

Sally Elizabeth URQUHART

06/05/2020

Sally Elizabeth URQUHART

AKA ?

Late of ?

Partner (fiancée) of Senior Constable Trad THORNTON (Bamaga
Police Stn)

Queensland Police Academy Squad # ? ? ?

Queensland Police Force

Regd. # 4014432

Rank: Commenced Training on 19 February 2001

Probationary Constable- appointed 4 September 2001

Constable – appointed ? ? ?

Final Rank = Constable

Stations: Metropolitan North Region – Hendra Police Stn (19
Feb 2001 – 13 Oct 2002), Cairns Police Stn (14 Oct 2002 – 10
March 2003), Aurukun Police Station (11 March 2003 – 21
August 2003), Bamaga Police Stn (18 months) – Death

Service: From 19 February 2001 to 7 May 2005 = 4 years
Service

Awards: No Find on Australian Honours

Born: ? ? ?

Died on: 7 May 2005

Age: 28

Cause: Passenger – Downed Aerotropics flight from Bamaga to Cairns, Qld

Event location: rugged mountain terrain 11kms northwest of Lockhart River Aboriginal Commission, Qld

Event date: 7 May 2005

Funeral date: ? ? ?

Funeral location: ?

Funeral Parlour: ?

Buried at: ?

Memorial / Plaque / Monument located at: ?

Dedication date of Memorial / Plaque / Monument: ?

SALLY IS mentioned on the Police Wall of Remembrance

FURTHER INFORMATION IS NEEDED ABOUT THIS PERSON, THEIR LIFE, THEIR CAREER AND THEIR DEATH.

PLEASE SEND PHOTOS AND INFORMATION TO Cal

May they forever Rest In Peace

<https://www.facebook.com/groups/AustralianPolice.com.au/>

<https://www.facebook.com/groups/QueenslandFallenPolice/>

**In Memory of Constable Sally
Urquhart**



Sally Elizabeth
URQUHART

Constable

7 May 2005

Location: Column 3 – Left leg, Rear portion,
Row 4



Constable Sally Urquhart and **Senior Constable Trad Thornton** on the northernmost point of the Australian Mainland.

Constable **Sally Urquhart** registered number 4014432 was a Queensland Police Officer from the 19th February 2001 until the 7th May 2005.

Constable Sally Urquhart was on-board an Aerotropics flight from Bamaga bound for Cairns when it crashed into dense rainforest and rugged mountain terrain 11kms northwest of

Lockhart River Aboriginal Commission, killing all fifteen occupants on the 7th May 2005. This tragic loss has affected the whole community in the Far North, in particular the Aboriginal and Torres Strait Islander Community of Bamaga and Injinoo.

Constable Sally Urquhart had been stationed at Bamaga Police station, with her fiancé Senior Constable Trad Thornton for the past 18 months.

Sally was the eldest of three children born to Shane and Elizabeth Urquhart. She grew up as the daughter of School teachers and subsequently lived throughout Queensland. Sally was a young lady born for success, she was school captain at both primary and high school; a model student.

In the words of her father, " She touched the hearts of everyone she met from childhood to present, in the many parts of Queensland where we have lived ".

After finishing school she went on to complete a double degree at the University of Queensland in Law and Science, winning the University prize for Family Law.

Whilst at uni, Sally shared accommodation with a police officer, **Plain Clothes Detective Peta Ross** and it was during this time that Sally set her sights on joining the Queensland Police.



Sally and her dog ' Prince '

After graduating from university, Sally commenced recruit training at the Queensland Police Academy at Oxley on the **19th February 2001** and graduated on the **4th September 2001**.

Her first posting was to the Metropolitan North Region where she was stationed at **Hendra**. Even at this early stage in her Career Sally was showing signs of great potential. Her service history indicates that she excelled in all aspects of general duties and worked well in a team environment.

It was here that she met her finance, **Senior Constable Trad Thornton**. Trad was working in the Public Safety Response Team, (**PSRT**), at the time.

Sally was posted to **Cairns Station** on the **14th October 2002**, where she performed general duties in Team 4. Her Supervisor / Team Leader identified early that Sally was an officer who was prepared to accept any responsibility or task and displayed a high work ethic. She was well suited to general duties policing and excelled at all aspects of her work.

Sally's professionalism and understanding towards all members of the public went beyond that of her duty as a Police

Officer. She was always willing to assist members of the community and was commended by the then Assistant Commissioner Allan Roberts for her efforts.

Trad was transferred to **Cairns** a short time later and after 4 months, the pair were identified as suitable officers to work in the Aboriginal community in the Cape York Peninsular and were transferred to **Aurukun Station** where they policed from the **11th March** until the **21st August 2003**.

Aurukun is a station that has recently increased from 4 to 7 staff, with a population of approximately 1200. Most of the work involves policing aboriginal community which in itself is a huge task, the sacrifices that officers make to go there are enormous, however the life experiences are priceless.

Sally excelled in her work and she was involved with all levels of the community. Sally's personality and demeanour ensured that she was readily accepted by the community. Sally had a presence about her that brought calm to situations that verged on mayhem and conflict. Whilst stationed at **Aurukun** her rapport with the community members was one of respect, trust and honesty.

These qualities and her dedication to duty ensured that The Queensland Police were respected, in a sometimes difficult environment. Sally's attitude to work and her diligent and tenacious nature ensured that she was going to achieve whatever she desired.

Sergeant Andrew Clarkson (current Officer in charge of Aurukun) remembers **Sally** dealing with confronting and daunting situations that required great courage and composure. He remarks that **Sally** excelled in these situations, and it was reassuring to know that she was with you.

Sgt CLARKSON remembers her personality, her smile and her innate ability to say the right words at any given time making the rigors of policing Aurukun enjoyable. " I will always

remember the day that I was promoted to Officer in Charge, Aurukun not for the promotion, but for the way that Sally rushed over to me when she heard the news, gave me a hug and a kiss and then made a fuss over it all ”.

Sally was a selfless person who ensured that others would always come first. She was a dedicated police officer who values ensured that justice was served. When I heard of the tragedy, I pondered as to why could one who's light shines so strong and bright be taken from us.



Local kids at Aurukun swimming pool

Policing within any Cape Community within the Far Northern Region is a daunting experience for police officers to say the least. Officers within these communities develop the ability to foresee behavioural changes within the community. Officers are exposed to a myriad of situations and events that test their abilities. To be tenacious, resourceful and professional at all times is sometimes a feat within itself.

Since the implementation of Alcohol Management Plans (AMP's) communities have undergone a dramatic metamorphosis. With the lifting of the 'veil' of alcohol, policing within the communities has changed tact from the much talked about reactive policing style to a more proactive community based approach. This change has been embraced by the community and supported by both elders and councils.

Policing for female officers is compounded further by local

culture and tradition. Male's in these communities are reluctant to deal with female officers. From my observations all the females that I have worked with at Aurukun have been able to establish a rapport and gain respect within the communities, that some male officers have failed to achieve. These officers have utilised their various skills and instincts to finesse and diffuse potentially volatile situations.

The ability to arbitrate, negotiate and resolve situations are attributes that police utilise everyday. Working within remote and isolate communities ensures that these skills are honed and developed to there absolute potential. The ability to endear oneself to a community and make a difference was never more evident, with the tragic loss of Sally. Elders and councillors from the community stopped me to talk to me about Sally and how ' good a person she was '. **Silas Wolmby** an elder and traditional landholder of Aurukun stated to me that " she made him smile, and he knew that she would always do the right thing. "

From Aurukun she was transferred to Bamaga Police station. This area consists of 5 police. Sally was one of two female officers in Bamaga. The second being **Senior Constable Joanne Bailey**, the following comments are from **Jo**.

Sally was nothing more than a champion. She would undertake any task with such enthusiasm, whether it be major criminal investigations such as rape and indecent dealings to minor jobs that are required to efficiently run a small station. Sally was instrumental in organising court days and her organisational and leadership skills were way above her policing years.

Besides her policing skills, **Sally** had an amazing quality of ' brightening up the room '. She was always genuinely happy to see you at any time and nothing was a bother. Her laughter could be heard across the houses, which would straight away

make you smile.

Trad and **Sally** made many friends in Bamaga. Since they were **engaged** in **June 2004**, she shared her excitement with her closest friends. Her wedding plans were all sorted out, again she was organised down to the jelly beans on the table!

But it was not to be, and like many people from the Far North the **7th May 2005** will remain as the worst day they have ever experienced. But things are getting easier, and as a good friend of ours said recently, we are truly more blessed to have known Sally, even if it was only for a short time. She is sadly missed.



Sally's graduation day – pictured with squad mates Constable Krissie Warriner and Constable Mardi Watts



Sally on Patrol in Bamaga

The Journal for Women and Policing

Pages 12 – 14

<https://acwap.com.au/wp-content/uploads/2018/07/Issue16.pdf>

Fresh blow to air crash victims' families

by Vanessa Marsh and Vanda Carson

18th Sep 2018 9:15 AM

THE owners and operators of a commercial plane involved in one of Australia's worst air disasters have launched legal action that could stop the victims' families ever getting answers.

