

# ROTARY IN ACTION

## ***OPERATION INSPIRATION***

### **Rotary Club of Moorabbin**

The Rotary Club of Moorabbin Central in Victoria, runs a program over one day for relatively underprivileged secondary school students, called “Operation Inspiration”, where groups of around 30 students are given the opportunity to learn more about aviation and navigation, in an endeavour to improve their self esteem and motivation. The day includes a class briefing session, transport by Rotarians to Moorabbin airport, flights for all children, prizes and certificates, and a follow up on school projects. This program can be organised on a local community level, in conjunction with other Rotarians, the local Aero club, a police Air Wing, Air Training Corps, or a nearby Airforce base.

## ***FLYING SCHOLARSHIPS –***

### **New Zealand**

Fourteen high school received scholarships from the Rotary Club of Howick Somerville, N.Z. to attend the 38<sup>th</sup> annual Walsh Memorial Scout Flying School at Matamata for 14 days in January. The course covers all aspects of aviation from time flying, to theory lectures, and hands-on engineering and meteorology. Chair of the Scholarship Organising Committee, Past President John Simpson, said: “These scholarships give high school students the opportunity to achieve something special, as well as a head start towards possible vocation.” PP John, an air traffic controller with Airways Corporation of N.Z., is one of many people in the aviation industry volunteering time to assist the flying school. The Rotary Club of Howick Somerville is supported by a number of trusts including the June Gray and Chenery Memorial Trusts, along with several other Rotary clubs in New Zealand. Local members of the International Fellowship of Flying Rotarians (IFFR) also showed their support by helping with student selection and visiting the schools with a fly-in. Thirteen returned students attended the school to continue their flying skills toward obtaining a private pilot’s licence. Many past students have pursued an aviation career and are now airline pilots for major airlines. Others are Air Force pilots or members of one of the many aviation trades such as meteorology, rescue fire service, aviation engineering or air traffic control. (*Rotary Down Under March 2004*)

## ***WATER TANKS –***

## **North Australia**

There is a story about Dave Jenkins worked with Graham Mockridge in supplying and erecting a tank at the top of the cape and they flew up to install it. It was a combined project between the NZ Rotary club and the Sunshine Rotary club that Graham was in.

## ***AIR SHOW –***

### **Rotary Club of Devonport**

The 2003 “Chas Kelly” Devonport Air Show was organised by the Rotary Club of Devonport and the Devonport Aero Club, and co-ordinated by IFFR member Ted Richey. The show raised \$65,000 for various charities, and was hailed widely in the media as the best air show seen in Tasmania. The thrills, action and boost of hi-octane entertainment drew more than 16,000 people to the air show. The opening ceremony included parachutists Dave Benson and his son, with two large flags (see the title page). The RAAF F-111 fighter-bomber was the star of the show, with show stoppers the aerobatic specialists Chris Sperou and Pip Boorman. Other features included a 2000 gyrocopter, the famous Roulettes, and the army Red beret precision parachutists.

Despite almost perfect weather, hopes of the Burnie TAFE crew to debut their replica Bleriot XI were not realised. Aviation enthusiasts were happy to see the Bleriot up close, before it starts a national tour of air shows. The scheduled flight of the replica at the airshow was to be the final step of a project started by Burnie TAFE engineering students and volunteers to recreate the aeroplane that first flew the English Channel in 1909. The replica has an original three cylinder radial engine.

## ***ROOFING PROJECT –***

### **East Timor**

The Rotary Club of Doncaster (Melbourne) was involved in a project to improve the living conditions of the inhabitants of East Timor, by the installation of a rolling plant to make corrugated roofing material. There were some 85,000 houses with walls intact, that could be made habitable by the addition of a roof.

Doncaster club donated a substantial amount of money to the project, which was matched by other clubs in District 9810. Many companies contributed with generous donations of materials and expertise. The rolling machine was reconditioned and shipped to East Timor, awaiting volunteers to commission it and start production.

Rotary volunteers were flown to and from East Timor by members of the IFFR in their own aircraft. These volunteers provided training in roofing related skills to the East Timorise, particularly former members of the Falintil (resistance) who wish to be assimilated back into civilian life.

The Rotary Club of Melbourne launched a second project to provide another rolling machine to manufacture steel purlins and rafters. The two projects compliment each other and will allow quicker restoration of the dwellings.

### ***F.A.I.M.***

Malcolm McClure has been involved in flying survey teams for FAIM to many parts of Northern Australia, investigating the possibility for projects.

A request was received from D9800 RAWCS in Victoria to provide transport for FAIM teams, needed to construct accommodation units at Port Stewart, for Australian Aborigines. Port Stewart is 120 NM North of Cooktown in Princess Charlotte Bay. The alternative to IFFR assistance, is for volunteers to fly commercial to Cairns, then take a long and arduous road trip to Port Stewart. Teams of 4 to 6 will need to be transported, to and from Port Stewart, at 2 week intervals.

### ***SAVE WATER SAVE LIVES PROJECT -- Papua New Guinea***

Seven members of our fellowship became involved in a Save Water Save Lives project in Papua New Guinea in May 1999. Malcolm McClure, a long time member of the Southern Region of RAWCS, became involved in the project initiated by the Rotary Club of Mt Hagen. Malcolm became concerned that 37 water tanks were going to PNG but there were insufficient FAIM teams to erect them in a short space of time. In fact there was only one team available. The concern was that with the high rate of pilfering in PNG, components would disappear if the tanks were not erected quickly, thus reducing the effectiveness of this \$100,000 project. Malcolm put together a team and started ringing other IFFR members asking them to get a team together and fly up and install the tanks.

On the 17<sup>th</sup> May three teams met at Horn Island, Malcolm, Barry Townsend, Ted Levecke and Mac Reynolds in Cessna PBY, Mike Scarse, John O'Grady, John Southwell and Richard Cornhill in Bonanza SDM, Alan Grady, Peter Lean, Ross Redfern and Dick White in Bonanza ILY.

The fourth team from Central Melbourne Sunrise Rotary Club flew up to Mt Hagen commercially. All teams arrived in Mt Hagen on 18<sup>th</sup> May.

Over the next 11 days the 4 teams erected 37 twenty two thousand litre water tanks at places 60 kilometers west of Mt Hagen to 80 kilometers east of Mt Hagen. It was a unique FAIM experience as each day we were at a different site erecting a tank on a school or a church as well as meeting a new group of people. Accommodation for two teams was at Huse Poroman Mt Hagen and the other two at Tribal Tops Hotel at Minj, a small town 60 kilometers east of Mt Hagen. The teams swapped accommodation locations mid way through the project. A 38 thousand litre water tank was erected by the PBY and ELY teams at Minj High school on the last day of their stay.

A tank was erected at Bamna by two teams after a long walk up a very steep hill. The only other white person to come to this village is a catholic priest who visits occasionally. To have eight white people in the village was most unusual. The Villagers carried the tank components up the hill the day before we arrived and were most interested in its installation.

Erection of the tanks was assisted by workers from the Rural Water Supply Commission who also had the responsibility of erecting gutters and connecting down pipes to the tanks. The project was very worthwhile as that was one of the areas affected by the disastrous drought experienced in PNG only two years ago. Each of the 16 participants came away with that sense of achievement and satisfaction that only a FAIM experience can give you.

## ***COMBINED EFFORT***

### **July 2001**

Our story's background concerns a Foxton (NZ) family with three teenage children. The father has two weeks ago had a successful heart-kidney transplant and is currently on a three month post operative treatment schedule at Auckland's Greenlane Hospitals "Hearty Towers" accommodation. His wife who has a life threatening (50/50) illness is at his side in the residence. Medical related costs have drained their savings leaving nothing available to cover the cost of transporting the children approx. 550 kms to support their parents.

The local Cancer support group approached Rotary to see if there was any way they could assist. Within three days the following happened :

- The children were transported by Foxton Rotary Club to Feilding
- IFFR- NZ Section President, Dave Jenkins, flew the children to Ardmore (Auckland)

- Drury Club (& IFFR) Harry Maidment & Roger Leadbeater transported the children to "Hearty Towers" and on an afternoon's trip to "Kelly Tarlton's Underwater World" and a visit to the supermarket (Mum & daughters) and take in some of Auckland's sights.
- The Children spent two nights with their parents at "Hearty Towers"
- Dave Jenkins flew them back to Foxton.
- Foxton Rotary had meanwhile topped up the wood box at the children's caregiver's residence.
- Three delightful Children on their first flight and first visit to a large city.

The project was funded by RC of Foxton \$300, RC of Makeno (Feilding) \$300 and IFFR-NZ Section \$236 – covering cost of plane hire, Auckland activities and meals. One very appreciative and grateful family.

Recent contact with the reunited family in Foxton confirms that Dad is recovering steadily and planning to resume normal activities with Mum still receiving treatment for her condition which remains static.

*(Reported by Roger Leadbeater)*



TALL STORIES  
and  
INTERESTING TRIPS

***The FIRST MEDIA TRIP (for the “Rotary Down Under” magazine)***  
**September 1998**

In early 1998 Alan Grady was asked by Bob Aitken, the editor of the Australian Rotary Publication Rotary Down Under, if it was possible for IFFR to arrange for him to visit remote Rotary Clubs. The idea was to get feed back on the magazine and encourage the members of those clubs to submit articles for the magazine. It was also an opportunity to reinforce the feeling that those clubs were a part of a large organisation and not just a small local community organisation. The trip was organised by Alan Grady and Bob Aitken and accompanying them on the trip was RDU Director Merv Ritchens.

