

MEMBER'S PROFILE

Brian BLOXSOM

Brian was born in Blackall Queensland in 1938. He was married to Sandra and they had three children. Brian worked in the National Australia Bank until he was 22 years of age when he started his own Accountancy and Real Estate business. He joined the Rotary Club of Chermshire in 1961, was president in 1965, and did many District jobs including taking a Group Study Exchange team to Kansas in 1969. He obtained his private pilot's license in 1973. In later years he spent a lot of his time either overseas or on their cattle property "Planet Downs" near Rollaston in Central Queensland. There was an International resort, and a good airstrip on the property, and members were encouraged to visit.

Stow KENTISH

(a reluctant celebrity if ever there was one!)

Getting some information on one of our earliest members has been harder than landing a Dash 8 (that must be hard because only 1 out of 20 landings I've experienced was smooth). Stow's IFFR number (#822) is certainly our lowest.

He joined Rotary in 1957 and has held most offices, President, Secretary, Treasurer and most other things and still enjoys Rotary and its fellowship as much as ever.

Stow learnt to fly in UK in 1954. It cost 30pnd and took 2 weeks and 30 hours flying. He says he's been learning ever since. Has competed in many air races including the Papua/New Guinea Independence Race (came last); and the Benson & Hedges Perth to Sydney (came first). His total time is 5000 hours and he has been involved in ambulance and flood supply drops.

He loves Gliding and is currently President of the Darling Downs Soaring Club. He has done much glider towing including the World Comps in 1987, the Australian Nationals and State Comps. He launched 20 gliders in the Otto Lilienthal Centenary Tram-continental Gliding Expedition from Adelaide to Darwin. Stow has owned Cessna 180 (VH-MDK) for 24 years and a beautifully maintained oldie it is. I was privileged to make the return flight to the horse stud when we were on the Toowoomba fly-in.

Stow and wife Jill are both pharmacists and were in Mundubbera, Qld until 1972 when they came to Toowoomba. Stow is a director of Wholesale Queensland Druggists Ltd. They have 5 children, amongst them a son with a command multi engine instrument rating, who also likes gliding and towing, and a daughter that flies gliders. Jill is a pilot, a grandmother of two, a St. Vincent's Hospital Board Member, a Cancer and Pregnancy Help Counsellor, a navigator and a great organiser of IFFR Fly-

ins.

All together, a gifted and true Rotary family.

Brian CONDON

After leaving high school, I attended Roseworthy Agricultural College where in 1946 I graduated with a Diploma of Agriculture. I spent several years in our dairy factory, and seeing the light of day we sold the dairy business which gave us a chance on ice and soft drink production. It was a very hard haul as we worked very long hours, sometimes working all night. Fortunately the ice business declined and finally all but fizzled out. This gave us more time to concentrate on the soft drink business. About 1950 we started building, and besides completing three houses, I constructed all our factory premises, which was well over an acre in size. I learned all of the building trades which has been very helpful in latter life.

As the pressure eased, I was able to join Rotary in 1958, which was one of my best decisions. In 1960 in partnership with Coca-Cola bottlers Adelaide, we received a franchise to bottle Coca-Cola, from which time our business literally exploded. My eyes were looking further a field, and when I commenced to learn to fly in 1968, I could now see my opportunity. I extended our area of operation to the East and West borders of South Australia, and then finally to Newcastle Waters in the Northern Territory, a total of 2 million square kilometres or a quarter of Australia. I covered all the outback territory hence my flying experience has been mainly in the outback.

I joined the IFFR in 1971, became the Australian Chairman in 1981 and joined the International Committee in 1982. I have served in all offices of our club except secretary and was honoured as a Paul Harris Fellow. I have served on the Rotary International Fellowship Committee. We have been very involved in student ex-change, and have hosted 15 students, as well as numerous Group Study Team members, student's families etc.

Have spent 25 years on the local St. John's Ambulance committee, including a fair period as chairman, also for a number of years, have been on the board of the Spencer Gulf Telecasters and Broken Hill Television. Golf and bowls have taken any semblance of spare time that I had, doing the usual committee and president bit in bowls. Have served as a JP for many years which has resulted in much court work. I am supposed to be a radio amateur operator but can find no time. I run two investment companies and four trusts besides looking after both my sister and our family affairs.

Joyce and I have been married since 1952 and have two daughters who are both married, and we have ??? grandchildren. My son-in-law, John Caddy, became an instant Flying Rotarian the night he was inducted into Rotary. They come no fresher than that. We travel as much as possible having covered most of this continent, also have made thirteen trips overseas. Brian

is a regular attender of the Rotary World Convention. He has attended Tokyo 1978, Birmingham 1984, Seoul 1989, Orlando 1992, Melbourne 1993, Taipei 1994, Nice 1995, Calgary 1996, Glasgow 1997, Indianapolis 1998, Singapore 1999, Buenos Aries 2000, San Antonio 2001, and Brisbane 2003.

????????? grandchildren

Ern DAWES OBE

Ern was born in Melbourne in 1929 and was educated at Williamstown High School, University High School, and at the University of Melbourne where he trained in scientific glass instrument making at the Chemistry Department. Ern joined ICI Central Research Laboratory in 1952 and was involved in designing and manufacturing specialised glass apparatus for ICI Companies in Australia. In 1966 Ern left ICI and with Nola started their own company Scientific Glass Engineering and began manufacturing scientific instruments in a small back yard workshop. Today SGE has grown to an international company and exports 95% of their production through their own sales and marketing companies in the USA, Britain, Germany, France, Italy, Japan and China. The Head Office and manufacturing plant is based in Ringwood, Victoria.

Nola and Ern were married in 1952, and have 4 children and 8 grandchildren. Only son, Peter is Managing Director, Nola is a director and Em is Chairman of the SGE Group.

Em has received numerous Australian and overseas awards which include:-

- The Tswett Anniversary Medal from the Academy of Science of the USSR in 1978 for his “Contribution to Chromatography”.
- The Governor of Victoria Award for “Significant contribution to Exports” in 1983.
- The Order of the British Empire for “Services to the Manufacturing Industry” in 1980.
- The Clunies Ross National Science and Technology Award in 1991. Elected a Fellow of the Academy of Technological Science and Engineering in 1991.

- Presented with a Paul Harris Medal by the Rotary Club of Doncaster for his involvement in the instigation of the ASIA-Siemens Science Summer School in 1992.

Nola, Peter and Em are all pilots. Ern soloed in a Chipmunk in 1965 and later was endorsed in their Piper Warrior when Peter and Nola commenced flying in 1976. Over the years the Dawes family have upgraded their aircraft from the Warrior to an Arrow then a Saratoga and recently to a Malibu.

Nola and Ern enjoy the fellowship of IFFR and where possible attend the Australian fly-ins and always look forward to renewing friendships of International IFFR members during Rotary International Conventions.

Alan GRADY

Alan was born in Lithgow NSW in 1938, and was educated at St Patrick's School Lithgow. On leaving school, Alan worked in a grocery store and the Lithgow Small Arms Factory for a short time before starting an apprenticeship as an electrician in the Coalmining Industry, where he worked for 12 years.

In 1966 Alan moved to Sydney where he worked for the English Electric Company for a time before going into business at Granville manufacturing Concrete Finishing Equipment. This is the business he retired from in 1989.

Alan has been a member of the Rotary Club of Granville, District 9690, since 1974 and has served on most club committees. He was President in 1977-78. In 1990 Alan led a seven member FAIM team to Onamuga, in Papua New Guinea. Since then Alan has been to Kokoda and Mt Hagen in Papua New Guinea, to Apia, Samoa and three times to Benapa, Nepal as a project volunteer.

Granville Rotary Club, presented Alan with a Paul Harris Medal in 1991 for service to Rotary. On the District level Alan has served on the PACE committee for three years, two as Chairman. He has been International Service Director and Youth Director on two occasions. He was District Secretary in 1987-88 and served as District Governor in 1993-94.