Two pilots and 13 passengers were killed in the **May 2005 Lockhart River tragedy** when an Aerotropics commercial flight crashed into a ridge line and exploded in flames, killing all on board during a flight from Bamaga.

In the latest roadblock for victims' families, owners of the doomed aircraft have launched an appeal in a bid to block a wrongful-death lawsuit in the US state of Missouri, just weeks after the victims' families won a legal battle to allow the

case to go to trial in July next year.

Brisbane man **Shane Urquhart** lost his **policewoman daughter Sally** in the crash and said the long-running legal hurdles were “frustrating” and “ludicrous”.

“We’re talking about human lives here, ordinary people and they were all good people going about their daily business,” he said.

“There’s no such thing as closure, there’s no closure when you lose someone but there may be justice but that certainly hasn’t happened here.”

The horror crash was the worst air disasters in Queensland in more than four decades and claimed the lives of a leading scientist, a popular policewoman, three key members of a football team, and a 25-year-old mother of six.

The families allege in the Missouri court action that the aircraft had several defects and that the crash was “the direct and proximate result” of one of more of those defects.

The alleged defects include claims the plane did not contain an effective ground proximity warning system, it was not equipped with autopilot and flight instruments were either hard to read, confusing, or not in proper view.

Lawyers for the plane’s owners and operators who are being sued by 61 family members of the crash victims, the majority of whom live in Queensland, launched an appeal on September 6 against last months’ Brisbane Supreme Court ruling allowing the Missouri case to go ahead.

The appeal argues the Supreme Court ought to rule that the Missouri action is “vexatious and oppressive” and that “nothing relevant” could be gained in the overseas action over and above what could be gained in Australia.

The families are pursuing legal action in Missouri where they

claim the aircraft was delivered, inspected and placed into operation.

The 61 family members are expected to fly to Missouri to give evidence or testify via video link.

In Missouri, a jury will determine the amount of damages awarded instead of a judge and there are no orders for costs as there are in Australia.

However it's not yet clear whether the US case will run according to Queensland or Missouri law.

Toowoomba lawyer Pat Nunan has been representing the victims' families for more than a decade and said the delays were difficult.

"It's terrible and it's had a great impact on the families of the victims," he said.

"Litigation is one of the great stressors of all time and it has been horrendous for them."

He said the families were desperate for answers.

"We're trying to get their day in court to determine what actually did go wrong and make sure it doesn't happen again," he said.

"It's like a hot dagger into a wound every time something comes up in these cases."

Brisbane man **Shane Urquhart** lost his **policewoman daughter Sally** in the crash and said the long-running legal hurdles were "frustrating" and "ludicrous".

"We're talking about human lives here, ordinary people and they were all good people going about their daily business," he said.

"There's no such thing as closure, there's no closure when you

lose someone but there may be justice but that certainly hasn't happened here."

The appeal returns to the Court of Appeal tomorrow.

Fresh blow to air crash victims' families | Morning Bulletin

Daily **Mail**

'I'll never forget the words': Father reveals the chilling phone call he received moments after plane crash which killed his daughter and 14 others on board in mysterious circumstances

Sahar Mourad

4/10/2018

A father has revealed the chilling phone call he received moments after the horror plane crash which killed his daughter and 14 others on board.

The crash, considered one of Australia's worst aviation disasters, led to the deaths of 15 people in 2005 after a plane struck a ridge in the Lockhart River, Queensland.

Grieving families of the passengers are still asking for answers after a Coroner's Inquest and Senate inquiry failed to conclusively reveal what caused the crash.

Constable Shane Urquhart, whose daughter Sally was one of the

passengers on the plane, has revealed the haunting words he heard immediately after the crash.

'The phone rang and when I answered, it was Sally's fiance Trad and I'll never forget the words...He just very, very quietly said "Shane, Sally's plane is missing",' he told A Current Affair.

Since the devastating incident, loved ones have been looking for answers to what happened on the plane which caused it to crash.

Mr Urquhart said there's 'no such thing as closure' and all the families' victims deserve answers.

'They don't deserve or didn't deserve what happened to them.'

The policewoman was due to marry Trad four months after the incident, but instead her fiancée and family were left with the heartbreaking task of burying her.

An inquiry into the crash found 19 different factors led to the fatal collision, with the main one being pilot error.

But Mr Urquhart does not accept this, saying the inquest took the easy decision to blame someone who is not around to defend themselves.

'In aviation accidents where everybody has not survived, who are they going to blame? The pilots, because no-one is available to tell the story and it's very, very easy to do that,' he told the network.

The victims' families lawyer Patrick Noona alleged there was something already wrong with the aircraft, revealing they would be taking legal action against the plane's owners in the United States.

The insurers are fighting to stop the legal proceedings but nothing will occur until the case appears in the Brisbane

Supreme Court next month.

If the families win then a wrongful death lawsuit will be heard in Missouri next year.

Mr Urquhart said his daughter would be cheering on the families saying, 'don't let the bastards win'.

<https://www.msn.com/en-au/news/australia/ill-never-forget-the-words-father-reveals-the-chilling-phone-call-he-received-moments-after-plane-crash-which-killed-his-daughter-and-14-others-on-board-in-mysterious-circumstances/ar-BBNVHOV?fullscreen=true#image=4>

Lockhart River air disaster

From Wikipedia, the free encyclopedia

The **Lockhart River air disaster** occurred on 7 May 2005, when **Aero-Tropics Air Services Flight 675** crashed while on approach to land at Lockhart River Airport in Queensland, Australia, on a ridge known as South Pap 6 nautical miles (11 km) north-west of the airport.^[2] All fifteen on board died as the aircraft was completely destroyed by impact forces and subsequent fire. The Fairchild Swearingen Metroliner commuter aircraft, registered VH-TFU,^[3] was owned by Transair Ltd and operated by Aero-Tropics. The flight was scheduled from Bamaga on Cape York to


the regional centre of Cairns, with a stopover in Lockhart River. It was the worst air crash in Australia in 36 years since MacRobertson Miller Airlines Flight 1750 on 31 December 1968.^[4]

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Investigation

	<p>This section does not cite any sources. Please help improve this section by adding citations to reliable sources. Unsourced material may be challenged and removed.</p> <p><i>Find sources: “Lockhart River air disaster” – news · newspapers · books · scholar · JSTOR (August 2016) (Learn how and when to remove this template message)</i></p>
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The **Queensland Coroner’s Inquest in 2007**, found that, despite evidence that there were a number of issues leading up to the crash, pilot error was the prime cause. Families of those who lost their lives in the disaster have been highly critical of the Coroner’s findings and the deficiencies in the operations of the regulator, the Civil Aviation Safety Authority (CASA), and the poor company structure and practices of Transair Ltd.

The investigation was aided by flight information from the aircraft’s flight data recorder. As the cockpit voice recorder was unserviceable, and had been for some time, the

conversations occurring between the flight crew will never be known.

Senate inquiry

As a result of intense lobbying by the father of one of the victims, **Constable Sally Urquhart**, and others, the Australian Senate's Rural and Regional Affairs and Transport Committee resolved to conduct an inquiry into the Civil Aviation Safety Authority, its operations and other matters. The Inquiry was convened on 2–3 July 2008 at Parliament House, Canberra. As well as Mr Shane Urquhart's submission, there were sixty others which were considered by the Inquiry. The vast majority of the submissions were highly critical of most aspects of CASA's operations.^[who?] Several people and organisations, including Mr Urquhart, supported their submissions in person at the Inquiry. In September 2008, the Committee Chair, Senator Glenn Sterle, released the report of the inquiry to the Transport Minister Mr Anthony Albanese and the public.

The recommendations from the report are:

1. That the Australian Government strengthens CASA's governance framework and administrative capability by:

- a. introducing a small board of up to five members to provide enhanced oversight and strategic direction for CASA; and

- b. undertaking a review of CASA's funding arrangements to ensure CASA is equipped to deal with new regulatory challenges.

2. In accordance with the findings of the Hawke Taskforce, that CASA's Regulatory Reform Program be brought to a conclusion as quickly as possible to provide certainty to industry and to ensure CASA and industry are ready to address future safety challenges.

3. That the Australian National Audit Office audit CASA's implementation and administration of its Safety Management Systems approach.

Further incidents

Following the Lockhart River crash, Transair in Australia went into liquidation in late 2006.^[5] Aerotropics also no longer operates because the Civil Aviation Safety Authority cancelled its Air Operator Certificate due to ongoing safety breaches. Transair continued to operate its PNG business until 31 August 2010 when the company's Cessna Citation ran off the runway on landing at Misima Island near Milne Bay, Papua New Guinea. The previous owner of Transair in Australia, Les Wright, died along with three others in the ensuing inferno. There was one survivor.

Notes

- Accident history for {{{1}}} at Aviation Safety Network
- *"Aviation Occurrence Report 200501977 Final"*. Australian Transport Safety Bureau. 4 April 2007. Retrieved 14 January 2014.
- *"CASA Aircraft Register (VH-TFU)"*. Civil Aviation Safety Authority.
- Ten Worst Air Crashes in Australia since 1968. Retrieved 2011-09-11

1. Hans Mick (17 August 2007). *"Lockhart River plane crash findings handed down"*. Australian Broadcasting Corporation. Retrieved 14 January 2014.