The tour started 1st September 1998 and over the next seven days visited many Rotary Clubs. At the first stop at Charleville there were a joint meeting of clubs, with members from Mitchell, Tennant Creek, and Mount Isa, a member from each Cloncurry, Nhulunboy Gove, Catherine and Longreach.

***ROTARY IN REMOTE AUSTRALIA (by Bob Aitken)***  
**August 2003**

*Bob Aitken is the managing editor of Rotary Down Under. He is a member of The Rotary Club of Lower Blue Mountains, N.S.W, and a District 9690 past governor.*

On August 18, 2003, representatives of Rotary Down Under, the Australian Rotary Health Research Fund and the International Fellowship of Flying Rotarians set off on Rotary’s second Outback Safari, an information-sharing tour of Rotary clubs in remote Australia. The party travelled in two Beechcraft Bonanza aircraft piloted by PDG Alan Grady, of the Rotary Club of Granville, N.S.W., and Rotarian Michael Scarce of the Rotary Club of Camden, N.S.W. PDG Denis Green (chairman) and PP Joy Gillett (general manager) of the ARHRF, and PDG Bob Aitken (managing editor) and Rotarian Barry Antees (general manager) of Rotary Down Under made up the party. In 12 days, they carried Rotary’s banner across Australia, via Bourke and Birdsville, to Kununurra where they continued west to Broome on the north-west coast. The party then flew south along the coast to Geraldton, via Port Hedland, Karratha, and Carnarvon, before turning east again to Kalgoorlie. Leaving Kalgoorlie, the party flew to Port Lincoln on the South Australian coastline, refuelling at Forrest, close to the W.A./S.A. border. Port Lincoln was the site of the penultimate meeting, Broken Hill in N.S.W. being the final stop, before the party returned to Camden Airport,

south-west of Sydney, on August 30. The group took part in 11 meetings en route involving 14 Rotary clubs: Each aircraft covered 5090 nautical miles (or 9,426kms) in a flying time of 37 hours and 45 minutes, and used approximately 1,959 litres of fuel. The enthusiastic welcome received at all points, the wealth of information gathered and imparted during the 12 days and the on-going contact with Rotarians visited since the tour underlines the outstanding success of the exercise. However, the tour also underlines the vital importance of the vast resources of Rotary. Such a close contact tour would have been impossible without the generosity and support of the Australian Branch of Rotary's International Fellowship of Flying Rotarians and the two aircraft owners-pilots, Alan Grady and Mike Scarce.

Ever mindful of the unique needs of their far-flung communities, members of Rotary clubs in remote parts of Australia's outback and north west coast are a special breed of Rotarian. Constantly grappling with the pressure of maintaining their very existence as a result of fluctuating population and membership, members are aware of the importance of Rotary within their communities. There is a genuine realisation and pride that communities and citizens would suffer without Rotary's *Service Above Self*:

During the tour there were many examples of clubs addressing similar challenges.

- \* Membership. Convincing people they can make a difference by joining a Rotary club!
- \* Greater focus on fellowship as a direct benefit of Rotary membership.
- \* A real awareness of the plight of Australia's indigenous people and the need to develop projects that enable these people to acquire skills to help themselves.
- \* Unified support for the Royal Flying Doctor Service.
- \* The need to preserve physical examples of Australia's history and culture.
- \* The importance of flexibility in Rotary programs, particularly if programs are to be successful in remote areas of Australia.

Another pleasing fact to emerge from the information tour was that, without exception, Rotarians in all centres were providing community leadership as citizens in addition to their Rotary club service.

BOURKE  
August 18

First stop on tour was the famous N.S.W. outback town of Bourke with 3,000 people and ten Rotarians! President Alan Morrell and Past President Bill Crothcers were gracious hosts and provided comprehensive details of the club's considerable workload.

The enjoyable dinner meeting was held in well-known Port of Bourke Hotel. Catering for various community events, a Rotary Park and partnering the Rotary Club of Silverwater, N.S.W. (D9690), in the inspirational Outback Rotary Education Scholarship Scheme (OUTREDS) are dominant activities. Our party met Annabell Cullodeen, one of the scholarship beneficiaries, who was on work experience in the radiology department of Bourke Hospital.

Several Rotarians are also heavily involved in the magnificent Back O' Bourke Exhibition Centre, where visitors are encouraged to discover the story of Bourke via a Billabong 500 years long. It's a fascinating story of the back country and the legendary people who have influenced the various ages.

### TENNANT CREEK (via Birdsville)

August 19

Day Two provided the longest day in the air with two hours 40 minutes to the first fuel stop at Birdsville which is renowned for its annual picnic race day. After morning tea at the picturesque Birdsville Hotel, and a further three hours in the air, the party was greeted at Tennant Creek Airport by President Gayle Dougall of the Rotary Club of Tennant Creek.

A visit to the impressive Nyinkka Nyunyu Art and Cultural Centre, administered and run by the indigenous people of the area, and the historic Battery Hill Mining Museum preceded a wonderful evening meeting with another small group of dedicated Rotarians. The meeting was held on the raised deck area of the Battery Hill Museum and provided a spectacular view of the town at sunset. President Gayle inducted two members during the meeting in Rotarian Leigh Woltman (nursing) from the Rotary Club of Thursday Island and local resident Janelle Spicer (library services). There was opportunity for discussion on several major projects in recent times, including three days of catering for the Australian Army on exercise in the area. Club members also take charge of the delivery of telephone directories in Tennant Creek. Past President Bob Morris has led the way with the community's hosting of the annual Australian Go Kart Grand Prix in Tennant Creek, along with the two attempts at the world road train "long haul" record.

### KUNUNURRA

## August 20

After flying from N.S.W. to Queensland and across the corner of South Australia into the Northern Territory, the previous day, the brace of Beechcraft Bonanza aircraft flew into a fourth Australia state in two days during the two hours 50 minutes flight from Tennant Creek to Kununurra, Western Australia.

Collected at the airport by Past Presidents John Buchanan and Grant Lodge, the “tourists” enjoyed a two-hour tour of the prolific Ord Valley. Skilful preservation of water resources has turned the Ord River Valley into a rich agricultural oasis in a part of the Kimberley previously thought to be useless for farming. Fruit and vegetable production alongside sugar cane production enables 42 farms to support the town and district in a very comfortable manner. In addition, the development of Highway 1 has created a viable tourist industry for the 6,000 residents during the winter season.

President Craig Muir conducted another superb open air evening at the Lakeside Resort in Kununurra, with a good attendance of the club’s 23 members. The male only club is struggling with membership at present with numbers down from 40 several years ago.

President Craig has set fellowship and increasing membership as the primary goals this Rotary year. The club has a great fellowship tool in its unique Full Moon dinner meetings with excursions to remote places such as Chris Henggeler’s Kachana Station (30 members and partners flew in by helicopter and fixed wing aircraft), Pack Saddle Hill and Spike’s Hoochery.

Again, catering and barbecues for various community events are major club activities. The club is a staunch supporter of the Australian Rotary Health Research Fund. The evening was made memorable when President Craig presented ARHRF General Manager Joy Gillett with a cheque valued at \$1,000 as a further contribution to the ARHRF, not to mention the confiscation and raffling of Barry Antees’s Brisbane R.I. Convention shirt to benefit the Australian Rotary Health Research Fund again.

## BROOME (via Mount House Station)

### August 21

A spectacular flight from Kununurra to Broome took the group over the Argyle Diamond Mines, the unique rock formations of the Bungle Bungles, with a morning tea stopover at Mount House Station on day four. Everyone enjoyed the break with managers Rob and Maxine Marshall at this typical W.A. cattle

station. A staff of 12 are on some 1.5 million hectares where 20,000 cattle produce 8,000 to 9,000 calves each year. Mustering and much of the property's maintenance is done by helicopter.

A total of four hours 25 minutes of flying time elapsed before arrival at the beautiful coastal resort town of Broome.

Because of the peak tourist season, President John Walsh of the Rotary Club of Broome was unable to transfer the normal breakfast meeting to Friday and we were grateful for an informal breakfast gathering with President John and five other club members, the morning after our arrival. Broome's population during the tourist season climbs from 11,000 to 18,000.

Joy Gillett and Denis Green were pleased to be able to arrange a dinner with the ARHRF's Ian Scott Fellow Melinda Andrews on the night of our arrival. Melinda is using her scholarship to study mental health of Aborigines in the area. Discussion during the informal breakfast meeting with Broome Rotarians focused on the needs of the indigenous people in the area and what Rotary can do to assist with various challenges.

## PORT HEDLAND

August 22

President Chris Jackson of the Rotary Club of Port Hedland met the tour group after the two hours 30 minutes flight from Broome and provided transport to the town's Walkabout Hotel. Past Assistant Governor Ian Hutton joined President Chris to guide us through an informative tour of the second largest seaport in Australia, the group marvelling at the huge stockpiles of iron ore and salt.

With 16 members from an area population of 10,000, President Chris told of his determination to lift membership this year and achieve several special projects, including support for the Tourist Centre and funding of two indigenous Youth Exchange students. The club is always conscious of local needs and recently presented a heart walker to the local hospital.