A keen aviator since the late seventies, Alan finds the International Fellowship of Flying Rotarians (IFFR) a great way to see Australia and the world as well as meet people with similar interests as himself. Alan has been involved in the Schofield Airshows in 1981, 1983, and 1985 as well as the Bi-centennial Air Show at Richmond in 1988. Since that time he has been involved in a minor way with the 1991 RAAF 70th Anniversary Airshow and the Avalon Airshows.

Alan and Maisie lived at Kenthurst from 1978 until 2002 where they enjoy a relaxed rural lifestyle. In 2002 they moved to a three bedroom Villa overlooking a golf course at Baulkham Hills. Since 1980 they have been fortunate to have travelled extensively, including to America, Canada, China, Great Britain and Europe and enjoy meeting people and experiencing the culture of many countries. They have attended ten Rotary International World Conventions. Alan was appointed Director of the Australian Rotary Health Research Fund in October 2004.

Maisie and Alan have three children, one son and two daughters. They have four granddaughters and one grandson.

Ray WELLS

Ray was born in Sydney in 1926 and has lived, there since. After primary school and Technical College to Intermediate standard, he took on a Fitting & Turning apprenticeship with AWA. Five years later, he was employed as a Fitter & Turner at Chullora Loco Workshop

At age 22, he married Nancy. They have 3 children and 6 grandchildren.

One year after their marriage, he commenced manufacturing of venetian blinds, and in 1974/75/76 served as Federal President of the Venetian Blind Manufacturers.

In 1956 he joined the Rotary Club of Rydalmere, and was president in 1962/63. He was also Charter member of the Rotary Club of Castle Hill and the Rotary Club of Parramatta City, served District 268 as GSE Chairman and has attended five World Conventions. He became a Paul Harris Fellow in 1986.

His other community activities include President of Epping North P & C, and Chairman of North-West Sydney Red Shield Appeal. His sporting activities include lawn bowls and sailing.

Ray commenced flying in 1970, and has accumulated 2800 hours to date. He joined the IFFR in 1984 at his first fly-in at Latrobe Valley, and has been a regular attender since.

Trevor STEEL

Trevor was born, educated, and worked in Brisbane. His post-school training was in the field of accounting and management. After 4 years working in the Commonwealth Savings Bank, he spent the next 36 years in the Brisbane Permanent Building & Banking Company Ltd, later renamed the Metropolitan Permanent Building Society, later becoming Metway Bank Limited. He retired in 1996, at the time holding the position of Managing Director of Metway Bank Limited.

Trevor has always had an interest in aviation. He joined the Air Training Corp at high school and had his first flight in an Avro Anson, and a year later flew in the turret of a Lincoln Bomber. Although he wanted to learn to fly at age 16, lack of money prevented him achieving his goal until age 29, when he obtained his Private Pilot Licence. Nine years later he obtained his Instrument Rating. He has used his flying skills to travel the country for both pleasure and business, having to date accumulated 3,500 hours. In that time he has owned five different aircraft. Since his retirement, his flying activities have centred around travel in the capacity as Chairman of Directors of the Royal Flying Doctor Service of Australia (Queensland Section).

Trevor joined the Rotary Club of Brisbane North in 1971. Trevor and Denise have recently moved to Caloundra and will base their aircraft at Maroochydore.

Brian SOUTER

Brian was born in Mosgiel in 1937. He and Jeannette were married in 1960 and have three children.

Brian graduated from the RNZAF “Wings” course in 1957 and joined National Airways Corporation the same year, with his first command in 1971. He retired from Air NZ in 1991, having clocked up flight time in excess of 19,000 hours, the majority on airlines: DC3s, F27s, Boeing B737 & B767s.

Brian has been involved in Aero Clubs and GA flying for most of his working life, and has been involved in the organisation and/or officer in charge of flying, at major airshows in Wellington, Palmerston North, and Aokitika. Currently he is partner in a trading company, “Aviation Advisers”, with two aircraft:- PA28-181 Archer II and PA28R-201 Arrow III, leased to a flight training organisation. The partnership is contracted to CAA NZ as advisers on the regulatory and operational requirements for the introduction of GPS for IFR approach procedure, and he has prepared a number of amendments to the Civil Aviation Safety Orders to this end. He also consults to corporations regarding aircraft appraisal and technical and operational safety audits.

Brian is Past President of Karori Rotary Club, and was inaugural, President of the New Zealand IFFR.

May 1997

Sir Clem RENOUF AM

One of Australia's most famous but modest Rotarians is R.I. Past President Clem Renouf of Nambour. His main interest was in Rotary Foundation.

Clem was born at Ingham Qld, in 1921; the eldest of 6 children. Because of the family's straitened financial circumstances, he left school after reaching junior secondary standard. Jobs were hard to find but he was fortunate enough to be offered an opening as a junior clerk in an accountant's office at sixteen shillings and sixpence per week. He immediately enrolled as a correspondence student, working by day and studying at night. He was determined to qualify as an accountant by age 21, and would have done it but for the events of 1939-45.

In May 1940 aged 19 Clem enlisted in the RAAF initially as ground staff and later re-mustering to air crew. Despite defective vision, which by some miracle of medical oversight was not detected, he qualified as a pilot, was commissioned and flew combat missions against the Japanese from Milne Bay, Darwin and Goodenough Island. As a flying instructor during the final months of the war he found time to return to his studies with the objective of qualifying as an accountant as soon as possible after the war's end.

After the war, he completed his course, worked for a commercial firm for six months, and then established his own firm at Nambour. He was a charter member and charter secretary of the Nambour Rotary Club in 1949, served as club President in 1954-55, and was district Governor 1965-66. He was chosen as President of Rotary International 1978-79, and chose the theme "REACH OUT".

Clem and June were married in 1951. Clem retired from the accountancy firm in 1973, to manage a small land development company. This enabled him to devote more time to other activities.

Clem was presented with an honorary IFFR membership at the Maroochydore fly-in, and District 9600 Conference, in April 1994. Somehow Brian Condon discovered Clem had been a pilot in the RAAF and after a quick conferring with the IFFR members present, a decision was made to make Clem an honorary IFFR member.

Raymond Francis (Ray) TILLEY O.A.M.

During my travels in Tasmania I revisited Ray and Yvonne Tilley who had been our hosts during the fly-In to Tasmania in May 1992. Ray was busy in the area under his home putting the finishing touches to his Thorp 18 in which he was going to fly to the IFFR Manjimup fly-in in March 1995. However, during the assembly at the Launceston Aero Club, an over enthusiastic member tightened the bolts holding the wings on before Ray was able to check the alignment. The result was badly damaged wing roots and no trip to W.A.

Ray has led a very full life as can be seen from the following, which is a summary of his more important details, but his story is remarkable for what has been left out.

Managing Director of Burchall & Sons Pty Ltd with many associated interests.

Owner of Burchalls Launceston, the oldest bookshop in Australia (1844).

Fellow of the Institute of Management.

Justice of the Peace.

Past Chairman of the Council of Justices Association of Tasmania.

Alderman of Launceston City Council 1973 -76.

Has served and is Life Member of Aust. Booksellers Ass'n. & Retail Traders of Tasmania.

Past President of National Book Council.

Past President of his Rotary Club, and Paul Harris Fellow.

Life Member of the Tasmanian Aero Club.

Life Member of the Royal Flying Doctor Service, Tasmanian Section.

Service in several ski organizations and fishery and fish culture organizations.

Represented Tasmania and Australia in snow sports 1940 -1958.

Member of Australian International Ski Team in 1949.

His hobbies are music (piano & accordion) woodworking, outdoor activities.

Has patents pending on a number of inventions.

Built the first light aircraft in Tasmania, a Luton Minor VH-RFT.

Rebuilt 3 aircraft and is repairing his Thorp 18, VH-YGT.

