

MANJIMUP (WA) FLY-IN

21st - 28th March 1995

The fly-in was in three sections:

**** Pre fly-in bus tours 21st – 23rd March***

Tours started from Manjimup to various destinations in the area.

**** Fly-in 24th – 26th March***

Standard fly-in program.

**** Post fly-in to Kalgoorlie 27th – 28th March***

This was an extra for the Eastern state members and included bus tours of the mines, the Super pit, and the museum.

The Fly-In to the centre of the hardwood forests in Western Australia was well attended by Rotarians from all over Australia with visitors from Canada and New Zealand. Our first sight of our destination was a brown strip among the green and soon we were rolling along an excellent runway which does not exist as far as the CAA is concerned but is well documented in the AOPA book. Waiting for us was Mike Dawn who was to look after us very well for the whole of the week. Also waiting was Sam Oliver who was delighted we “had left the circuit” and made it to Western Australia. We met old and new friends at the Manjimup Motor Inn which had a very convenient step in front of the McClure’s unit at just the right height for tired and thirsty people to sit in the cool and swap stories.

Our first event was a joint meeting with the Manjimup Rotary Club, Jim Ribcich presiding, with World President Brian Condon and Australian Section President Ern Dawes responding. It was during this time that Paul Cary ventured into the main bar and was swept off his feet by a scantily clad young lady. From then on Paul could not be kept away from the pub but Olive did not seem to mind, saying he is pretty harmless.

The next morning we set off on our first tour; some of us in Pam Oliver’s beautiful white bus and the remainder in a more original version school bus loaned to us for the week and driven by Sam. As was explained, many of the growers are banding together to run their own packing operation and at M-Veg we saw cauliflowers and broccoli being packed. The packers were running hot and we saw that the Avery weighing machines had SL added in front of the maker’s name. We were then told that incentive payments are paid to all and the workers allow no one to slack. Later on we saw the cauliflowers being picked by men and women with wicked looking knives. The tractor moves very slowly between two rows with a long moving belt on either side to carry the cauliflowers into the bin.

Our lunch was at the Mountford Winery, an interesting design in mud brick. Our host gave the most interesting talk on wine making that I have heard and the various types and vintages were tasted although there were a few diehards who stuck to their cans of malt. I thought the sauvignon blanc was the best I have tried of that variety but the show stealer was a dipper full of red which was still fermenting. There was plenty of sugar still present and the fermentation made it gassy, like a superb soft drink. Many wanted to buy it but that was impossible. We had our lunch upstairs and most had wine with their food.

We then went on to the Agricultural Research Station where new fruit varieties are developed. We walked around the orchard and saw the trees where the various new varieties are growing. The preferences of the different markets need to be taken into account. Appearance, taste and keeping qualities vary. We visited a potato farm where the crop was being machine harvested. We were surprised at the number of potatoes the machine missed and were not garnered by hand.

Tuesday was set aside for a trip to Walpole on the South Coast. We travelled south east past farms and then through the Shannon National Park to Mt. Barker where we had scones, jam & cream, tea and coffee supplied by some very hospitable people.

Then on to Walpole which is on the estuary of the Frankland River. Here we boarded the "Rainbow Lady" a wonderfully comfortable houseboat-like craft with seats for about 60. It was run by the Muir family who have been residents in the area since the early days. Son Gary was a refreshing and entertaining host with many stories of the pioneers and their struggles. We were served a three course lunch with wine and then cream cake to finish.

The highlight of our Fly-In would have to be our time spent with the fishermen on the coast. They were camped on the sand spit that almost closes the river entrance to the open ocean. A powerful small draft boat goes out through the opening and runs the net around in the ocean. Two tractors ashore pull in the ropes and enclose an enormous catch of salmon. We saw the third catch for the day which made a total of about 27 tonnes. They are taken to the Green Seas Cannery. We enjoyed our day so much with the Muirs that a presentation of a plaque was made to them by Sam a few weeks later.

On the way back we called in to see the Giant Tingles. These enormous trees are mixed in with Karri in this forest and notable because the centre of the trees rot out leaving a cavity which is used by man and beast as a shelter. We had afternoon tea supplied by Mike and Elizabeth

Dawn in this forest glade.

Thursday was the BIG day. We started at 7.30 am and set out for Cape Leeuwin. There is no direct route but we cut off some of the main road by going through Donnelly's Mill which has been converted into a holiday village. Passing through Nannup we arrived at Cape Leeuwin in time for morning tea. The wonderful lighthouse was celebrating its centenary. Built of sandstone, it looked brand new after all those years. Apparently wind and salt water do not have the same effect on sandstone as does the noxious gases of cities which eat the stone away. The machinery of the rotating lense has never been replaced and is in good condition and still in use. Only the lamp has been changed.

We then went on to the Jewel Caves which are 45 metres below the surface. It was a stiff climb back and I was glad I decided to have a coffee and a read while the rest went down. There were some strained faces as the others came to the surface.

We then went on to "Berry Farm" for our lunch and then departed for Margaret River, only a small town when we were there 1987 for the America's Cup fly-in. Now it is a very busy place with several supermarkets and many tourist attractions. We went down to the coast but there was not a lot to see.

Then on to Bussellton, a large seaside town which is strung out for about 8 Kms along the coast. We all lined up for fish and chips at the seafront take-away and some had enough energy to go to the pub for stubbies. While we were there we were treated to a beautiful sunset, followed by dusk and twinkling lights in a very mild evening. The trip back found many of us asleep and we were truly grateful to Pam and Sam for such a wonderful day.

Our next day began with a visit to Bunning's Sawmill. This mill was set up for jarrah and it is mostly automated with computers controlling some of the cutting. Each log is assessed and the cuts made to produce the most and best timber. Nothing is wasted as all the off cuts go to the chip mill. It was a noisy place and the lady conducting the tour needed to take us into a quiet room to explain the procedures. Much of the timber is kiln dried. Our Ray Addinsell was much interested as he runs a sawmill at Mt. Beauty where the logs are white ash.

Our lunch was at the Eagle Springs Marron Farm. For those who would like to know, marron is a fresh water crayfish, quite a lot smaller than the sea crays but much bigger than yabbies. They fetch good prices but there was no shortage of them for our lunch. Being close to Mountford the wine lovers were able to buy the wine of their choice. We then went on to see the "Four Aces," four large Karris which could be

seen during a walk through the bush.

Alan Lush, a Rotarian and Forestry Officer was our guide for our next trip. We began with a visit to the hangar where the fire service planes were kept. There were 2 elderly Piper Cubs and a very modern, nicely finished plane called EagleX which is produced in Western Australia. As well as the usual main plane and tail feathers it also had a canard. It looked very nice but unfortunately is not very successful. After abandoning the fire towers for aircraft spotting they are now being reinstated. We stopped at several forest sites where Alan explained the way that the forests are logged and then regenerated. Controlled use of fire to burn the undergrowth without damage to the trees prevents serious damage by bush fires, which is not the case with virgin forest.

Our lunch was at the Big Brook Dam and, once again, prepared by Mike Dawn who brought some of his home made wine with him. A very nice drop! Big Brook Dam comes as quite a surprise, hidden by the forest it is a broad expanse of water surrounded by trees. It supplies the water for Pemberton. Our lunch spot had been cleared and is a favourite place for family outings. Some of our people went for a walk along the lake and they were to be picked up at a place which had a seat. Unfortunately, the seat was almost out of sight from the road and we went past. The coach driver had to back about 1 Km along a narrow winding track.

Our next destination was a large tree grove and the Gloucester Tree. This mighty tree is used for a fire tower. Climbing would be an ordeal even for a fit person as the way up was by means of spikes driven into the trunk to form a winding spiral. We used a forest track not accessible to the public and our reward was the need to shift several trees which had fallen across the road. We came to Pemberton for a comfort stop. As the pub was just down the road some took their comfort there and the old pub was interesting for more than the beer. Built in more spacious days, the doors, windows, panels and brassware were authentic and the entrance was magnificent. The walls were covered with photographs of pioneering days.

That night we had dinner in the Motel Dining room with some of the Manjimup Rotarians and their partners attending. An excellent meal and a good night for fellowship.

Our IFFR meeting was at the Football Club the next morning. A BBQ lunch provided by the Football Club followed. The party began to break up after lunch, some set out for home and others went on to Kalgoorlie.

We attended the meeting of the Kalgoorlie Rotary Club at the

Palace Hotel. Another spacious and luxurious pub carefully preserved and with many early photos and drawings on the walls. David Horsley arranged a trip to several places of interest including Coolgardie, the "Special Accommodation" in Rowe Street and the Open Cut. We saw where the old mullock heaps were being reworked by the use of water jets. The material is processed by a new system which removes about 99% of the gold and it makes it a profitable process. It was of interest that Alan Bond was responsible for combining all the open cuts into one huge hole which is far more efficient. Our last visit was to the Two-Up shed out in the mulga; Spartan accommodation, just sufficient to provide shelter from the sun and rain.

These notes would not be complete without mention of our visitors. Flying Rotarian Graham Gimblett from New Zealand, founder of the NZ Section, was an entertaining companion. A farmer himself, he found the undulating country around Manjimup most interesting. He is a very enthusiastic Flying Rotarian and will do his best to build up the NZ Section. Lorne and Judy McDonald became known to David and Elaine Mann when they met on a holiday. Since then they have visited each other. Lorne is an ex Royal Canadian Navy pilot with many stories to tell. People from other lands always give our Fly-Ins a lift.