Remote Rotary clubs make their own fun and Port Hedland enjoyed much fun with their neighbouring club, Karratha, with the case of the missing Rotary wheel at changeover time. Luckily, Port Hedland have the services of a Federal Police officer within their membership and a well-planned "raid" at Karratha days before our arrival saw the safe return of the club sign! Fourteen Rotarians and partners attended the dinner meeting in the Walkabout Hotel, with questions and fellowship late into the evening.

## KARRATHA

August 23

The Beechcraft Bonanzas delivered us to Karratha Airport in just one hour on day six. We were met by President Bob Lear and transported to the Rotary Club of Karratha's base at the International Hotel.

President Bob and his wife Daphne raised the bar yet again with another splendid day of hospitality, including visits to historic Cossack, Point Sampson, Dampier and the North West Shelf Gas Project site. A well-attended partners' night provided another constructive exchange of information, and club members expressed interest in staging one of the ARHRF Mental Health Forums in the town of 10,000 people.

Karratha produced one of the most unusual projects discovered on tour – regular club evenings at which members rolled up in their working gear to bag salt (donated by Dampier) for local swimming pools. The project raises around \$20,000 each year for the club.

Like several previous clubs, Karratha Rotarians are staunch supporters of the Royal Flying Doctor Service (RFDS). They have been inspired in recent times by Rotarian and estate agent Lindsay Gibson with projects such as the annual RFDS Ball and, more recently, a house, built by local tradesmen and then auctioned for a pleasing profit.

Last Rotary year, then President Brad Beaumont challenged the club to support a television call system in the Karratha hospital.

## CARNARVON

August 24

A real treat! Day seven provided the one and only rest for our party of happy but somewhat weary travellers! President Russell Aughey, of the Rotary Club of Carnarvon, and Past Presidents Terry Cahill and Barry Scott extended hands of Rotary friendship at Carnarvon Airport, after the two hours 24 minutes flight from Karratha. A delightful seaside town with a population of 7,000, the Rotary club of 18 members was again low in numbers but high in quality. The team spent the afternoon catching up on notes and emails, and fine tuning the rest of the tour.

Barry Scott and Terry Cahill returned the next day to guide us through another excellent tour of Rotary projects and local industry. The Rotary club's most acclaimed recent project was the magnificent World Heritage Rotunda at historic One Mile Jetty, a very informative tourist attraction. The club has also been constructing shelters along the long stretches of beautiful beaches, for fishermen and picnic makers. Like so many other Rotary clubs, Carnarvon also plans annual Australia Day celebrations each year.

Fishing remains the major industry in the area, but fruit and vegetable production is also very strong. General development of the harbour and housing is thriving and we had the opportunity of a stimulating meeting with Sue Jones, the chief executive officer of the Gascoyne Development Commission. The meeting with the Development Commission was very productive and could open the way for further application of Rotary programs.

Another excellent dinner meeting provided a fitting culmination to the two-day visit, with Barry Scott complementing our program with a historical summary of the Rotary club.

## GERALDTON

August 26

Further superb flying weather made for spectacular viewing during the two hours 10 minutes in the air between Carnarvon and Geraldton. The flight path took us over Shark Bay (one of only 16 World Heritage listed areas with all four primary criteria out of 144 such areas around the world), Hartog Island and Inscription Point which is site of the first Australian landing of white man. The City of Geraldton (population 16,000) appeared as a welcoming oasis on the horizon and all reports indicated that the agricultural industry was enjoying a bumper season.

Our visit was well supported by the Rotary Club of Geraldton, with President Greg Cooper and Past President Bob Urquhart providing generous hospitality.

The club has an amazing service record which includes the recent completion of the unique memorial to *HMAS Sydney*, valued at more than \$A3 million. Our group agreed that the memorial (placed high on a hilltop in the centre of town) is one of the best of its type and a most appropriate tribute to the 645 seamen lost after *HMAS Sydney* and the German raider *Kormoran* engaged on 19<sup>th</sup> November 1941, in the Indian Ocean. The Sydney crew came from virtually every major town and city in Australia.

However, the service does not end there. There is a recently completed Aquatic Centre (a \$A30,000 project), on-going support for Rotary's Kinetic Sculpture event in Perth, the annual Vocational Training Award and a successful annual Radio Auction.

President Greg presided over an entertaining dinner meeting in the Geraldton Entertainment Centre.

## KALGOORLIE

## August 27

Another comfortable flight of two hours 30 minutes saw the group arrive in Australia's gold-mining capital, Kalgoorlie, site of the richest gold deposit in mining history, *The Golden Mile*. Following advice from President Geoff Watson of the Rotary Club of Kalgoorlie, we did the usual tourist "thing" and visited the Super Pit, which is 3kms long by 1.2 kms wide and 260 metres deep, as well as an inspection of Rotary's Music Shell in Centennial Park. Further, our gold education was enhanced at Smales Jewellery store by way of contact with a genuine gold nugget. With a population of 32,000, Kalgoorlie was the largest remote centre visited on the tour.

President Bill Franklyn of the Rotary Club of Boulder chaired an enjoyable combined dinner meeting of 50 Rotarians and partners, supported by President Geoff Watson, and President Kathleen Stanick-Bentley of the Rotary Club of Hannans-Kalgoorlie. Discussions revealed other major Rotary projects in Boulder's impressive Radio Auction (\$A64,000 raised) and Hannans Balzano Barrow Race (\$A30,000), both of which result in tremendous Rotary Awareness in Kalgoorlie. The Kalgoorlie and Hannans clubs are also combining resources to clean up a major swamp area with a Twin Dams project.

## PORT LINCOLN

### August 28

Day 11 required a 7.00a.m. departure to allow for almost five hours of flying time to Port Lincoln, via Forrest. Forrest was almost exactly two hours from Kalgoorlie and given its location close to the western border of South Australia, it is best described as "that place in the middle of nowhere". A fascinating place and vital as a fuel stop for light aircraft, Forrest boasts five houses and a small railway siding to support the airstrip.

A 45-minute comfort stopover to refuel and stretch the legs was well-timed prior to the nearly three-hour flight to Port Lincoln. It was another spectacular flight around the Great Australian Bight. Port Lincoln (13,000 population) is remotely placed on Spencer Gulf, many hours by road from other major centres.

A thriving, male-only Rotary club with 58 members, the Rotary Club of Port Lincoln enjoys much fund raising success from agricultural-based projects involving wheat, sheep and grapes. Some 40 members attended the dinner meeting where fellowship was excellent. Again, we

were overwhelmed by the marvellous hospitality extended by President Graham Henderson and Past Presidents Alan Burrows and Reg Kemp.

The club continues to support the development of Puckeridge Park by way of a Rotary President's Walk, lined with trees and plaques to represent every president in the club's 44-year history. Other significant projects include the replacement and refurbishment of the city's Scout Hall (\$A80,000), annual Pride of Workmanship Awards, the S.A. Indigenous Scholars project and outstanding support of the Australian Rotary Health Research Fund.

## BROKEN HILL

August 29

Powerful 50kph winds provided rough flying weather on departure from Port Lincoln. However, the splendid little aircraft soon put the winds behind us and we enjoyed the two hours 40 minutes flight to Broken Hill on our penultimate day.

With a population of 21,000, the City is serviced by two Rotary clubs in Broken Hill and Broken Hill South. Past President John Rouse, Paul Armstrong and Bob Wiseman from the Rotary Club of Broken Hill South were excellent hosts and, with the support of an exceptional bus driver, guided us around a variety of Rotary projects and tourist and industry highlights within this unique area. Both clubs are performing outstanding service to their community.

Broken Hill Club is widely acclaimed for its catering skills, and is also responsible for the organisation of the very successful, annual Agfair each year.

With more than 70 accomplished artists (including Pro Hart) based in the city, Broken Hill South Rotary club recently completed an *Artists' Walk of Fame*, along with a tribute to Camp Quality in the City Square. The same club combined with Broken Hill Council and the Chamber of Commerce to convert a former bowling club into a quality Community Centre and win a Prime Minister's Award in the process. Broken Hill South Rotary club also recently supervised the dismantling of the old hospital and arranged for distribution of the hospital furniture through Rotary's Donations In Kind outlet in Brisbane.

Visits to the original historic Broken Hill Trades Hall, The Big Picture Gallery, the Broken Hill Sculptures, and the lone working mine left in Broken Hill, were all memorable.

President of the Rotary Club of Broken Hill, Trevor Clare presided over a special dinner meeting in the city's recently acquired Community

Centre, and there was another splendid exchange of information during the evening.

### IN SUMMARY

The tour was an outstanding success and there has been much follow-up contact between *Rotary Down Under*, the Australian Rotary Health Research Fund and Rotarians and Rotary clubs from the areas visited.

A variety of tasks and services have been carried out for clubs in these remote areas since our return and communication will be vastly improved in the future.

Many people now agree that these special Rotarians and Rotary clubs are really not so remote in this modern era. We realise they are as close to Rotary's randdaes and resources as the email or the telephone.

Sincere thanks and gratitude are extended to the Australian branch of the International Fellowship of Flying Rotarians and Alan Grady and Michael Scarce.

*(Rotary Down Under November 2003)*

***TO the PHILADELPHIA CONVENTION VIA the ROCKIES***  
***(by Paul Cary)***

**June 1988**

Early in the year Brian Condon received a call from IFFR member Paul Lawson, who lives 200 miles from Seattle Washington, to see whether any Australian members would like to accompany him and his wife in a C172XP to the International Convention in Philadelphia. Paul Cary was going so the information was relayed to him and it culminated in the following trip.