He served 3 years in an AIF Artillery Regiment and 1 year with the RAAF during the war. (Viv Elliot – 1994)

But then some people prefer to build their recreational aircraft. Ray Tilley has spent the last 7 to 10 years building an aircraft, in his workshop under his house, based on the Thorp T-18. It has a speed of 150 knots, is constructed with an aluminium skin held in place with 2500 rivets, and is powered with a 150 hp engine. Its registration is VH-YGT in

recognition of his wife Yvonne's patience during the construction. He was to enter the Thorp in Tasmania's Casino air-race but was unable to procure his C of A in time, because of difficulty in positioning the pitot head and static ports. His brother Stan won his class, but in some practise laps after the event, the Thorp proved to be much faster.

Some of the test flights to determine the best position of the static ports, became rather exciting, as the ASI might read 40 knots all round the circuit, VNE speed in cruise, or no speed whatsoever, according to which static port position was selected. He asked the tower if he would be able to abort a take-off if he had no airspeed reading. Tower said they did not have a procedure for aborted take-off calls; he would have to call "MISSED APPROACH". During one circuit, he lost ASI reading and the tower wanted him to declare an emergency so that they could exercise the crash truck etc. He declined.

As a small boy in the 1930s, Ray read many magazines with titles such as "AIR PROGRESS" and "AIR TRAILS" which reported on all the exciting things that were happening in that dawning period of aviation. In those days, 50 MPH was dangerously fast for a car, and 60 MPH was the ultimate speed of the most powerful train. The magazines reported on the latest tiny, sleek, racing aeroplanes which roared at low level in air races in America and England at speeds of 200 MPH. Ray could only dream of building such a machine.

Some 30 years later, when laws changed to allow the construction of homebuilts in Australia, Ray realised on his dream. With aluminium tube, fabric, plywood, and spruce from wrecked Tiger-moths and broken oars from the local rowing club, he constructed Tasmania's first homebuilt aircraft; the Luton Minor. From then on, he rebuilt a number of aircraft, including a Piper Cherokee 140, which he flew to our Darwin fly-in in 1991.

In 1990, he decided (with a little encouragement from Yvonne), to visit OSHKOSH; the biggest aviation event in the world, run by the Experimental Aircraft Association of America, 71 nations registered their attendance, and by the Thursday before the convention, visitors in 1\$,000 aeroplanes had arrived. Nearly one million pedestrians milled around aeroplanes for a week in utter contentment. Aeroplanes from the early 1900s Curtis Pusher, through the classic and World War II veterans, to the Concorde and the Stealth Fighter were parked on the Wittman Field, along with the 18,000 visitor aeroplanes. Ray calculated that if you walked briskly for eight hours per day, it would take you 8-1/2 days just to walk past all the planes.

The EAA Oshkosh Convention started with homebuilts and is all

about homebuilts. It demonstrates the way in which traditional aeroplane manufacturers have been left behind by the homebuilders. Why? Because of their different way of thinking! Industry thinks of matching the enemy, and advancing only for profit along the lines learnt from history. The homebuilder thinks not of cost, but of results; of doing the impossible and the untried; and all in the pursuit of excellence. Creating the future is their reward. An example is the Ares Fighter which is dirt cheap, economical to operate, and can turn inside and bring its guns to bear on the best of the fighters of the Airforces of the world. How embarrassing to be shot down by a homebuilt jet.

Jim FLEMMING (Air Vice Marshal; ret)

Jim Flemming was in a hurry to go to war. As a 15 year old in 1942, he borrowed the birth certificate of a relative with the same name, who was five years older, to convince the army he was of military age. The bluff worked for five months, before the army discovered his ruse and gave him an honourable discharge.

He then altered the date on his own birth certificate to enlist in the air force, trained as a pilot under the Empire Training Scheme in Canada and became the RAAF's youngest ever fighter pilot. On receiving his wings he was posted to England in December 1944. But the European air war was drawing to a conclusion, so the young sergeant pilot volunteered for service in the Pacific, flying operational sorties from Morotai against the Japanese in New Guinea.

Air Vice Marshal Flemming went on to become a career officer, serving 39 years, but it was not until the 1970s, when he owned up to his false date of birth, that his records were corrected. He was belatedly admonished by his superiors, who told him "don't do that again"!



Farmer or Fighter?

It is 30th May 1942 and approximately 5am. Jim, a sixteen year old Waverley College student from a large country station on the NSW-Queensland border, is awakened by an unusual sound. He and others are out on the balcony watching the low cloud being illuminated by the Macquarie lighthouse operating at full strength. Suddenly out of the cloud appears a small low wing aeroplane with what appeared to be bombs, really floats, attached. It was clearly visible in the reflected lighthouse beam and was heading towards the city. Jim informed the Brother in charge, but was ordered back to bed, being told that he was imagining things and that the noise was the Navy doing simulated war practice.

The next night, 31st May 1942, three midget Japanese submarines attacked shipping in Sydney Harbour. The operation was based on the reports from the Japanese floatplane, imagined by Jim, which had in fact flown over Sydney to pinpoint targets in the Harbour. This aircraft was flown by Imperial Japanese Navy Warrant Officer pilot

Susumu Ito and his observer, Petty Officer Iwasaki. Ito had launched from Submarine I-21 at 3.00am some 35 nautical miles northeast of Sydney. He flew in at 1000 feet over North Head so that Iwasaki could sketch the anti-submarine booms across the Harbour entrance. Ito continued at low altitude, 300 feet, up the Harbour just clearing the Harbour Bridge, which rises 500 feet above the water, as far as Cockatoo Island and then to Mascot and around the Harbour suburbs. He was caught in searchlights several times but each time climbed into the low overcast to escape before descending again to get sightings. At one stage the aircraft was at 100 feet over the water between the Harbour bridge and the USS Chicago moored off Garden Island.

Finally at about 5.00 AM, the weather deteriorated and Ito headed for the open sea. He flew directly over North Head but was never challenged at any stage of the flight. They were unable to locate the mother ship in the poor weather so Ito returned to Sydney and using the Macquarie light as a reference set heading again for the submarine. This is the time that Jim sighted him as he flew south of the Lighthouse to set up his north easterly heading. They were very lucky to spot a small signal light from the mother ship about ten miles away, some forty nautical miles off Sydney. In the poor weather conditions and bad visibility, Ito, when attempting to land alongside in the heavy sea, hit a large wave, the floats collapsed and the aircraft flipped on its back. Ito managed to escape from the cockpit but Iwasaki was caught in the back seat. Help from the submarine was close by but Ito clung to the side of the aircraft and dived into the black water to rescue Iwasaki. He managed to get him out but then lost him in the heavy seas. When he was pulled on-board the submarine Ito was told that Iwasaki had been rescued before him. Ito apologized to the Captain for "breaking the aircraft" before giving his detailed report on the Sydney Harbour shipping. This report resulted in the decision to attack that night.

Susumu Ito was the deck officer the night that Submarine I-21 shelled Newcastle a week after the raid on Sydney Harbour. Ito flew over Sydney a second time. This was on 19th February 1943. He launched from the submarine some thirty nautical miles off Newcastle and flew at low level, in broad daylight, down the coast to Sydney and Port Kembla. This time the Radar Station at Kiama detected him, but although fighters, Aerocobras, were scrambled from Camden, he was not intercepted and carried out a successful photographic mission of the important steel works and other possible targets.

This time he re-joined the mother ship without incident.

It is June 1942. Jim and his friend Geoff are incensed by the fact that enemy aircraft and submarines can attack Australia with apparent immunity. They decide to leave Waverley College and enlist despite both being underage. They decided that they wanted to be fighter pilots. Geoff was successful in joining the RAAF under an assumed name. He trained in the ground staff and was unable to transfer to aircrew. He was killed, in Morotai, in 1944 aged seventeen and seven months.

Jim, acting on poor advice that it was easier to get in and then transfer, enlisted in the Army with a borrowed birth certificate and name. He spent some three months being marched around the Sydney Cricket Ground and Showground before being found out as under-age during a nominal roll check. He was discharged, honourably, from the Army, for under-age enlistment, and referred to the then Manpower Authority for further action. When questioned as to his intentions regarding re-employment, Jim advised that he was going "back to the farm." This was accepted by the Authority and now, armed with an Honourable Army discharge and an official Manpower clearance he went to the RAAF recruiting centre and re-enlisted, this time in his own name but with a false birth certificate, which overstated his age by some two years.