Mike and Elizabeth Dawn were with us every day and the organization by them and their club was first class. Sam Oliver spoke of the excellent organisation and hard work of Mike and Elizabeth Dawn, Bruce Watson for his help collecting the financial contributions, and the Muir family for the great day we had on the "Rainbow Lady". (56 attended)

Sam, whose original idea this Fly-In was, and Pam were their usual gracious selves. We are grateful to all who helped.

FEILDING FLY-IN
25TH – 27TH August 1995

The New Zealand Section's first official fly-in was to Feilding which is near Palmerston North in the lower part of the North Island. Brian and Jeannette Souter were most gracious hosts, and we learnt so much about New Zealand from them. David and Lynette Jenkins hosted us in Feilding and, with the help of Graham and Carol Gimblett, we had a unique experience. It is thoroughly recommend to plan a visit to one of New Zealand's fly-ins, as the hospitality and country is second to none. The scenery is one of a very rich country; the forests and agriculture are outstanding. The people are very air minded and at this stage over 70 Rotarians have indicated interest in joining IFFR.

During the weekend we visited the Ohakea Air Force Base and were treated very well. We were impressed with their air traffic control and maintenance section. We thank Ohakea Flight Commander, Wing Commander Ian Wood for an excellent program, not only does he command the Squadron but he is President of the Bulls Rotary Club and a member of IFFR, hence you can imagine the reception that he gave us at the base. His presentation was excellent and I can assure you that the RNZAF is in good hands. They were doing the final preparations for taking the squadron of A4 Sky Hawkes to Indonesia for exercises and we were able to see the engineers preparing and testing the last few aircraft. An interesting thing that we learnt was that in spite of the Sky Hawkes being older aircraft, that with the installation of the most up to date systems, they can still hold their place in a modern Air Force. We also had a good look over the Aer Macchi MB339 aircraft. The base has a small but well stocked museum that chronicles the proud history of the RNZ Air Force.

Our dinner on the Friday and Saturday nights were well attended and many new friendships were made. The plans are to have fly-ins in February and August each year which is the similar format to the Australian Section.

ARCHERFIELD (Qld) FLY-IN
27th – 30th October 1995

The Archerfield fly-in was a different type of location from our usual country meetings in that it was held in a capital city, however it gave many of us the opportunity to see the lovely city of Brisbane while enjoying the fellowship of our members from far and wide. Graham Banks was the enthusiastic manager for this Fly-In. The Rotary Club of Acacia Ridge agreed to arrange the fly-in at Archerfield. Accommodation was arranged at the Robertson Gardens Motel.

Approx 10 aircraft landed at Archerfield during Friday afternoon, with clear weather conditions below 3000 ft. The locals were pleased with the previous day's rain to clear the air. David Riley took over from SMC (even on the SMC frequency) to park every one in an orderly fashion and refuel. Paul Cary had been feeding his Victor steroids; it had grown into CT-4. The Bonds arrived a week or so earlier (having won a BP fuel prize) and parked like a shag on a rock in a remote area of the field. Stan and Joan Bell flew up Commercial and hired a car to do some Gold Coast sight-seeing!! The Townsends had business in Brisbane so drove up via the coast to give the new car a good run.

Friday night's fellowship dinner, at the Royal Queensland Aero Club, was attended by 60. Fellowship was substantial, interspersed with a two course meal and plenty of liquid refreshment (post flight fuel). The evening concluded at 10.00 pm.

Saturday morning was warm with 1/8 cloud only. A bus took us to South Bank Brisbane, which was the site of the 1988 Expo. More to see than time would allow, including a rain forest complete with birds, animals and reptiles; a butterfly house; maritime museum; art gallery; etc. A water taxi was used as transport between venues. Morning tea at South Bank, and then a paddle boat (paddlewheeler) cruise and smorgasbord lunch on the "Kookaburra Queen". The cruise along the Brisbane River, allowed maximum fellowship because we could wander about and talk to many (a bus tour can restrict the interchange somewhat). It reminded me of the Winnipeg (Canada) Conference where the Rotary Club of Winnipeg hired a paddle boat as their contribution to Home Hospitality. It was hailed as a great success by all.

The evening activities consisted of joining the Rotary club of Acacia Ridge, which had changed its meeting night to suit our fly-in. President Nick Gopurenko expounded the club's many achievements including the refurbishing of a class room at the local school, active engagement in the GSE (team member & team leader), and the DGN is a member of their club. Graham Banks and his off-siders from the club had

worked hard to make our weekend a success. Graham was also the Sergeant Of Arms and managed to extract over \$300 with the help of Bruce Watson's challenge to the club's used car dealer, to match his \$50 cross fine. Some of the other fines were:

* Brian Condon bounced into Archerfield without using his radio. He also won a FAC award for having attended the most Australian fly-Ins.

* Paul Cary was fined for not keeping the oil up to his engine. He should have used Olive oil!!

* Tony & Christine Nicholas from England, received a FAC award for having travelled the longest distance. They accompanied us on the Central Australia tour after the Melbourne Convention, and have returned to see some more of the Australian country. They have visited Darwin, the Gulf country and the coastal area, ending up at Archerfield to coincide with our fly-in.

* Lew Mascord was fined as the only IFFR member to feature on the RDU cover.

* Barry & Sally Townsend have retired and are looking at caravans, with particular emphasis on the beds. They will be joining the R-V fellowship next.

The guest speaker was Air Commodore Deryck Kingwell, CBE, DSO, who spoke of the history of, and his involvement in, the No.23 Squadron RAAF, based at Archerfield. It was started as a Citizens Air Force squadron in 1939 with Lockheed Hudson Bombers and Wirraways. They began with 40 airmen, and lost 51 in 7 months. In September 1442, No.23 moved from Archerfield to Amberley and later back again. No.23 became part of the first heavy bomber wing, combining No.21, No.23, and No.24 squadrons, with 10 crews each. They were sent to Philippines and Singapore as No.82 Wing, with 30 aircraft and 10 crew per aircraft (= 300); plus support staff, maintenance etc = 6000 total. Later No.23 had the faster Meteors. Next came the Vampires, but because these jets started grass fires every time they took off, they were shifted to Amberley. In 1960, the role of No.23 changed and they were issued with Canberras. Then came the Phantoms and the F-111. It is still a Citizens Air Force Squadron, with 2 weekends per month activities.

Sunday morning saw a good attendance at the IFFR general meeting. After the meeting and a cup of tea, the buses took the members that were not flying home to the Botanical gardens and the Mt. Cootha planetarium. On arrival at the gardens we were treated to a leisurely and wonderful lunch, complete with a few glasses of wine. A walk around the gardens revealed some spectacular features, like the Japanese section, the sunken gardens, and the music bowl. The session at the planetarium

started at 3 pm. This was a fascinating guide of our star and planet system and where to find it in the night sky. This session proved to be so relaxing that a number of our budding astronomers fell asleep - a few were so relaxed that they snored.

The bus deposited us back at the motel at 5 pm and arrangements were made to meet for dinner at the motel at 7.00 pm

On Monday morning, Graham Banks arrived with the largest double decker bus, to take 14 of us to the Brisbane International Airport. After a tour of the International Terminal, and a spot of morning tea, we broke into two groups and headed for the administration building and tower. While one group went to office, and S.A.R. operations, the other visited the Flight Service operation, Notams, and the tower. The trip to the tower was by lift; the height equivalent to a 23 story building. The view was spectacular; we watched the controllers dispatch and receive aircraft with relative ease and little fuss.

We arrived back at the motel at midday, thanked Graham, said our goodbyes, and departed for home. Another great fly-in.

NELSON-GOLDEN BAY (NZ) FLY-IN
17TH – 18TH February 1996

The next fly-in is to Nelson-Golden Bay which is on the top end of the South Island, and an interesting program has been organised. Trips have been organised to a chip mill and also to MDF manufacturing plant at Nelson Pine Forests.

TUMUT (NSW) FLY-IN
24th & 25th February 1996

(As seen by Roy Ferguson, a visitor attending his first Fellowship Activity.)

SATURDAY

IFFR member, Laurie Chapman, his wife Helen and invited guests Robert and Ann Alford, Roy and Kerrie Ferguson departed Orange Airport at 10am in Laurie's 6 seater aircraft. Kerrie not being a real adventurous type of person away from terra firma, either above it or on the water (the firmer, the less terror she reckons) was a tad apprehensive during the take off evidenced by white knuckles and finger marks on my left fore arm. The flight to Tumut was most enjoyable, flying over Blayney, Cowra, Cootamundra, Young and Gundagai, the drying out of the countryside was very obvious from the air. Kerrie enjoyed the flight down but as the airport loomed closer it was white knuckles again as we prepared to land. After securing the 'plane, we were welcomed by Tumut IFFR host Phil Crocker. Morning tea, and BBQ lunch, was enjoyed by all at Tumut Aero Club, and put on by the Rotary Club of Tumut. By this time all the 'planes had landed and those in attendance numbered approximately 50 persons. After lunch we were driven to our respective motels in a comfortable coach which was to be our means of transport for the weekend.