Two days after arriving, Paul and Sharon Lawson and Paul and Olive Cary, departed with minimum luggage in N758TT heading across the snow covered Rockies at 13,000 feet. Looking down thousands of feet below, at such places as the Moose Creek Ranch airstrip, you would have to spiral down to get in and out of it, and need a STOL aircraft. Flights such as this are not possible in Australia and you sure would not want an engine out. We landed in Butte Montana for lunch, then over the last of the Rockies to land at Rapid City for the night. It was turbulent over the Rockies and Sharon suffered with airsickness. Olive being used to light aircraft did not turn a hair.

Next day with me in the left hand seat (I had not flown a high wing for years) we took off and got some good shots of Mount Rushmore with all the Presidents carved out of the rock, then off over the USA on Loran Navigation while Paul figured out where we were to stop for lunch. The Loran is incredible; it will tell you if you are 66 feet off track. If you have an emergency you just press a button and it will tell you the nearest airport plus track and distance. If a courtesy car was not available from the refuellers to go to town for lunch or the night, Paul would simply bundle us back in the aircraft and fly to the next town. We wanted to stay one night at the pretty little lake town of Rochester SE of Chicago, but there being no courtesy car available at Rochester, we flew north 20 miles to Plymouth, where a Holliday Inn was at the end of the runway. We parked the aircraft 150 yards from the Hotel and Paul got a courtesy car to drive us to the Hotel. How about that?

After inspecting the Duesenberg Auburn motor car museum at Auburn we stayed for three days with friends of the Lawsons at Fort Wayne, driving round in a 1928 Lincoln; we had a ball. At a private strip, with houses and sheds at both ends, they were building various homebuilts. One fellow had completed a minicab over 25 years but had never flown it (probably too old).

After leaving Fort Wayne we passed south of Pittsburg in deteriorating weather. Paul decided we would head for Johnstone for the night, but the town we ended up at, did not have an airport, so it could not have been Johnstone. Pressing on, with ceiling 220 feet above the deck over the Apalachins, we found a freeway and followed it, but it ran into a tunnel with the cloud on the deck above. We turned back, and with weather closing worse, tracked over ridges with almost nil visibility, heavy clouds above, and wheels almost in the trees. After about 20 minutes, we saw 3 flashing light and a runway and put her down on the deck. It was Charmersburg airport. Fellows on the ground asked how we found it. Phew! Paul did not argue about a courtesy car here.

Next day with a similar flight we made G 0 Carlson airport just outside Philladelphia, where we were able to get a lift in a Mercedes with a fellow who wanted to know about the Loran installation.

At Philadelphia, we met again with all the American IFFR members and Past President Charles Strasser etc. At the AGM, John Linford (who had just returned from Australia) was elected IFFR World President for the next two years. We had a marvellous time meeting and dining with the IFFR members and wives on numerous occasions, plus attending a few of the main RI sessions, including Royce Abbeys talk and the closing session.

Then off to Washington DC for 3 days, to land at College Park airport, the oldest and longest operating airport in the world. Left Washington for a 40 minute flight to Frederick for breakfast (almost every airport has a restaurant) then over the USA again. Lunched at Muncie airport restaurant, then on to Danville, where we were lucky to get the last two rooms in town, as Danville is about 80 miles from Indianapolis, and the 500 was on next day.

Next day, in worsening weather, and military jets wizzing close by, we stopped for the night in Omaha. The following day in strong winds and heavy turbulence, and Sharon sick, we had an early stop at Cheyenne, with a terrific steak lunch at the airport restaurant for only \$3.50 after which we drove our LTD courtesy car 150 miles seeing all the Cheyenne sights. Paul was determined to make it back to Pasco the next day, and the Rockies weather started to really close in at Bear Lake, the clouds well below the mountain tops; no danger as light aircraft fields were spread all along the valley floor. Eventually we squeezed over a ridge into a big valley to land at Burley for lunch. Then out of the big valley to a narrow

valley, flying again with snow covered mountains either side, and past the picture postcard towns of Lewiston and Moscow, with their snow covered backdrops. With the weather getting lower Paul took over and followed a series of narrow valleys north, then turned south west and flew down the slopes to Pasco, sometimes at no more than 150 feet above the deck, and lo! The sky cleared and there was Pasco dead ahead. Total flying time was 47.5 Hrs. Paul said that he is going for an IFR rating in the near future. We look forward to having Paul and Sharon visit us in Australia to do a similar trip, possibly in the Victas. After another six days together, attending Rotary, meeting their fiends and seeing the sights, as well as a week visiting Vancouver Island, we set off for California to visit John and Louise Linford, with whom we toured for 8.5 hours in Johns C320A. It included numerous IFFR meetings at Napa Valley, Santa Rosa, Monteray, Pebbly Beach, and Lake Tahoe, plus breakfast fly-ins, luncheon fly-ins, and flying through the heads and between the Pylons of the Golden Gate Bridge.

## ***AUSTRALIAN IFFR To OSHKOSH***

Groups of Flying Rotarians and their partners have participated in tours to Oshkosh in 1986 and 1995.

President Ray Wells organised and led a team of 27 IFFR members, wives and friends, for the July 1999 EAA Oshkosh Convention. Most of the group departed Sydney on 27<sup>th</sup> July arriving at Chicago the same day. From Chicago we travelled by coach to Oshkosh arriving about 9-30 PM, where we were taken to our billets organised by the Rotary Club of Oshkosh. Rotary has a strong presence at the Convention and hold a Pig Roast and meet with other people at the IFFR Booth. American member of the IFFR look upon this as one of the main events of the year. Home hosting by the local Rotarians was a great advantage as the weather was extremely hot and our hosts had air conditioned homes, which made for comfortable sleeping. It was also good for the Rotary Club as they made in excess of \$US8000 for their club.

Transport to and from the airfield each day was a breeze due to the excellent bus service. Most of our party attended the convention each day except on the Friday, when we were taken on a tour of Oshkosh city by the President of our host club. The timing of the tour could not have been better as Friday was the hottest day at over 40 degrees C and we were in air-conditioned premises most of the day. For an idea of the size of it, 12,000 aircraft flew into the area and 850,000 people went through the gate. As well as homebuilts of every kind there are oldies and newies, heavy iron like WWII fighters and usually a Fortress and a Liberator. There were also four new exhibition buildings with every imaginable aircraft accessory for sale. Each day's air show was excellent, with incredible aerobatics displays, including the Gee Bee. The airshow ran from 3pm until about 6pm.

President Ern addressed the combined meeting of the Rotary clubs of Oshkosh held at the convention. It also gave us the opportunity to meet other visiting IFFR members, some who had been in Australia only a month earlier. The guest speaker was Bob Hoover, who was introduced by Paul Poberenzi. We had two of the world's most experienced pilots at the rostrum together.

To say this was a memorable tour would be an understatement. It is an experience that everyone in aviation should have.

## ***RETURN TRIP to NEW ZEALAND***

**after the Darwin Fly-Away** (Dave Jenkins and Graham Gimblett)

On leaving wives at Darwin Airport we flew our Cessna 210 to Gove where we stopped for a break, then across the Gulf of Carpentaria to Horn Island. We crossed by ferry to Thursday Island where we stopped overnight. Next day we flew over the ocean dotted with small islands and submerged coral reefs onto Port Moresby New Guinea. Glad that we were flying and not in a boat.

We did not take long to find the aero club bar on the airfield where the local ex-pats took care of gullible New Zealanders, proudly explaining to us about armour plated walls and bullet proof windows. We stayed at the Airport Hotel which is about 200 meters from the airport and is highly recommended. Security is the main employer in Port Moresby with two meter fences topped with razor wire everywhere. There were 60 security guards on the staff at the hotel, armed with bows and arrows at night. It is not uncommon for them to be used, with more than three locals being bagged this year.

On leaving Port Moresby we climbed to 12,000 ft to cross the main backbone of the country hoping the 210 motor kept going as we did not fancy being eaten. Then down to the island of Kiriwina where we stayed the night. Very friendly but primitive with some women topless which was not a pretty sight, and men with beetlenut mouths. A dentist would have given up before he started. Then on to Tokua or Rabaul overnight. There is a new town being built on the other side of the lagoon as the old town was destroyed by the volcano eruption as was the old airport. The Japanese have built a nice new one.

From Rabaul we flew south past Buka and Bouganville keeping a safe distance from the coast on to Henderson airfield at Honiara in the Soloman Islands. At the airfield the local airlines use Twin Otters and Britain Norman Islanders because of their short take off and landing capabilities. Honiara was safe but the unrest had an effect on tourism with very few at our hotel. When I now think of Honiara I think of no hot water, with toilets only just working – where everybody stands around looking, where the cars are all beaten up, where they drive like mad and drive around the potholes in the road, where five minutes can turn into two hours and people look more like Pacific Islanders, than the people in New Guinea.

From Honiara we flew to Port Vila in Vanuatu. There the customs officers did us over for the first time since we left New Zealand. The wharf is the place to visit in Port Vila as it is a popular stopping place for yachts. The buildings are more modern and the people are dressed better.

From Vila we flew overhead Noumea New Caladonia to refuel at Norfolk Island then back to customs at Auckland and a night flight to Palmerston North all in one day.

What did we learn should we do the trip again? We fell for every trap!

- \* Carry some spare currency – American – Australian.
- \* Have money for arrival at weekends.
- \* Don't forget the aircraft; s General Declaration on leaving one country to present to the incoming country
- \* Check fuel before leaving, for if the plane is parked on an angle it may leak out.
- \* Have the correct Radio Frequencies – it can help.
- \* Let customs know you are coming.
- \* Perhaps carry an aircraft spray with you.
- \* Have plenty of patience.