While awaiting aircrew selection, he began training as an engine fitter but training was interrupted and he was sent to aerodrome guards for a temporary period. It was during this time, when serving at Tocumwal NSW, that Jim met some soldiers who had transferred to the RAAF to become aircrew and who were also filling in time at Tocumwal. They showed Jim a special form that they had had to complete before being considered for aircrew training. The form stated that an Honourable Army discharge certificate was mandatory. Although the form was intended for ex-army personnel who had active service, this was not stated, so Jim decided that as he had an Army discharge certificate, he would also apply. Two months later he was selected for pilot training. After training in Australia and Canada, Jim graduated in 1944 as a Sergeant Pilot some five months before his eighteenth birthday

It is February 1948. Jim has been to the UK and flown in New Guinea. He is in Bofu, Japan as a member of the British Commonwealth Occupation Force, (BCOF). Now a Warrant Officer and Mustang pilot with No 76 Squadron; later No 77 Squadron based at Iwakuni in southern Japan. During the next two years, life was very pleasant for young single fighter pilots in the land where male dominance and female subservience was the traditional norm. Sports, shopping, at now unbelievable low prices, and great flying made for happy living

Ito survived the war and after running a small business in the city of Iwakuni for some years, went on to become head of a computer firm in Tokyo. He visited Sydney in 1988 when there were reports of an unidentified floatplane being caught in fishermen's nets off North Head, Sydney. It was thought at the time that this could have been Ito's ill-fated "Glen" floatplane from 31 May 1942. Ito is indeed a very brave man and his wartime deeds are an inspiration to all, irrespective of nationality. His actions in 1942 changed the life of an Australian country boy in an unimaginable way.

One day, when shopping for some fishing gear, Jim, with his flight commander Sqn Ldr Bay Adams who was already a RAAF legend, entered a small store in West Iwakuni near the famous Kintai Bridge. Bay introduced Jim to the proprietor of the store, a pleasant gentleman who spoke some English and with whom Bay had become very friendly. This gentleman's name was Susumutu Ito; the same gallant pilot who had flown over Sydney some years before and whose daring deed had inspired Jim to become a fighter pilot rather than complete his schooling. Many pleasant discussions were had with Ito, who told of the Sydney raids and the aftermath of the war. Ito returned to Sydney some forty-five years after his historic flight, this time as the guest of an ex-service association. As Jim was overseas, no further contact was made. Susumutu Ito is living in retirement in Tokyo. But for the bravery and daring of this gallant enemy pilot and his observer, under most demanding conditions, a country boy who had never seen an aeroplane on the ground, would probably have had a lifetime as a farmer on the family property in Queensland. Instead, the ex Waverley College boy from the bush became a fighter pilot and the most senior Air Vice-Marshal of the RAAF.

Jim remained in the RAAF for a further thirty-three years. He flew on the first day of the Korean War, also in Malaysia and Vietnam. He was the first RAAF pilot to fly at twice the speed of sound, in the USA in an F104 Starfighter. He commanded the first Mirage Squadron and took it to Malaysia in 1967. During his long career he had many commands and appointments at senior level, including five years as the commander of the Five Nation Integrated Air Defence System of Malaysia and Singapore. In 1982 when serving as an Air Vice-Marshal and Deputy Chief of the Air Force, Jim resigned from the RAAF after forty years continuous service. He took up civil aviation and Government service finally retiring in 1994.

Bruce WILLIAMS

Bruce was born in Orange in 1921, and was educated, lived, and worked there all his life. In 1936-37 he was one of the first six students at Orange Technical College. As a youth, he was active in Junior Farmers

Leadership and show exhibitions.

Bruce's working life revolved around the horticulture industry. Starting with a 10 hectare pome and stone fruit orchard, he built this up to 100 hectares with various expansions, including the properties "Pinegrove", "The Pines", "Walindi", and "Hilltop". He was involved with marketing (domestic and export), processing of apples for interstate markets, and, for many years, operation of a packing shed with cool stores and Controlled Atmosphere rooms.

Bruce joined Rotary as a charter member of the Rotary Club of Orange North in 1970, and has maintained his membership since. He was presented with a Paul Harris Fellowship for his long and meritorious service to Rotary.

VOCATIONAL

His vocational association activities include:-

- Board member, vice chairman, and chairman of the Orange Producers Rural Cooperative.
- President for nine years of the NSW Apple and Pear Growers Association.
- Vice president and president of the Australian Apple and Pear Growers Association.
- Vice president and acting chairman of NSW Growers Defence Commission.
- Member representing apple and pear growers on NSW Fruitgrowers Central Council.
- Nine years rural industry member of NSW Poisons Advisory Committee (statutory).
- Ministerial appointed NSW member of the Australian Apple and Pear Board (statutory).
- Ministerial appointed member of the Australian Apple and Pear Corporation (statutory). Member of sub-committees:-

Processing

Domestic marketing

Industry quality control

- Chairman for ten years of Australian Apple and Pear Corporation Research Foundation (Corporation member and Australian growers representative).
- Member of several overseas delegations of the Australian Apple and Pear Board, and the Australian Apple and Pear Corporation (longest serving member of both organisations).

- Twenty eight years representation on the statutory organisations.
- Member of the Metrication Board Primary Industry Commission
- Chairman of the Pome, Stone, and Berry Fruit Sector of the Metrication Commission.
- Member of the Chief Horticulturist Panel to finalise industry metric conversion.
- Horticultural member for four years of the General Council of the United Farmers and Woolgrowers Association (now the NSW Farmers Association)

AVIATION

Bruce's World War II service included:-

- 3-1/2 years RAAF 2E engine fitter, working mainly on Wiraways and Tiger Moths with a view of remustering to air-crew.
- Completed "Air to Air" gunnery course, which entitled the wearing of an "AG" ½ wing.
- Trained as Catalina Crew Fight Engineer and topped the course.
- Appointed First Engineer of a crew, captained by S/L Fred Robey.
- Qualified to wear "E" ½ wing.
- Ten months operational tour on Precision Mine Laying from Melville Bay (Arnhem Land), Morotai, the Phillipines, etc.
- Part of crew for the biggest operation carried out by the RAAF Catalina Flying boats in World War II. Twenty five Catalinas mined the Manilla Harbour on 14th December 1944, precision placing 100 shipping mines on independent navigation, flying over the Harbour at the same time on a pitch black night. Valuable secrecy was achieved by low flying at times, to avoid enemy Radar and dropping tin foil from high altitude to jam the enemy Radar. Co-operative action from the US Navy the next day destroyed most enemy shipping in the harbour, with mines and bombing. The operation qualified for a "Freedom of the Phillipines" medal.
- Mine laying against enemy shipping on the China coast in 1945.
- Catalina ferry crew on flight USA to Australia.
- Discharged with the rank of Warrant Officer.

Malcolm McCLURE

Malcolm was born in Preston on 21 st March 1927. During the 1930 depression, he moved with his parents to Taradale where he attended Primary school. After leaving school, he started work at Thompsons (Castlemaine) as a draftsman whilst continued his education

at Castlemaine Technical School.

He left Thompsons in 1949 after 8 years, to assist with the family road contracting business. During 1953 he commenced road contracting in his own right with the Shire of East Loddon, shifted to Castlemaine in 1956, and built up a large contracting business, building sub-divisions, water conservation dams, and highway construction.

In 1950 he married Phyllis, and they have 5 children and ten grand children. Since son Garry, who is a Civil Engineer, joined the company, they have branched into major construction, with accreditation with Vic Roads for contracts to \$2M.

Malcolm and Phyllis have a close knit family, and still go skiing , swimming, and fishing together. In his younger days, Malcolm played football, cricket, and golf.

Malcolm has a strong community involvement: Chairman of the Church fund raising committee; local Coordinator of the National Heart Foundation; member of the Bush Fire Brigade; Council member of Castlemaine Primary School; inaugural President of Campaspe District Boy Scouts Association; Property Board member of the Methodist Church for 20 years; member of the Masonic Lodge for 40 years.

