progressive Dinner was arranged for Friday evening, with good food and liqueur tasting, and on Saturday evening, a Rotary Fish Fry and meeting was held outdoors in the delightful setting of Anson Bay. Sunday morning breakfast was capably organized by the Quota Club at the Guides and Scouts Hall and this was followed by a joint meeting of all those in attendance. On Sunday night, a number of people attended the C of E service held in the historic stores building at Kingston. Most people visited a local restaurant to celebrate Bonnie's husband, Kik Quintal's 75th birthday, and also to say thanks to Bonnie for organizing such a great time for us all on lovely Norfolk Island.

All couples had a hire car and enjoyed driving around, viewing the lovely scenery and convict ruins. Shopping and informal get togethers were enjoyed also, and some members were lucky enough to catch a few fish.

TOOWOOMBA (Qld) FLY-IN
21st – 22nd September 2001

Only a few fair weather clouds greeted the nine aircraft to arrive on Saturday morning. A quick shuttle to the city gave all ample time to watch the famous Floral Street Parade through the streets of Toowoomba. Some of the early arrivals were able to take in some of the many floral exhibits around the city.

Lunch was provided at Rotary House where everyone could catch up on the latest. After lunch a bus awaited to take our visitors on a Garden Tour. A visit to Queens Park, the Japanese Gardens and the Grand Champion garden were all visited. Trevor said that he ran into too many pansies on the tour. After the tour host families were ready to take their guests home and to get ready for the evening do.

The fellowship dinner at the home of Toowoomba City Rotary club member Cheryl and Graham Abberton gave ample time for our members, hosts and friends to share a great meal and fellowship. We were lucky to have Graham Mockridge and Virginia Wykes tell us of their adventures in trying to get to the start of the Federation London to Sydney Air Race. As they ran into all sorts of difficulties and delays they didn't quite make it to the start but joined the race in Calais. It was very interesting to hear first hand accounts of this once in a lifetime adventure.

An early start on Sunday morning took us to a drizzly, cool, foggy morning at Picnic Point. Here we were greeted by a cheery crew from the Toowoomba Rotary Club who had got there early enough to prepare an enjoyable breakfast. After breakfast the hearty members took to the walking tracks in an endeavour to see the view.

The IFFR members left their wives behind to visit some more flower shows, and joined with members of the Toowoomba City Rotary Club to assist with their "Flight for Camp Quality Kids" project. Eastland Air, the local airline provided a Twin Otter airplane, pilot and fuel to allow us to share the pleasure of flight with some very ill children who had never flown before. After some delay to allow for an improvement in the weather, 14 children and 2 carers took off for a half hour flight over the city and surrounds. Any trepidation that the families may have felt about the children coping was completely dispelled by the sight of beaming smiles visible through every window on landing. In fact they enjoyed it so much that they "hijacked" the pilot and went off on another extended circuit. The delight on the faces of these children proved that this was a most worthwhile project. All the children were busy chattering to their families about what they had seen and from one blind girl, her description of "air cushions" was a delight to hear.

After morning tea shared by all the families and members we headed off to tour the Zuccoli Warbird Collection. Here we were given an insight into the restoration process and the interesting history of the aircraft in the collection. A planned trip to Oakey Army Aviation Base to visit the Museum of Army Aviation Flying was cancelled at short notice due to the fact that the base was on high alert, and closed to civilians, because of events in America.

The City Golf Club provided lunch prior to the departure to home.

SYDNEY HARBOUR (NSW) – Yacht cruise

7th October 2001

Now for the Sea Fun and Frolics.

On Sunday, October 7 a happy group of about 10 IFFR members with their partners met at several locations around Sydney to step aboard some very luxurious cruisers for a day on the ocean waves rather than a day up in the wild blue yonder. This was a reciprocal outing for the March, 2001 fly-away day that was held at Bankstown for the IYFR.

We all departed about 9.30 in the morning on a picture perfect Sydney day and were served morning tea as we cruised down Sydney Harbour taking in places of interest.

We anchored for lunch at Sugar Loaf Bay in Middle Harbour. All 5 boats were rafted together, so there was lots of fellowship and laughter as we hopped from boat to boat. Each boat then hosted a delicious lunch for their own IFFR guests, which gave us all another chance to eat drink and be merry.

We upped anchor about 3.30, cruising back through Middle Harbour and Sydney Harbour to our various bases. Our thanks go to the Yachting Rotarians for a truly marvellous and memorable day filled with fellowship and fun.

(Roslyn Hope)

BLenheim & WANAKA (NZ) FLY-IN .

22nd March to 1st April 2002

Of the four New Zealand aircraft which departed Ardmore on Friday morning three were flown by new members, Chris Snelson (EKN), Wayne Scott (CRG), and Shaun O'Malley (TAT). The weather was perfect, not a cloud or bump in the sky. Lunch was at Wanganui, and we arriving mid afternoon in Blenheim. We were met by Brian & Jeanette Souter and soon delivered to our accommodation, there to meet the 40 IFFR members.

Our thanks and top marks to Brian and Jeanette Souter for organizing the weekend.

(Report by Brian Condon – a visitor's viewpoint)

As with all IFFR events this one was again outstanding. Joyce and myself, accompanied by members Ron Johns and Malcolm Axford, flew to Wellington the capitol of New Zealand. Next morning we caught the ferry to Picton, which is at the top of the South Island, then by hire car to Blenheim. This is a very rich part of the country and is covered with grape vines and has many wineries. Blenheim is very picturesque and is serviced by an airport, air force base, and a general aviation airport. About a dozen aircraft flew in and some came by road.

We spent Saturday visiting Montana winery, which is one of the nicest, that I have seen after seeing many in different countries throughout the world. Then to a boutique brewery and a small business making various liquors. An interesting visit was to the general aviation airport where in one hanger five World War I aircraft were being restored for flight. Peter Jackson the Film Director of Lord of The Rings acquired these with no doubt the object of using them for future filming. The Sopwith Camel, a 9 cylinder radial with fixed crankshaft and no throttle was very interesting. This was topped off by fun & fellowship over Dinner hosted by the Rotary Club of Blenheim, with an excellent choice of Guest Speaker, Chris Snelson, who at short notice (5 min.) recounted his experiences in ferrying the Catalina from Africa.

The AGM was conducted on Sunday morning and David Jenkins inducted Phil Pacey as the new President.