After a freshen up we were picked up again to do a bit of sightseeing. Our first stop was some 10Km out of town at a property called "Clunies". The property consisted of 146 acres with river frontage; the highlight being approximately 2 acres of low maintenance garden with a good mix of native trees shrubs and ground cover with many exotics scattered around. A pleasant pond area with some gorgeous water lilies was located in the midst of the walkways and paths. The whole garden was sadly in need of a good watering; an irrigation system was in place but had not been used for some time as the owners were away. The gardeners of the group all felt the need to do some work if only they had the tools. "Clunies" is on the market for \$800,000, a steal we were told.

Back into town for a bit more sight seeing and out to a nursery called "Violet Farm" located a couple of kilometres outside town where we viewed exotic and exquisite violets and enjoyed an excellent afternoon tea of hot scones with jam and cream. Then back to the motels for a little R & R and freshen up, ready for the night's activities.

SATURDAY NIGHT

A pleasant walk to the Bowling Club for dinner and fellowship with the Tumut Rotary Club. Tumut IFFR host Phil, introduced World IFFR President Brian Condon and Australian President Ern Dawes. Brian gave a talk on how good IFFR is doing world wide, increasing membership, and related experiences of a recent trip to Europe. Ern spoke more of the Australian scene.

The highlight of the evening was a rendition of "How a Lady has a Pee in a Cessna 210 Whilst Flying Over the Arctic Circle". Roma RICHARDS had us all in stiches, with tears running down our cheeks, with her description, and physical actions to back up the description, of the situation leading up to "the event". The Scenario was pilot and co-pilot with respective wives as passengers. One of the requirements for flying over the Arctic Circle is that full survival gear be carried, including inflatable raft, and the wearing of a one piece full body suit with built-in boots, gloves and hood which left only eyes and mouth exposed, and zippered from crotch to neck. Mid way through the flight, Roma's friend, got to the stage where she just had to PEE. Roma's description of what took place cannot be related in just a few words but if you can imagine yourself, ladies in particular, seated in the rear of a small plane, trying to stand up, bent over un-zippering your survival suit, getting your arms and upper body out of same, peeling down your pants, thermal underwear, knickers then not being able to locate "the bottle", all the while Roma is holding a space blanket to screen her friend from the fellas who it turns out were too busy flying and navigating to notice what was going on anyway. After the deed was done (they used an empty jar with an opening almost too small!!), Roma's description of the reverse procedure including holding a warm leaking jar was just too much for us, the tears and laughter flowed.

SUNDAY MORNING

We started with a bus tour to Tumut 3 power station at Talbingo about 30 minutes drive along the Eastern shore of the Blowering Dam. The dam is the northern most part of the Snowy Mountains Scheme and where the world water speed record was set by Ken Warby (511 km/hr). We broke into two groups:-

- * TECHNICAL taken to view the equipment from top to bottom
- * SCENIC given the tourist information tour.

The snowy scheme was originally built to provide irrigation water to farmers in the Murray and Murrumbidgee river systems. Electricity generation as a secondary consideration, but can provide up to 17% of NSW and Victoria East coast power, with a fast start up reaction to demand changes. If Tumut 3 is run at full power, the dam will

be drained in 2 days. Pipes of size 5.5 metres, feed the turbines, via large butterfly valves fitted with 38 ton counterweights. The valves must shut in 29 sec; slower and the turbine can reverse, damaging the thrust bearings; too fast and the momentum of the water could split the pipe. The rotor weighs 400 ton and rotates at 187.5 RPM.

Originally Tumut 3 was used to generate power during peak periods, and pump the water back up hill during times of low load so that thermal power stations could be run economically. Controls and operation security equipment use "old" style relays in big cabinets. These were installed in the 50s and still work quite well and are easily repaired. The system is to be replaced with new controls of electronic/computer type and the operation engineers are not keen on the change.

SUNDAY AFTERNOON

At the conclusion of the Tumut 3 tour, we were bussed to the Blowering dam wall, past the Blowering power station and on to an orchard for lunch. Then back to the airport, and a scenic flight over the dams and valleys before returning home. The Tumut hosts, Phil and Pam Crocker, Jim and Helen Brown, and many Rotary club members, provided an interesting program, with excellent fellowship.

ATTENDANCE

Total registrations --- 55

MELBOURNE & surrounds = 19

CASTLEMAINE, SHEPPARTON (Central Vic) = 8

SYDNEY, NEWCASTLE (Central NSW coast) = 6

ORANGE (Central NSW) = 6

WAGGA WAGGA, ALBURY (Southern NSW) = 6

PORT PIRIE = 4

RENMARK = 2

CASTLEMAINE FLY-IN

19th – 21st April 1996

Castlemaine was a very minor agricultural district in the early days until gold was discovered in the early 1850's. Then came the gold rush with many making their fortunes and others not so lucky. However, as a result of some of the wealth discovered, quite a lot of very substantial buildings were built and are still being used today and remain a part of the local history.

The city is blessed with some very well established industries such as heavy engineering, Woollen mills and a meat works which is the only one currently canning ham in Australia owing to cheaper imports from overseas.

There is lots of history here, such as; William O'Hara Burke of the Burke & Wills Expedition was Sergeant of Police here prior to the ill fated trip. The remains of buildings etc. of the 10,000 Chinese who came through the area during the gold rush days.

FRIDAY AFTERNOON

Castlemaine airstrip is owned by Malcolm McClure. As participants arrived they were shuttled to their respective motels in a mini bus with Sam Oliver as Pilot in Command, and Pam as navigator. Three Kiwis, flew their C210 from New Zealand, island by island, ending up at Williamtown. Unfortunately one of the crew was unable to attend our activities due to a sever sinus attack. Carrol and Lynne (wives of Graham and David) reneged on the single engine trip across the water, and opted for a commercial flight to Melbourne.

Then at 6.00pm, a Civic reception at the Town Hall put on by Castlemaine council. After a welcome to Castlemaine, we listened to brief speeches from Australia President Ern, and World President Brian.

Dinner was a smorgasbord at the local art gallery. Very nice meal in a room with delightful "old style" conventional paintings, all with a history and culture as explained in entertaining style by an enthusiastic trustee (and treasurer) of the gallery. The art gallery, owned by a local trust, was founded in 1913 with a generous donation from a local business man. Three extensions have been built since the initial construction, each extension named after its major benefactor. Peter and Helen Walsh won the raffle of a framed print.

SATURDAY MORNING

9.00 am start with the participants split into two groups to utilise

2 busses, touring the area in opposite direction. Castlemaine Rotary president Robin Taylor was tour guide on bus No.1, and Spencer Bock and Jack Tait provided commentary on bus No.2. Bus No.1 tour started with a tour through Castlemaine with its many historic buildings most (particularly the pubs) still in use. The town started with the discovery of gold in 1850s, and boasts the oldest, functioning picture theatre.

First stop was a visit to a granite cutting and polishing business where we saw all aspects of the process from winning the huge lumps of granite from the cliff face, to the final glass like polished surface suitable for headstones, building components and household features.

Stop two was at David Chaplin's orchard and packing shed, where morning tea was served with biscuits, apples and (unexpected) hot scones. David explained the process of grading the apples using a modern computer system of weighing each individual apple, rather than the old system of sizing. David is assisted on his farm by two of his sons; the family commitment being a strong factor in David's philosophy of life.

Lunch stop was at Castlemaine Rod Shop (CRS) with a tour of their museum of immaculately restored vehicles including a 1924 T model Ford coupe, modified vehicles for street rodding, and a special "LOWRIDER" Lincoln with some allusive bad habits to torment local Police and passing drunks. Rod Hadfield boasts that his manufacturing services can manufacture any modification required for a vehicle or apparatus of any sort including gearbox conversions, and front end redesign. The castings we saw were of exquisite quality and Rod professed this was due mainly to his expert pattern maker. Rod's pet project for the last 6 years is a V8 aero engine with Chevrolet basic components, fitted to their own manufacture block made from either Magnesium or Aluminium alloy. It can operate at 7000 revs to give a super charged output of approximately 1200 HP and greater than 1000 ft.lb torque. However he is planning to cater for the 400 HP market with the engine running at 3000 RPM and the propeller geared to 2800 RPM. They had hoped to use an American gearbox, but it proved to be of inferior quality, and they are now developing their own unit. One engine has been fitted to a boat to put it through an aggressive work-out for 3 years, which proved it's reliability beyond doubt. The heads are fitted with twin spark plugs. It is planned to install a unit in an ag-wagon aircraft in the near future for further tests. Rod has covered every possible requirement of CAA, but is still waiting for the adoption of the "experimental" category similar to that in USA.

SATURDAY AFTERNOON

The afternoon tour proceeded through the old gold digging area. Some of the largest alluvial nuggets ever to be found came from this area. They sluiced the area as a rework operation and this has left the area in a badly eroded state.

Afternoon tea was partaken at the road transport museum, which housed immaculate cars and horse drawn carts and sulkies. All the cars are in working order and include many of the prestige names of yesteryear. The owner of the museum also has an immaculate garden which provided an alternative interest.

