



Volume 39

Issue 4

December 2018

### KDBC'S NONAGENARIANS

The term nonagenarian is believed to have originated in the early 19th century. It came from the Latin word nonagenarius. Nonagenarian refers to people between 90 and 99 years old. We are honoured to have these 5 nonagenarian members still playing and enjoying their bridge at KDBC.



**Ian Medlycott**

96 years old. He is a valued member and still a very astute player.

**Rory O'Toole**

98 years old. A Life Member, now living in Darwin with his daughter. An astute player with a clever wit. He is greatly missed.



**Gladys Lourvanij & Jean Packham**

both turned 90 on 15<sup>th</sup> & 16<sup>th</sup> Nov respectively. These ladies are a delight to have as Members.

**Joan Andrews** turned 94 on 23rd Dec and is a Life Member. She still plays a keen game & is much admired & respected.



## **KDBC WELCOMES THREE NEW CLUB MEMBERS – October to December, 2018**



### **Kate Sayer**

Kate has joined KDBC to add bridge to her vast whist playing experience. Enjoy the journey Kate.

### **Rory O'Hanlon & Lynne Roberts**

Rory is now retired and actively involved in Scouts WA. Lynne works at Curtin University in the School of Psychology and lectures in Research Methods. Both are alternate members with South Perth being their home club.



## REPORT FROM THE PRESIDENT

### ■ Rob McMahon



Hi Everyone

Another year draws to a close. I'd like to thank all the members who have been involved in keeping our Club running smoothly. Directors, Committee members and all others who chip in deserve a hearty pat on the back for their contributions. I know this acknowledgement is always mentioned this time of year, but we can't afford to let the volunteers efforts go unnoticed.

The Club has lost Peter Hart, a long-time life member and former President and director who died after a long illness. He, along with Barbara, had contributed greatly to this Club.

It was good to see a large group of our Club members attending the ABF Golden West congress at Mandurah. The field was very strong, but Anita and Val managed to finish 62 out of one hundred pairs. The strong impression that I get out of attending these events is that players enjoy meeting old friends and making new ones. This is something that members should always push when trying to recruit new ones in that we have the opportunity to meet new faces through playing in congresses and inter club matches.

We've installed a new commercial dishwasher with instructions to use. The Committee will be introducing a duty roster for cleaning the kitchen and will be purchasing cups to be used in the dishwasher. I noticed at the Mandurah congress that they display slow players on large TV screens. We're looking at using our TV for displaying results and Directors' notices. It could also be used at meetings and lessons.

The Kalamunda City mayor paid us a short visit recently and a number of people pressed him for ways the City could help our Club. I mentioned that we needed a new driveway, but the problem was that members couldn't have access to parking for a few weeks during works. They've now allowed us to clear our front verge to provide off street parking. Also, they've agreed to provide access to the roundabout from the eastern road reserve. If anyone knows of good grano workers who could quote on the driveway, please let me know.

Still no word on the grant for our defibrillator so I'll chase this up.

Carole and I take this opportunity to wish you all a safe Christmas and happy new year

Regards

Rob



Many of the older members of KDBC will remember Peter Hart for his dedication and generous amount of time that he devoted to helping with the formation of our club. The more recent members will see his name written many times on the Honour Boards in the club room. Sadly, Peter passed away 15th October 2018 after a long illness. His brilliant mind and quest for perfect grammar now at rest.

**VALE – Peter Hart**

**1<sup>st</sup> August 1931 to 15 October 2018**



Peter was born in Bournemouth, England. His love for soccer and his keen interest in literature and drama saw him thrive at school. However, in 1952 he was called up for National Service and chose to join the Royal Air Force where he quickly rose through the ranks to become a pilot and was sent to many postings in the UK and overseas

including Sharjah in the UAE, Tehran in Iran and Borneo.

He met Barbara Shepherd, a nurse, whilst posted at St Andrews in Scotland and they were married on 13<sup>th</sup> February 1960. Now a Flight Lieutenant, flying the Gloster Javelin, Peter ejected on two occasions, costing the RAF a great deal of money and suffering a compressed spinal fracture. His determination to get back into the air was indicative of Peter's drive and focus which he carried through to his bridge days.