From Blenheim we drove to Christchurch where we visited the Air Force Museum and workshops, then to the Antarctic Centre at the Christchurch Airport where we had a ride on the Hagglund Artic vehicle. Both these were well worth seeing. We stayed at Twizel for the night, before driving to Milford Sound, where we spent the night on the Milford Mariner. It rained all night, which it had to as they have 275 inches of rain a

year. Next morning we went on deck to one of the most amazing scenes that you would ever see. There were literally hundreds of waterfalls from small to massive and up to 1000 meters high, and these were all over the sound, surely one of the wonders of the world.

Next day we drove to Wanaka for three days of air show. This is rated as the largest in the Southern hemisphere and of world class. The location in the hills was ideal and with 40 Warbirds, which are flown by expert pilots, it is a credit to such a small country with only three and a half million population. We find the New Zealanders are a very entrepreneurial nation of wonderful people. Some of the aircraft were an SE5A, Tiger Moth, Hurricane, Spitfire, Kittyhawk, Mustang, Auster, Vampire, Parpakolapov, Harvard, Vampire, Catalina, DC3 and others. Many of the pilots were current or ex air force and their formation flying was a delight to see, as well as their simulated dogfights. A radio-controlled aircraft stole the show with amazing aerobatics. The second day that we arose from bed on looking out saw that all the hills were covered with snow, an amazing sight from us Aussies, as it is a rarity in our country. This air show is held at Easter each second year and is well worth a visit. Some 85,000 attended in a town of only 3,500 people. The IFFR members really enjoyed the second meeting in a week.

MUDGEE (NSW) FLY-IN

12th – 14th April 2002

Twenty three aircraft, and a few cars, brought 77 IFFR visitors to the western slopes town of Mudgee in N.S.W. Most opted to arrive on Friday, but an intrepid few crews from Queensland and Lismore (nearly Queensland) arrived on Thursday to spend a hectic weekend of sight-seeing, wine tasting and dining in the quaint and historic town. The Mudgee district was once famous for its sheep rearing enterprises, but now it's very hard to find any sheep in the area. All that good sheep country is now growing grape vines for the production of wine.

Most of Friday was taken up with aircraft re-fuelling, (one member choosing to wash his wings with 100LL), parking aircraft, and generally getting re-acquainted with long time friends. Due to various reasons: weather, airline failures and illnesses, it had been a long time since the numbers at a fly-in have been so good. We were all greeted by Mudgee IFFR member Paul Fischer and airport caretaker Noel, with a friendly cup of tea and biscuits. Paul and Noel saw to it that we were securely moored and then arranged transport to our accommodation. One group of Queenslanders chose to go up-market and hired two taxis which arrived just ahead of the bus.

In the evening all were transported to Settler's Restaurant in Mudgee. These premises being unlicensed, a mandatory grog stop was required en-route. Some members came away with what was obviously a week's supply!! The restaurant was a whimsical place with an antique and collectable shop attached. One could enjoy the "antiques" at the tables and between courses, marvel at the range of old odds and sods around us. A very fine meal was enjoyed and indicated the way this weekend would pan out. After we were all satiated and talked-out, it was time to retire to our resort motel.

Next morning two coaches awaited to transport us for the rest of the day. Our first stop was at Honey Haven. This establishment has found a niche market and is able to capture a share of the people who are most assured that honey has wonderful medicinal properties. Stocks of the most sought after substance, sold by the trade name of "Bee-Agra", were very depleted by the time of our departure. Many purchasers could not contain their anticipation and sampled the product as the coaches pulled out of the yard. I wasn't able to see any miraculous changes manifest themselves on the journey to Gulgong.

Gulgong is the very historic town once featured on the ten dollar note, the paper variety, which has now been displaced by a polymer version. The narrow streets meander between very old shop-fronts and

hotels, some retired and others still functioning, such as one elegant ex haberdashery now hiring out the latest videos. The Pioneer's Museum lived up to its reputation and many enjoyed hours, perusing the vast range of memorabilia and antiquities. The roar of the coach engines starting required us to drag ourselves away and board for our lunch time stop.

An enjoyable drive through a myriad of vineyards eventually led to Poet's Corner (previously Craigmore), now owned by Orlando Wines. Seems the French companies respect our Australian wine products enough to take over the best ones. A fine lunch was served in a room attached to the tasting room and cellar door. Of course, lunch was served with the very best of the winery's fare, and this allowed members to sample the wine in a relaxed atmosphere away from the pressures of the tasting room. However, after lunch many resorted to the cellar door and much excess baggage was procured. Too much for some who had to resort to freighting their purchases by courier. Those who had reached their credit card limit were aghast to find that the next stop was a boutique winery.

A few miles from the Poet's Corner, we arrived at the premises of Pieter van Gent. A Rotarian from Mudgee, Pieter has an old fashioned winery where customers are required to negotiate between huge oak barrels, savouring the aromas and wondering about the contents. While tasting, the prospective customers can relax on a series of church pews to savour the fare. This is an obvious link to the beginnings of the wine industry. After more excess baggage purchases, particularly a speciality White Port, it was time to return to the motel.

Saturday evening saw us assemble in the Paradise Room for a combined meeting with Mudgee and Mudgee Sunrise Rotarians. Most members had their coinage stocks depleted by firstly Paul, who challenged us on local issues, followed by Mal who knows us more intimately. During the course of the session Mal offered for auction a fine hand painted garden flying gnome. It was much anticipated that, as Roslyn has a penchant for garden gnomes, it would be a no-contest event. Much to our surprise we discovered that Bruce Davis also has a deep desire to own a flying garden gnome and he was the successful bidder parting with \$85.00. We were pleased to pass on all proceeds to the combined Mudgee Rotary clubs. Guest speakers for the evening were Nola and Ern who told of their incident packed ferry flight from Florida to Melbourne via Greenland (or should that be Iceland?)

At the Sunday morning AGM of the IFFR, president Bruce led us in a memorial to three members who left our presence in sad circumstances. Many of the important matters pertaining to our operations were dealt with, with a special emphasis on the Post Convention Fly-

Away to be held in June 2003. After an informal Changeover, new president Alan invited us to seriously consider putting a major effort into the Fly-Away.

After the formal activities had concluded, a short bus ride returned us to the airport. Here the ladies and fellows of the Mudgee clubs and the Mudgee Aero Club had a fine lunch ready for those who needed the sustenance. After a quick check of the weather conditions, a steady stream of aircraft reported their departure from Mudgee, much to the astonishment of the Brisbane Centre controller, who thought Mudgee was a sleepy little dot on his screen.