Malcolm joined the Rotary Club of Castlemaine in 1963, and has served as President, Vocation Service director, and Community Service director. He has a 90% attendance, has attended all but 6 District Conferences, and attended 10 World Conventions. He assisted in the establishment of Castlemaine Rotaract Club, and the Rotary Clubs of Kyneton and Woodend. His district committee involvement includes GSE, RYLA, RAWCS, and FAIM. He is a three times FAIM volunteer.

Malcolm and Phyllis place fellowship high on their agenda. They have visited many countries in the course of their Rotary activities, and have provided home hospitality for many of their overseas friends. They have hosted most of their club's exchange students.

Malcolm has been a member of IFFR for the past 9 years and has taken part in most of their activities.

Keith MITCHELL

The third of four sons, born in Oamaru, Keith grew up on the family farm. Learnt to fly 1963 in a Piper Cub and after a stint of farming, took up aircraft engineering and gained fixed wing licence and then changed to helicopter engineering and learnt to fly helicopters. Appointed Chief Engineer 1972 for Whirl Wide Helicopters. Appointed General Manager Aviation 1986 when Whirl Wide Helicopters became The

Helicopter Line and listed as a public company.

Served on Civil Aviation Authority as Deputy Chairman for 5 years as industry representative, and as an Assessor on Transport Accident Commission.

Rotary involvement includes Past President, Timaru North Rotary, GSE Team Leader to England 1994, Paul Harris Fellow, and a member of the International Fellowship of Cricket Loving Rotarians.

Keith is married to Heather and they have one married daughter and a granddaughter. Hobbies include flying aerobatics in a Pitts S2B, and sports in general.

IN MEMORIAM

OBITUARY

Bill FRITH

OBITUARY

Bernard TRETOWAN

OBITUARY

Les and Jean MARCH

Les and his wife Jean, were killed when they crashed at night in January 1991. They were departing at 12.45 am from Mount Gambier, and crashed into trees 500 metres from the end of the runway.

OBITUARY

Peter SUTTON

Peter crashed his Air Tourer near Victor Harbour when taking a group Study Team Leader from Belgium on a photographic flight.

OBITUARY

Sir Frank SHARPE

OBITUARY

Viv ELLIOTT 1919 – 1997

Viv was born in Melbourne where his parents ran a retail business in Malvern. He attended the University High School after which he started work as a shop assistant. He started to learn music at the age of five and became a chorister at seven. He was a religious person who took this faith seriously, and served on vestry committees and the Synod for the Diocese of St Arnaud. His music extended to organ playing and choirmaster.

Looking for excitement he joined the Artillery in 1936 and was posted to the Middle East with the 7th Division in 1940, and saw action in Syria with the 2nd/4th field Regiment. The regiment returned to Australia from the Middle East but before being transferred to Papua New Guinea Viv opted for a change and transferred to the RAAF where he trained as a WAG (Wireless Air Gunner) completing his training in Canada. From there he went to the Bahamas to train for Coastal Command on Mitchells and Liberators for which he developed a high regard. His crew was posted to 220 Squadron RAF in the Azores where they did a full tour of 800 hour.

After the war, he continued in electronics doing a Diploma in Communications Engineering at the RMIT during which time he met Beth. They were married in 1947. When the Korean War began Viv's sense of duty saw him back on the Active Reserve of the RAAF, coaching Trainee Officers in Electronics.

He subsequently became manager and Managing Director of an English Company making electronic equipment. His work took him to Mildura and he and the family liked it so much they decided to settle there which they did in 1961. Because he had trouble buying toys for his two boys he decided that there was an opportunity to open a toy shop. He joined the Scouting movement and became Group Leader and finally Assistant Area Commissioner.

Viv became a Rotarian in 1962 and saw the opportunity of helping others through fellowship and help to the community. For 33 years, he maintained 100% attendance and was made a Paul Harris Fellow by his club. He served his club admirably and was Secretary for a considerable time. He made a valuable contribution to Rotary which he loved.

Flying was a great passion and Viv learned to fly in 1947. He enjoyed very much the friendship of Graham Mockridge and they spent much air time together. It was always his ambition to log one thousand hours as pilot in command and it was a proud day for him when he achieved this in later years.

He joined the Flying Rotarians in 1985 and expressed his disappointment that he had not discovered us earlier. He was, as with all his

involvements, an excellent member and we have to be thankful for the job that he did to expand and produce our first class bulletin

He joined the Liberators Restoration Organisation of which he became Secretary and once again left his mark. One of his highlights was the winning of the Kingsford Smith 50th Anniversary Air Race in 1978 with Graham. In 1986 he made a trip to USA and Oshkosh with a group of local IFFR members and that was another highlight in his life.

He was a lover of sports and after some years of playing golf he transferred to lawn bowls. As with all his pursuits he gave his all and served as President, Secretary, and Treasurer of the Mildura and the Irymple Bowling Clubs. He was made life member of Sunraysia Bowls Association in 1993. He made many trips to Melbourne to attend RVBA meetings as a County Councillor. He was Treasurer and President of Sunnassist, was a mentor of the NEIS Scheme, the first Secretary of the City Heart, and President of Mildura Chamber of Commerce for three years.

Viv had deep convictions and stood up for what he believed was right and we will miss his wonderful company. He was a stickler for doing the right thing, and believed in abiding in rules and regulations. He was a very fair man who expected the very highest qualities, and was the epitome of the central Rotary theme of “SERVICE ABOVE SELF”, always giving 110%. He accepted death with great courage and dignity and in normal Elliott fashion even organised his own music and prayers for his service. Our deepest sympathy to Beth, Mark, and Tim.

Vale Viv and as your spirit rises high in the sky, may you have a smooth voyage.

OBITUARY

Sam OLIVER 1935 – 1997

Sam was born in Northam near Perth on 28th September 1935. He went to school at West Northam and NSHS. He was a quiet achiever with the strength and determination to succeed at his chosen goals and chose a building apprenticeship. He did his time in National Service in the Air Force and developed a desire to fly during this time.

In the late 1950's, Sam and three friends built a metal boat and paddled it down the Avon River towards Perth. That year they only made it as far as the junction of the Avon, Brockman and Swan Rivers but the challenge of daring was too strong to abandon and the following year they were joined by two challengers and made it to Perth waters. The Avon Decent hadn't been heard of in those days. He spent weekends racing motorcycles at the scrambles and later in his life he took up the challenge to fly aeroplanes and became an aircraft owner.

In 1960 Sam and Pam were married at St. John's. They had three children, Graham, Karen, and Peter, and lived in Northam where Sam developed his own building business. He was a builder who liked a challenge but never took unnecessary risks. He was a strong man physically, mentally and morally and believed in being fair to all and giving others a fair go.

Leaving Northam the family settled in Sawyers Valley to be closer to work and future opportunities for his children. It was here Sam joined the Mundaring Rotary Club. Sam was a Rotarian and lived and worked by their four way test:-

1. Is it the truth?
2. Is it fair to all concerned?
3. Will it build good will and better friendship?
4. Will it be beneficial to all concerned?

It was through his involvement with Rotary that Sam discovered the International Fellowship of Flying Rotarians (IFFR). Sam was a dedicated member of this fellowship and organised a flight around Australia during the Bicentennial year, for the purpose of celebrating the event, raising funds for the elimination of Polio throughout the world and to meet as many Rotarians as possible during the flight.

For his part in this challenge he was made a Paul Harris Fellow, which is a high honour in Rotary. Sam loved flying. He worked hard to own his own aeroplane and shared his love of flying with his family who have been involved in various ways in aviation. But a few years ago he took an offer too good to refuse and sold his aeroplane and bought a mobile home. He said he had seen just enough of Australia from the air to whet his appetite to explore it from the ground.

Sam was a builder. Not just a builder of constructions. He was a

foundation member of the Northam Aero club and the second person to sign up for flying lessons. He was the support behind all groups he joined and the activities they conducted. He was the mender of hearts in a family crisis, the repairer of faith in disappointments, and whilst he never made or accepted apologies, he did forgive wrong doings.