Peter left the Air Force in 1969 and with his wife and now three children, boarded the Fairstar in Southampton, venturing to Australia as 10 pound POMS. The family arrived in Fremantle in 1969 and first lived in Como, then High Wycombe. It was at this time that he turned his attention to bridge and became a foundation member of the KDBC. He quickly became a Director as well as a State Director. Following a variety of employment, he entered the University of WA to study an Arts Degree, majoring in Journalism and then continued into teaching. Around this time, the family moved to Kalamunda where his children attended school. Being an English teacher with mountains of essays to mark that didn't live up to his expectations, so he took up a post at ACTIV Foundation as a Personnel and Payroll Officer.

Unfortunately, tragedy struck and in 1980, their eldest son Jonathan was diagnosed with leukemia and sadly lost his life in 1981. This shattered the family but Peter and the family fought hard to keep his son's memory alive.

Lesley, Peter's daughter, says that his fervour for the correct use of the English language was often challenging. Where does the apostrophe go? Does it need a comma? were his common questions to his children. So, it was only natural that Peter became the Editor of the first BTG – our very own Bridging the Gap magazine. In an early issue of the BTG, Peter wrote "Have bridge club will travel" which referred directly to the constant packing and unpacking of bridge tables and chairs etc that the KDBC had to endure while constantly changing venues - before the building of the club rooms. However, he admits to everyone having lots of frivolity at Christmas that year in the Lesmurdie Community Hall.

As a Foundation Member, Peter will be remembered for his contribution to the club in so many ways and even as the early stages of Alzheimer's took hold and he was no longer able to drive, he rode his bike and walked as much as possible including to his beloved bridge club.

## **Melbourne Cup Celebrations November 6<sup>th</sup> 2018**

**The horses are the focus but the hats rule the day!**

Winners are L – R:

**1<sup>st</sup> Joan Andrews 2<sup>nd</sup> Sheila Thomas &  
3<sup>rd</sup> Sita Weggelaar**



## WINNERS at the Melbourne Cup Celebration:

1<sup>st</sup> N/S Carole & Brian Daxter



1<sup>st</sup> E/W Michael Barker & Peter Clarke



We have several colourful characters among our members and two such characters attended our Melbourne Cup celebrations as Fred Flintstone and Calamity Jane. No prize for guessing who is who? I do hope Fred Flintstone didn't cut up his wife's dress for the costume!!



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Please forward articles of interest, photos or news to me to be included in the next BTG



**Rob McMahon – Not only our Club President but a Pilot extraordinaire. This is his story.**



***“Tower, What’s the definition of instantaneous?”***

I was on duty in Perth Tower at 2am one cold winter’s morning positioning Speedbird 10, a British Airways 747 down the coast for landing on the northern runway. A blinding flash of lightning to the west close to Speedbird prompted me to ask him *“operations normal?”*. After a long pause he replied *“affirmative”*, quickly followed by his question about the definition of instantaneous. I replied, *“I’ll bite, what is it?”*.

*“Instantaneous is the time interval between the aircraft being hit by lighting to when the Chief Steward bursts through the cockpit door yelling “what the f###k was that?”*

I was the eldest of eight children raised on a mixed dairy farm in Queensland. Dad struggled to make a living, but we were well fed and loved. As an ankle biter I was mad keen on flying as I am to this day. When I told Dad, I wanted to be a pilot when I grow up, he replied *“you can’t have both Robbie”* Took me years to realise what he meant. We occasionally had crop dusters spraying our linseed crops and to mark their runs waving a flag was pure fascination for me. My other great interest was astronomy and during one lot of school holidays I ground my own six-inch reflecting mirror and assembled a telescope.

The first night I took it out in the cold winters night and trained it on Saturn. To my utter amazement I could see the rings and also their shadows cast on the planet. That feeling is as strong now as it was 55 years ago.