NEW PLYMOUTH (North NZ) FLY-IN **October 2002**

BENDIGO FLY-IN **25th – 27th October 2002**

Seventeen aircraft and a vast number of land vehicles transported 81 people to the Victorian country City of Bendigo. For people who travelled south, for the fly-in, a gentle reminder that the Victorian weather can be a little behind the rest of the country with maximum temperatures peaking at 17C. All visiting aircraft were parked in diverse positions around the field, with the early arrivals being directed to the far southern end of the runway. Survival rations were required for those walking back from the parking area. Later arrivals found a very convenient tie-down cable in front of the terminal.

A free afternoon saw some visitors trudge the 3kms to the city centre after being deposited at the two motels by a shuttle service provided by some local members with cars. Some people were not amused by the OAT and decided that the best thing to do was to explore the vast All Seasons motel site and have a nap.

On Saturday, after a hearty breakfast, it was time to load into two buses which would transport us on our day's activities. One party went to the Central Debra Mine, which is a tourist and (partly) working mine only

metres from the CBD. The mine is also the terminus for the Talking Tram tours and indeed this was our group's first activity of the day. After an amusing introduction to the tour by our tram driver, along with some quite mundane touristy remarks (to which he grumbled "*I get paid to say such silly things*") the tram sets off back through the city centre. While visitors are gawking out of the windows, a pre-recorded commentary explains the history of Bendigo and tells us of some interesting anecdotes about various interesting and old buildings. Through the other side of town the tram detours and stops at the tram depot. Here visitors are invited to wander through the authentic buildings, maintenance area, power generators and general parking areas which house some very historic trams. We sat in one of only two left in the world which were made in the USA in 1912. The other one recently sold for \$2 million. All aboard again as the tram heads off north to the working suburbs of Bendigo. It is here where you begin to get an idea of what the trams were for one hundred years ago. All manner of working people needed to be transported to and from work, shops, pubs, law courts etc. At the end of the line, and after a quick switch of the pantographs the tram heads back into and through Bendigo, all the while telling us of all the buildings we pass. Among the more notable, the first Myer Store in Australia. Many of the buildings we passed are, or were at some time, hotels, many of which have been magnificently restored.

Upon return to Central Debra, the obligatory tea, scones and cream were served before donning a hard hat, weighty battery belt and headlamp for our underground adventure deep under the town of Bendigo. The guide was able to portray a miner's life to us in great detail. Stories of Cornish miners working 8 hour shifts underground, lit only by a meagre carbide lamp, lunch in the underground caverns, makeshift toilets for relief, and the ever constant search for "the reef". The temptations to take home some rocks, the deafening crescendo of the drills and the almighty concussion of the twenty-one charges that were set off to release the pit face every day. Back on the surface, a fine museum sets out the workings of the mine until its economic closure in the 1970's.

Onto the bus again to be transported across the city to the Bendigo Pottery. After a delicious lunch of sandwiches and carrot cake shared with the other party of visitors on bus two, it was time to tour this industrial, time-travelled, premises. This establishment has been producing items and utensils for commercial, industrial and domestic use since 1850. A very interesting interactive museum allows the visitor to get the feel of another industry running contemporarily with the gold industry. A very interesting few moments can be spent in the theatrette to view promotions of the

pottery. For those who had the time to look about in the gloom, it became apparent that the theatre was situated inside a huge kiln (decommissioned of course).

A visit to the shop gave some the opportunity to purchase some of the goods made around us. Nola found something she has always wanted and purchased a huge crock (for bread she assures us). Poor Ern almost became a crock when he was required to carry this item around for the rest of the day. Before this he was privately lamenting that they chose not to bring the Arrow to this fly-in, but now, bringing the BMW was by far the better choice.

Synonymous with gold discoveries anywhere, is the arrival of the Chinese people. Bendigo has a large population of Chinese, descendants of those who came to make their fortunes from the miners at Bendigo. These descendants have made a tremendous mark on the City and have constructed a memorial to their roots. A fine complex of museum, cultural premises, temple and gardens was our next stop. Here we met Russell Jack, one of the main instigators of the project. Russell gave us such a whirlwind tour of the establishment, and squeezed in a pause for tea and carrot cake, that we hardly had time to see the world's longest Chinese dragon, the many displays, and the true oriental gardens which were being prepared for a wedding. Trevor was dragging behind hoping to catch a glimpse of Lady Godiver who rode past on her horse earlier. Alas, she was headed to another wedding in another part of the gardens. The Chinese complex is well worth a visit when in Bendigo.

By this time the day was done and it was time to return to the motel for a rest up before the next activity, attendance at a Rotary Dinner meeting with members of the Kangaroo Flat Rotary Club. Two busses provided transport to the Kangaroo Flat Rotary Club's function centre. Here we were served a delicious meal, fine wines, and a great night of fellowship. Great to catch up with people you only get to see once or twice a year. Guest of Honour was Her Worship the Mayor of Bendigo who, on behalf of the citizens, was pleased to welcome us to her city. In response to a query about how far some of us had come, she was taken aback to find Hank and Penny had come all the way from Canada to visit her. She was also honoured to know that Phil and Judy Pacey and Brian and Jannette Souter had made the effort to come across the water from New Zealand. The mayor told us a little of the history of Bendigo and some current statistics. Of course, in common with most local government activities, talk came around to "moving the airport". The Mayor herself is not in favour of such a move, and after being heartily cheered by all present, she expressed a wish that all her Councillors could have been

present tonight to receive this sentiment. Between courses we were treated to a guest speaker who told us of his first flying exploits in his own Tiger Moth. The Sergeant-at-Arms was a newly inducted member of Kangaroo Flat, knew very little of flying, but did a wonderful job of scoring against the IFFR members. Not far to stagger off to the motel rooms to be ready for a very early arousal.

On Sunday, the meeting was held at Kangaroo Flat, new President Alan Grady taking the opportunity to remind us all of the part Graham and Josie had played in our organisation. A minute's silence was observed. A fine B-B-Q lunch was served by fellows and ladies of the Rotary Club before most visitors departed Bendigo for home bases.

ROTORUA (NZ)
March 2003

BROKEN HILL (NSW) FLY-IN

11th – 13th April 2003

There was a good representation of members, wives and friends from far and wide. The visitors included Fred & Mary Collins from Vancouver Island Canada, Phil & Judy Pacey, and Brian & Jeannette from New Zealand.

On Friday night we gathered at The Musician's Club for a meal and fellowship; nothing formal, just plenty of chatter, and time to greet old friends.