References

- Sydney Morning Herald
- Finding of Inquest: Inquest into the Aircraft Crash at Lockhart River. Office of the State Coroner 17 August 2007 Brisbane, Queensland
- Senate Committee Report: Rural and Regional Affairs and Transport. "Administration of the Civil Aviation Safety Authority (CASA) and related matters" September 2008

Lockhart River air disaster – Wikipedia

Respect Aussie Police & Emergency Services

May 8, 2016 · 🌐

Remembrance post Constable Sally Urquhart

10 years on we remember those lost in the Lockhart River Plane Crash

May 7, 2005, saw 13 passengers and 2 crew board an Aerotropics flight in Bamaga bound for Cairns.

Constable Sally Urquhart was one of those passengers heading to Townsville Police Academy for work and farewelled her fiancé at the Bamaga Airport.

Whilst enroute, their Metroliner crashed on 'South Pap' on the Iron Range about 11km from Lockhart River airstrip at about 11.44am.

Police commenced Operation Delta Devlin with Inspector Russell

Rhodes as the Forward Commander for the Crash Investigation and recovery.

Inspector Rhodes is now in his 4th decade of policing and he cited this job as his most demanding job as a Forward Commander as it was an extremely demanding search and recovery effort over a seven day period.

Whilst he had a very good team working with him, they were challenged by the tough terrain and weather conditions.

He said, "I do stress that it was never about us and no matter how hard it was going to be we were always going to do whatever it took to help those families."

No one can prepare you for a sudden loss of a loved one. When it comes in tragic circumstances, it's like a bolt from the blue that makes no sense at all.

Many of us in the QPS had the pleasure of working with Constable Sally Urquhart and treasure the time we had with her. She was an absolutely delightful young woman.

Beautiful inside and out, charismatic in nature, she was a little pocket rocket, smart as a whip, a dedicated police officer with so much potential to succeed. She was your typical girl next door and engaged to be married to a fellow officer later in 2005. Both were so excited to spend their lives together.

Constable Sally Urquhart was a much loved friend and colleague to many of us in the Queensland Police Service. Sal made our lives that much richer for just knowing her and she will always be remembered as a beautiful young woman, full of life and forever young.

Today ceremonies were held in Bamaga at the Airport and the Oxley Police Academy to mark the 10th anniversary of the plane crash.

Constable Sally Urquhart's family were present at the Police Academy to hear the Commissioner of Police Ian Stewart and Mr John O'Gorman (Retired Police Inspector) pay tribute to Sally, honouring her service, at the 10th anniversary of her death. In recognition of the shared tragedy of the plane crash, Sally's nieces and nephews released 15 balloons for each of those who lost their lives 10 years ago at the Oxley Academy ceremony.

Our deepest sympathies go out to all the families and friends of those lost in the Lockhart River Plane crash 10 years ago.

They remain alive in our hearts and treasured memories will not be forgotten.

RIP Sally

Honouring victims of shocking fatal flight

CHRISTIE ANDERSON, Townsville Bulletin

May 7, 2015 8:21am

A DECADE ago today, two pilots and 13 passengers boarded an aeroplane in Bamaga bound for Cairns – but they would never complete the fateful journey.

Memorial services will be held around the state today to remember the 15 people killed in the Lockhart River air disaster 10 years ago.

On May 7, 2005, an Aerotropics flight with 15 people on board from Bamaga to Cairns crashed into **South Pap Ridge**, 11km northwest of the **Lockhart River Aboriginal commission**.

Trad Thornton will be one of dozens of family members remembering a loved one taken too soon.

Mr Thornton, now a **police sergeant based in Brisbane**, was a senior constable in 2005 when his **fiancée Sally Urquhart** was killed in one of the worst aeroplane crashes in Australia's history.

Constable Urquhart, a 28-year-old police officer, based in **Bamaga** and celebrated for her strong sense of social justice, was on her way to **Townsville for a constable development course** when she died.

Sgt Thornton will attend a memorial service at **Oxley Police Academy for Constable Urquhart**, who was killed only weeks before she was due to marry the fellow officer.

"She was an absolutely amazing person and an exceptional police officer," he said.

"It's just one of those days that I suppose is going to be etched in my mind for the rest of my life like the day we were going to get married and the day we got engaged.



Sally Urquhart and fiancée Trad Thornton. Sally Urquhart died when the TransAir passenger plane smashed into a hill in May 2005 on approach to the Far Northern community of Lockhart River, killing all 15 people aboard.

“I’m very happy that she will be remembered but it is my opinion you don’t ever get over something like this but you learn to live with it.”

He said Constable Urquhart was such an exceptional police officer that after only three years in the service she had the Chief Superintendent and Assistant Commissioner travel more than 1000km to talk to her about her career progression.

“It was very impressive to see two high-ranking police fly 1000km to talk to someone about their police career,” he said. “She was very well educated with law and science degrees and she was very capable.

“She had the perfect personality to be a police officer.” Sgt Thornton now has a family and two young boys but he said he would never fully recover from losing his fiancée.

“In my mind I am able to separate the emotion from the plane crash and talk about the investigation but when it comes to Sally it’s a closed book,” he said.

“I see things and try and do things I think Sally would want me to do.

“Instead of wasting a day grieving and dwelling on the past I’m going to try and think about the good times.”

Father, Shane Urquhart said he would never fully recover from the tragedy.

“We live with it every day still, 10 years on – it’s always there,” he said. “There’s no such thing as closure.

“The memorial is about remembering Sally and thinking of the 14 other innocent people who were just going about their lives.”

[.au/news/honouring-victims-of-shocking-fatal-flight/news-story/7ac2cd090f61f20854e8520b89d20960](http://www.abc.net.au/news/honouring-victims-of-shocking-fatal-flight/news-story/7ac2cd090f61f20854e8520b89d20960)

A Call From Lockhart River

Monday 2 March 2009 1:00am

This program tells the poignant story of a popular young police officer widely described as one of the ‘best and brightest’ in the Queensland Force.

Sally Urquhart was one of 15 people killed four years ago when a plane crashed at Lockhart River in a remote region of Far North Queensland.

It was categorised as the worst airline disaster in Australia for nearly forty years.

At the time of her death Sally Urquhart was engaged to a police colleague also serving in the Far North. In a call to her mother just before the flight, Sally talked about the upcoming wedding and described her fear of getting on the plane. “I just hate it... it rattles” she said.

Sally’s father Shane is a primary school principal, with no expertise of any kind in aviation.

But when official investigations into the crash left questions

unanswered, he set out on a single minded mission that took him to the most powerful forums in the land – with consequences for everyone in regional Australia and beyond.

Transcript

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BOB ATKINSON, PRESENTER: Hello, my name is Bob Atkinson and I am the Commissioner for the Queensland Police Service. On Saturday the 7th of May 2005, an aircraft with 15 people on board, travelling from Bamaga crashed at Lockhart River. All 15 people were killed. One of those was Sally Urquhart, constable in the Queensland Police Service and the daughter of Shane and Elizabeth Urquhart. Sally was one of our brightest and best officers and sadly, her unlimited potential will now never be realised. This Australian Story is about her father Shane and his work to improve the safety of people travelling on regional airlines throughout Australia.

SHANE URQUHART, FATHER: Being a musician myself, one of the ways that I thought would be a long term way of remembering Sally, was to have a piece of music composed in her honour. It's called 'Celebration for Sally'. The navy band in Sydney have it as part of their repertoire.

NATALIE URQUHART, SISTER: I definitely have a sense of Sally when I play that piece. Certain bits, like the bit at the start just reminds me of her being a police officer. You know, there's the police whistle and all that, and I just straight away think of Sal in her uniform, and then the reflective part of it, you know, I can think of maybe my last moments that I spent with Sal, and that's, they're the hard bits to get through. Mum and dad don't actually get the chance very much to come and watch me perform in the navy band. I think they got a huge buzz out of it. So um, I think it was probably a bit emotionally hard on mum. I think she might have had a few

tears there.

ELIZABETH URQUHART, MOTHER: There's just certain parts in it that really, I really love and I've told Natalie which parts they are. And every time they're played I just, yeah, it's my Sal.

(Excerpts from ABC News)

FEMALE REPORTER: Fifteen people died when a Transair Metro liner slammed into a rugged mountain in May 2005.

MALE REPORTER: Searches took until late in the afternoon to spot the wreckage. One of the passengers was Constable Sally Urquhart, a Bamaga police officer.

INVESTIGATOR: We'd like to know exactly what caused the accident.

FEMALE REPORTER 2: The Australian Transport Safety Bureau has described yesterday's tragedy as the country's most significant loss since the 1960s.

(End of Excerpt)

SHANE URQUHART, FATHER: This was always an accident that was going to happen, not if and when, an accident that was always going to happen.

ELIZABETH URQUHART, MOTHER: And it was just amazing when he started how many people, like ex-pilots or pilots, got in contact with him to say, 'Oh yeah, I know of this that happened, and I know of that that happened'.