The busses delivered us back to the Motels at 4.30pm, picked us up again at 6.30 and conveyed us to the "Old Gaol" for dinner with the Rotary Club of Castlemaine. Besides the usual entertainment which comes naturally from IFFR

fellowship, we were entertained by the Maryborough Theatre Group with a resume of old style songs and ditties.

SUNDAY AFTERNOON

After the meeting, we moved to the airport for an elaborate BBQ lunch, organised by the Rotary Club of Castlemaine. During the afternoon, most of the participants farewelled those remaining, checked the weather forecast, and headed home. Some stayed on to visit the town of Maldon, and on Monday there was an opportunity to visit the mineral springs at Daylesford, and the many gold mining sites.

ATTENDANCE

Malcolm's registration shows 112 attending; 56 arriving in 23 aircraft, 52 by car, 2 by commercial flight, and 2 by motor bike.

South coast Qld and North coast NSW = 10

Central & Northern inland NSW, Sydney & surrounds = 24

Southern NSW & Northern Vic = 14

Western & Central Vic, Melbourne & surrounds = 48

Western Australia = 2

South Australia = 8

New Zealand = 6

WAIPUKURAU, HAWKES BAY (NZ) FLY-IN
20th – 22nd September 1996

Some unusual weekend weather did not stop thirty three members of the New Zealand section, 4 guests, and 6 Austranouts (Australians) arriving for some Hawks Bay hospitality. The program allowed our sections of IFFR to cement their new friendships. Barrie Mabin was our fly-in organiser and what wonderful hosts he and Railene are! Brian and Joyce Condon with Ern and Nola Dawes were met at Napier before the Kiwis arrived and were given a most interesting tour of the area by friends of the Mabins. This was followed by an evening of hospitality where Malcolm and Phyllis McClure joined the group at Barrie and Railene's daughter, Heather's home. Apart from Malcolm and Phyllis McClure, the current Australian President, the most determined effort must go to Ern and Nola Dawes who arrived from America, enroute, to collect their small new Skyfox, and fly from Brisbane to Melbourne. One safety record was kept intact by Phil and Judy Pacey who when confronted with thick cloud at Taupo, hired a car to continue the rest of the trip. Friday night started with a BBQ attended by the Australians and a few keen NZ early birds.

Early Saturday morning several members were taken on some BARN STORMING rides by two local pilots who own farms close by. At 9.30 am we were picked up by bus and taken on a tour of the area and inspected three wineries. The Aussie associates, confirmed the wines were almost up to the Australian standards. We were all impressed with the information about wine-making and wine-tasting that the young knowledgable guides imparted to us. At lunch and in the bus, the buzz of conversation resembled a school outing. A sure sign of people enjoying themselves.

On Saturday evening, we were hosted by the Rotary Club of Waipukurau, where president Chris Walker had organised a universally enjoyed meal (the pork was superb), a splendid pair of sergeants, and a warm welcome to the IFFR visitors, Our speaker, Reg Philips held us entranced as he took us back through a fascinating life time which he knew intimately as it was his own! He has an extraordinary talent for the "Bon Mot" and has spent his working life in Navel Aviation and Air Traffic Control. It was great to meet up with Graham and Carol Gimblett and David and Lyn Jenklns both of whom hosted us in their homes.

The second A.G.M. of the New Zealand section was held at the Central Hawkes Bay Aero Club on Sunday, and we could not help but notice many new faces amongst us. The Australians attending as observers, and were able to answer several questions, including the

proposed fly-away after the Singapore Convention. It was also decided at this meeting to have a joint bulletin, as New Zealand are having difficulties in producing their own. At the meeting it was resolved that the existing committee should continue and that the International By-Laws of IFFR be adopted during the ensuing year.

In general business the prospect of a joint Australian/New Zealand fly-in to Norfolk Island, early September 1997, was a major interest topic. Changes to NZ flight rules (part 91) will allow trans oceanic VFR flight from 1997. For February 1998, Mount Cook was confirmed as the fly-in venue.

After the meeting we went to "Taniwha"; the MABIN homestead and there we were treated to thousands and thousands of daffodils in bloom under the old majestic trees planted by Barrie's grand-parents. Soup, salad, bread, and muffins in the homestead completed a most memorable week end at Waipukurau. The thing that sticks in my mind as the highlight of the weekend, undoubtedly was Raylene's fresh breads, daffodils and all together and a well organised weekend. Barry told me later that he met Jim Clelland and Sue Delacey in Sue's Tebago doing some white baiting at Karamea. Great new friends bumping into one another in unusual places. At the start I mentioned the special effort that people go to, to attend these meetings and top prize goes to Eric Linklater who turned up at Waipukurau for his own fly-in, exactly 1 week later. *(report by Graham Gimblett)*

CAMDEN FLY-IN
18th – 20th October 1996

The Rotary Club of Camden formed a committee to run the weekend under the guidance of member, Lew Marriott. The AVFAX forecast described conditions as anything but VMC, so a number of members chose to drive to Camden airport, only to find clear skies. Most fliers ignored the weather report, and encountered generally good flying conditions. There were 18 cars and 14 aircraft used to bring 35 IFFR members and 36 wives and friends to the Camden airport on Friday afternoon.

On the Friday night, we had the usual fellowship get-together, but at the town hall with a civic reception and a welcome from the Mayor. Later in the evening the local member left her engagement to also welcome us and promote the many features of the area. Then busses took us to our accommodation at the two motels. Apparently there were some late registrations that could not be accepted because of the lack of motel accommodation. It pays to get in early.

On Saturday we were bussed around Camden to see the many historical points of interest, with a comprehensive commentary by local historian Dick Nixon. Then on to Camden Park and Belgenny farm with lunch at the Granary which was the original grain storage shed designed to allow the grain to dry without going mouldy, and at the same time keep the rodents out. Camden Park, originally known as "Cow Pasture", was gazetted as government property, not to be settled because of the rich pastures in the area. However John Macarthur on his visit to England, was able to persuade the authorities to give him a grant, allowing him to procure 5000 acres of land, any where he chose, which countermanded the local ruling. The farm was developed for the production of fine wool, dairy products, horticulture & wine, fruit orchards, silkworms, crops of barley, oats and wheat. This was the start of our rural industry.

Then a comprehensive tour of the farm buildings with commentary by the farm manager. The buildings included the original homestead, stables; shearing shed, smoke house, blacksmith shop, carpenters shop, and the creamery. These buildings are kept as close as possible to the original, but restoration work uses modern materials without artificially trying to hide the repairs. The area and buildings are owned by the NSW Government, and operated by the Department of Agriculture. We were then shown the flock of sheep, bred to try to keep them as close as possible to the original strain of Spanish merinos. We were also entertained with a demonstration of sheep dog

trial procedure, and an explanation of the origin of the Kelpie dog.

Then we were bussed to the main homestead nearby which is occupied by descendants of John Macarthur, John and Edwina Macarthur-Stanham, who graciously showed us through their home, explaining the many historic features. The homestead can only be described as a fine example of elegant living in the early 1900s, with building and contents kept as close as practical to that era, even down to some bottles of red wine made in 1900, and still unopened!!

On Saturday evening we were treated at the Gledswood colonial farm homestead to a tour of the elaborate gardens, and then dinner in the Cask Room with the Camden Rotary members; a great fellowship night.

On Sunday, the weather was anything but hospitable for flying so while some of the ladies visited a local nursery and gardens, the remainder held the IFFR meeting in the Curtis hanger, having at times to compete with taxiing aircraft. Then the local ladies provided a delightful lunch prior to our departure to our respective homes.

As is the norm with our fly-ins, a most enjoyable weekend with local interest and plenty of fellowship. Lew Marriot advised that the proceeds from the Camden Rotary Club raffle and bar sales, enabled them to donate \$600 to the Royal Flying Doctor Service.

TYABB (Vic) FLY-IN
1st & 2nd February 1997

A total of 64 attended the fly-in. We were particularly pleased to see Viv and Beth Elliot, and Ray and Yvonne Tilley.

Malcolm McClure and his crew departed Castlemaine at 8.00am in bright sunshine, but could not penetrate the 8/8 cloud over Melbourne, and returned home. They arrived without difficulty at 4.00pm. Ern and Nola Dawes intended flying their Skyfox in from Essenden, but the cloud prevented even low level VFR. Ray and Yvonne Tilley, flew their Thorp T18 from Tasmania, with Ray commenting that about the only luggage they could bring was a tooth brush. Ian & Roma Richards made contact overhead with Tyabb Tower, but then went sight-seeing (?) for an hour. Laurie Chapman and his crew flew at 6500' over the top of the cloud and found a large hole in the cloud over Phillip Island. Brian Condon let down over the sea and then followed up the coast, but couldn't find Tyabb (wrong coast).

We assembled at the new two story club house. Ground floor is the operations area, toilets, and large verandah. Top floor is large entertainment area, bar, kitchen, observation deck, and Barbecue area. We were treated to a box lunch of sandwiches, slice and fruit. At the conclusion of introductions we were bussed in two groups to 3 wineries, each different. It was generally thought that Melbourne area was settled in about 1830, but in fact there was a settlement of military personnel, (soldiers and sailors), convicts and free settlers in the area, now called Sorrento, in 1803. However, the area was found to be unfavourable, with no permanent water, and after six months the colony was transferred to Van Diemens Land.