With an early start on Saturday morning, we were bussed around the mine facilities (the only one still operating) of Broken Hill. The machinery was old but still operational, and there were examples of even older machinery used before working conditions were made humane.

We then drove to Silverton, visiting the Broken Hill water supply reservoir on the way. The country is rather barren and undulating, making it ideal for the filming of "Mad Max". At Silverton we visited the museum, art galleries, and a most unusual craft shop called "Coin Carvery". After lunch (at Silverton goal), we returned to Broken Hill and visited an art and jewelry gallery, where we saw "the big picture"; a huge 360 degree scene of the country around Broken Hill that took artist Peter Anderson two and half years to create.

On Saturday evening, we joined the Rotary Club of Broken Hill in a combined meeting, under a marquee on a cattle station, a half hour drive from Broken Hill. There were three Sergeants; one from New Zealand, one from the Australian IFFR, and one from the local Rotary club. The fine session plus a raffle and an auction netted about \$500 for a downs' syndrome patient with special needs. The local flying padre, who provides counseling to 500 remote properties, was a very interesting guest speaker. The Rotary meeting was attended by 108 adults and 9 children.

On Sunday, the IFFR meetings, and lunch was held at the Royal Flying Doctor Service hanger, prior to our departure home. The weather rained on and off all morning, and at the time of departure, the ceiling was 600 feet, so the flight home involved some low level flying for the first half hour.

A most enjoyable fellowship and Rotary information weekend.

KAIKOURA (South NZ)
October 2003

HAMILTON (Vic) FLY-IN
24th – 26th October 2003

The City of Hamilton in Western Victoria was the venue for the second Fly-in for this year. Sixty four people in fifteen aircraft and some land-bound vehicles travelled to this picturesque, green and verdant part of our country. The weather for Friday arrivals was a bit marginal at times but as was explained to us a number of times over the week-end, to achieve these lush green pastures, it needs to rain a lot.

Most travellers got in early enough to be able to spend some time perusing the fine shopping facilities of Hamilton. Others hired a car to travel a little further afield. Car hire is not a thriving business in Hamilton and when a proposal was made to a hirer, we were asked to come back in 20 minutes. We are certain this allowed the hirer time to retrieve the family sedan from the shopping centre car-park while his wife was shopping, and give it a quick wash. One flyer, who wished to remain anonymous, admitted to being caught out at Wagga Wagga because he left his run too late. He and his Victa did make it in after some judicious scud-running in time for the coach tour the next day. Friday night's fellowship dinner at the George Hotel was a time to gossip with those well known and to meet the new faces.

Saturday was a typical Hamilton spring day. Low cloud, rain, mist etc. There was time for a stroll up and down the shopping complex to purchase much-needed items which it was decided not to bring on the fly-in or were left in the plane. The Target manager went to her store-room to retrieve all the stored away umbrellas. By late morning she had sold all but the bright purple one. Some people had to plead with sales assistants to dig out last season's left-over stock of gloves. After all the necessary comfort goods had been purchased the group took the opportunity to visit the Hamilton Regional Art Gallery. Here in the climate controlled atmosphere we were treated to a wonderful display of artworks, pottery, furniture, glass, metal and photography.

Mid morning indicated a time to make a quick dash across the car-park to board the waiting busses which would take us on our tour for the day. This was to be a very educational tour by fly-in tour standards. To assist us on the day we took on a geologist who explained to us that those rock strewn paddocks we could see were in fact lava flows. This was the trigger to attract our attention for the day as we travelled the Volcanic Trail: This drive took us to visit three of the regions volcanoes, Mt Rouse, Mt Eccles and the youngest, Mt Napier. Each is encapsulated within it's own nature reserve where we were able to see lava formations, waterfalls, lava tubes and other wonderful volcanic occurrences. Because of the inclement

weather it was a little difficult to see through the bus windows clearly, such items pointed out to us by our geologist, Michael. He kept us enthralled with such details as 66km lava flows, tumulii, lava blisters, helioliights, magna chambers, radial lava flows, isotopes and gamma rays, flow shafts, multi-eruptions, confluent craters, calderas, scoria cones and the like. At one time, after descending into a lava tube, Michael asked if any of us were keen to venture further underground to an adjacent cave, which displayed a wonderful saggy feature. Roma quipped that she would rather decline as she can see too many saggy features in the mirror. Lunch was taken at Platypus Park near Wannan Falls. The group took over the park's amenities building and enjoyed a cut lunch, tea and coffee beside a roaring fire in the centre of the room. After lunch a short drive took us to the little township of Peshurst, where a new venture has resulted in the Volcanoes Interpretive Centre. We were the first coach tour to visit. A wonderful display of multi media explains the birth, life and death of a volcano, particularly Mt. Rouse. The drive back to Hamilton took in many more volcanic features that the casual traveller would be unaware were connected with the regions fiery history.

On arrival back at Hamilton, many of the group chose to go on to the Sir Reginald Ansett Transport Museum. This centre has been built in the relocated Ansett hangar from the old Hamilton airfield. Our guide, and soon to be guest speaker at this evening's dinner, was Ken Bond, brother of member Graham Bond. Ken worked for Ansett for 54 years and was a wealth of information. It was interesting to note that Reginald Ansett started business in the road transport industry, and the company was involved in building it's own bus fleet. Of course the Victorian government did not tolerate competition with the railways and legislated against any form of competition by road. Sir Reg overcame this obstacle by taking to the air, and the rest, of course, is history. Thanks to the Hamilton community for perpetuating the Ansett name.

A quick spruce up was required as the busses were waiting to take us to the foothills of the Grampian Mountains to the quaint village of Dunkeld. We were advised that snow at Dunkeld was a common occurrence so it was no surprise that the trip was a bit on the brisk side. No snow tonight, but a fine dinner at the newly renovated conference centre. Ken Bond now had the opportunity to elaborate on his anecdotes of 54 years of working with Sir Reginald Ansett. Many stories were told of the early days and some of the more happy times of the company.

Sunday morning saw an early start for some. It was the first day of daylight saving time so breakfast was quite early. It was a bit of a novelty for the Queensland contingent who were smugly hiding their delight in

knowing that we would soon be back to the correct time. The official IFFR meeting was held at the George Hotel, where President Allan reported on the activities that have occurred since the last fly-in. Some of the main points were, the flying of Exchange Students, the after conference Fly-in, the financial affairs, and up-coming events. President Alan pointed out that as the next RI Conference was in Osaka, the fly-in would be in Hawaii. Bruce Davies pointed out that this would be a good fly-in to further our knowledge of volcanos. After the meeting the group took to the busses again for the 11-kilometre drive to Hamilton Airport where the fellows and ladies of the Hamilton South Rotary Club and the Hamilton Aero Club combined to serve lunch to the departing guests.