SHANE URQUHART, FATHER: That caused me no end of grief, that caused me no end of angst in that I really needed to find out what the hell was going on here.

SHANE URQUHART, FATHER: Sally was our eldest child, first born. I'm a school principal and I was in my first one teacher

school when Sally was due to be born.

BRENDAN URQUHART, BROTHER: Sal was one of those people where she was always my rock. Like I'd, as most young fella's do, get themselves in a bit trouble and that and Sal would be the first person I rang, every time.

SHANE URQUHART, FATHER: She was fairly set on law, got an honours degree in law, went off and did some articles with a law firm and decided very promptly that that wasn't what she wanted to do.

ELIZABETH URQUHART, MOTHER: And she called us up and said 'I don't want to be a lawyer anymore, I can't do it, I hate it'. And like she topped family law in her year and all I could think of was, five years down the drain, you know.

SHANE URQUHART, FATHER: Touch was her big thing and she was being looked at to be part of the Australian mixed open team.

ELIZABETH URQUHART, MOTHER: At that particular stage with her touch, she had met a couple of girls that were in the police service and Shane said to Sal, 'Have you ever thought of joining the police service?'

SHANE URQUHART, FATHER: When Sally first went to the city station, she was doing the orientation visit and I think one of the senior officers might have said something like, 'this is Trad Thornton, keep away from Trad Thornton' or something like that. And I think that might have been like waving a red rag to a bull.

BRENDAN URQUHART, BROTHER: They didn't have much in common, but they just clicked. They never argued, they never worried about stuff, they just did what they had to do and to them life was beautiful.

SHANE URQUHART, FATHER: Most of the young police officers do need to do a bit of country service, Sally promptly

transferred to Cairns.

JOHN 'BLUEY' O'GORMAN, FMR QLD POLICE INSPECTOR: I was inspector in Cairns. Sally was smart as a whip. She was a very down to earth, practical and keen young copper, and a very effective young copper.

SHANE URQUHART, FATHER: Trad put his hand up and said I'd like to go to Cairns too, so he ended up in Cairns as well, and they got engaged before they went up there. So they were going to be married in September 2005.

JOHN 'BLUEY' O'GORMAN, FMR QLD POLICE INSPECTOR: And he and Sal went up to the Cape stations. She was a caring, compassionate person who genuinely loved other people. And I was more than proud to call Sally my friend, more than proud to call Sally my friend, and I still am.

SHANE URQUHART, FATHER: One of the issues about living in isolated communities, is the fact that the major way of moving is by air transport.

JOHN 'BLUEY' O'GORMAN, FMR QLD POLICE INSPECTOR: I personally am terrified of aeroplanes, have been my whole life. If the young police had to come out of the communities for court, or for courses or any other reason, then it was by aircraft

ELIZABETH URQUHART, MOTHER: She often used to say to me, 'I wish I didn't have to fly out' and the night before it happened, she rang here. And the last thing she said to me was, 'The only thing mum, is I hate getting on that plane'. She said, 'I hate it'. She said, 'It just rattles'. And I said, 'You'll be right, love'. I said 'Think of happy thoughts when you get on there'. I said, 'Think of your wedding'. That's the last time I spoke to her.

SHANE URQUHART, FATHER: Trad was still on duty up in the station at that particular time and he received the phone call from Lockhart River to say, 'Where's the plane? It hasn't

arrived’.

ELIZABETH URQUHART, MOTHER: Trad rang and I heard Shane say, ‘What’s the matter mate, what’s wrong?’ And Shane just got up and sort of thumped the bed. He said, ‘No’. And then he said to me, ‘They can’t find the plane’.

JOHN ‘BLUEY’ O’GORMAN, FMR QLD POLICE INSPECTOR: My mobile phone rang and it was a policeman. He said, ‘Have you heard about that plane?’, I said, ‘Yeah’. He said, ‘Sally was on it’. And I said, ‘How much hope is there?’ He said, ‘In reality’ and he was very strong in what he said, but it meant none. He said, ‘We haven’t found the wreck, but we’re quite sure we’re looking for a plane wreck’.

SHANE URQUHART, FATHER: Within a couple of hours, I think it was by 9:30 that night we actually arrived in Cairns.

(Excerpt from ABC News, May 8, 2005)

RESCUE WORKER: Parts of the wreckage and some of the undergrowth was still burning with smoke when we got there yesterday afternoon.

ABC REPORTER: It’s been confirmed that there were no survivors among the 15 people aboard the plane which crashed in remote North Queensland yesterday.

SHANE URQUHART, FATHER: Yesterday we lost our beautiful daughter Sally forever. She was 28-years-old.

ABC REPORTER 2: The flight was a regular passenger service returning to Cairns from the Cape York community of Bamaga.

ABC REPORTER 3: Crash investigators have confirmed that the plane slammed, at speed, into a steep hill and burst into flames on impact.

ABC REPORTER 4: Vital black box recorders were recovered yesterday. They were damaged from the impact and subsequent

fire but it's hoped they'll still be able to help determine what caused the crash.

(End of Excerpt)

(Excerpt from ABC News, May 11, 2005)

ABC REPORTER 5: Cairns at St Monica cathedral overflowed with family members, friends, police officers.

Police Commissioner Bob Atkinson consoled Shane Urquhart, whose daughter Sally was due to marry fellow Bamaga police officer, Trad Thornton, later this year.

(End of Excerpt)

BRENDAN URQUHART, BROTHER: It's all a bit of a blur when we did lose Sal but hearing my parents cry themselves to sleep was the most chilling thing that I've ever heard.

Mum, I can understand, but hearing my father cry himself to sleep was just, yeah. Not nice at all.

SHANE URQUHART, FATHER: The most difficult thing however was coming back to Brisbane and waiting for the process of victim identification and it was 23 days from the accident before we were able to have a funeral for our daughter.

(Excerpt of footage from Police video, May 30, 2005, Sally Urquhart's funeral)

JOHN 'BLUEY' O'GORMAN, FMR QLD POLICE INSPECTOR: I think there was about 3,000 police at the funeral, the horses, 20 something motorcycles, the guard of honour, all escorted Sally along Anne Street to St John's Cathedral.

BOB ATKINSON, COMMISSIONER, QUEENSLAND POLICE: Today, Sally, we pay tribute to you. We salute you.

ELIZABETH URQUHART, MOTHER: Bluey O'Gorman organised it. It's pretty hard when you've got to sit there and pick your

daughter's casket. You sort of feel that, well, she's my girl, I know her best.

JOHN 'BLUEY' O'GORMAN, FMR QLD POLICE INSPECTOR: It was tough, and yet it was, it was an extreme honour for me to be able to take part in making sure that Sally's send-off was special for her.

TRAD THORNTON, FIANCÉE: Just before she was about to board the plane, I gave her a hug, I kissed her and I told her I loved her. I was also able to say goodbye. It was a token goodbye, but it was a goodbye.

BRENDAN URQUHART, BROTHER: Trad's lost his be all and end all. They were getting married, they were tight, they were going to be together for the rest of their lives.

And seeing that man get up there and speak was absolutely mind blowing.

TRAD THORNTON, FIANCÉE: As I walked towards the police truck, I turned to see my Sally for the last time. She was waving and smiling at me and I can't ask for a better last image of Sally.

(End of Excerpt)

ELIZABETH URQUHART, MOTHER: That was a huge day, and everything was just beautifully done. How Sal would have wanted it to be.

SHANE URQUHART, FATHER: For quite a few months I guess we were grieving and not taking particular notice of what was going on. The Australian Transport Safety Bureau was investigating this particular crash.

ELIZABETH URQUHART, MOTHER: The ATSB were very good to us. They let us know what they could. I think Shane had made up his mind he was getting involved anyway, he knew there was more to it than just the crash.

(Excerpt from ABC News, December 2005)

ABC REPORTER: Seven months on an interim report's been released with few answers about what went wrong.

AUSTRALIAN TRANSPORT SAFETY BUREAU SPOKESMAN: We have ruled out a mechanical failure of the engines.

ABC REPORTER: Now victims' families are questioning a safety check which gave the aircraft the all-clear two months before the crash.

SHANE URQUHART, FATHER: Was that audit carried out properly? The answer would be no, it wasn't.

(End of Excerpt)

SHANE URQUHART, FATHER: At the particular time the company that was running the route from Cairns to Bamaga and back was a company called Aero Tropics. Aero Tropics was the name that was on the plane but they were actually responsible for the passenger lists and ticketing. The plane was actually owned and operated by a company called Lessbrook trading as Transair. Senator Jan McLucas from Cairns, she'd been doing a lot of investigating around Aero Tropics in particular and the operation up there.

(Excerpt of footage from Senate Estimates, October 2006)

KERRY O'BRIEN, QUEENSLAND SENATOR: I think Senator McLucas has got some questions that she wants to

JAN MCLUCAS, QUEENSLAND SENATOR: Yes. I want to ask some questions about CASA's (Civil Aviation Safety Authority) oversight of Lessbrook trading as Transair Propriety Limited.