This was a great adventure holiday. If you want no hassles then book a cruise. It's easier on the nerves, but only half the fun.

*(Reporter Graham Gimblett)*

### ***ROBIN MILLER : FLYING NURSE***

Robin Miller was a nursing sister ..... but to hundreds of aboriginal people on settlements, missions and stations in the north-west of Western Australia she was the "Sugar Bird Lady". She was given this name by the Aborigines because part of her job as a flying nurse was to administer Sabin oral vaccine to native children. To make the medicine go down, she administered it on lumps of sugar – hence “Sugar Bird Lady”.

Her flying career started when she won a scholarship to study commercial flying, and after she won her wings, she started flying part time with the Royal Flying Doctor Service. To isolated towns dotted across the vast Kimberley region, her little red and white single engine plane became more familiar than the scheduled supply aircraft. In her Mooney aircraft she flew more than 68,000 kilometres to vaccinate nearly all of the people in the northern half of Australia against polio. Often when visiting remote regions Robin would have to land at night on a lonely airstrip. Her only companion was a small mouse that lived in the plane.

She won a number of awards for her work and humanity. After Robin's tragically early death, at age 34, the British Woman Pilot's Association awarded her posthumously their top award: the Brabazon Cup. Robin's widower, Dr. Harold Dicks, searched far and wide for a Mooney aircraft that could be used as a memorial to his wife. He finally went to the

Mooney factory in Texas and a plane, was shipped in pieces to W.A. The memorial aircraft is situated at Jandakot airport just outside Perth ..... and it points towards the sky where Robin Miller was always happy.

### **UP UP AND AWAY**

*(Roma Richards gives a back seat version of a flight over north Canada , Greenland, and Iceland.)*

“Seventy years old, still in the back seat”. “Around the world with a single engine”. Or maybe “The oldest Trolley Dolly\* on the beat”. Through intermittent cloud I gazed down 10,000 feet to the snow clad pines and frozen lakes that dot North Canada, musing on a title for a yet unwritten book. Suddenly, without warning, the engine of the small Cessna went from a steady drone to a desperate roar as we surged straight up. All this in contrast to my stomach which dropped to the pine trees and the hairs on my neck became horizontal. Beside me my co-passenger was screaming “Ice! Ice!” whilst trying to secure the oxygen tubes into the noses of the two pilots and I, shaking with fright, now had the book title; “What the hell am I doing here? Lord! Save me please and I’ll be good (again)”.

What we were doing here was flying ourselves from America to Europe to a conference, an Aussie couple 70, and our American friends, owners of the plane. Qantas had got us to Washington and, squeezed between huge Jets and Jumbos we took off with 2 wings and a prayer to go via Canada, Greenland, Iceland, Scotland, Ireland and France.

Meanwhile we were putting the prayer to good use as our unflappable pilots tried to find a level out of cloud that would break off the ice. Up and down, always in radio contact with a plane ahead, pilots swapping safety levels and heights, eyes never off the wings. Ice kills; every flier knows that. Two exhausting hours later we landed safely in the Inuit town of Frobisher Bay.

From somewhere I found the courage next morning to don the mandatory survival suit for the sea crossings.....engine failure, ditching, bob around among the icebergs until rescued. HA! HA! Cloud free across the Davis Straights we find Greenland, then 150 nautical miles to the airport following a Fiord, in and out of snow capped mountains with glaciers at every turn, how could we be so lucky to witness such stunning beauty?

Leaving Sonderstrom the following morning we settled in for the five hour haul up and over the ice cap at 19,000 feet, our pilots with one eye on the instrument panel one eye on the ice. We in the back seat had one eye checking oxygen tubes, one on the ice and an extra eye for the scenery

spectacular. Over the top and now only huge ice flows in the Denmark Straights between us and Iceland. Coming in to land over Reykjavik it looked like a giant Lego Land, every wooden house a brilliant colour. (where are the igloos, wonders an ignorant Australian?)

Two days later, suited up, tours and terra firma behind us, we fly for hours over the North Atlantic to Stonoway thence to Edinburgh. There we leave those suits, thermals and stress in care for the return trip, as we head for fun and sun on the Riviera.

(\* Air Hostess)

### **ALMOST TO EUROPE AND BACK** (By Peter Dawes)

It had been a long standing dream to do the trip from Australia to Europe in our own aircraft. Since we have had our Piper Malibu we have been aware that we now had an aircraft that was easily capable of such a trip. For business reasons and for the inaugural meeting of IFFR in New Zealand we had all the reasons we needed to do a “test flight” across to New Zealand. Not knowing anything of the requirements in flying from one country to another the documents were ordered and studied to learn what was entailed. It turned out to be a very simple process. The only thing that really needed advance planning was obtaining the Jeppesen charts and other documentation. For the long over water flight we organised a life raft and a floating demountable ELT. If we did end up in the water, the only thing an ELT bolted to the aeroplane would achieve would be to get the aircraft to the ocean floor faster.

The trip to New Zealand was a most enjoyable exercise, with many highlights including breaking out of cloud on the DME arrival into Lord Howe Island, to see the spectacular sight of Lord Howe Island and just next to it Ball’s Pyramid towering out of the sea. New Zealand really was the land of the long white cloud the week we were there. We didn’t get to see any of the countryside while flying. We were in or on top of cloud the whole time and every landing was off an instrument approach.

Paraparamu, just north of Wellington, was the venue for a meeting of Rotarians interested in forming an IFFR group in New Zealand. Interest in the new group was very strong and we enjoyed the company of a fine hospitable bunch of people with a common interest in aviation. Also while we were in Paraparamu we ran into Jon Johanssen who was on his “test flight” before setting off around the world in his RV-4 homebuilt. He had just broken all sorts of records in flying non-stop from Adelaide to Wellington.

The trip to New Zealand had been thoroughly enjoyable experience and gave us a taste of the capabilities we had with the Malibu. Serious

planning started for the trip to Europe. The plan was for my parents Ern and Nola Dawes with Steve Pearce to fly the Malibu to Europe. The planned route was Essendon, Alice Springs, Darwin, Bali, Singapore, Bangkok, Calcutta, Ahmedabad, Karachi, Bahrain, Luxor, Iraklion, Bastia, Luton in the UK. From there a substantial amount of use for the aircraft was planned around Europe on business and bringing customers from around Europe into a meeting in France. In addition Ern and Nola were planning to attend an IFFR fly-in in Jersey and then carry on to the Rotary Convention in Nice. The return trip from Europe would be myself Ern and Steve Pearce following the same route in reverse.

The trip up to Bali was most enjoyable apart from 60 knot headwinds all the way to Darwin that had us arriving in Darwin at midnight. The flight up to Bali was clear and spectacular, especially with various volcanoes clearly visible. In contrast to the winds experienced over Australia, the winds in the equatorial region tend to be very light as was experienced for the remainder of the trip.

Bali to Singapore the next day started out pleasantly until very heavy thunderstorm activity was encountered coming into Singapore. What made it even more interesting was the primary alternator and DG failed while manouevring around the storms. If this wasn't enough, on the approach for landing at Seletat Singapore positive indication that the nose gear was down couldn't be obtained. So the arrival in Singapore was spectacular with the fire trucks foaming the runway. The next two days were spent sorting out the various aircraft problems and a bit of shopping.

Departure from Singapore was on the 28<sup>th</sup> May flying between towering cumulus and the odd thunderstorm. Several hours into this leg oil started streaming back over the cowl and windscreen. An immediate landing was made in Narathiwat at a small isolated airport in what turned out to be Thailand. The leak was determined to be from the seal where the alternator bolts onto the engine block. The seal had been crimped over when the alternator was replaced in Singapore! Because Bangkok has blackout times for arrivals a brief flight was made up to Hat Yai where accommodation could be obtained. Climbing out of Narathiwat in IMC we ploughed into a thunderstorm which was not a good experience.

The next morning was a pleasant flight up to Bangkok where a quick refuel was planned and then straight onto Calcutta. It was only after we had started and were taxiing out that we were told that the planned route was not available. With the time it took to get clearances over Burma it was getting too late and it was decided to overnight in Bangkok. The heat and humidity in Bangkok was debilitating. Constant perspiration getting into ones eyes even made it difficult performing simple tasks and reading charts.

I would have thought the local people would be acclimatised to this but even they hated it!

The next morning we were able to leave Bangkok but 40 minutes out at 24,000 feet the engine developed a very serious miss with regular backfiring. Some experimentation with the engine controls failed to rectify the problem and an immediate turn back to Bangkok was made. The engine was so far down on power that altitude could not be maintained at a reasonable ground speed. When we eventually broke out of cloud we were over the jungle in Burma. Even though an airstrip was spotted it was decided Burma was not a good place to set down unannounced. The gradual descent would get us back to Bangkok but the heavily built up area was a concern, so a landing at a military base to the west of Bangkok was the best option. On final approach there was another aircraft on the runway and we were asked to go around but that was not an available option at that point, we were committed to a landing.