Thanks to Dr Barry Aarons, Graham Bond, Bruce Davies, their respective spouses and the Hamilton South Rotary club for organising a wonderful, enjoyable, relaxing and informative fly-in.

GISBORNE (North NZ)
March 2004

BANKSTOWN (Sydney NSW) FLY-IN
16TH - 19TH April 2004

Perfect weather in the capital city of N.S.W. ensured the interstate travellers' arrival at Bankstown Airport was made most welcome. The volunteers at the Aviation Museum provided us with parking and a much sought after cuppa. Nine aircraft had arrived by early afternoon. Although this number sounds down on usual fly-ins, it must be remembered that there are quite a number of Sydney based members. They had the opportunity to enjoy a fly-in without doing any flying.

Forty-eight members and partners rallied at the Marriott Courtyard Hotel in the historic city of Parramatta. Some notable arrivals from Melbourne turned up very late in the afternoon. Ern explained that it wasn't the commercial flight that caused the delay. Apparently the prestige hire car came with a moving map GPS and Ern and Nola relied on this to get them to Parramatta. The GPS had better ideas and decided that a few circumnavigations of Mascot Airport were in order. After a diversion somewhere into the country, Ern decided enough was enough and resorted to the old fashioned road map method of navigation. They arrived just on last light.

Early arrivals had the afternoon to search out some of this country's history. Bruce and Andrew walked the few kilometres to Elizabeth Farm. This historic house was built by convicts in 1793, for John Macarthur, soldier, pioneer farmer, nobleman and all round scoundrel. After a rather colourful life and the demise of the Macarthurs, the house fell into disrepair, and in 1903 it was purchased by the Swann family. The last of the Swann family died in 1968, and it is largely due to these people that the house has survived. The house and out buildings have been restored and re-furnished with furniture that resembles that used by the Macarthurs. Because these pieces are copies, the exhibits are not roped off and visitors are encouraged to sit at the tables and on the couches etc. We weren't encouraged to try out the beds.

After a sumptuous dinner at the Marriott, the group was entertained by a talk from Captain Bruce Simpson and partner, co-pilot Donna Porta. Together they did a presentation on their exploits in retrieving a Catalina flying boat from France to Australia. We heard tales of tight deadlines, corrupt officials, very inadequate methods of refuelling, and the odd breakdown and repair. This most interesting talk was highlighted by on-the-spot photographs. A trip like this is a modern day adventure, just as it was for all the wrong reasons back in the pioneering days.

After an early breakfast next morning, the entire crew were on

time to catch the bus. The bus, however, was not on time as the driver hadn't been to the Marriott for a while had to do a few laps before he made it to pick us up. Parramatta was named by the early settlers after hearing the name given to the area by the original inhabitants. The name they used was "Burra" meaning water place and "Matta" meaning eels. The "eels" still play a significant part in the culture of Parramatta. The morning bus tour took us to many historic places, such as Parramatta Park, and the original Government House, Elizabeth Farm, St. Patrick's Cathedral, Lennox Bridge, the old Mental Asylum, the gaol, the Eels Rugby Club and the old Female Factory. One wag from the back of the bus asked if this was where old females are made. The Female Factory was in fact a place where ladies "in moral danger" were given work, sewing etc. The bus then fought the traffic on a freeway, and on to Olympic Park. Here we saw the accommodation and venues of the 2000 Olympics. It was interesting to see the way that a complete wasteland had been transformed into a scenic and pleasant oasis.

Darling Harbour was the place where we were to board "Spirit of 2000" which was to take us on a tour of Sydney's famous harbour. We had approximately 1 hour to wait for the departure, so we were free to do as we pleased. A group of nine descended on the nearest coffee shop for a quick refreshment before setting off to see the sights of Darling Harbour, catching the monorail for a round trip to the city, checking out the Aquarium, the museum or a multitude of other things.

All made it aboard for departure and before the last rope was cast off we were summoned to the dining room for our lunch. A fine, if somewhat hurried, lunch was served and by the time we tied up at Circular Quay most had finished. Just as well because at this stop the cruiser took on a huge throng of Japanese tourists. No wonder they wanted us fed and out of the way. Most enjoyed the rest of the cruise from the open deck. It was a glorious day for cruising. One could see a few light aircraft doing the Harbour Bridge Scenic as per the Sydney Basin Guide. Stow had done the Scenic and Victor 1 before going to Bankstown the day before, but at the time was unable to find his camera to record the event. He took the opportunity to fudge some photos of the bridge from the cruiser. I'm sure no one will be able to tell the difference. At Rose Bay we watched a Cessna floatplane perform its agonizing takeoff. It took such a long run and climbed so slowly, it appeared that it would end up amongst the houses at Vaucluse. That's just the way they fly I am told. A turn across the harbour had us on the north shore heading back up harbour. A heap of traffic; lots of passing "port to port", giving way to sail, give way to ferries. It's a bit like flying into Bankstown except that it all happens a lot

slower. After we past Taronga Park Zoo, the submarine base at Neutral Bay and Kirrabilli Point, the cruise was over all too soon.

There was time for a walk around The Rocks area and other early Sydney suburbs before our return to Parramatta. Many found the markets; some topping up of the Sydney economy was achieved. The buskers at Circular Quay were all trying to outdo each other resulting in entertainment for the crowd. A quick visit to Cadman's Cottage was a must, to see the oldest building in Australia.



We had two choices for the return trip to Parramatta. The bus, which had been surreptitiously parked somewhere, or the ferry trip up the Parramatta River by Rivercat. The majority chose the latter, which was a most pleasant, relaxing fifty minute journey past some of Sydney's historic places like Luna Park, Cockatoo Island and a myriad of apartment buildings. After arrival at Queens Wharf in Parramatta, the visiting flyers had to endure a twenty minute hike back to the hotel, with just enough time for a short rest before the "formal Rotary meeting". There was a mild panic by some until it was explained that

"formal" referred only to the decorum of the meeting and not bow-tie and tails. The two highlights of this evening were the Sergeant-at-Arms and the guest speaker, Nancy Bird-Walton. The Sergeant was from the host club of Granville and proceeded to fleece the IFFR members mercilessly. He was able to compare the vocations of the IFFR members with those of members of his own club. He said that they could all feel the pain of the farmers, because many of them had pets. He could also see many similarities between the vocations of the magistrate and his own of used car salesman. And so it went on, costing us dearly, but a really great laugh.