(End of Excerpt)

MARK DAVIS, FMR STAFFER TO SEN. JAN MCLUCAS: I was Senator Jan McLucas's media adviser at the time of the accident. It very

quickly became apparent that we should also be looking at the regulatory authority, CASA, the Civil Aviation Safety Authority and the way that it was monitoring the aviation industry in North Queensland. North Queensland has got a very, very bad aviation safety record.

(Excerpt continued)

JAN MCLUCAS, QUEENSLAND SENATOR: What I'd now like to know is what action was taken by CASA following the November 2001 audit, the August 2004 audit, the February 2005 audit and the February 2006 audit.

BRUCE BYRON, FMR CASA CEO: From my, looking at the records.

MARK DAVIS, FMR STAFFER TO SEN. JAN MCLUCAS: The information that was starting to come from us from people in the aviation industry was very disturbing.

BRUCE BYRON, FMR CASA CEO: Recorded activities, were not anywhere near the same scale.

JAN MCLUCAS, QUEENSLAND SENATOR: Mr Byron, you have said that to me. I am sorry, I need more than that.

BRUCE BYRON, FMR CASA CEO: Senator, you also asked me what we have done in relation to other audits that have been done recently.

JAN MCLUCAS, QUEENSLAND SENATOR: I want, I want the detail of what actions CASA took following each of the four audits and I think it is very reasonable thing to ask.

(End of Excerpt)

SHANE URQUHART, FATHER: I did some delving into other crashes in Australian history and found that exactly the same things had been occurring over a period of 10 years or so. There were incidents of aircraft landing on unauthorised airstrips, tyres blown on tarmacs, planes getting bogged on airstrips,

hydraulic failures, landing-gear failures and questions about the validity of pilots' endorsements. And the general commonality between all of these investigations seemed to be that CASA was involved somewhere, CASA was the oversight organisation, but these companies had deficiencies that weren't rectified. And they continued to fly with these deficiencies. I really thought then that there would be a process that would uncover all of this and that there would be some justice, accountability throughout the system.

(Excerpt from ABC News, April 2007)

KAREN BERKMAN, ABC REPORTER: The Australian Transport Safety Bureau report paints a terrifying picture.

(End of Excerpt)

SHANE URQUHART, FATHER: It was one of the most comprehensive, detailed reports that the ATSB has ever produced.

(Excerpt continued)

KAREN BERKMAN, ABC REPORTER: In bad weather the Metro-liner came in for a complex instrument landing at Lockhart River with the pilot overloaded and an inexperienced 21-year-old co-pilot. Add to that confusing maps and a basic ground proximity warning system that would have alerted the crew too late.

BRUCE BYRON, FMR CASA CEO: I have never seen rates of descent that high, during an instrument approach, when so close to the ground.

ABC REPORTER: Transair was found to have contributed to the crash by inadequate training and supervision of pilots.

(End of Excerpt)

SHANE URQUHART, FATHER: CASA had done very, very many reports on Transair, had come up with some recommendations. Transair had not carried any of them out and were still continuing to

operate with those things unattended.

(Excerpt from ABC News)

ABC REPORTER: The ATSB said the Civil Aviation Safety Authority had not properly monitored the airlines structure and operations.

(End of Excerpt)

MARK DAVIS, FMR STAFFER TO SEN. JAN MCLUCAS: And it appears that whatever actions CASA took was totally inadequate because here you suddenly have an airline with 15 people on board one of its aircrafts crashing into a mountain.

SHANE URQUHART, FATHER: Once we'd seen the ATSB report, I guess my first thought was wow, 'cause it's all there, and there is going to be some justice and accountability about what happened in this particular case.

BRENDAN URQUHART, BROTHER: And it wasn't until the coroner's inquest, that's when it rattled me the most. Sitting there and listening to people lying through their teeth.

SHANE URQUHART, FATHER: It seemed to be that the CASA legal team concentrated on discrediting the ATSB and the ATSB report.

(Excerpt from ABC News)

ABC REPORTER 3: Today the Coroner released his findings into the crash.

ABC REPORTER 4: Coroner Michael Barnes blamed Captain Brett Hotchin for the crash, a pilot criticised by colleagues for his dangerous flying practices.

(End of Excerpt)

SHANE URQUHART, FATHER: We hold no grudges against the pilots whatsoever. Yes, the pilot in command certainly had a

reputation of doing some things that were probably outside the scope of what he needed to do. The issue is, he was allowed to do that. He was allowed to do that through poor company policy, poor company management and a lack of oversight by CASA.

(Excerpt from ABC News)

ABC REPORTER 4: The coroner was critical of Transair's safety management systems and pilot training practices, and while he criticised monitoring by CASA, he found the authority couldn't have prevented the accident.

SHANE URQUHART, FATHER: We're not looking for blame. We're looking for someone to stand up and take responsibility.

TRAD THORNTON, FIANCEE: We're looking for answers and we were hoping that Mr Barnes would have made the numerous recommendations to stop something like this from happening again.

SHANE URQUHART, FATHER: And the people of Australia especially if you're on rural airlines, if CASA's oversighting it, don't fly. Today's outcome, what a whole waste of time for all of us and we're just back to square one as far as I'm concerned.

(End of Excerpt)

BRENDAN URQUHART, BROTHER: That's when I was really worried about dad, I just thought that would be such a big blow to someone like dad that's put so much effort into it and pretty much just to get dirt thrown in his face.

SHANE URQUHART, FATHER: I think the darkest times are when you are alone and the memories come flooding back. You hear some music or you see something or even smell something that reminds you of the past. And we realise just what we've lost.

MARK DAVIS, FMR STAFFER TO SEN. JAN MCLUCAS: I think a lot of people underestimated Shane's determination. It must have been

very painful for him. We could see the pain, that's for sure. But he never let go. Not once. Shane was looking to take it a step further and he encouraged I think, Senator McLucas and Senator Kerry O'Brien to have a look at the possibilities of a Senate inquiry into Lockhart River and into CASA.

NATALIE URQUHART, SISTER: If dad's really passionate about something, then he will push it to the end and, definitely getting up people's goat, getting in their faces, he's definitely, doesn't surprise me with dad actually at all. So he's not going to, wasn't going to let this one just slip away.

SHANE URQUHART, FATHER: I just kept making a nuisance of myself, kept knocking on doors, meeting with people, meeting with the minister, writing emails, writing faxes, asking questions. Finally, the Senate committee decided that it would instigate an inquiry into CASA and other matters. There was 63 submissions from interested people around Australia about CASA.

(Excerpt of footage from Senate Inquiry, July last year)

CHAIR: Welcome Mr Urquhart.

SHANE URQUHART, FATHER: I was one of those people. I'm not a pilot, I'm not a lawyer. But in the past three years I certainly have built up my knowledge about a whole range of issues surrounding, the actions of the aviation industry and in particular that of the regulator.

(End of Excerpt)

ELIZABETH URQUHART, MOTHER: 'Cause I think what got CASA with just this person who's just a school teacher, he won't know much. And I think they were surprised with what Shane knew.

NATALIE URQUHART, SISTER: Sometimes I get a little bit worried that perhaps he might be bringing things up that mum or we

don't necessarily want to get brought up again. Sometimes I think it's a little bit of an obsession, that he may need to back off. But this is what dad needs to do, this is what dad wants to do, and it's a good thing.

(Excerpt continued)

SHANE URQUHART, FATHER: I'd like to make clear too that nothing is going to bring back any of the people who were lost at Lockhart River. However, to uncover the years of gross mismanagement, incompetence, self-indulgence and totally inconsistent application of safety regulations is just appalling. These endemic problems go right back to 1998 where reform was promised and reform has not happened. I could use the term corruption, but endemic problem within the organisation.

(End of Excerpt)

BRENDAN URQUHART, BROTHER: Once he gets to a certain point and I think that point has nearly been passed, with pursuing it, that he really needs to step back a bit. Mainly for mum and himself. I think he's pushed himself that little bit too far at the moment emotionally and I think he really needs to just stand back and actually grieve.

(Excerpt continued)

SHANE URQUHART, FATHER: Someone also said 'people like myself shouldn't be complaining', what do we need to do? Wait for another accident before CASA needs to act?

Well CASA hasn't acted before accidents before. They wait until there's an accident or incident then they act.

(End of Excerpt)

SHANE URQUHART, FATHER: We were very happy with the outcome of that inquiry. It's the first time in three years that someone's paid attention and listened. I'm particularly

interested in the last recommendation about the Australian Audit Bureau having a good hard look at CASA's operations and how they do business and hopefully they'll be fixed. I feel we've had great success since the Senate Inquiry of last year. Especially since the release of the green paper recommendations by Minister Albanese. I'm particularly interested in the fact that the ATSB is now going to be a much more independent organisation. This simply means that CASA now can be investigated by the ATSB.

MARK DAVIS, FMR STAFFER TO SEN. JAN MCLUCAS: I think that Shane's efforts have led to a safer environment, a safer flying environment in Far North Queensland.