The military people on the Thai military base at Kamphaeng Saen were very helpful and the mechanics looked over the engine but it was now running perfectly! Engineers were brought up from Bangkok and nothing could be found wrong with the engine. Hours upon hours were spent discussing the problem with many theories on what was wrong from a sticky valve to a leaking induction system in the dual turbocharger system, to fuel nozzle problems. A fortune was spent on telephone calls between Europe, Thailand and Australia trying to sort out the problem, but nothing conclusive could be determined. It would have been nice to have found something wrong so it could be fixed and we could have confidence in the engine for the return flight to Australia. A couple of days later the base commander was losing patience with this civilian aircraft on his base and so Ern ferried the aircraft down to Bangkok.

With commitments in Europe, Ern and Nola picked up a commercial flight to Europe and Steve flew commercially back to Melbourne leaving the Malibu in Bangkok. Ern and I arrived back in Bangkok after two busy weeks around Europe on business and attending the Rotary Convention in Nice. It was disappointing to see the Malibu covered in several weeks of the grime that falls from the sky onto everything in Bangkok.

A test flight over Bangkok before heading south seemed too much for ATC to handle, so we planned for a normal departure and would return if we struck problems. Rather than a direct route down the Sea of Thailand a dog leg course down over Thailand and Malaysia was planned to keep within reasonable range of airports and away from Cambodia where the charts showed that aircraft could be fired upon without warning! I had in

mind trying to do our flying in the early part of the day believing there may be less thunderstorm activity at this time, but the local pilots seemed to think there was no better or worse part of the day for the CBs, they can be anytime. The plan had been to go down to Singapore at 21,000 feet but it was so hot, even at altitude, it was not practical to go so high so we opted for 17,000 feet. At the top of the climb, when getting the engine set up for cruise the engine started running rough again. I found I could control this with a richer than normal mixture so we put the problem down to a partially blocked fuel jet which prevented full fuel flow to one of the cylinders. We figured No.6 was the problem as it was running hotter than the other cylinders (but still well within limits).

Approaching Singapore we were told the military had closed Seletar airport in Singapore for a few hours and it was no longer available to us. We elected to land at our alternate which was Johor Bahru only a few miles away over the border in Malaysia. Conditions for the trip from Bangkok down to Singapore once we were out of the Bangkok terminal area were ideal with only two diversions of up to 20 miles off track being necessary to get around CBs. Coming into the Singapore area we were astounded by the radio traffic. It was tough to get a word in sideways. We were vectored onto the ILS approach into Johor Bahru, which was a pleasant green place to set down after the filth of Bangkok. On the ground, we negotiated with ATC to get a slot into Seletar when it reopened after a few hours. When we finally arrived at Seletar the handling agent whisked us through customs and immigration and put a Tiger beer in our hands because I guess we looked as though we needed it, and we did.

The next morning, the weather, notams and clearances from Jeppesen were waiting for us at the airport. Clearing immigration, submitting the plan and getting a briefing on the procedures at Seletar was accomplished in about 20 minutes which was better than 1-1/2 hours in Bangkok. We took the direct Singapore to Bali track out over the Java Sea. Most of the time in Indonesian airspace, we were not able to raise anyone on the radio which was not so bad because we probably wouldn't have been able to understand them anyway. On one occasion an Aussie flying with Gulf Air relayed our reports to Jakarta. About 200nm out of Singapore we were in solid cloud at 19,000 feet. It was about this time that we started to hear other aircraft diverting around storms and took a strong interest in the Stormscope and radar. For 2 hours in solid cloud we picked our way around the dots on the Stormscope. Fairly early in this process we picked up a dose of ice in the induction system and on the propeller, which forced us down to 15,000 feet into warmer air. While cruising along at 15,000 feet, well out over the Java Sea and into the second hour in cloud, both fuel flow gauges

dropped to zero in unison. It is moments like this that I reckon you learn about yourself. Having taken all the necessary actions we waited to see if the engine was going to keep running. The first 5 seconds passed and then another 5 seconds and the engine was still running! After 30 seconds we figured it was going to keep going. It turned out both fuel flow gauges have a common transducer and a common connector which had worked loose! When we finally broke out of the cloud approaching Bali we were astounded at the huge volcanic cones at up to 13,000 feet. But the best part was being on the ground in Bali as it had been as tough a flight as we had both done.

The engineers in Bali went over the engine to try and sort out our problems but it was beyond them and the limited tools they had. At this point we were not comfortable to continue unless we could really find what was ailing the engine. We had planned to fly an engineer up from Australia but were having problems getting hold of someone and a seat on an aeroplane to get him there. After many further discussions we were convinced it was a partially blocked fuel jet and was not going to get worse so we decided we would push on.

The flight from Bali to Darwin was very pleasant despite great difficulties understanding the Indonesian controllers and the feeling they had given up trying to communicate with us. It had been dark for several hours when we landed in Darwin and it was a great feeling to be back in Australia.

The next morning we departed for Oodnadatta where we planned to refuel and then complete the trip down to Essendon. On the way down the No. 1 vacuum pump failed, so we stopped in Alice Springs to see what could be done. On arrival one of the maintenance organisations, Heli Centre, were waiting for us after being informed by the tower we were inbound and needed some work done. The vacuum pump was completely shot and required a new one, which was not available. Looking further over the engine, they found fuel stains around the No.3 injection nozzle. An incorrect washer had been used to seal the injection nozzle on No.3 cylinder, allowing fuel to leak and less than the necessary fuel get to the cylinder. Normally the washer is a rubber component, but a battered old metal washer was there instead! We figured this substitution had occurred in Thailand. The trip down from Bangkok to this point had been so frustrating because we had not been able to utilise the performance advantages of the Malibu. We had been low and underpowered the whole way. It was a relief on departing Alice Springs for Essendon (with the correct washer fitted) that we fairly leaped up to 23,000 feet and turned in a wind assisted ground speed of 235 knots. The 1,024nm leg took less than 5

hours. This was what the Malibu is supposed to be all about and it was a little frustrating that we didn't achieve this sort of performance for the entire trip because of a 5 cent washer being assembled incorrectly in fuel jet!

Most of our problems for the trip revolved around not being able to get maintenance done on the aircraft to a sufficiently high standard and dealing with the huge amount of thunderstorm activity. The occasional communication difficulties and the extremely high temperatures were also problems at times. The bureaucratic problems and commissions required, for which the area is well known, were generally not an issue. All of the people we dealt with were positively charming and helpful despite the problems we were often creating for them.

I am sure there will be more and more pilots doing the trip up into Asia and I can highly recommend it, but the challengers can certainly be different to those we are accustomed to in Australia.

**CENTENARY of FEDERATION – LONDON to SYDNEY AIR RACE**  
**2001**

IFFR member Virginia Wykes from Yeoval near Orange, is a member of the Wellington Rotary Club, Wellington Aero Club, and the Orange Aero Club, and with husband Lyle, operates a farm in Central New South Wales, with tourist attractions. As a trained nursing sister, and with a deep concern for her community, she has been a driving force behind the survival of the small district hospital in Yeoval. Like most people in the rural industry, they have had a tough time in farming, and she obtained her pilot's licence so they could reduce the travel time between their two remote farms, using an old two seater Cessna 150 aircraft.

Her love of flying and adventure, lead her to a determination to participate in the 2001 London to Sydney air race with an "all Australian" crew. Many months of fundraising, and a mortgage over the farm, finally provided the funds needed. So with Steve Hirvonen from Mount Isa, she set about putting together the myriad of details. However, at a late stage in the organisation, the aircraft they were to borrow, was withdrawn, and there was a frantic search for another aircraft. A twist of fate led her to Graham Mockridge, another IFFR member, who agreed to join the crew with his pressurised C210 aircraft.

During the flight to London, they struck numerous obstacles, including non delivery of promised fuel, bureaucratic regulations, lack of sleep, and of course bad weather. All these delays resulted in their failure to meet the London start time, so they joined the race in Calais France. This gave Virginia the opportunity to visit the site where her Grandfather fought in the war.

The return trip was relatively uneventful as the organisers had pre-arranged fuel, accommodation, and customs clearances.

This is a transcript of a news item on 4<sup>th</sup> January 2004.

*"Another milestone for Yeoval aviator, Virginia Wykes, who has become a member of the National Pioneer Women's Hall of Fame in Alice Springs. Mrs Wykes has long been setting records; she was the first indigenous woman to receive her pilots licence in the early 80s, and the first to take part in a long distance air race. This latest honour puts her in the same class as only 334 other Australian women including Dawn Fraser, Carmen Laurence, and Kay Cottee".*

Virginia and Steve are both pilots and are proud of their Aboriginal ancestry. The "Dream Time" is the Aboriginal folklore concept of creation. This is her description of the Race.

"When Graham, Steve and I agreed to fly in a single engine Cessna 210 aeroplane, from Australia to England and back, we took on a huge

commitment. It could have been the recipe for disaster, in more ways than one. I have likened it, to the recent television show, “Survivor”. We were complete strangers and had considerable age differences (74, 51 and 24). Two men and a woman, on a shoe-string budget, in the confines of a Cessna 210 cockpit for almost seven weeks, is not an easy way of getting to know one another. It tried our discipline, our patience and our endurance as human beings.

The trip over to the Race start became a bonding time, where we learned to respect and become very fond of one another. The three of us were adventurers at heart, with a passion for flying and our personalities seemed to blend very well. Other participants in the Race thought that we were Dad, Mum and Son. They were disappointed when they found out that we weren’t and quite intrigued when they learned that we’d only met the day we left Australia, as they noticed that we worked very closely and harmoniously as a team.