With some encouragement, Sam decided to semi retire from the building game and early this year he built a large shed and started to build his retirement home. Sam had many dreams for the future and he and Pam made plans to share those dreams high on a hill at Bakers Hill.

Sam was a hard worker and a good provider for his family. All he wanted for his children was that they grow up to be good, honest citizens and he was very proud of this achievement.

He was a busy man during their nurturing; he was busy providing for them and didn't have a lot of time to share their growing; but he realised this and has been a special friend and companion to them as adults and has made time for his grandchildren whom he loved and had dreams for. He was looking forward to sharing his retirement with all his family.

During his life, Sam has been a motocross rider, a pilot, bus driver, rock hound, orchid grower, husband, father, builder, carer, mender, minder, Rotarian, treasurer, editor. All of these things he did with good intentions and lots of love and success. His sense of humour will always be remembered and his gifts of love and respect for his family and friends will sustain us all in the days ahead.

OBITUARY

Robert (Bob) PENN

Bob Penn became a Rotarian in the Corio Club with the classification of newsagency, and joined the Flying Rotarians in 1987. His first great interest was cycling and he put together a solid racing career in the 50's and 60's and is well remembered as one of the few cyclists to take a heat off the legendary Russell Mockridge (brother of member Graham). He became an administrator of cycling with a distinguished record culminating in the presidency of the Victorian Cycling League.

His flying and cycling were interrupted by heart surgery but he recovered and was able to resume both his interests. It was while he was taking part in a 45 Km race with the Geelong Veterans Cycling Club that Bob suffered a stroke and a four bike pile up resulted. None of the others were seriously injured but Bob died later in hospital. He was 56.

Bob and Wynsome had been to a number of fly-ins and we will miss them. Our sympathy goes out to Wynsome and her four children.

OBITUARY

Raymond (Ray) TINKER

Ray went to University High School and joined TAA as an apprentice Aircraft Mechanic – Airframes. He topped his year and after National Service in the Navy, returned to TAA where he became a Senior Leading Hand. He had much experience in positions of responsibility when he left to go into General Aviation as Service Manager for Piper Aviation in Moorabbin.

Ray learned to fly and in 1970 he began in his own business in major overhauls in airframe, engine, and electrical. He sold this business to Hawker Pacific in 1979 and after 18 months with them, with their agreement, he opened a business at Coldstream.

A major part of the work at Coldstream was the salvaging of damaged aircraft from all parts of the country. He opened a second workshop at Moorabbin in 1987. He has represented G.A. on several important committees including one at the RMIT where he revamped the entire college aviation courses.

Ray joined Forest Hill Rotary club in 1976 and was the proposer and active organiser of the Maroondah Airshow at the Lilydale Airport. He transferred to Wandin Rotary club in 1985 where he served on most committees and became President in 1985. He and Jan served on a FAIM team in New Guinea in 1985.

Ray was married to Jan and they had 3 children. As we all know, he was active in the Flying Rotarians. His long time friend Bill Smart says of him, *“He was given 3 months to live in the 60’s but his great will and determination carried him through. He lived life to the full, was a perfectionist, a great Rotarian, and a warm wise friend”*. He was 57 at his death.

OBITUARY

Vernon (Vern) POTTER 1918 – 1991

Vern Potter was born in Adelaide in 1918 and was educated at Rose Park Primary and Adelaide High Schools. He had planned to be an engineer but won a medical scholarship to the Adelaide University and graduated at only 22. He became a medical officer in the RAAF and spent time training pilots on high altitude effects using a decompression chamber. He was sent to Morotai then to Malaysia examining returned prisoners of war. It was in those days he developed his love of flying.

He then took up a demanding solo medical practice in Port Pirie with his wife Betty where they raised and educated 5 children. By 1967, with grown up children and a valuable partner, he was able to take up flying and also to convince Betty that she should learn too which she did in 1970 after many sleepless nights. A new world opened up for the Potters with trips to many parts of Australia. He purchased a Cessna 210 at Wichita and flew to Oakland but “fortunately the winds were too strong” and he left it to a ferry pilot to bring the aircraft to Australia.

Vern was a member of the Port Pirie Rotary Club and joined the Flying Rotarians in 1983 and with Betty attended most of our fly-ins. He injured his spine after a fall from a ladder and died on 28 December 1991. We extend our sympathy to Betty and her family.

OBITUARY

Harold JOSEPH 1913 – 1992

Harold died on 3 July 1992 aged 79 years. His father was a newspaper proprietor and after his death in 1947 Harold carried on the tradition retiring to Taree in 1970, after 40 years service to “The Northern Daily Leader.” He established a local news service for television, taking film and writing copy. He was an active chairman of Television New England since its inception in 1961.

Harold’s interest in flying began in 1932 and he was associated with the Newcastle, Tamworth and Taree Aero Clubs. His service in the RAAF led to the award of the Air Force Cross.

He was a member of the Taree Rotary Club and had a perfect attendance record for 31 years.

We are told that he was a quiet, gentle man with a well developed sense of humour and was always ready to help others. He cared for his late wife throughout her illness. Another attribute was that he was very much aware of the needs of the environment and was a “recycler” long before it became fashionable. His other hobby in retirement was spinning and weaving.

His friends in the IFFR deeply sympathise with son Jeffrey and daughter Sandra and their families in the loss of their father.

OBITUARY

Peter DICKSON

Report from Brian Souter in December 1960??? issue. "It is sad to report that Peter Dickson our flying co-ordinator for the Nelson Fly-in this time last year, died on Oct 9th while Jeannette and I were over seas. On our return we were in touch with Veronica and passed on the condolences from us all. Like many, I only met Peter during the fly-in but we all enjoyed his organising skills. It was a great fly-in thanks to Peter and Veronica.

OBITUARY

Ian ALLEN

Ian was a medical practitioner in St. Arnaud who joined the Flying Rotarians in March 1991. Ian had a series of misfortunes; his first wife died of cancer, and his second wife also died of a similar disease. Shortly after, Ian himself was a victim, at the age of 50. He was highly respected in his profession and well liked by the people of his district.

OBITUARY

David JENKINS 1942 – 2002

David was tragically killed in an aircraft accident on 10th April 2002, aged 60 years. He was married to Lynette, and was an admired father and father-in-law of Denise and Steve Abel, Barry and Trish, and Glen and Jo. He had 6 grandchildren

The New Zealand IFFR section AGM was conducted on Sunday morning and David Jenkins inducted Phil Pacey as the new President. Two weeks later David was killed in an air crash while returning his aircraft to Fielding. This was a big shock to us all and we give our deepest sympathy to Lynette, and family.

"I was in Japan when Judy got through early morning to say Dave was missing. I can't tell you how I felt. Dave! Indestructible Dave – This is not happening. But happen it did.

Let me just say that Dave was an inspiration to me within the IFFR and he will be a hard act to follow. He had attended Fly-ins throughout the World and earned the respect of all he met.

Thank you to all the fellows & partners who attended Dave's funeral which was a moving affair. Special thanks to Colin & Jan, Mike & Sheryl, Graham & Carol, Mike & Lyn, Rod & Jean. I flew to Dave's

funeral in absolutely pristine weather conditions with Judy and Graham.” (*Phil Pacey Sep 02*)

OBITUARY

Lindsay and Marjory BROWN

Norman and Lois COTTMAN

All four were killed in a Piper PA32-R300 aircraft accident on the way to the Coff’s Harbour fly-in, on 11th October 1990. The accident occurred 38nm south of Coff’s Harbour in the vicinity of a thunderstorm. It is believed the accident was associated with a micro-burst in proximity of a particularly vicious cell in the area, with severe updraughts and downdraughts.

Those who went to the Stawell fly-in will remember the great weekend that the above organised for us. They will be sadly missed.