The Red Hill area on the Mornington Peninsular was first settled in 1862, with the area being cleared for cattle and sheep grazing, apple trees, berry fruits, and timber milling. Until 10 years ago, apple orchards abounded, but most of these have now given away to vineyards. The Red Hill area has been found to be similar to the Burgundy area in France. It has the benefit of 45 inch rainfall and very fertile red soil. Red Hill Estate winery has 30 acres of irrigated vines, with an expected yield of 6 tons per acre. Tucks Ridge winery was natural watered while the other two were irrigated. The taste was certainly different.

After a brief freshen up at the motel, we returned to the club house for a smorgasbord/barbecue with rissoles, steaks, 2 types of seasoned sausages, peanut sauce, spicy sauce, vegetables and salads. The cook was an aero club member and grew many of the vegetables used at the meal. Quite an exceptional meal.

On Sunday, the ladies inspected "Mulberry Hill", the historic home of Sir Daryl and Joan Lindsay. The home was left to the National Trust, who are not allowed to alter it in any way, including the furnishings and fittings.

The Aviation buffs inspected the Tyabb hangers where a number of wartime aircraft are in various stages of restoration, including a very rare Japanese fighter aircraft from WW II. We were also shown a number of Merlin engines from various aircraft with explanations as to why small variations prevent the engines being installed in other than their specific aircraft model. Also we inspected a composite aircraft under construction (about a 4 year project), and had explained to us the variations needed to satisfy the Australian authorities. The elaborate jigs and frames in all these projects were most interesting.

At lunch time we inspected the Xanadu floating motel/restaurant and then partook a two course lunch at the adjoining restaurant. Then back to the airport, farewells, and departure with a choppy cross wind and fine skies. Alan and June and their many helpers must be congratulated on an excellent weekend, with minimum cost, and maximum interest and fellowship.

WHAKATANE (NZ) FLY-IN
22ND & 23RD February 1997

The "Bay of Plenty" lived up to its name with plenty of interesting activities and plenty of fellowship. For President Brian Souter, it was the first time he actually "flew" to a fly-in, albeit by the airline. We have some members who have yet to attend their first fly-in and I am certain they have no idea what they are missing. The attendance again by our overseas friends made for a wonderful international flavour. At the Friday evening convivial dinner, we enjoyed the company of Malcolm & Phyllis McClure, Bruce & Merylin McClure, and Brian & Joyce Condon, from Australia, and Dieter & Gisela Ulken, Past President of IFFR in Germany.

Saturday dawned bright and clear and after collecting more folk from the airport, we assembled down at the docks at 10am for a full on day ahead. Nice boat the Pee Jay; travelled at 18 knots for nearly a couple of hours before transferring us ashore in a Zodiac inflatable. Ashore was a desolate island which was an active volcano, completely devoid of any vegetation except on the southern side, where some succulent plants had taken hold. We were on White Island 27 nautical miles off the coast, north of Whakatane. There were remnants of equipment from the turn of the century, when companies mined sulphur for shipment to the mainland for fertiliser. Evidence of the corrosive atmosphere was everywhere, with extraordinary rusting of the equipment, and the tractor tyres reverting back to their original state when the rubber was vulcanised with sulphur. The timber even had a remarkable clean look. With the smell (stink) of hydrogen sulphide abounding, the gas masks we were all given, came into frequent use. For the first time in two and half years, the lack of belching steam gave views down into the crater and the back vent wall that hadn't been seen before with such clarity. The bad news was the atmosphere was so pungent. Man; what a stink! But it sure was worth the minor discomfort of wearing a gas mask filter.

Back aboard the Pee Jay for a delightful light lunch, and 2-1/2 hour run back to Whakatane. We all wondered how our intrepid fishermen, who had taken the alternative trip, had fared. When we finally caught up with them, they were remarkably quiet. That in itself told us everything. A quick swim, shower, ZZZZZ, and change, saw us all assembled for our Rotary meeting at an absolutely stunning venue. Three stories up on the large roof balcony of Environment Bay of Plenty building, overlooking the river and estuary with the setting sun capping a wonderful meal, meeting, and fellowship. Back at the motel for further

fellowship and surprise, surprise, a significant birthday for Jenny Christie.

No; we didn't retire early and that is why we had difficulty getting started for our visit to Johnathon White's art gallery on Sunday morning. What a surprising place. Wonderful gardens, bush walks, and a museum which is modest in size only, not content. A Rolls Royce Phantom (1929 I think) restored, horse traps and buggies from last century, Alfa Lave cream separators, lantern slides of Antarctica, and other memorabilia. The piece de resistance was a Dutch barrel organ mounted on a trailer which belted out tunes, "read" from concertina folded cardboard music, which had holes punched in it much like the pianola music rolls. Interesting, noisy, tuneful, rhythmic, visually stunning, fascinating mechanicals, in fact all of the above.

The visit to the art gallery was punctuated by musical interludes from pianolas, music boxes, smaller barrel organs, nickelodeons, and other interesting musical instrument nearly all of which played by themselves with the insertion of nickels, dimes, quarters and pennies as appropriate. A reluctant departure from the gallery and museum saw us arrive at the Christie home for a lunch prepared for us by the wives of the Whakatane Rotary Club members.

Saying thank you to our fly-in co-ordinators for an amazing weekend, does at times seem quite inadequate. Never the less thank you Peter & Jenny Christie and the Rotary Club of Whakatane.

CHINCHILLA (Qld) FLY-IN **18th – 20th April 1997**

President Doug Whittle, and the members of Chinchilla Rotary Club planned to make this a memorable experience. During June, David Riley, Stow Kentish, and Graham Mockridge flew out to Chinchilla to be met by local pharmacist Darryl Cunningham. The local paper reported *"For Chinchilla Rotary Club, it will be a big occasion and certainly something different, with 130 plus Flying Rotarians, visiting from many parts of Australia"*.

A pre fly-in tour of Central Australia was conducted by Malcolm McClure and Laurie Chapman, at the request of four visiting Canadian couples. The Canadians had just completed a Friendship Exchange, of District 9700, central New South Wales. The Central Australia tour included Broken Hill where Bruce Church provided an elaborate program of history, art, and the Royal Flying Doctor Service. Then onto Andamooka where we were joined by Brian & Joyce Condon, Ian & Roma Richards, and Dieter & Gisela Ulken. After refuelling at William

Creek, they flew via Lake Eyre to Ayers Rock. Then onto Alice Springs and the Macdonnell Ranges, Panorama Guth, and the new Desert Park. At Longreach they visited the Stockman's hall of fame and the new Qantas museum. Finally, to the fly-in at Chinchilla.

The majority arrived on Friday afternoon, and found David Riley in his usual job of tower control. The Chinchilla Aero Club provided refuelling facilities. After booking in to the motel, we were taken to the Museum grounds, where about 90 Rotarians and their partners were provided a baked dinner, with damper, cooked in camp ovens.

On Saturday, the busses picked us up early, for a brief tour of Chinchilla, including the main street, where many of the shops displayed welcome signs for the IFFR. Then on to a ROCK MELON farm. They have 300 acres of rock melons and produce 300,000 cartons of melons per year (1000 cartons per acre). The melons are picked 18 rows at a time, loaded onto a conveyor belt behind a tractor, stacked into crates, and transported to the shed for sorting. The rejects amount to 25% of the crop and are fed to pigs or dumped. Much of the crop ends up overseas. To extend the season, the crop is sown with a mixture of seedlings 3" high, and seed. Many of us were given reject melons with small blemishes, and these proved to be first class.

We were then taken to a cotton farm, where the process of cotton harvesting was explained. The four row harvester has a large number of spinning serrated fingers attached to a rotating drum. The fingers collect the cotton and a stripper removes the cotton allowing it to be sucked up a chute into a basket on the back of the harvester. The cotton in this state is very low in density. It is then transported to a stacker which compacts it into a large dense stack, ready for retrieval and transport to the processing plant. The cotton crop is flood irrigated from a large dam which is filled by collection of rainfall, and pumping from the river in times of excess flow.

With another brief tour of the area, including the historic schools and Cacto-Blastis moth museum, we ended up at the Overflow station where we were treated to a barbecue lunch (including rock melon and water melon of course), lots of fellowship, camel rides, and a whip making and cracking demonstration. During the afternoon, the Central Australia tour group were discussing the next stop over at Lightning Ridge. The number of people keen to join gradually rose from the original 11, with a final number of 23 people.

Then back to the motels to get ready for the evening activities. At the Rotary dinner meeting, there were a number of visitors from other

countries and other service clubs besides the IFFR members and partners. The guest speaker was the Mayor of Chinchilla, and after the formal meeting, the local school teacher entertained us with a comedy act. The meeting concluding with dancing as the order of the evening.

On Sunday, after the official IFFR meeting we visited the local lapidary museum (Chinchilla is known for its petrified wood). We were then bussed to the Town Square for lunch before being delivered to the airport ready for departure.

The 2 hour flight to Lightning Ridge was uneventful. The 11 members of the Central Australia tour, were joined by Brian & Joyce Condon, Ron Johns, Garth Zerbe, Ern & Nola Dawes, Dieter & Gisela Ulken, Graeme & Mary Bond, Ray & Nancy Wells.