Whilst being stranded in Calcutta for nine days with no fuel on the way over to the Race, we got to know one another. For reasons of economy, we shared the one room all the way over to the Race. This arrangement sometimes created problems and proved good discipline for all three. We were hassled on the ground, by Ground Handlers that we knew nothing about before we left Australia. The fuel budget blew out, with costs up to \$5 a litre in some countries.

Once joining the Race, we discovered that a lot of the pilots were 747 captains and most of the crews were millionaires, but it didn’t matter, we all had one thing in common, we loved to fly. The long waits in the stifling heat for fuel and take-off position sometimes took up to four hours. Our days started at 4am and mostly finished around 10.30 pm, after a function in the country of arrival.

It wasn’t easy juggling a different currency, time zone and a different culture almost every day. Our aircraft was the place where we dried our washing often in our congested cabin. “Dream Time Airlines” of course didn’t have a ‘Ladies’ or a ‘Gents’, but was equipped with practical substitutes. We stored food rations, water, oil, charts, emergency locator beacons, jackets and caps, life raft and vests, cameras, first aid supplies, and, unlike one crew, we didn’t carry a gun, in case of wild animals, if we crash landed.

I thought of home often, knowing the huge gap that I left Lyle to fill, with the running of the Tourist Farm and the daily chores of the general farm. It would not have been possible for me to experience this adventure, had I not the support of my lover and my best friend.

The “Dream Time Team” came 17<sup>th</sup> in the Race out of a field of thirty five. We didn’t win the Race, but we felt we’d won, just by being in it.

It was a sad moment, when Steve, Graham and myself said ‘Goodbye’ to one another, knowing that long distance would separate us indefinitely. It was as if these two men had been ‘chosen’ to fly with me. I could not have wished for two finer men.

Steve and I hope that our participation in the Air Race will encourage and inspire Aboriginal youth and help them achieve their ‘Dreams’. Where there is a will, there is usually a way, but first, you have to really want to do it. The experience cost money that we didn’t have, hence the loan that was taken out, but I am richer for having done it. I saw and experienced what nobody could ever tell me, or teach me about in a text book. Only the “Dream Time Team” can appreciate the wonder and awesomeness of this extremely unique adventure.”

On Australia day, 26<sup>th</sup> January 2006, Virginia was awarded the Order of Australia Medal.

### **A TIMELY REMINDER** (by Ian Richards)

Flying in a single engine Cessna 210 from Phitsanulok Thailand, to Chittagong Bangladesh, two couples found themselves in a terrifying and dangerous position.

Our landing at Phitsanulok was not on our original plan. The original intention was to land at Bangkok, stay two nights there and then proceed to Chittagong. This distance was stretching our limits, especially if the winds were not in our favour. At the last minute we changed our flight plan and decided to overfly Bangkok and head for Phitsanulok This would reduce the flight time to Chittagong.

After several days delay due to the change in our plans we were allowed to depart Phitsanulok. The airport manager told us that we could depart tomorrow if we were to file a IFR plan. If we filed a VFR plan it would take several to get into the system. We opted for the former. We received weather report which were not good, but after the delay we decided to proceed

Our planned route took us directly over Rangoon, where we were not permitted to land, from there over the Arakan Range to the coast, thence to the coast and on to Chaiiagong. Our departure was in fair weather conditions and we climbed to 8,000’ and settled down. It was no all that long that we found ourselves above cloud and proceeding in smooth air. We

overflew the beacon at Rangoon airfield but did not see the ground. Our heading was then changed for Akyab on the coast.

The further we went the worse the flying conditions became. Eventually we were in dense cloud. In fact we were in a storm; very heavy precipitation, lightning, thunder and turbulent air. We were being tossed about. The vertical speed indicator was showing us rising at the rate of 1500' per minute; the next instant, descending at a rate of 1,500' per minute. The girls were yelling at us to get down out of it. The only thing that held us in our seats was our seat belts

The ADF, which had previously been steady on the NDB at Cox's Bazaar was now pointing at right angles to it, directly at the storm. Here we were, two VFR pilots in a storm over the Bay of Bengal. We were both concentrating on the instrument panel in front of us. Air speed had been reduced to turbulence penetration speed and a slow decent maintained.

Everything was going steadily. The only comment that was made between the pilot flying and his mate was "level your wings". And this was only said three times. Eventually we were out of the storm, and we were able to ascertain visually that we were over the coast. Cox's Bazaar was not many miles ahead of us.

On landing at Cox's Bazaar and taxiing to the terminal, we saw that there was quite a crowd of people there, together with police, ambulance, and fire brigade. The reason for their presence was the arrival of a RPT passenger service. It never arrived. It was cancelled due to weather.

### **ONE OF THOSE DAYS!** (by Ian Richards)

Ian Richards (IFFR 1893) commenced flying training in 1967 at the Ballarat Aero Club in a Victor Airtourer, and obtained his Private Pilots Licence in 1970, after moving to Wodonga and completing his navigational training at Albury.

He joined Rotary in 1974 being a charter member of the Rotary Club of Belvoir Wodonga and became a member of the International Fellowship of Flying Rotarians in 1978. Ian tells of one day in a trip to England.

In March 1977 David Mann (IFFR1892) expressed his wish to fly to England in a light aircraft and wondered if I would be interested. The idea being that he and his wife Elaine, and my wife Roma, and I make up the crew. After consideration, it was deemed to be a good idea, and planning commenced, after fourteen months of planning and increasing our

flying skills we were ready to depart on the adventure of a lifetime. This is one day in the trip.

The alarm rang before sunrise. It had been a very warm night in our hotel room in the Indian city of Varanasi, situated on the banks of the Ganges. The reason for our early morning call was to proceed to the Ganges and witness the pilgrims bathing in the “Holy River”. The taxi, which had been ordered the previous evening, arrived on time and we departed the hotel for what turned out to be a very long and tiring day.

We arrived at the river as the sun was rising. I was surprised at the size, being much wider than I had expected. On the side where we were there were many big concrete buildings with steps descending to the waters edge. On the far side there was only open country which is intensely cultivated. Down stream from where we were standing was a very big railway bridge. Across this bridge several goods trains and a passenger trains passed while we were there. In order to improve our vantage point we hired a small boat and an oarsman to take us a short distance from the shore. I was surprised at the clarity of the water, bearing in mind the density of the population of the land through which it flows.

The activity on the banks of the river and in the water was amazing. Many people were bathing in this “Holy” river. The dexterity displayed in changing their attire without being embarrassed or being immodest was surprising. Further down stream were bodies of deceased persons being immersed in the river, withdrawn, the water draining back into the river, and the body later burned on a nearby pyre. Life continued on, in this a very densely populated country.

On leaving the Ganges we proceed along the narrow and crowded streets of the city. The population were already going about their daily activities. Small fires were burning under clay crucibles containing food for the first meal of the day. People were sitting around talking or rising from the foot paths where they had been sleeping. As we continued toward the airport we passed a body strapped to a bicycle carrier, heading toward to Ganges for immersion and cremation.

Arriving at the airport, we each went about our chores in preparation for our departure to Lucknow. David submitted his flight plan, I checked the plane over while Elaine and Roma organised the air pot to be filled with tea. This is where things went wrong. The tea was made and the air pot filled. Roma was not quick enough. It is very often the Indian custom to add sweetened condensed milk to the brew. This she did not want. As a result we departed without any tea. This was very disappointing as we had not eaten or drunk anything since rising.

On arriving at Lucknow, we again attended to our allotted tasks. David to the tower to submit our flight plan, and I to refuel the aircraft. I was able to refuel very quickly as the attendant came immediately. The fuel account came to one hundred and ninety seven U.S dollars. I produced two \$100.00 bills. He would not accept these, but demanded to be paid in Rupees, of which we had none. David meantime returned from the tower, saying that he was ready to go. I told him that I had a problem with the fuel payment. I had to convert my dollars to Rupees. I could not do this at the airport. After some delay the officer from the Tower appeared, demanding to know what the delay was. I told him my problem, and in great disgust he said "follow me. I will soon sort this out". Ten minutes later we returned to David and the girls with the news that we would have to go into Lucknow and change our dollars at a bank.

Eventually we were able to hire a taxi. Roma and I were delegated to make the trip, a distance of 13 km. The taxi was old and the driver very erratic. At one stage the taxi squeezed between a telegraph post and a vehicle drawn by a donkey. How we got through alive I'll never know. Having arrived at the bank, it was now time to convert our US dollars to Rupees. After three quarters of an hour and being placed in front of five different desks we eventually emerged from the bank with our converted money. It was now time to return to the airport. Our taxi was still waiting as requested, but before commencing our return journey we felt it was essential that some food be purchased, as we had not eaten since the previous day. The best that we were able to do was four bottles of Coke and a bag of Lychees. As the Coke was chilled and had been placed in a brown paper bag, it was not long before everything was wet with condensation and falling all over the place. What a mess. Despite this the return trip was uneventful. I noticed that the Lucknow railway station was a magnificent structure. Evidence of the legacy of the railway system, which the British had built in India.

Back at the airport, David and Elaine were ready to depart. The air traffic controller had been urging them to be on their way. Because of this, the necessary toilet stop was missed, so we boarded the plane. All systems go. With the temperature above 45 degrees C David called the tower for permission to start the engine. The tower response was, "Would the captain please report to the Tower?". This was the last straw. David had a Snoopy key ring which had been given to him by a flying friend. It depicted Snoopy suspended by a parachute with the caption "F...! Flying" and David said it!! That broke us all up and relieved the situation. David got out of the plane, Elaine handed him a walking stick and said "limp" (this is our captain flying us to England) and Roma who had been denied a toilet stop

earlier left the plane and on the off side gave them as good as they were giving us. It was so hot that it vaporised as it hit the tarmac (but oh the job satisfaction). The reason that David was called to the tower was to pay a \$6 landing fee that had not been paid at Calcutta the previous day.