OBITUARY

Graeme and Josie MOCKRIDGE

In July 2002, Graeme Le Quesne, John Festi, and Graham and Josie Mockridge lost their lives in a flying accident in Portugal, while participating in the post Barcelona Rotary Convention fly-around of Spain and Portugal. Following the loss of the four IFFR members, it was resolved that they should be remembered in two ways. A trophy would be presented in their name to the Aero Club of Portugal and a memorial would be placed at the crash site on Sintra Mountain. The crash site is located in a National Park and the Rotary Club of Sintra has offered help with the actual erection of the stone. The Aero Club of Portugal, in particular their President - Manual Silva Salta, were of immense practical help in the immediate aftermath of the accident. That assistance has continued in the following months. After presentation the Aero Club will award the trophy annually to the person or persons who, in their judgement, have made the greatest contribution to Aviation Safety in Portugal in the previous year.

In a simple, but moving ceremony, on Sunday 11 May, the memorial stone was unveiled near the site of the accident. Lisbon IFFR member Richard Goldschmidt together with Luis Henriques worked with great commitment to coordinate the various activities locally. Jacinto Baeta of the Rotary Club of Sintra masterminded the creation of the memorial stone itself. Designed by a local craftsman it is carved from rock quarried from Sintra Mountain. The IFFR logo and the other inscriptions were formed by inlaying stones of different colours. Positioned in a wooded copse the memorial is surrounded by a carpet of wild flowers. Following the unveiling of the stone, by District Governor Henriques Goma de Almeida, European Vice-President, Angus Clark and UK member Michael Pudney made speeches of thanks. Alisma Clark and Lurdes Henriques laid four roses on the memorial as a floral tribute. Among those present were Victor Merelo, Iberian Section Chairman, PDG and IFFR member Carlos Carmona, and the President and members of Sintra Rotary Club. President Manual Salta of the Aero Club of Portugal and senior representatives from Cascais Airfield were also present together with the Australian and British Consuls in Lisbon. Following the ceremony an aircraft piloted by a member of the Aero Club performed a short program of aerobatics in a final tribute.

MEMORIAL SERVICE FOR JOSIE & GRAHAM MOCKRIDGE

Graham and Josie were a wonderful couple, who were not only much loved and highly regarded by their family and friend, but contributed greatly to Rotary projects and the community. Graham was 75, Josie 74, and they had six children, 5 daughters and one son, and 17 grand children. They owned a number of news agencies and worked hard for their family, the business, and the community. They were generous people who made a difference to people's lives with a minimum of fuss.

Graham loved his work with Rotary, being involved with the Surfers Paradise Rotary Club and its project to provide fresh drinking water to remote parts of Papua New Guinea and had flown there with others to build water tanks for that island community. He had also flown to East Timor with a FAIM team from Victoria. Graham was a passionate aviator with many thousands of hours experience. He along with former IFFR member, Viv Elliott as navigator, won the inaugural Southern Cross Air Race. He also participated in the 2001 London to Sydney air race, with Steve Hirvonen and IFFR member and organiser, Virginia Wykes. He had attended a number of NZ fly-ins, and ferried aircraft from South Africa to Australia. He was heavily involved in the planning for the 2003 post convention fly-away to North Queensland.

A contingent of IFFR members from Australia and New Zealand attended a memorial service held to celebrate the lives of Josie and Graham on 15th July. The Holy Spirit Church on the Isle of Capri was filled to near capacity with members of Graham's Rotary Club, many family friends, community and civic leaders, who joined family members in a very touching and illuminating service which highlighted the many facets of the lives of these dearly loved people we all knew. It was great to hear from family members of the beginnings of their lives together and the inevitable growth of the family. Our thanks go to the family members for inviting us to be a part of this special memorial service.

LAST FLIGHT (by Maisie Grady)

*Little did we know, when we said goodbye
That would be the last, our friends would ever fly.
Three keen pilots and the wife of one,
Took to the skies, looking to the sun.
But how very quickly everything can change.
Bad weather was ahead, just within their range
Heavy cloud loomed up - visibility poor
Other planes nearby, what now was the score?
Some climbed up and were safely on their way,
Others returned to base, to fly another day.
A request was heard, to climb to further height
But with other planes about, it was not considered right.
Nothing else was known, not for several hours,
Where is their plane? We should contact all the powers,
With Search and Rescue looking, on the land and over sea,
We hoped they'd landed safely and quite alright they'd be.
Their friends were all so worried - faces grim and tight
And then the dreadful news came - close to midnight,
The plane had crashed on Sintra Mount at fourteen hundred feet,
Sadly all had perished, still fastened in their seats.
Such a pretty place, in Portugal near Spain,
On an earlier visit, there was joy, not pain.
All experienced pilots - what happened we cannot know,
But to friends and family - a tremendous blow.
Well loved and most respected, two Grahams, Josie and John,
Fond memories we have of each of you, now that you are gone,
We thank you for the good times - may now you rest in peace,
We always will remember, your contribution each.*

AWARDS OF THE “IFFR SAFETY TROPHY”

At a dinner on the evening of 10th May 2003, the day prior to the memorial ceremony, Angus Clark, on behalf of IFFR, presented a trophy in memory of the four to the Aero Club of Portugal. Lisbon Rotarian, Soares Branco a sculptor, painter and lecturer at the Fine Arts College in Lisbon, fashioned this impressive bronze metal trophy, providing his services at no charge. A flying eagle with the Rotary wheel below surmounts the trophy. The Aero Club will present it annually to the person or persons who have made the greatest contribution to aviation safety in Portugal in that year.

2003 - FIRST IFFR SAFETY TROPHY AWARD

Appropriately the first recipient of the trophy was Manual Salta, reflecting the outstanding assistance he gave to IFFR in the aftermath of the accident. Rotarians, members of the Aero Club and representatives of Cascais airfield attended the dinner. In his presentation speech Angus Clark said, “We all miss our four friends and we wanted to leave a tangible reminder which in its own small way would contribute to making flying safer.” He went on to thank the many people in the Lisbon area who had freely helped IFFR at what had been a very difficult time.

2004 IFFR SAFETY TROPHY AWARD

The IFFR Safety Trophy for the year of 2004 was awarded by the respective Commission at the Aero Club of Portugal to the 1st. Sergeant of the Portuguese Air Force JOSÉ CARLOS AMARO BARATA RAMOS, air traffic controller at the airbase of Lages Field in the Azores, during a ceremony celebrating the 95th anniversary of the Aero Club of Portugal in which the new pilots received their wings for motor and glider planes.

First Sergeant Barata Ramos was on duty at the air traffic control tower in Lages Field when a twin jet commercial flight over flying the Atlantic Ocean with about 300 passengers declared emergency. Due to problems with fuel, the aeroplane lost power on both engines which finally stopped. The air controller after analysing the geographical situation of the aircraft on radar, was able to bring the aeroplane, transformed into a glider, to a safe landing on the runway at Lages Field without any casualties. By his coolness and professionalism he inspired the necessary calm within the crew to enable them to make a safe approach and landing.

For his action, 1st. Sergeant Barata Ramos received a commendation by the Portuguese Air Force and, at present time, is stationed at the Air Force Base in Beja, in the south of Portugal.

On the occasion of the ceremony it was explained to the audience how the Trophy was instituted and also about the Rotary Movement and the

activity of the International Fellowship of Flying Rotarians all over the world.

*(Richard Goldschmidt
IFFR Iberian Section member # 4360
Lisbon, 4thFebruar 2005)*

2005 IFFR SAFETY TROPHY AWARD

The Flight Safety Department of the Portuguese airline, TAP-Air Portugal took the pioneer initiative to use the data from the “black boxes” (flight recorders) in its aircraft to make a systematic analysis of the data of each flight in order to identify the defective and/or tendential deviation of the desirable safety parameters and adopt the appropriate corrective measures.

The initiative, called the Flight Analysis Program” began in 1962 with its then “Caravelle” jet fleet and has been developed since then until today being, at a later date, also followed by “Air France and other airlines.

ICAO(International Civil Aviation Organization) has recommended TAP’s procedure to all commercial aviation companies through the Amendment 26 to its Annex 6, enacted on 1st January 2005.