Nancy Bird-Walton didn't mind telling us she was born in 1915. This wonderful lady proceeded to tell us of the history of Australian aviation, and the heroes whose feats have been forgotten. Australian pioneer aviators, men and women, were by necessity at the fore front in world events. Nancy decided early on that she wanted to fly and she feels privileged to have been taught by Sir Charles Kingsford-Smith. Nancy held the audience captive for 40 minutes or so, rattling off names, dates and exploits as though they happened only a few years ago instead of decades ago. All this with no notes! Nancy has recorded her memoir's in a book called "My God it's a Woman", and the copies she brought were all

enthusiastically purchased, with Nancy spending time writing a personal note to each new book owner. Altogether a great evening was enjoyed by all.

Sunday morning had us all gathering for the Annual General Meeting. Future fly-ins were discussed and a preview of the Port Pirie fly-in programme was given by Laurie. Janette Jackson told us of the Cricket Fellowship world meeting planned for Cessnock in November. Janette's club, for which she will be president, is organising the IFFR fellowship programme to enable us to join with the Cricket Fellowship.

President Alan showed us a copy of the Australian Rotary Health Research Fund newsletter where the IFFR donation was prominently featured. Alan suggested, and it was agreed by all, that Nancy Bird-Walton be invited to be an Honorary Member of IFFR (Aust). Alan then moved a vote of thanks to the Granville Rotary Club for hosting the fly-in to Sydney.

To tackle the Sydney traffic one last time, the bus took us back to Bankstown Airport for a B-B-Que lunch hosted by the volunteers of the Bankstown Aviation Museum and members of the Padstow Rotary Club. A highlight at the Aviation Museum was the discovery by Air Vice Marshall Jim Flemming of two aeroplanes he had flown during his time in the RAAF. A Sabre Jet Fighter that had his name on it and in which he had flown 666 hours and a French Mirage jet fighter that Jim had flown and was one of a group that he and others had taken to Malaysia. Jim has over 1100hours in a Mirage.

A most enjoyable fly-in, thanks to all who made it work.

NAPIER (North NZ)
October 2004

PORT PIRIE (SA) FLY-IN

22nd – 24th October 2004

What a fascinating town Port Pirie is. It was the second town to be proclaimed in South Australia and named after the first commercial vessel to sail into the port discovered by Matthew Flinders on one of his circumnavigations of this country. Port Pirie is dominated by its lead smelter stack which is the second highest in the Southern Hemisphere, and can be used as a landmark when arriving from any direction. It is only eclipsed by two metres by Mount Isa's stack.



The airport, some six kilometres from town, boasts three runways and upon arrival each aircraft was welcomed by a multitude of one thousand flies per crewmember. Also on hand was a contingent from the Port Pirie Rotary Club with a welcome cuppa. A good roll up of 20 aircraft ensured the flies were kept busy all day. Left to our own devices for the afternoon many took the opportunity to stroll through the commercial centre of town, others enjoyed the port with the prominent Solomon's beach along the foreshore. A walk through the residential areas of town showed the visitor that the town, in its neat grid pattern, was largely developed by workers at the smelter. Many houses are typical of the well known "worker's cottage" style seen in so many places in Australia. Each house has a front verandah and the back yard is dominated by a 100-foot tower built during the fifties and sixties to capture the elusive TV signals from Adelaide some 224kms away. The churches and public buildings in Port Pirie are modest in comparison to other towns.

Busses delivered the 79 members and guests to the Central Hotel for our usual informal get together to catch up on friends we haven't seen for six months or more. Here the noisy, friendly bunch were so engrossed in the latest talk, they ignored the haphazard service with one or two people getting their main course 1-1/2 hours after the others.

An early breakfast was required on Saturday as the organising crew had arranged a very full day's activities. At 8.00am the No. 1 bus, marked No. 2, and vice versa, transported the visitors and some local members to see the sights of this interesting area. Port Pirie is in a semi-arid area where red sand and bluebush (a saltbush type of shrub) dominate the coastal plains. To the east stretch the Flinders Ranges. On the eastern side of this range the topography is completely different, where amongst

the rolling hills the farms are resplendent with lush crops of grain and hay. The No.1 bus (or was it No.2?) were lucky to have Brian and Joyce as hosts to provided with a very informative commentary on all the places we passed.

After about an hour's drive up the coast of the Spencer Gulf we were greeted by the sight of the power station at Port Augusta which is quite different from Port Pirie down the way. As Brian related, this town, at one stage, had more public servants than Canberra. Not enough time in the day to explore Port Augusta and we were delivered to the Wadlata Outback Interpretive Centre, where we were able learn about the early explorers and the people that lived in the Flinders Ranges. After a short hour here we were bussed off to the nearby railway station to board the steam train for the journey to the town of Quorn in the ranges.



This tourist train is run by the Pitchi Ritchi Rail Preservation Society and is named for the Pitchi Ritchi pass in the ranges where the train follows the original Ghan railway from Port Augusta to Alice Springs. The new North-South rail line to Darwin

bypasses this section. We were lucky to see a northbound train; over two kilometres long and loaded with shipping containers stacked two high. It was obviously worth waiting 100 years to have this line built. The steam loco eagerly pulled the Ghan carriages up the range, all the while followed by a fire truck to ensure no rogue coal ember escaped, but unfortunately the loco literally ran out of steam half way through the journey due to a water leak and had to take on water at Woolshed Flat. This took quite a while, filling a 1000 gallon tank with a garden hose. On arriving in Quorn, a quaint railway town, we were served a welcome lunch at the Grand Junction Hotel. Due to the delay in the ranges there wasn't time to explore Quorn. A pity, as it looked like an interesting place and is the home base for the Pitchi Ritchi railway.

On to the busses again, and southward on the eastern side of the Flinders Range. We passed through many of the towns that populate this fine farming country, with farms that export top quality hay to Japan. A slight diversion was made to Magnetic Hill, where the bus stops on a slight gradient, and everybody gets off to check out the hill. It definitely

slopes down in front of the bus, but when the brakes are released the bus majestically rolls backwards seemingly up-hill. A nice bit of optical illusion. Back on the bus to continue our journey to Port Pirie.