Local IFFR member, Bruce Buchanan, organised transport to get us to the motel, and arranged dinner at the adjoining Bowling Club. At 10.00pm Laurie invited everyone to the hot pool, but only Graeme took up the invitation. The others don't know what they missed.

There is no local Rotary Club in Lightning Ridge, and in fact Bruce has to travel 160 Km (each way) to Walgett for his Rotary meetings. Kangaroos pose quite a danger while driving at night.

On Monday, Bruce organised a bus to transport us around the area. We went first to The Big Opal, where opals in various forms were for sale. This stop over may not have been real popular with the husbands. Bruce then took us through the opal field including an extensive open cut. We then proceeded to the washing area where the soft clay is removed by washing the ore in reclaimed concrete mixers. The resultant gravel still has to be checked for possible opal inclusion; there is a large element of luck. Bruce's commentary was well received and answered many questions. After a tour of the town, and lunch on the run at the airport, we went our various ways home.

PORT MACQUARIE FLY-IN

29th – 31st August 1997

The fly-in has been organised to cater for those unable to attend the Norfolk Island fly-in. It was wonderful to have World President Graeme LeQuesne and his wife Sue with us for this weekend; another experience in the further extension of our fellowship. Unfortunately Brian and Joyce Condon were not able to be with us on this occasion, owing to the fact that Brian contracted pneumonia and pleurisy while on a P&O cruise of the South Pacific Islands. This is the first fly-away they have missed since becoming members many years ago. Alan & Maisie Grady were the first to arrive on Friday. The low level flight up the coast from Bankstown was very enjoyable despite the mist and smog. Jannette Jackson with her German exchange student Julian, met us individually, and transported us to our motel, with Julian providing the tourist commentary. A number drove including the Townsends, Wells, and Bells. On Friday night, dinner was at the dockside Italian restaurant; Barry & Sally Townsend ordered oysters in the hope (??).

On Saturday morning, Bruce-dealer-Watson negotiated with the ferry operators for a concession trip up the river, complete with Devonshire tea. During the trip we were accompanied by dolphins, passed natural scrub reaching down to water's edge, and saw new developments backing onto channels with car driveway in the front and boat ramp at the back.

After an excellent barbecue lunch at the Sea Scouts hall, President Malcolm presided over the IFFR meeting. As no arrangements had been made for Saturday afternoon, it was decided to have our meeting straight after lunch in the Sea Scout hall, making it possible for those going onto Lord Howe on Sunday to depart early. At the meeting, the incorporation of our fellowship was finalised, David Riley discussed the fly-ins, and Ron Johns promoted the next major fly-in at Victor Harbour. World President Graeme gave a brief report of the Glasgow convention and fly-away.

On Saturday night we joined the Westport Rotary Club dinner meeting at the Bowling Club, where IFFR member Denis Carter was guest speaker.

Sunday morning was free after a fellowship breakfast at a local Rotary member's coffee shop. The Lord Howe fliers left early to catch the good fishing spots; not that it did them much good. A recent newspaper report showed there are plenty of fish to be caught at Lord Howe, including Bluefin and Double-Header; both strong fighters.

A relaxing fly-in with plenty of IFFR fellowship.

NORFOLK ISLAND FLY-AWAY-- Joint Australian & New Zealand
5th – 7th September 1997

Since forming the NZ section, several ‘planes have crossed the Tasman, so it seemed a reasonable, but little far fetched, idea when a kangaroo named Malcolm suggested a joint fly-in to Norfolk Island. On Wednesday 3rd September, the Brian Souter Arrow flew the 4 hours from NZ to Norfolk while 8 others flew commercial. Then the Christie/Pacey Bonanza and the Jenkins 210 with 5 aboard arrived on Thursday. Flying from Kaitaia in the North of New Zealand to Norfolk, is a dicey trip without long range tanks as it would be a marginal trip back if weather prevented a landing. But every one did land OK and we were off to a good start.

On Sunday 31st August, after the Port Macquarie fly-in, the weather was ideal for the flight to Lord Howe Island, so 4 Aussie aircraft departed and had a pleasant flight. On arrival we were met by our respective hosts and also Don and Dot Gordon who rode push bikes over to the aerodrome to greet us. Owing to the strong winds we were not able to go fishing as arranged for the 3 days we were there. However we had a pleasant time both walking and bike riding around the island. After 3 days at Lord Howe, the Aussie fliers left Lord Howe for Norfolk Island, battling their way through cloud. They climbed to 9500 feet, and with a tail wind, cruised at up to 198kts. The high fliers like Ern Dawes and Graham Mockridge, reported speeds of 220 kts at FL170.

A total of 6 Aussie and 3 Kiwi ‘planes made the trip, with a total attendance of 73; 48 Aussies, 23 Kiwies and 2 Pommies, with good fun and fellowship between the groups. Brian & Joyce Condon were unable to attend as Brian was ill. He contacted pneumonia and pleurisy while on a P&O cruise of the South Pacific Islands. This is the first fly-away they have missed since becoming members many years ago. As you have possibly guessed, most of the groups flew over commercial, but 10 of the ladies plucked up courage and flew in the light planes. The 24 Aussies travelling commercial in the Norfolk Jet Express Bae 146, included 10 from Orange (Central NSW). Also on the plane was World President Graeme and Sue LeQuerne, who had had a strenuous week playing golf in the Blue Mountains, so slept most of the way. It was great to have the World President join us before going on for their short stay in NZ.

The members of IFFR Australia and IFFR New Zealand joined the members of the Rotary Club of Norfolk on Friday night, at a fish FRY-IN. The Norfolk members are well practiced in the art of feeding the masses, having been known to feed 1000 people in 2 hours. The Kiwis reminded the Aussies often of their win in the football, and then NZ’s Phil won the fine session prize, and NZ’s Peter Christie (alias Billy Connolly) won the

misbehaviour prize. President Graeme LeQuesne spoke of the high activity of Australia IFFR, and New Zealand IFFR; such activity not found in many IFFR groups. Fellowship in Australia and New Zealand is similar to that in Europe, but America is having its difficulties and poses a challenge to the present and next World Presidents.

On Saturday morning the “Walk in the Wild” was an informative walk through some carefully rejuvenated bush, highlighting various species of flora, some thought to have been extinct until recently. Signage throughout the park was very good, and showed the many bird species of the area. The Norfolk Morepork owl was down to 1 female, so they imported two males of close related species; now there are 5 owls. The Turn does not nest on the ground, or even land on the ground; they lay their eggs on a branch of a tree and feed off the water. The Fantail is similar to our Willy Wagtail and is very friendly. Around the walk there are numerous lifelike statues of local celebrities, past and present. They were made in Brisbane from photos and consisted of plaster of paris, covered with fibreglass, and finished with a coating of sand. Touch units explain various aspects of history; one with a special smoke generator uses compressed air to split molecules of an environmental friendly liquid. The tour guide was enthusiastic about his work in establishing the privately owned park.

For the golfers and hackers the Golf Club was picturesque and challenging with the par 3 fairway next to the sea. Meanwhile the ladies were attacking the local shops, buying in the main, shoes and children’s Lego. Most notable were the rental cars, in the main Toyota Starlets, awesome little shopping baskets that rattled across the patchwork tar sealed roads with no speed cameras to worry about. It was easy to get into the wrong car; some even tried.

The Saturday afternoon bus trip was a wet event with the cloud right down, but the excellent view from the 1000 ft peak overlooking the island, made it all worthwhile. The bus tour took us past the historic sites, including Government House, the old gaol, army barracks, the churches, and the cemetery.

The bus driver tour guides expounded the features of the Norfolk culture:-

- * There are no taxes; revenue is raised from a GST on imported goods, the sale of electricity, and telephone charges.

- * Minimum age for a motor bike licence is 15. Minimum age for a car licence is 16.

- * Seat belts are not compulsory; there is no breathalyser (if you can find your car, it is OK to drive).

- * You can leave your car unlocked, the keys in the ignition, and no one will

touch it.

* There are 5 magistrates for the court of petty sessions; three sit at the trials, the other two are needed in case one is sick, or a relative is on trial.

* Most cases are for minor misdemeanours, with shop lifting by visiting tourists the most common.

* High court judges are brought from the mainland as required.

* Since the arrival of the Pitcairns, there has not been a murder or rape case.

* Parliament consists of 9 members; there are no political parties; the member gaining the most votes is the leader.

* The population is 1500 eligible voters, and 1700 including children and temporaries.

* To be an eligible voter, must be a permanent resident of minimum 4 years.

* There are 3 Australian Federal police on a 2 year contract.

* Teachers are from Australia on a 2 year contract.

* The Governor is appointed from Australia for a 3 year term.

* National parks don't have rubbish bins; you must take your rubbish with you. This is to discourage the rats. Rat bait is laid in PVC tubes around the National Parks.

* Burnable rubbish is burnt to reduce the fly problem. Non polluting rubbish is dumped at sea.

Saturday's convict night was a scream with us all dressed up as convicts and by this time everybody getting to know NZ's Peter Christie and his red hair, Scottish beret, and mischief. The meal of bread and gruel was served by the trusties, with plenty of laughs, and the odd flogging.