I was lucky enough to win a Government flying scholarship and gained my Commercial licence in 1964. My first job was on the Gold Coast operating joy flights up and down the beaches. Well, someone had to do it! Many times, I have embarrassed myself in life but I set the benchmark when the boss said *“you’ve got a job to fly three ladies up to Brisbane”*. The main runway at Coolangatta had been cut in half by floodwaters but we could still operate with our trusty Cessna 205.

I helped the young ladies onto the aircraft, all the time strutting in front of them carrying their heavy suitcases and flew them to Brissy. The next day the boss said I’d better look at

the front page of the local paper. “THREE FEMALE IMPERSONATORS RISKED MISSING THEIR GIG IN BRISBANE BUT RESCUED BY THE LOCAL CHARTER COMPANY”

I was then transferred to Mount Isa for six months flying cattle buyers to many huge cattle stations across the border in the Northern Territory. But then I was recruited by another company in my home town of Toowoomba. Within weeks I was sent to Perth to fly light twins for an oil exploration company. The company spudded in holes all over WA but the most challenging was at a site in the Great Sandy Desert 3 hours flying time due west of Alice Springs. Not too many navigational features out there.

It was at the company office in Perth I met Carole who was smitten by this dashing young pilot who always wore unironed shirts. Within six weeks we were engaged and married four months later. I was then transferred back to Toowoomba for a few months but then I joined ATC. I loved flying but the conditions were unbearable. I'd often go flying for a day but would disappear out in the desert for days on end with no communication. Wasn't nice for Carole who at the time was looking after my Dad and four sisters and brothers. Mum had died some years back at the age of 39.

After completing my ATC course in Melbourne, we moved to Perth in 1970. We settled down and had four beautiful children. I gradually worked my way up the ladder by gaining tower and radar approach ratings. A two-year stint in Port Hedland and then back to Perth. A couple of memorable occasions were being in the tower for the first B747 and Concorde landings.

ATC controls aircraft from the control tower and the Approach centre. The Tower's responsibility is a 15KM radius and up to 3000 feet (feet continues to be measurement in height in aviation but metres in range and distance. To complicate matters aircraft, report their range in nautical miles. In Russia aircraft heights are in metres.) In my day you separated aircraft using number one eyeball. These days they use radar.

After aircraft depart the runway, they then become the responsibility of the Approach centre. Before radar we separated them by referring to paper flight strips (blue out buffs in) These strips were continually updated with the aircraft's height, speed and position. As you can imagine the mind was concentrated handling a dozen or so on frequency. It would really make your day if an aircraft declared an emergency. These days the aircraft are handled by radar and all the aircraft parameters are transmitted to ATC and displayed on the radar set. More and more these days computers assist ATC with separation and sequencing.

I gained further qualifications as tower manager and Incident Investigator. The most interesting was investigating an incident at Perth Airport where the Tower controllers forgot about a truck on the runway and cleared a Boeing 737 for take-off. A disaster was avoided only by the truck driver looking in his rear-view mirror and seeing this aircraft becoming larger and larger in the mirror. The wingtip went over the truck. During the investigation I couldn't work out why the pilots didn't notice the truck on the runway some 1500 metres away. It was a bright sunny day. I was talking to another



Investigator and he said that he had no doubt that both pilots had looked down the runway after ATC cleared them for take-off. But in the thousands of times such clearances were given to them, they had no reason not to trust the controller. Their eyes would have seen the truck but their brains did not accept what they saw. Interesting!

I hated shift work and grabbed a Management position when it was offered. The last two years at work I was Western Manager for Perth Adelaide and Alice Springs towers and enjoyed flying around the country in business class!

After 35 years I took early retirement in 2005 to look after our ten-acre block and small vineyard. Unfortunately, Carole and I discovered bridge and the rest as they say is history

## **WOMEN'S REVENGE**

'Cash or charge?' I asked, after folding items the woman wished to purchase. As she fumbled for her wallet, I noticed a remote control for a television set in her purse.

'So, do you always carry your TV remote?' I asked.

'No,' she replied, 'but my husband refused to come Christmas shopping with me, and I figured this was the most evil thing I could do to him legally.'