A short break before the busses take us to the Rotary meeting with Port Pirie Rotary Club at the Port Pirie Football Club. Here the staff served up a wonderful three-course meal in record time. Many were fleeced by two very clever Sergeants at Arms, one from Port Pirie, the other, for some unexplained reason, was a Kiwi who knew too much about the IFFR members. A great session with lots of laughs and a good replenishment to the Port Pirie Community Service coffers. Guest speaker was the Adventure Aviator Jon Johanson, who told of his many aviation feats and his motivation. A wonderful evening of fellowship, motivation and food.

Sunday morning saw the usual IFFR Meeting take place. Here the main items on the agenda included reports on previous fly-ins and future fly-ins.

DEVONPORT (Tas) FLY-IN **18th – 20th February 2005**

Nine aircraft made their way across Bass Strait for this regional fly-in. The weather was just starting to cause some concern late in the day but everybody got in OK. IFFR member Ted Ritchie was on hand to meet us and assist with fuel and tie-downs, and then transport us to our accommodation. Most guests had a good view across the Mersey River to the Spirit of Tasmania ferries which cross the Strait on a daily basis.

A short walk to the Devonport Entertainment Centre saw the group join with the city mayor and other dignitaries for a civic reception given by the city council to welcome us to their city. The council provided some excellent refreshments, but some decided to go back to the hotel for a meal. This turned out to be another of those great IFFR get-togethers with more tables and chairs added to the conga line as people joined in to catch up with all that had passed since the last meeting.

On Saturday, an early start was required for a bus pick up to take us on a tour to Cradle Mountain, probably Tasmania's most famous mountain. Our hosts for the day were Ted and Colleen and John and Julie from the Devonport Rotary Club. Passing the outskirts of Devonport, many were surprised by the quality and quantity of the crops being grown. Most outstanding were the paddocks of poppies. This crop is under fairly intense security as the main use of the poppies is in the legal drug trade. In fact Tasmania produces 40% of the legal poppy drug trade and is the

largest supplier in the world. Other crops grown in the area are, potatoes, onions, apples and stone fruit.



Passing through the cropping areas took us to the Kentish Plains and on to the small rural town of Sheffield. This town suffered the fate of decline as do many small towns, but some years ago, some enterprising citizens came up with an idea to commission murals for

the blank walls of the town's buildings. This idea caught on and now there is hardly a blank wall left. The murals depict stories of historical significance to the town. The town is now a thriving tourist attraction and is in a spectacular setting with Mt Roland as a backdrop. One interesting mural is painted on the side of Slater's Store. The title is "Missed Opportunity" and tells of the story of when George Cole, a shop keeper from neighbouring Wilmot, called to see the Slaters to try and interest them in an idea he had about opening a chain of shops around the state that would sell goods for less than 2/6d (25 cents). The Slaters having been conned into another scheme, declined. George Cole decided to go ahead without their investment and his chain became the well known G.J. Coles, now a part of the Coles-Myer group. The Slater's store is a wonderful example of how a store was set up earlier last century. The flying-fox money receptacle is still functioning although Grannie Slater retired when she was 93. She did all the money transactions from 4 counters while perched up in her loft attending to the flying-foxes. After a stroll around town, viewing the many fine murals, it was time for morning tea in the park.



Then back on the bus for the drive up Cradle Valley. Cradle Mountain is a picturesque jagged peak some 4000 feet high. Many people don't know how picturesque it is because they have never seen it. Cradle Mountain receives in excess of 3 metres of rain per year, which

means that the peak is almost always covered in cloud. Statistically there are only 27 days of the year when the mountain is cloud free and we were lucky enough to have one of those days. As we entered the wilderness area it became apparent that Kerrie, our bus driver, had an enthusiastic interest in botany. He pointed out the varied plants and flora abundant in the area,

complete with their botanical name. First stop though was at the Cradle Mountain Resort where we were treated to a fine lunch and an inspection of the gallery which was showing a collection of nature photographs. Kerrie explained that the Cradle Mountain National Park was due to a very conservation conscious immigrant named Gustaf Wiendorf who land in the area and built a home he called Walthiem (literally bush home). He and his wife Kate were keen naturalists and spent many summers at Walthiem studying the flora and fauna. They continually lobbied the government to create a National Park but this didn't come about until after their deaths. A re-created Walthiem is open for public inspection.

A side trip was made to allow us to experience a walk amongst the towering forest trees that Gustaf loved so much. To preserve the area a board walk has been built to allow visitors to walk through the forest without causing damage. Although we didn't see any, there was much evidence that animals frequent the board walk. One member of the group, while trying to spot some exotic tree fern, found a pile, or commonly known as a calling card, on the railing, and had some trouble ridding the refuse from his hand, the ladies in the group being a bit reluctant to allow him to use their coats or skirts. A short drive in a smaller sized bus, dictated by the narrow winding road, took us to Dove Lake at the base of Cradle Mountain. After a walk to either Glacier Rock or the famous boat shed, it was time to board the big bus again for the return journey to Devonport past the man made Lake Barrington and the town of Forth on the Forth River.

Saturday Night saw us all dressed up to join with the Rotary Club of Devonport at their Rotary meeting. Also joining the meeting were District Governor Muriel Heron and Past District Governor Maurice Hill. President Teena welcomed us all to the meeting and outlined the Club's project which would culminate in a community kite flying day on Sunday. We were cordially invited to attend before our departure. Ron Dickinson teamed up with the Devonport Rotary Club Sergeant to extract some hard earned cash for the community service coffers. Guest Speaker was Ron Sushames who has just completed a term in education at TAFE in the engineering field. Ron was very concerned that students did not seem to be attracted to engineering and the number of qualified engineers in Australia is declining. In an attempt to make the field more attractive, Ron set about designing and building a human powered aircraft. He told us, in a most enthusiastic way, about the construction, testing and flying of these machines. A few models were made on a very limited budget. A similar project, with a much higher profile, was undertaken in the USA for a budget of approximately 7 million dollars. Ron showed some videos of

some successful tests and a few that were not so successful. It was interesting to learn that girls made the best pedal pushes because of their competitive spirit. Anyway, one flight of over 800 metres holds the Australian record for man (girl) powered flight. I should just mention that the girls provided only the power to thrust the machine forward. The actual flying, that is the control inputs, was made by a boy in a following vehicle, using remote control electronics. Another project Ron instigated was to build a replica of a Bleriot II, the first aircraft to cross the English Channel. We heard of his trials and tribulations to find the original plans and then an original engine, which by strange coincidence was purchased from a farmer here in Australia. This replica proved to be a handful to fly and due to its very fragile undercarriage, suffered a few rebuilds. It did eventually complete some hops off the ground, in no wind conditions and down hill.