Sunday morning was fine, with breakfast provided by Quota at the girl guides hall. After lunch, many of us joined the "Convict Settlement" tour which was an intensive inspection, with extensive commentary, of the early settlement gaols, army buildings, and cemetery. After the tour, there was time to again tour the island in cars, and watch the sunset.

Monday morning required a relatively early rise, to meet the commercial flight to Sydney. The Australian private fliers battled 50kt head winds on the way home. The Dawes left on Sunday and the Gradys, Mochridges, Scarces, and Reads left on Monday. The McClures left on Wednesday when the wind had quietened down a bit, although having to make a necessary landing at Lord Howe for fuel was a bit trying with a 30kt cross wind. They arrived at Orange after 9 hours flying, and as the weather was suspect at Castlemaine, decided to stay over night.

A trip like this would not be notable without some type of competition. Dave Jenkins was positive his 210 could beat the Bonanza back to NZ and needless to say the challenge was accepted. Well it is all history now and it looks like any banner designed for NZ will depict a low

wing aircraft.

Most of the time spent on Norfolk was fairly lay back as the hosts over there are used to tourists and arranged everything like clockwork, leaving very little to do ourselves, but to enjoy what was on offer. A great time was had by all at Norfolk, with the local duty free cheap liquor taking a king hit for the weekend. Altogether, a great joint venture between the two countries. Bonnie Quintal, the Norfolk IFFR member did a great job for which we thank her sincerely.

CANBERRA FLORIADE ~~FLY~~ DRIVE-IN

26th – 28th September 1997

Although the fly-in was officially cancelled, a number of members had arranged accommodation and intended to visit the Floriade anyway. So a common assembly point at Olims hotel (as suggested by Jim Flemming) was arranged. Eight members and their wives attended this fellowship assembly at the dining room at 7.00 pm on Friday. Steve and Janette Jackson joined us at 8.30 pm after driving from Newcastle making an attendance of 18, which was an excellent result considering there had already been two fly-ins in September. Due to a variety of reasons and commitments, every one drove to Canberra, so the fly-in became a “DRIVE-IN”. After an excellent meal (special price negotiated by Bruce-dealer-Watson), the fellowship and stories of past fly-ins including Norfolk Island, carried on until nearly midnight.

On Saturday morning we visited the Floriade exhibit with cameras working overtime. The display was extensive to say the least, and it took all morning to walk the length of the exhibit. After Floriade, 22 assembled at the Botanic Gardens for lunch for an inspection of the magnificent woodcraft exhibit, and a quick look at the gardens.

Mid afternoon, the Gradys departed on their “long-way-home” trip while the rest of us visited Cockington Green for an hour or so. Then the men returning to their motels for an afternoon snooze, while the ladies *did* the shops.

Ray Wells practiced his wheeling and dealing and negotiated an even better price for the Saturday evening meal and fellowship at Pinochio’s. The frivolity was brought to a stop at one stage when the waiter accidentally knocked 3 glasses of orange juice over two members. After a quick trip to the Jackson’s motel next door, and a change of clothes, the fellowship continued where it left off. We did received some curious looks from the other patrons, when the aftermath of some our stories became a little too (?) noisy. Again the fellowship lasted ‘till nearly midnight; luckily most members were within walking distance of their accommodation.

On Sunday morning, we dispersed to our respective homes, some of us visiting the markets before departure.

MOUNT COOK FLY-IN (South New Zealand)

21st & 2nd February 1998

By far the best attended fly in so far in New Zealand was held recently at Lake Tekapo with superb organisation by Keith & Heather Mitchell and the Timaru North Rotary Club. Nearly 60 persons including 20 from Australia enjoyed much fellowship with the all important weather cooperating for most of the weekend. Graham Mockridge accompanied with his son in-law flew his P210 over and had quite a good flight except for Lake Tekapo to Auckland leg on the way back where they ran into some very bad weather.

No sooner had our feet touched the ground on arrival and we took up the offer to fly around the Mt Cook area through mountains and glaciers, just in case the weather changed during the weekend. Never a truer word spoken for the weather in that part of the country changes from hour to hour. The owner of the Aerodrome who ran the Charter made us welcome and gave discounted flights around Mount Cook in one of the six Nomads he owns. He claims they are an excellent plane for that job as they have a high wing giving the passengers a good view, and are slow and easy to manoeuvre in the air and on the ground. After this spectacular flight by two full air safari plane loads through the mountains it was off to our accommodation based on Home Stay at \$15 each per night. Staying in local houses, kindly lent by the locals to the group, made a pleasant change from the normal Hotels and Motels.

Organised events included a barbeque on Friday night and a bus trip to Twizel tourist centre. Then onto Baemar station, home of Carol & Neil McKenzie on the edge of Lake Pukaki, for lunch in their beautiful garden, before a bus tour around part of their 64,000 acre (10sq miles for the Australians) property observing wildlife, Drysdale sheep and deer. Then back to Tekapo for the Saturday night Rotary meeting and talk by Bell Apes the local community policeman.

Sunday morning after a weather briefing saw us at Keith & Heathers house for the usual short meeting where the biggest decision during the whole weekend was where the next fly-in would be after Masterton in the spring.

The only disappointing aspect was that Keith & Heather were the only South Island IFFR attendees but it can't help but be noticed that once a member comes once to our fly-ins it seems to be the start of a long pleasant association. Our lasting impression will be one of scenery

consisting of snow covered peaks a very delightful village and lots of bus loads of Japanese tourists. But one secret revealed during the week-end was the other love in Keith's life; his two seater red and white Pitts special Reg KHM.

VICTOR HARBOUR (SA) FLY-IN

26th – 29th March 1998

Located 80 km south of Adelaide, “Victor” offers something for everyone. There are the thrills and spills of Greenhills Adventure Park, a stunning collection of native wildlife at Urimbirra Wildlife Park, the interpretive facilities of the Whale Centre and Granite Island’s Penguin Centre, and superb swimming, surfing, fishing and boating. Granite Island is linked to the mainland by a causeway which can be traversed aboard a tramway, pulled by a team of Clydesdales.

The Victor Harbour Fly-In was up to the usual high standard, thanks to the efforts of Ron Johns and Ian Warner along with the other members of Encounter Bay Rotary Club, who did a great job of organising a most enjoyable weekend. 104 people and 25 planes participated in the Fly-In and fun and fellowship prevailed as we mingled, talked, enjoyed good food and hospitality and toured around the lovely Fleurieu Peninsula. It was great to have a contingent from New Zealand, Graham Gimblett, David Jenkins, and John Masters. Bonnie Quintal from Norfolk Island flew commercial to Sydney hired a Cessna 172 at Camden and flew on down by herself. Malcolm Barton and his wife Joan, a new IFFR member from Southampton England who were out here on holidays, also joined in all the events arranged for the weekend.

An extra day has been added to allow the early birds to take advantage of the many scenic attractions. Most people arrived Thursday and enjoyed dinner together that evening. On Friday morning two coaches took us on a delightful tour of the area, visiting scenic spots and giving us a good look at the pretty seaside and popular tourist town of Victor Harbor with its interesting buildings and nice gardens. We then travelled to Cape Jervis, stopping en route for lunch at a new resort and marina at Wirrana Cove. There was time for a quick walk or rest before getting back on the coach to go to our dinner at the Bowling Club.

The next morning, (Saturday), saw us on board the Cockle Train, which travelled along the scenic Encounter Coast, through Port Elliot, to Goolwa. Those who were in the same compartment as Roma, were entertained by her account of getting her hair set, prior to the train trip, way laying a poor, unsuspecting, elderly gentleman with a nice car, whom she thought may have been a Rotarian, and persuading him to take her, post haste, to the station. Fortunately for the gent, the train was still there, otherwise he may have found himself pursuing the train to the next station! We wonder what he told his wife when he got home? At Goolwa we all boarded the PS Mundoo for lunch, a cruise and informative commentary about the Coorong, the Murray Mouth, Hindmarsh Island etc.

This was a good opportunity to mingle and socialise as well as partake of some fresh air and view the sea birds and a few porpoises.

We returned to Victor Harbour on the Cockle Train and dinner that night was at the Hotel Victor with members and wives from the Encounter Bay Rotary Club. Having partaken of another delicious meal, we sat back to hear a few words from our President Malcolm, the President of the Rotary Club and the Victor Harbour Mayor. Sergeant at Arms, David Riley, did his usual splendid job of relieving members of a few coins, as he told tales about the exploits of some of our members. The guest speaker was a Coorong National Park Ranger who was very informative about the area and the objectives of the National Park. He was very humorous but would not enter a discussion about the "secret women's business". He was a member of the Encounter Bay Rotary Club, and an entertaining speaker, so an enjoyable time was had by all.

A number of Rotarians, wives and friends, visited the Whale Centre on Sunday morning, prior to the IFFR meeting. This is an excellent museum, with many colourful and informative displays and lots of fascinating information about the whaling industry. During the IFFR meeting, Pam Oliver and Beth Elliot were each presented with a framed Certificate to honour the work done by their late husbands, Sam and Viv, for our organisation.

After a BBQ luncheon at the airport, supplied by our friends from the Encounter Bay Club, the majority of members prepared for departure, having thoroughly enjoyed yet another very pleasant IFFR Fly-In.