## **Our members out and about**

### **Relaxing on the Canals after a weekend of bridge at the Mandurah Bridge Club**

**Congress.** L – R Jean-Paul Tedeschi, Carole McMahon, Catherine Gabites, Mike Gabites, Jenny Tedeschi, Joanne Payne, Rob McMahon & Margaret McRobbie



## Christmas Party (Special Event)

**Date: Saturday December 8<sup>th</sup> 2018**

### **1<sup>st</sup> Section A**

Bente Hanson & Madge Myburg



### **1<sup>st</sup> Section B**

Rory O'Hanlon & Lynne Roberts



L-R Jean Rackham, Renee Wylie, Barbara Bibby & Eleanor Rowley



L-R Eleanor Bennett, Barbara Hart, Lorraine Stivey & Beverley Gibbs



L-R Carmen Jackson, Sheila Pryce, Joanne Payne & Gordon Brown



L-R Kristine Nunn, Jean-Paul Tedeschi, Dianne Barker & Michael Barker





L-R Cherry Zamudio, Sita Weggelaar, Elizabeth McMillen & Carole Sexton



L-R Joan Andrews, Jane Pike, Julie Bechelli & Marie-France Van Hall



L-R Rory O'Hanlon, Margaret McRobbie, Lynne Roberts & Jenny Tedeschi



L-R Val Parker, Dianne Dwyer, Anita Davis, Jenny Reid



Barbara Guelfi, Madge Myburgh, Audrey Totterdell & Bente Hanson



Guy (Joseph) Gaudet, Stephen Thyer, Peter Clarke & Gerry Daly





L-R Bernadette McStravick & Evonne Sarich



L-R Wendy Dodd, Bruce Cowan, Sherrill Duncan & David Harris



## 2018 PRIZE WINNERS

### Most Improved pair

Rob McMahon, Sherrill Duncan & Wendy Dodd



### Individual

Rob McMahon & Tom Lemann



**Ladies Pairs:** Carolyn Dickie & Betty Roberts

**Men's Pairs:** Peter Cameron & Doug Hegarty  
Photo not available

**Mixed Pairs:**

Sheila Pryce & Gordon Brown



**Daytime Teams:** Carmen Jackson, Madge Myburgh, Ann Todd (absent), Nicolas Moniodis (absent)



**Open Teams:** Carolyn Dickie, Betty Roberts Peter Cameron (absent) & Doug Hegarty (absent)

**Daytime Pairs:**

Joanne Payne & Stephen Thyer

**Open Pairs:**

David Kininmonth & Valerie Parker



**KDBC Restricted Pairs: fewer than 50MP**  
Eleanor Rowley & David Harris





**Knockout:**

Anita Davis & Tom Lemann

**Novice Pairs: Equal First**

Rory O'Hanlon & Lynne Roberts and  
Barbara Bibby & Judith Poole (absent)  
Photo not available

**Champion Pair: Monday Morning**

Sheila Pryce & Gordon Brown

**Champion Pair: Wednesday Afternoon**

Peter Clarke & Stephen Thyer

**Champion Pair: Thursday Evening**

Carmen Jackson & Wendy Harman (absent)

**Champion Pair: Friday Afternoon**

Bente Hansen & Madge Myburgh





**Champion Pair: Saturday Afternoon**  
Gordon Brown & Sheila Pryce



**Most Masterpoints**  
Stephen Thyer



KDBC had a mystery bridge player at our Wednesday session on the 31<sup>st</sup> October. Did our mystery member line up with the best of the nags at Flemington on 6<sup>th</sup> November? Who is this or is it all too obvious!!



May the good times and treasures of the present become the golden memories of tomorrow and that the magic of Christmas never ends and its greatest of gifts are family and friends.

Please keep safe during this festive season, and return safely to our club in the New Year refreshed and ready for another full year of bridge and more bridge.

*Gubie*

## KALAMUNDA DISTRICT BRIDGE CLUB SPONSORS

Thank you for your support!! We are truly grateful!



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Kalamunda