Sunday morning was the start to a fine cloudless day with light winds. Ideal for the citizens of Devonport to attend one of the city's parks and participate in a delightful day of kite flying. Unfortunately this same weather pattern was not available on the mainland and quite a few members decided that an early departure was required in an effort to outwit the weather demons. It didn't work for all as some had to endure unplanned stop overs interstate. For those lucky enough to stay on, the kite flying day, supported by the Devonport Rotary Club and the City Council, was a delight to share. So many people, kids and oldies alike, participated and by early afternoon the sky above the park was a mass of brightly coloured and multi shaped kites. Live bands provided music and humour and Rotary members manned the stalls and bar-b-ques to feed the masses. IFFR members were pressed into assisting in the ice cream stall, helicopter net preparation, and crowd control.

For some time previous to this day, the members of the Devonport Rotary Club had sold teddy bears to raise funds for their community service account. Small bears were sold for \$20 and corporate bears for \$100. Each bear had an identification number and its owner's details were recorded. Owners were invited to dress their bears to provide individuality and then return them to a central pick-up point. The bears then had parachutes fitted. Over 200 bears were packed in a net, lifted to 500 feet by a helicopter and then released. What a sight to see 200 bears floating down on their parachutes. All made the drop zone and the two closest to a target, won prizes. The Australian Rotary Health Research Fund received a donation of approx. \$15,000.00 from this great project.

Another wonderful fly-in, thanks to Ted and his Rotary Club.

AUCKLAND & ARDMORE (North NZ) FLY-IN

March 2005

This was the tenth anniversary of the establishment of the New Zealand section

LATROBE VALLEY (Vic) FLY-IN

22nd – 25th April 2005

A total of 34 people from NSW, South Australia, Tasmania and Victoria arrived in cars and eight planes for the four-day event. The hot drinks, scones, crackers and cheese provided by the local Aero club were appreciated upon arrival on the Friday. No doubt John Willis, secretary of the Aero club and Public Relations Officer for the Gippsland Aeronautics factory had some input there. Arrivals were ferried to the Convention Centre by the President of Traralgon Rotary Club, Peter Batterham.

The Aero club hosted the group on Friday night with a get together in their club rooms with drinks and a buffet roast dinner. Drinks were sold at bargain prices; beer \$2.00 for a stubby, wine \$2.00 per glass. The dinner was a spit roast (choice of lamb or beef), with the usual vegetables and baked potatoes, plus a choice of desserts and coffee or tea. Transfers were by shuttle bus to the Convention Centre.

9 a.m. on Saturday morning we went by bus to Walhalla, toured the Long Tunnel Extended mine, a gold mine that produced 13.7 tonnes worth - in excess of \$50 million at today's value. Gus, our guide, gave an entertaining and informative story as we toured the top tunnel for an hour or so. Lunch was at 12.30 pm at the Rawson Convention centre, followed by a visit to the Gippsland Aeronautics factory for a tour of their Air Van production plant. John Willis gave a great tour of the factory and general insight in what is required to manufacture an aircraft in Australia - enough red tape to deter the faint-hearted. The Air van is a single engine 8 seater 'plane that could be converted to a flat floor cargo plane in about 4 minutes. It is a versatile, easy to maintain aircraft, wholly designed by two men in the Latrobe Valley and also built in the valley in the hangars/buildings, formerly used for the "National Safety Council" in the 1980s. Remember John Fredricks? Ten aircraft are built at the same time and sold all around the world to customers ranging from aid agencies (such as M.A.F. - Missionary Aviation Fellowship) to the U.S.A.F.

On Saturday night we joined the Rotary Club of Traralgon for their meeting, which was presided over by President Peter Batterham. John Willis and his wife Leone were our guests on the night. \$136.00 was

raised towards the club's Centennial project, being a \$1.2 million building to house parents and carers at the Latrobe Hospital (a la Ronald McDonald). Wing Commander, Brian Anderson spoke about his four months as Operations Group Commander in the coalition headquarters at Manas, Kyrgyzstan.

On Sunday morning the IFFR Annual General Meeting was at 9 a.m. The dates of the next Fly-In to Hervey Bay will be 7th – 9th October 2005. The resignation of Michael Scarce as activities Chairman was accepted and John Berends was duly elected to fill this role. Several unfinancial members will be followed up by Peter Walsh. The meeting closed at 10.15 a.m. After morning tea some free time was available as the bus for lunch was leaving at 12.30 p.m. Lunch was at the Grand Junction Hotel, where most of the group took advantage of the \$8.95 special - a good choice with large serves.

The bus left the hotel at 1.45 p.m. for arrival at 2 p.m. at the Loy Lang Power station, where the mine manager, Charlie (an ex Rotarian and pilot) lead a tour of the power station and open cut brown coal mine.

Sunday night's dinner was enjoyed at "The Ritz". We went to dinner in three cars driven by men with their wives in the back seat, "navigating". The cars left in convoy and arrived at the restaurant (two and a half kilometres away) from three different directions over a period of five minutes.

On Monday morning, Anzac Day, the bus took the remaining thirteen members to the airport where a cuppa was waiting once again. The remaining four aircraft received a briefing from John Willis at 9.45 a.m. in preparation for a fly-past (between 10.45 and 11 a.m.) for the Anzac parade in Traralgon. John Berends, in the Navajo (being the biggest and the fastest) led the pack followed by Dave Morgan in his Mooney, Ted Richey in the 182 and Trevor Brown in the 172, struggling as "tail-end Charlie". Once on the ground again we were treated to a fly past at the airport of the RAAF Roulettes (especially arranged for the IFFR members), while the local aero club showed their skill in formation flying. Lunch consisted of a barbeque lunch with vegies and roast potatoes followed by pancakes with maple syrup and cream as dessert. After lunch we had a 20 minute ride in a new IFR-equipped Airvan (free!!) which was to go to Alaska the following week. This Airvan was piloted by George Morgan, a director of Gippsland Aeronautics. Ted Richey had his moment of glory flying from the right-hand seat. As the opportunity arose, Dave Morgan spent some of his hard earned (?) money to be "taken for a ride" in a Pitts Special, which he claims he thoroughly enjoyed, which was not universally accepted, going by the colour of his

face. By this time it was 2 p.m. and time to depart.

Summing up: - good weather, good fellowship, numbers disappointing.

CHRISTCHURCH (South NZ)
October 2005

HERVEY BAY (Qld)
October 2005

BAY of ISLANDS (North NZ)

March 2006

TEMORA (NSW)
April 2006