A NEW ZEALAND VIEWPOINT

Two people were principally responsible for our going to South Australia, firstly a silver haired happy faced Australian by the name of Ron Johns, who visited us en-route to our Lake Tekapo fly-in. Ron is a farmer around Adelaide but each year holidays South at the coastal resort of Victor Harbour. The other person responsible for our trip across the Tasman was Eric Charles from Belgium, who had just visited New Zealand, hiring the Saratoga ZK-FRC from Ardmore, (the one that Nigel Christie & Phil Pacey beat the C210 in the air race after the Norfolk fly-in) then flying for three weeks around NZ before taking it across to Australia for a month. Eric suggested we could return the plane to NZ for him so he could get back Belgium as members of his family were not well. Eric has come to be known as the flying Rotarian that attends the world conferences and scoops the prize for the longest travelling Rotarian to get there. He won the prize at Glasgow, when he flew from Belgium to the bottom of South America, then to Glasgow .

So Dave Jenkins, myself and John Masters (a business man from Palmerston North now under orders to become a flying Rotarian) went commercial to Sydney to meet Eric and collect the aeroplane at Bankstown Airport. Five hours flying later, via Albury, we arrived at Goolwa airfield where IFFR members were assembling. Rotarian hosts taxied us to Victor Harbour with the weekend weather being cool but comfortable.

We had a get-together on the Thursday night, then on Friday two buses transported the group seeing the local sights in the area. Saturday saw us travelling by vintage train to and from the Murray River where we travelled by Steamer up and down, and through the locks that hold the sea back from the fresh river water.

The Murray is the seventh longest river in the world and of critical importance to the South Australian State.

A barbecue at Sunday lunch time, and off for our return home in the Saratoga, about 15 flying hours, with a minor problem where the wheel locking lights would not indicate at Lord Howe. A low pass over the airfield however indicated all was well and after one week we were back home with a second Tasman crossing notch to our belt. We are now a proven team at ferrying aircraft for anybody that wishes to use our services, but our alcoholic and expenses allowance could be high.

(Graham Gimblett)

TOOWOOMBA REGIONAL FLY-IN

26th June 1998.

Ten IFFR Rotarians departed Archerfield at 1100 hours in two aircraft, a C210 owned and piloted by Richard Chapman, and a Piper Lance piloted by yours truly. At about the same time a Hughes owned and piloted by Rod Peachy was lifting off from Yatala with two on board, and Graham Mockridge was airborne out of Coolangatta with four on board. This made a total of 14 fellows, 11 IFFR members and three friends flying to meet with two Toowoomba IFFR members, making 16 in all, including Andrew Mladenovic who arranged the day,

The fly-in program, organised by Andrew, started with a combined meeting with the Toowoomba City Rotary Club which relocated for the day to the Darling Downs Aero Club. Flying Rotarians and Toowoomba City Rotarians enjoyed some meaningful fellowship before President Jim Curtis, who was chairing his first meeting since being inducted, called the meeting to order. Following a shortened meeting and sumptuous lunch we made our way to the Aerotec facility for a conducted tour of the late Guido Zuccoli's War Bird Museum. Matt Hadley, Guido's son-in-law and flying instructor, who flies all the warbirds in the museum, showed us around and explained the history of each of these magnificently restored and maintained machines; Harvard, Trojan, Sea Fury, Fiat Boomerang, Chipmunk, Pitts, Falco, held us all spellbound for the duration. There was a Spitfire being dismantled for transport to the USA by its new owner. The museum is open most weekends and is a must if you are a 'plane buff.

All in all a memorable occasion for all who attended. *(Michael Soloman)*

MASTERTON (NZ) FLY-IN

18th – 20th September 1998

The Wairarapa turned on three fine days for our fly-in. Rotarians began arriving from lunchtime, and by dinner about 50 were in residence at the Cophthorne Hotel. The airfield provided weekend accommodation for Cessna's 172 and 210, Piper's Arrow and Cherokee, and Grummond's Cheetah. One of the great things was the presence of some friends from the "West Island" who joined us for the weekend. The Australian Section has been in existence for many years now and their experience and advice was appreciated. Next year they will host their 50th fly-in, so it would be good to get a contingent from NZ together and join them for this.

The first night we joined for a meal in the hotel's restaurant, a smorgasbord of real NZ foods, which gave us all time to catch up with old friends, relive past fly-ins, and for those on their first fly-in, to meet the "flight crew".

Saturday dawned a typical Wairarapa day with clear blue skies bright sun and still conditions. We all wondered what we were doing not taking advantage of the perfect flying conditions. A bus (driven by Deidre) picked us up from the hotel and we began our day of adventure. First stop was the Juken Nissho timber-processing factory. The company processes about 900 tonnes of wood each week into building materials. Most of this is destined for the lucrative Japanese market, however due to the Asian monetary situation, they are diversifying into other markets. There is very little waste from the plant. Bark is manufactured into garden ground cover, and timber that is not used to make plywood or building elements, is used to fuel the boilers to produce steam for heating radiators that dry the timber.

Second stop was the Gladstone Winery in Carterton. The wine-maker, Christine, explained about the wine making process and invited us to sample their products over a barbecue lunch. We did this while trying to find shelter from the hot sun, which mingled with the alcohol to heighten spirits?

Enroute home, Deidre stopped at and showed us a farm with a daffodil garden of about 5 hectares. We were fortunate to be in Masterton at this time, as the flowers bloom for about 4 weeks in September, so we were to see them at their best.

Evening entertainment was at a country driving range/restaurant about 20 minutes from Masterton. We were joined by the members of the Carterton Rotary Club who had done a fantastic job of arranging our weekend for us all. The club had transferred their meeting night so we might meet together. We enjoyed a meal of spit-roasted hogget, a lively

sergeant session, and a humorous presentation from Group Captain Frank Sharp (retired). We made a special presentation to Brian Souter to mark the IFFR's appreciation for his work. Congratulations Brian for a stirring job over the past 3-1/2 years. The gold cuff links will go well with the gold stripes on your sleeves when you're flying the Archer.

Sunday saw our AGM hosted by President Keith. After the meeting we luncheoned at Awaiti Gardens, again in the brilliant sunlight. Surrounded by a garden of over 100 years old, an old farm homestead and a flowing stream, we enjoyed soup and scones before returning to the airfield.

A few took advantage of the rare opportunity to fly in the open cockpit of a Tigermoth, complete with goggles and headgear. Others decided upon the closed cockpit of a Harvard, and showed their skill in performing barrel rolls, lazy eights and chandelles.

Many thanks to Brian and Jeannette Souter (and all the other helpers) for the hard work in arranging the weekend. We all had a great time, and look forward to the next fly-in at Westport next February

ORANGE (NSW) FLY-IN
9th – 11th October 1998

Orange, on the Central Tablelands of NSW, is 3000 ft above sea level, situated at the base of Mount Canobolas, about 1 hour flying time from Sydney. The area is well endowed with pleasant scenery, lots of participation activities, interesting businesses, many apple and cherry orchards, and a variety of accommodation.

There were a number of participants who arrived on Thursday 8th October and attended the Orange North Rotary Club meeting. In particular Canadians, Hank and Penny McClung; Hank was coerced into being one of the Clubs guest speakers for the evening. Hank was the main organiser of the Fly-Away to Alaska following the Calgary Convention three years earlier. World President Ern Dawes attended the Orange Fly-In in his new Mirage 'plane. Ern flew the plane from Florida to Santa Barbara where it was tanked for the long over water flight to Hilo in the Hawaiiin group, then to Christmas Island, Pago Pago American Samoa, Noumea New Caledonia, then to Coffs Harbour and Bankstown.

The remainder of the 90 participants arrived on Friday mostly in the morning. The local TV and newspapers were in attendance as well as representatives from the local tourist organisation. Rotary received good coverage in the Saturday paper as well as the Friday night TV News. Friday afternoon we visited three different facilities run by Wangarang Industries, an organisation offering employment to people with disabilities. The first was a workshop doing small production work mostly on components for white goods manufactured by EMAIL who make refrigerators and washing machines. The second was the maintenance facility for the outdoor workers who do gardening, mowing and cleaning, subcontracting to the Orange Council as well as other commercial clients. The third was a facility that packs jams and sauces as well as repairs hospital linen. We were provided with a nice afternoon tea at this facility. It is a great organisation providing meaningful employment to a large number of physically and mentally handicapped people.

Friday evening we had dinner at Nashdale, a small community 8 Km from Orange, with guest speaker, who spoke about the Canola oil extraction business.

Saturday was a full day taking in Mount Canobolas, with morning tea at Mountain Tea House, followed by an inspection of Department of Agriculture Research Station and a trip to Millthorpe, a delightful little historic town where we attended a meeting by the President of Blayney Rotary Club. After lunch we visited a collection of restored Mack trucks,

and some new working trucks maintained and cleaned in an impeccable manner. Saturday Evening we enjoyed a delightful dinner and fellowship on the verandah of the Metropolitan Hotel.

Sunday morning there was the opportunity to visit the "Sunday Markets" run by the Rotary Club of Orange. The IFFR meeting was held in the Masonic Hall. A packed lunch was provided for the departing aviators.

The Orange Fly-In was a great weekend well organised by Laurie & Helen Chapman and Rob & Ann Alford as well as members of Orange North Rotary Club.