JOHN 'BLUEY' O'GORMAN, FMR QLD POLICE INSPECTOR: And I know that Shane and Liz aren't just doing it for Sal, their efforts are also on behalf the other 15 people who died. It's not just for Sally.

NATALIE URQUHART, SISTER: You know, the best outcome would be for this to never happen again. You know, to prevent it from happening to some other families. The outcome that dad has got, I think will definitely help in looking to the future and moving on. And not dwelling on, you know, how Sal died, but how she lived.

JOHN 'BLUEY' O'GORMAN, FMR QLD POLICE INSPECTOR: Someone as great as Sally doesn't come about by accident, it comes about because she had great parents. I suppose that's probably, in my own funny way, that's probably the best compliment that I could pay to them, that they were the people who gave the world such a wonderful person as Sally.

END CAPTIONS: The Federal Government expects two new aviation bills to become law by July.

One will create a small expert board 'to provide high level direction to CASA's regulatory and safety oversight role'.

The second will 'reinforce the independence of the ATSB' by establishing it as a separate statutory agency.

A Call From Lockhart River – Australian Story

Plane crash families fight for justice

by Peter Michael, The Courier-Mail
3rd May 2017 6:20 AM

FAMILIES of the victims of one of Australia's worst aviation disasters have been blocked by insurance giant QBE from long-running legal action in the United States.

Fifteen people died in the 2005 Lockhart River crash on Cape York, but relatives yesterday told The Courier-Mail how they were "shocked and appalled" by a court order to end a nine-year lawsuit in the US against part-owners of the ill-fated Cairns-based Aero Tropics airline.

Lawyers for QBE obtained an order from the Supreme Court in Queensland restraining the Lockhart River families from taking any action other than to dismiss the damages claim before the US courts.

Twelve years on from the tragedy, the father of police officer Sally Urquhart, who died in the May 6, 2005 crash, said families had been victims of "bully boy tactics" and "intimidation" by Australia's biggest insurance company.

Brisbane schoolteacher Shane Urquhart, who lived in Caboolture at the time of the accident, said none of the families or their lawyers had been notified of the latest legal action before the court order.

“We’ve been fighting for justice for our lost loved ones for so long, and now we feel the judge and the legal system has been duped,” he said.

“It’s not just us, but anyone who gets on a plane in Australia needs to know the sort of bastardry one of the biggest aviation insurers in the country will use against victims of air disasters and their families,” he said. “None of the plaintiffs were informed. None of our lawyers contacted.”

QBE, according to its website, provides insurance to airlines, aircraft, airports, pilots, refuellers, baggage handlers and maintenance operators.

Reverend Mary Eseli’s son, Fred Bowie, and sister-in-law, Mardie Bowie, were among six victims of the air crash from the tiny indigenous communities of Injinoo and Bamaga, at the tip of Cape York.

“It has been an open wound in our hearts that has never healed,” she said.

“QBE has paid compensation and costs, where appropriate, in respect of the claims by relatives of the deceased passengers against the operator of the aircraft.”

Plane crash families fight for justice | Queensland Times



CONSTABLE
SALLY ELIZABETH URQUHART
BORN 30 MARCH 1977
DIED 7 MAY 2005
KILLED ON DUTY



Sally URQUHART & her father

In memory of the 2 crew and 13 passengers
who tragically lost their lives in the air
disaster of the 7th of May 2005 when the
Metroliner VH-TFU, en route from Bamaga
to Cairns, crashed on 'South Pap' Iron Range,
approx 11 kilometers from this site

David J D BANKS
Frank Lawrence William BILLY
Mardie Robyn BOWIE
Fred Vejsil Solomon BOWIE
Robert James BRADY
Timothy R L DOWN - "Timmy-d"
Edward "Ted" Charles GREEN
Brett HOTCHIN - "Herman"
Kenneth S B HURST
Gordon Daniel KRIS
Noel M LEWIS
Paul Raymond NORRIS
Arden Christopher SONTER
Const Sally Elizabeth URQUHART
Helena Phyllis WOOSUP
May they rest in peace



Father of Sally Urquhart

Gordon Charles FARNHAM

06/05/2020

Gordon Charles FARNHAM – DCM, MM

New South Wales Police Force

Regd. # ?

Rank: Constable

Stations: Broken Hill, Wagga Wagga,

Service 1: From ? ? ? to ? ? **pre 1914
– Broken Hill**

**Service 2: From 15 April 1919 to 10
March 1920 – Wagga Wagga – Resigned**

[blockquote]

Australian Imperial Force

Regiment 1: 3rd Field Ambulance, B

Squadron

**Regiment 2: 3rd Light Trench Mortar
Battery**

**Enlisted: 24 August 1914, Morphettville,
South Australia**

Service # 151 & 176

Rank 1: Corporal # 151

Rank 2: Lance Corporal # 176

**Embarkation 1: 3rd Field Ambulance, B
Squadron – Unit embarked from Adelaide,
South Australia, on board Transport A12 "
Saldanah " on 21 October 1914**

**Embarkation 2: 3rd Light Trench Motar
Battery – Unit embarked from**

Age: 26

**Next of kin: Father: Thomas Farnham,
Cessnock, NSW**

Religion: C of E

Single / Married: Single

War Service: Egypt, Gallipoli, Western Front

21 October 1914: Lance Corporal, 3rd Field Ambulance

21 October 1914: Embarked HMAT Saldanha, Adelaide

1 March 1917: Corporal, 3rd Light Trench Mortar Battery

Returned to Australia: 4 December 1918

[/blockquote]

Awards: Distinguished Conduct Medal – granted 6 September 1915 – ‘For great gallantry on the 25th April, 1915, and throughout the landing operations near Gaba Tepe (Dardanelles). In attending to the wounded under a heavy fire, he showed the greatest zeal and disregard of danger, and at all times gave a fine exhibition of coolness and devotion to duty.’

Source: ‘London Gazette’ No. 8844

Date: 6 September 1915

Military Medal – granted on 7 October 1918 – ‘In the operations against the enemy positions at MONT DE MERRIS near STRAZEELE on night 2nd/3rd June, 1918

Corporal FARNHAM displayed great gallantry and initiative. When a gun close by which was firing on a very strong enemy machine gun position on the flank was put out of action, Corporal FARNHAM, regardless of his personal safety, carried the ammunition through the enemy’s barrage to his own gun position and expended both his own and the disabled gun crews’ quota. By great skill he was able to fire alternate shots at his own and the disabled gun crews’ targets, thereby saving casualties from flanking machine gun fire. He set a splendid example of gallantry and initiative.’

Source: ‘Commonwealth Gazette’ No.

**1914 – 15 Star, British War Medal,
Victory Medal**

Born: 18 June 1888 at Cessnock, NSW

Died on: Friday 28 January 1921

Place of death: Wagga Wagga, NSW

Cause: Food poisoning

Age: 32

Funeral date: Friday 28 January 1921

Funeral location: Wagga Wagga

**Buried at: Methodist portion of the
Cessnock cemetery**

Memorial at: ?



Gordon Charles
FARNHAM

GORDON is NOT mentioned on the Police Wall of Remembrance * NOT JOB RELATED

The Cessnock Eagle & South Maitland Recorder **Friday 28**
January 1921 page 5 of 6

DEATH OF MR. GORDON FARNHAM A CESSNOCK DISTINGUISHED SOLDIER.

The relatives of Mr. **Gordon Farnham D.C.M., M.M.** were shocked to receive word this morning of his death at Wagga Wagga. The sad information came as a great shock as it was not even known by his relatives that he was ill. The deceased was a native of Cessnock, being born in the premises now occupied by Mr. Dennis Kenny, in Main Street. The deceased was 30 years of age and was an **Anzac**, being **one of the first Australians** to enlist. He enlisted from **Broken Hill**, where he was a member of the **police force**.

The late Mr Farnham secured the **Distinguished Conduct medal** at **Gallipoli** and the **Military medal** in **France**.

He returned on furlough in the early part of 1919 and during his stay at his home town the Armistice was signed.

His remains will be brought to Cessnock and will be interred in the Church of England cemetery on Sunday afternoon.

<http://trove.nla.gov.au/ndp/del/article/99448638>

OBITUARY.

MR. GORDON C. FARNHAM.

The death of Mr. **Gordon C. Farnham**, licensee of the **Club House Hotel**, Wagga, caused great regret, as the deceased was well-known throughout the district. Mr. Farnham was present at the boxing contests in the Riverina Hall on Wednesday night, and after returning to his hotel ate a supper which included cucumber, and had an iced drink. Later not feeling too well he had a glass of brandy, but during the night he suffered considerably from internal pains. In the morning his condition was such that Dr. Martin was called in, and he diagnosed the case as one of gastritis and enteritis. The sufferer was removed to a private hospital, but although everything possible was done for him he passed away about 3 o'clock on Friday morning. Dr. Martin certified that death was due to food poisoning, and this was endorsed by the deputy coroner after a formal inquiry.

The deceased, who was an **'Anzac,'** rose to the rank of **sergeant-major** in the **1st Divisional Engineers**, and earned the coveted awards of the **D.C.M.** and the **M.M.** At the time of his death he was on the committee of the Returned Soldiers' League.