Many times, the build-up of high safety levels is obtained by the systematic, persistent and intelligent effort of organizations which, in this case, led to this highly commendable and innovative project within the realm of the “Flight Safety” department of TAP.

In view of the above, the Award Committee intends to present the IFFR Safety Award for 2005 to the Flight Safety Department of TAP.

*(Richard Goldschmidt
IFFR Iberian Section member # 4360
Lisbon, 2nd February 2006)*

OBITUARY

Sheldon CHADWICK

Sheldon was a professional engineer who graduated from the Sydney Technical College with a diploma of Mechanical Engineering in 1936. In 1939 he received his Diploma of Local Government Engineering. He was married to Isabel who was a registered Pharmacist, and they had two children. Sheldon joined the Newcastle Rotary Club in 1946. He obtained his pilot's license in 1962, and was endorsed on twins. He enjoyed the sport of lawn bowls.

OBITUARY

Peter and Helen WALSH

Peter and his wife Helen were killed in a plane crash during the fly-away after the Chicago Convention. They were rear seat passengers when the plane struck the water during an approach into Groton in low cloud on 27th June 2005. Two aircraft landed at Groton without incident, using the prescribed ILS instrument approach procedure. The Cessna 182, with Chip Rollin as owner and pilot-in-command, attempted an instrument approach and broke clear of cloud just above the minimum level, but re-entered cloud as he commenced his approach. He executed the prescribed missed approach procedure and prepared for a second attempt. Two other aircraft then landed using the standard ILS approach before Chip's second approach. At the commencement of Chip's second attempt, his aircraft was within the alignment limits, but then descended rapidly and impacted the water 1-1/2 miles before the threshold of the airstrip. The impact was severe, breaking the aircraft, and in 25 ft of water. The Coast Guard rescue team were on the scene in 7 minutes, and recovered 4 bodies, outside the aircraft.

Chip Rollins, from Phoenix Arizona, was an experienced pilot, with a command instrument rating, and a Commercial Pilot endorsement. He was in the front left seat as Pilot-in-Command. His wife Pat, an experienced private pilot, was in the front right seat, handling the radio work, to ease the load on Chip. Peter and Helen Walsh were in the rear seats of the 4 seat aircraft. Some luggage was stowed in the luggage compartment behind the rear seats.

Many of the flying group, were ready to cancel the rest of the tour, but our flying padre Tom Johnston, encouraged us to stick together for mutual support; it did help. Next morning, Tom lead a service of remembrance, where members were encouraged to speak of their friends.

Peter and Helen's funeral was held on 8th July, in the Catholic cathedral in Wagga Wagga, and officiated over by the Catholic and Uniting Church leaders. Peter's brother Michael led a large portion of the service, and the three foster children gave a moving eulogy. Peter and Helen's activities had significant influence on the community and wider, and this was reflected in the huge attendance at the funeral, with a considerable overflow of the Cathedral's capacity.

After the service, the funeral proceeded to the lawn cemetery, and the Wagga Wagga Aero Club conducted a fly-over. Visitors were invited to attend the Country Club (Golf Club) for lunch, where a power point presentation showed the many aspects of their lives. Representatives from various organisations, touched by the couple, spoke of their work, including Rotary, Aboriginal Youth, Aero Club, Country Hope, and IFFR. Michael

thanked Rotary for their assistance in this difficult time, especially the assistance and fellowship he received when he visited Groton.

Peter was a native of the Wagga Wagga area, attending primary school at Ganmain and Wagga Wagga, then boarding school at Goulburn. After school Peter enrolled at Wagga Wagga TAFE, completing courses in Meat Inspection, Farm Management, and Real Estate. After working in department stores and the automotive industry, he joined his Father in the hotel industry. After 20 years in hotels, he moved to a real estate partnership, then to residential and commercial real estate development.

Peter joined Rotary in 1969, and served as President in 1978-79. He served on numerous board positions, twice as Secretary and twice as Treasurer. He joined a FAIM team to PNG in 1989, and lead a FAIM team in 1991. He served on District committees from 1990 as member of the District RAWCS committee, the Rotaract & Interact committee, membership extension committee, Chairman of the Rotary Foundation committee, formation Chairman of the Centurions committee, Group rep (Assistant Governor), alternate delegate for the 2004 Council on Legislation, and District Governor 1998-99. He was instrumental in the declaration of Wagga Wagga as a Peace City; one of the earliest cities to be so declared. Peter was awarded a Paul Harris Fellowship 1993. All this was achieved with Helen at his side, with her infectious smile.

In early years Peter was President of a youth group and later on the board of the Chamber of Commerce and Community Advancement Fund, Vice President of the Australian Hotel Association (Riverina Branch), Secretary of the Real Estate Institute (Riverina Branch), and involved with the foster parents support group, and Country Hope (support group for children with cancer). Peter and Helen were actively involved in the welfare and activities of the Aboriginal people in the Wagga Wagga area. Peter and Helen were married in 1970 and have raise three foster children.

Peter had a long time passion for flying, and golf. He was instrumental in the establishment of the Cessna 182 Society, and at the time of his death, was the Secretary of the Australian Section of the International Fellowship of Flying Rotarians. We will always remember them as a happy, modest, friendly couple, always willing to help others in true Rotary spirit.

Maisie Grady commented that sometimes thoughts can be best expressed in poetry, and presented a poem for the occasion.

“Helen, Peter, Chip, and Pat

*Life is very precious and can be gone so soon
We need to make the most of it, morning, night and noon
Our good friends have gone while enjoying their flight
Four lovely people who were so pleasant and bright
It's hard for us to understand or know the reason why
Such good and gentle people, before their time, should die
Who would have thought on the previous day
That their lives would be so quickly taken away?
We enjoyed their company – they were nice friendly folk
Their faces lit up whenever they spoke
They were hard working people, all playing their part
Rotary's ideals firmly within their hearts
We'll miss them so much, with loving memories held dear
That will always be with us, through many long years
We feel so sad, for each was a dear friend
We grieve and remember at such a sad end
God has taken them now to where He thought best
And given four lovely souls, eternal rest
They went together – two couples – husband and wife
Who gave of their best, all through their life
We are thankful to have known them and shared their love
And now they're at rest in God's care above”*

OBITUARY

Olga SMART (wife of member Bill Smart)

At the IFFR meeting at Berri on 8th September 1991, Chairman Brian expressed the feeling of all who had known Olga, when he said she had always been a source of fun and pleasure, at our fellowship activities, and that her passing was a sad loss to us all. He expressed our condolences to Bill.

OBITUARY

Heather DAVIS 1934-2001

A funeral and thanksgiving service for the life of Heather was held on Tuesday 20th March 2001 at St. Mark's Uniting Church, Mornington Victoria. The IFFR was represented by President Bruce and Jan Watson, Ern Dawes, Alan and Joan Royston, Barrie and Fay Aarons, Ray and Nancy Wells.

Heather will be sadly missed.

OBITUARY

Olive CARY

OBITUARY

Phyllis McCLURE

Phyllis was a very happy and pleasant person and a great asset to the International Fellowship of Flying Rotarians, with her outgoing nature and friendly smile. She was well known and loved by all members of the flying group. Phyllis will be sadly missed but very fondly remembered.

She accompanied Malcolm to the many IFFR Fly-Ins here in Australia and also to many of the IFFR Fly-Aways following Rotary Conventions overseas, where she made many friends. Phyllis supported Malcolm in the numerous positions he held in our organisation and she was always there by his side to assist. She was with Malcolm, Brian and Joyce Condon when they first met Graham Gimblett on the Bus in Taipai. The New Zealand Section of IFFR was formed as a result of that meeting.

World president Tony Watson from Texas USA sent his condolences, and those of the world membership, to Malcolm, and his family. Heartfelt sympathy of the members of the Australian section of IFFR was extended to Malcolm, Bruce, Ian, Garry, Neil Leanne and their families. Many members from Australia and new Zealand attended the Service of Thanksgiving at Castlemaine on Wednesday 26th November 2003.