We departed Lucknow using the full length of the runway because of the airfield elevation, the day was so hot, and we were heavy. Look out Agra, here we come! At a cruising level of 8500ft everything was relaxed. That is until in front of us were spotted two big birds soaring at about 9.000ft. Vultures! Not a pretty sight. It was about 4.00pm when we landed at Agra to be met by a Jeep in which was the Airport Manager. This was something new. We are to receive special treatment! Three hours later, after discussing all there is to know about Indian politics, Roma put on an act and went into a faint and at last he allowed us to leave for the hotel, that is all except me, who still had to refuel the aircraft and tie it down, as we planned to spend the next few days in Agra seeing the Taj Mahal and surrounding area.

So ended **one** day of the trip of a lifetime; 4 am until 10 pm.

### *ANSETT*

Mytes Reginald Ansett. (1909-1981)

Reg was born near Bendigo, Victoria. His father operated a cycle repair shop developed into a motor garage and he fought in W.W.I in the Australian Imperial Force (mother moved to Camberwell, Melbourne, mean while), but on returning opened a knitting business and Reg started working there, attending Swinburn Technical College at night. Flying lessons followed in 1929. After being an axeman for a survey party in Northern Australia, saving all the time, he entered the road transport business in competition with Victoria Railways, being driver, mechanic and manager. In 1935 he registered Ansett Airways Pty. Ltd., and bought a 6 seat Fokker for passenger work, in the region, hiring his Gipsy Moth for aerobatic flights at 30 shillings a time. He started a fleet of passenger

aircraft (including an Airspeed Envoy) and moved to Essendon, Melbourne, developing flight routes to Adelaide and Sydney. When the ban on non-British aircraft was lifted in 1937 he bought 3 Lockheed Electras with great financial difficulty. Then he had to deal with attempts to sell the airline under him to a rival airline called ANA. During W.W.2 his network of maintenance sections and personnel increased under American Military Contracts. By 1945 his airline had 2000 employed and he offered cheap fares operating for the holiday makers with older aircraft. About that time too the Government created TAA to dominate the airlines with their fleet of Convair CV240s and Vickers Viscounts. ANA. continued to be a rival but with less efficiency. In 1954 Ansett introduced CV340s to compete with TAA and in 1957 absorbed ANA. In the late 50s the "Two Airline Policy" came into effect, TAA being government run, and Ansett-ANA. So parallel flying on most commercial routes commenced (take-off sometimes being separated by 5 minutes only!). Other interests were T. V. Stations, Hotels and Resorts, Coach and Road Freight Transport and Securities. He died in December 1981, still at the helm.

(Reference "Ansett" by Samuel Brimson)

## **EXTRACTS FROM DUSTY'S SAFETY TIPS**

### **COMPLACENCY**

On final approach the aircraft was observed to be low and the pilot radioed that he was going around. Subsequently, the jet assumed a nose high attitude from which the pilot was unable to recover. This was not an inexperienced pilot.

The accident board could find no mechanical cause for the accident. The flight surgeon ruled out physiological problems. The weather was clear. There was no other traffic. This was a mature, highly proficient pilot. Only one major factor emerged from the investigation:- COMPLACENCY. This fatal factor comes in a variety of disguises. Sometimes it poses as overconfidence; at other times boredom; and at still others it is indistinguishable from inattention. It is a state of mind characterised by "CONTENTMENT". It is unlike other mental stresses; in fact, you might consider it a kind of "ANTI-STRESS".

The origin of complacency is found in confidence. All pilots have confidence levels which are determined by their personality, past experiences, and training. As a pilot's learning curve begins to flatten out, decisions become easier and flying becomes more routine, confidence rises, and stress is no longer a factor. Complacency frequently moves in to fill the void left by stress. Thus complacency may be defined as a state of confidence plus contentment. It may appear that complacency resembles spring fever. The earliest effects of complacency are subtle erosion of the desire to remain proficient. Because of his success in mastering his environment, the pilot becomes increasingly likely to play a flight by ear rather than plan ahead for possible contingencies.

Like a pilot who suffers from hypoxia, the complacent pilot is unaware of the gradual deterioration in his performance, and he loses the ability for critical self appraisal. Instead of profiting from the incidents and accidents of others, the complacent pilot says "this can't happen to me". Complacency is easier to prevent than cure. It is essential to realise that some degree of complacency is inevitable in all pilots. The pilot may help prevent complacency by developing a very high standard of perfection, not only for his flying performance, but for his physical and mental condition as well.

Because of the disarming nature of complacency, and because it is associated with experience and confidence – both qualities of high-time pilots – it is a frequently overlooked factor. Increased vigilance and determination on the part of the pilots are required to prevent its effects.

## MEDICATION AND FLYING

Many flying accidents and incidents have occurred as a result of pilots flying whilst medically unfit. The ideal situation, that *anyone who requires to take one or other form of medication should not pilot an aeroplane until he no longer requires it*, is not always practicable.

Since many common drugs have powerful side-effects, pilots must know how these may effect their flying performance. Three basic questions must be satisfactorily answered before a pilot takes charge of an aircraft:

1. "DO I REALLY FEEL FIT TO FLY?"
2. "MUST I TAKE MEDICATION AT ALL?"
3. "HAVE I GIVEN THIS PARTICULAR MEDICATION A PERSONAL TRIAL, AT LEAST 24 HOURS BEFORE FLIGHT, TO ENSURE THAT THERE ARE NO ADVERSE , EFFECTS?"

The following are some of the types of medication in common use, which may impair reaction.

*SLEEPING TABLETS* dull the senses, cause mental confusion and slow reaction. The effect may be prolonged in some individuals.

*ANTIBIOTICS* may have short-term or delayed effects on pilot performance. They also point to the fact that a severe infection is present, questioning the fitness of the pilot to fly.

Fear is normal and provides a very effective alerting system. *TRANQUILLISERS* and *SEDATIVES* depress this alerting system, thus you must not fly when taking them.

*ANTI-HISTAMINE* is widely used in the treatment of colds, hay-fever, asthma, and allergies. Many of the medications containing anti-histamine tend to make you drowsy. Dosage should be kept at a minimum, and it is essential to carry out a 24 hour pre flight trial to establish the side effects. In all cases of asthma, there should be no flying. The use of *PEP PILLS* (eg. Caffeine, Dexedrine, Benzedrine) while flying cannot be permitted.

*HIGH BLOOD PRESSURE* drugs, cause a change in the mechanism of blood circulation, which can be disastrous when flying. Medical advise should be sought.

*ALCOHOL* has a similar effect as tranquillisers and sleeping tablets, and may remain in circulating in the blood for a considerable time, especially if taken with food. You should not fly less than eight

hours after taking moderate amounts of alcohol; larger amounts require a longer recovery period.

*ANAESTHETICS* used in local surgery and general dental procedures, can have a prolonged effect. A 48 hour period should be allowed before flying.

*BLOOD DONATIONS* can disturb the circulation for several weeks.

If in doubt about any condition or medication, seek medical advice.

### THUNDERSTORMS and TURBULENCE

In severe thunderstorms over rough terrain, it is possible to have updraught over-riding downdraft, resulting in long life storms with strong surface gusts in the order of 100 knots. Hail falling from the storm can be re-cycled in the updraught and produce giant hail which is thrown out of the back of the storm. High level winds evacuate the updraught air and moisture into a large anvil.

The ability to recognise the dangerous areas around thunderstorms and take appropriate action, may well avoid disaster for smaller aircraft and for any aircraft in the take-off or landing phase. A rule based on many, years of experience is:-

*Do not take-off or land when a thunderstorm is approaching and within 5 NM of the airport even when the intended flight path is clearly visible.* This rule is applied because of the high probability of a 180 deg. wind change with velocities in excess of 30 kts.

At altitudes up to 15,000 ft avoid thunderstorms by 15 NM, and above 15,000 ft by 20 NM. Always fly upwind of the storm even when in the clear due to the possibility of a hail strike from hail being thrown out of the top of the storm. The anvil on the head of the storm indicates the wind direction. Severe vertical currents exceeding 90 kts can exist in a mature storm. Thunderstorms are extremely powerful and the above margins should be regarded as the minimum.

If a storm is penetrated, the recommended turbulence penetration speed (usually 150% of the stall speed) must be established as soon as possible. Hold the aircraft attitude steady, and allow altitude and speed to vary, varying power to hold speed within high or low limits. This procedure will avoid over control and minimise aircraft stress. Incorrect or rapid control inputs can greatly increase structural loads

### VFR in IMC

A study undertaken by the University of Illinois in 1956, revealed that the pilots lack of instrument flight experience is a major contribution to fatal accidents when bad weather is encountered unexpectedly. Of twenty representative subjects tested, who were properly certified for visual flying, nineteen went into a “graveyard spiral” on the first attempt to fly by instruments, and the twentieth put the aeroplane into a whip-stall attitude. The longest flight before getting into trouble lasted eight minutes; one pilot required only 20 second. Experience ranged to 1625 hours. Many of these pilots mistakenly believed that the techniques involved in visual night flying are closely related to instrument flying.