Prior to enlisting he was a member of the **police force**, attached to the Wagga station, and he **rejoined** the force on **April 15, 1919**, on his return from the front, and **resigned** on March 10, 1920, to take over the **Club House Hotel**.

He leaves a wife, five brothers, and two sisters.

The funeral left Traill-street for the Wagga railway station at 4.30pm on Friday, from where the remains were conveyed by rail to **Cessnock** for interment in the Methodist portion of the Cessnock cemetery. The chief mourners were the wife of the deceased, Mrs. W. Ball, and Messrs. D. Harris and N. J. Richards. A large number of members of the Returned Soldiers' League marched behind the hearse, including the president, Ald. Gissing, the pall bearers being Messrs. V. Charker, T. A. Plummer, J. S. Wild, L. H. Shaw, T. A. Smith, and A. Stephenson. Sister Proctor, and members of the Red Cross League were also present, while **Senior-sergeant Gallaher, Sergeant O'Brien, Senior-constable Cooper, Constables Brownlee and Waugh, and Tracker McLean** represented the **Wagga police**. There were many beautiful floral tributes.

The funeral arrangements were entrusted to Messrs. McIntosh Bros.

<http://trove.nla.gov.au/ndp/del/article/142355550>

Service Number listed as 176 and 151

"AN ADELAIDE D.C.M.

Lance-Corporal Farnham, who came to Adelaide from Broken Hill to enlist, has won the Distinguished Conduct Medal for "showing the greatest zeal and disregard for danger during the landing at Gabi Tepe." Lance-Corporal Farnham is a native of Cessnock (N.S.W.), and is 27 years of age. Like all the country recruits from the Cessnock district, he had a varied experience in rural pursuits in his native State, and was also for a time in New Zealand, and for 18 months prior to enlisting had been in the New South Wales police force, being stationed at Broken Hill. At the historic landing on April 25

he was for 10 hours under fire, "during which time," says the official report, "he attended the wounded continuously, and made a fine exhibition of coolness and devotion to duty." Lance-Corporal Farnham was in the trenches from April to the end of August, and is now on police patrol duty guarding prisoners. His parents are very old residents of Cessnock." – from the Adelaide Advertiser 06 Oct 1915 (trove.nla.gov.au)

"D.C.M. FOR CESSNOCK.

The distinguished conduct medal has been won by Lance-corporal Gordon Farnham, a former resident of Cessnock, for "showing the greatest zeal and disregard for danger during the landing at Gaba Tepe." The D.C.M. hero, who is a native of Cessnock, is 27 years of age, and previously was employed at the Aberdare Colliery and blacksmith. He is a fine example of Australian manhood, and has many friends in Cessnock who are naturally proud of him. His parents also live in Cessnock. After leaving his native town, Farnham journeyed to New Zealand, from whence he went to Broken Hill, where for eighteen months previous to his enlistment he was a member of the police force. The call of war was too strong, however, and he enlisted in Adelaide with the Third Field Ambulance Corps. He subsequently took part in the famous landing of the 25th April, and was for ten hours under fire, "during which time," says the official report, "he attended the wounded continuously, and made a fine exhibition of coolness and devotion to duty." – from the Newcastle Morning Herald and Miners' Advocate 08 Oct 1915 (nla.gov.au)

"OBITUARY. MR. GORDON C. FARNHAM.

The death of Mr. Gordon C. Farnham, licensee of the Club House Hotel, Wagga, caused great regret, as the deceased was well-known through out the district. Mr. Farnham was present at the

boxing contests in the Riverina Hall on Wednesday night, and after returning to his hotel ate a supper which included cucumber, and had an iced drink. Later not feeling too well he had a glass of brandy, but during the night he suffered considerably from intestinal pains. In the morning his condition was such that Dr. Martin was called in, and he diagnosed the case as one of gastritis and enteritis. The sufferer was removed to a private hospital, but although everything possible was done for him he passed away about 3 o'clock on Friday morning. Dr. Martin certified that death was due to food poisoning, and this was endorsed by the deputy coroner after a formal inquiry.

The deceased, who was an 'Anzac,' rose to the rank of sergeant-major in the 1st Divisional Engineers, and earned the coveted awards of the D.C.M. and the M.M. At the time of his death he was on the committee of the Returned Soldiers' League. Prior to enlisting he was a member of the police force, attached to the Wagga station, and he rejoined the force on April 15, 1919, on his return from the front, and resigned on March 10, 1920, to take over the Club House Hotel. He leaves a wife, five brothers, and two sisters. The funeral left Traill-street for the Wagga railway station at 4.30 p.m. on Friday, from where the remains were conveyed by rail to Cessnock for interment in the Methodist portion of the Cessnock cemetery. The chief mourners were the wife of the deceased, Mrs. W. Ball, and Messrs. D. Harris and N. J. Richards. A large number of members of the Returned Soldiers' League marched behind the hearse, including the president, Ald. Gissing, the pall bearers being Messrs. V. Charker, T. A. Plummer, J. S. Wild, L. H. Shaw, T. A. Smith, and A. Stephenson. Sister Proctor, and members of the Red Cross League were also present, while Senior-sergeant Gallaher, Sergeant O'Brien, Senior-constable Cooper, Constables Brownlee and Waugh, and Tracker McLean represented the Wagga police. There were many beautiful floral tributes. The funeral arrangements were entrusted to Messrs. McIntosh Bros." – from

the Wagga Daily Advertiser 29 Jan 1921 (nla.gov.au)

<https://rslvirtualwarmemorial.org.au/explore/people/137462>

NSW Births, Deaths & Marriages

Death: 4551/1921 Father: Thomas Mother: Susan Wagga
Wagga District

Christopher Alan GIBB

06/05/2020

Christopher Alan GIBB

New South Wales Police Force

Police Academy: Class 242.

Passed Out: 1990

Regd. # 26???

Rank: ?

Stations: Kings Cross

Awards: Nil ?

Born: 1971 ?

**Died: Helicopter crash – pilot. Non
Police chopper**

Age: 22

**Date: 20 March 1993 – believed to also be
Chris' birthday**

Funeral date / location: ?

Grave: location ?

FURTHER INFORMATION IS NEEDED ABOUT THIS MEMBER.

The helicopter that Chris was piloting, at the time of his death, clipped power lines at Central Coast, with his grandfather as passenger, who was also killed.

Helicopter crash kills two family members

The Canberra Times Monday 22 March 1993 page 12 of 42

SYDNEY: A young policeman and his grandfather were named yesterday as those who had died in a helicopter crash on a property on the NSW central coast on Saturday.

They were **Christopher Alan GIBB, 22** of **Cronulla** and **William Henry Watts, 76**, of **Wamberal**, near Terrigal on the central coast, police said.

The helicopter crashed in a paddock between the Pacific Highway and the F3 Freeway at Tuggerah, near Wyong, shortly before 5pm.

It had left Bankstown Airport some hours earlier.

Police said Mr **Gibb**, a **pilot** with **two year's experience**, had been taking his **grandfather** on a **joy-ride** when the accident occurred.

A **Bureau of Air Safety** spokesman said the aircraft apparently had **hit power lines** but the bureau could not confirm the cause of the crash until after the investigation.

Glen Anthony CONNOR

06/05/2020

Glen Anthony CONNOR

aka **CHUCK**

NSW Police Academy Class 205

New South Wales Police Force

Regd. # 21608

Rank: Commenced Training at Goulburn Police Academy on Monday
13 August 1984 (aged 22 years, 5 months, 8 days)

Probationary Constable – appointed 26 October 1984 (aged 22
years, 7 months, 21 days)

Constable – appointed 26 October 1985

Acting Sergeant – Death

Stations: Wollongong G.D's, Wollongong Rescue Squad,
Sutherland, South Region Dog Squad, South Region Prosecutors

Service: From 13 August 1984 to 24 September 2000 = 16
years, 1 month, 11 days Service

Awards: National Medal – granted 30 August 2000

Born: Monday 5 March 1962

Died Sunday 24 September 2000 about 11am

Age: 38 years, 6 months, 19 days

Cause: Hang gliding accident – Pilot

Event date: Sunday 24 September 2000

Event location: Bald Hill, Stanwell Tops, NSW

Funeral date: ?

Funeral location: ?

Buried at: ?

Memorial: the “Chuck Connor” trophy for “reteam on Course
Dux”



Glenn Connor

24 September 2000

Acting Sgt Glen "Chuck" Connor, 38 old, who lived at Otford, died about 11am in a hang gliding collision at Stanwell Tops.

He had a female passenger from Albion Park Rail and collided with another paraglider, being piloted by Vitali Kouznetsov from Hurstville as the second glider took off from Bald Hill they became entangled. The woman and Vitali survived the crash.

Glen was also the owner / operator of "Skybound Hang Gliding School" and had been a qualified hang gliding instructor since 21 July 1983 with approximately 1850 hours hang gliding experience.

Glen's wife, Sue and brother Adrian were on the hill and witnessed the accident.

Glen used to work at Wollongong G.D's, South Region Dog Squad

around 1992 & his dogs name was 'Jet' and, from memory,
Wollongong Prosecutors.

At the time of his death he was stationed at Sutherland
Prosecutors.

May Glen forever Rest In Peace.

Accident location [codepeople-post-map]

Bradmania boost to 'Burgh auction

The Don's bat hits six for charity

By LISA CARTY

A rare and valuable cricket bat (left) signed by Sir Donald Bradman will be auctioned in Helensburgh next month.

The auction, at a charity fundraiser for the family of policeman Glenn Connor, comes as Bradman memorabilia collectors find they've hit a six since the Don died last month.

Values of signed cricket bats and other collectables had risen with one item auctioned on Saturday going for \$9000 more than expected, an expert said.

Steve Yerbury, a director of a Sydney company which supplies sporting memorabilia for charity fundraisers, said interest in Bradman items was high.

He expected values of some items would subside but "quality" Bradman items would continue to appreciate.

Saturday's South Australian auction of a Bradman-signed bat - it bore signatures of three of the five cricketers named as the greatest of the century - had been a good indicator, he said.

The bat had been expected to realise between \$4000 and \$5000 but went for \$13,500, Mr Yerbury said.

Mr Yerbury said his company had not raised the price it charged charities out of respect for The Don.

All money beyond the reserve went to the charity, he said.

Next month's Helensburgh auction, at a charity fundraiser,



SGT CONNOR

would be a test of the market, Mr Yerbury said.

His company was supplying the fundraiser organisers with a signed bat bearing a portrait of the Don, presented in an impressive frame.

It was one of only 100 Bradman-signed bats left in the world, he said, and the signing had been done under the auspices of the Bradman Foundation.

Mr Yerbury said before the Don's death the average price of such items was \$4500.

Sgt Connor, a 38-year-old police prosecutor from Otford, died last September when his hang-glider collided with a paraglider at Bald Hill.

The fundraiser will be held at Helensburgh Workmen's Club on April 7.

Sir Donald Bradman A.C.

The Bradman World Records

Original Test runs of 117 (1930) - Highest in One Day of 332 for England - 1986. Most Test matches 10. Runs 28,000 made in 64 test matches (1930). Highest Test average 82.83.

1926-1929 v England 4 Tests 847 runs H.S. 123 66.35 ave	1936-1937 v England 5 Tests 819 runs H.S. 270 99.66 ave
1938 v England 5 Tests 574 runs H.S. 136 137.7 ave	1938 v England 4 Tests 434 runs H.S. 144 no 108.50 ave
1938-1939 v West Indies 5 Tests 847 runs H.S. 201 74.30 ave	1936-1947 v England 8 Tests 889 runs H.S. 154 97.4 ave
1938-1939 v South Africa 5 Tests 888 runs H.S. 209 no 98.56 ave	1947-1948 v India 3 Tests 142 runs H.S. 201 101.25 ave
1933-1934 v England 4 Tests 596 runs H.S. 182 no 84.50 ave	1948 v England 5 Tests 609 runs H.S. 173 no 77.37 ave
1934 v England 5 Tests 738 runs H.S. 164 92.75 ave	1923-1949 Test Career 53 Tests 6988 runs 29 centuries 99.84 ave
In Class Career Summary 1913-1949 241 matches 3833 runs 2867 runs H.S. 422 no 88.14 ave	New South Wales 1927-1934 23 matches 823 runs H.S. 252 no 107.14 ave
1913-1949 v All Class 241 matches 3833 runs 2867 runs H.S. 422 no 88.14 ave	South Australia 1915-1933 31 matches 4931 runs H.S. 317 159.37 ave
1913-1949 v All Class 241 matches 3833 runs 2867 runs H.S. 422 no 88.14 ave	Donald Bradman was Australia's top test batsman in 1930-1939

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Armed hold-up at service station

By ANNA PATTY

An armed bandit threatened a Wollongong service station attendant with a shotgun last night before taking a small amount of cash.

Dean Mellor, 24, sounded a hold-up alarm at 7.10 pm after he was robbed at the Shell service station on the corner of Corrimal and Burelli Sts.

Police were quick to arrive and interview the shaken attendant.

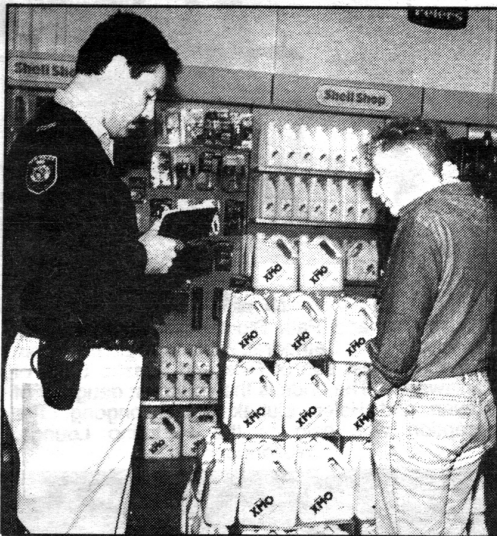
Mr Mellor told police a man aged about 25, 170 cm tall, dressed in black and wearing a black balaclava, threatened him with a single barrelled sawn-off shotgun.

He said the man told him to "give me the f...ing money".

"It's the first time I've been robbed," Mr Mellor said later.

Detectives and search dogs scoured the area for the bandit last seen running behind the garage towards the Wollongong City Council car park.

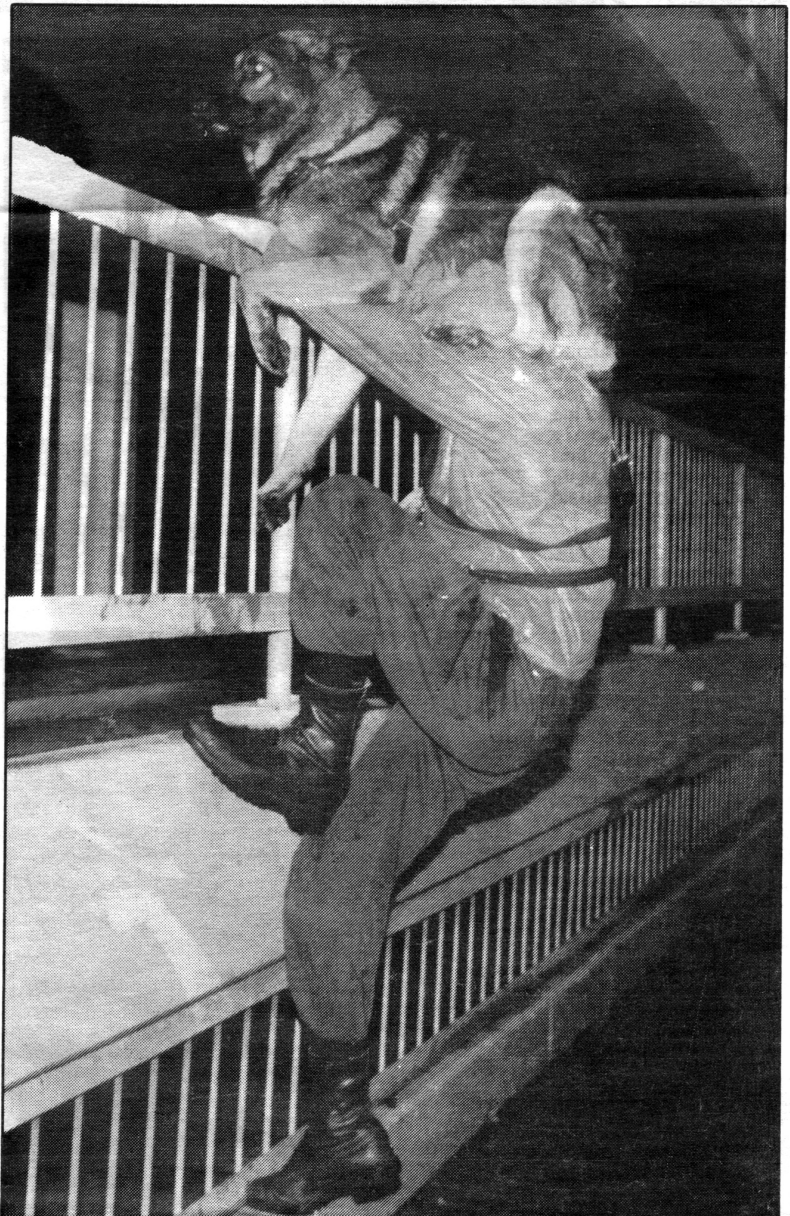
Police said the dogs picked up the bandit's scent in the car park but lost it again in Stewart St.



● ABOVE: Senior Constable Greg Callender of Wollongong police interviews a very shaken Dean Mellor after a man armed with a sawn-off shotgun robbed the Corrimal St Shell service station.

● RIGHT: Constable 1st Class Glenn Connor of Engadine Dog Squad gives sniffer dog Jet a lift in pursuit of the robber.

Pictures: LES SMITH.



Armed hold up at service station.

Illawarra Mercury page 9

Monday 10 February 1992 with police dog Jet

October 2 2009 – 10:54AM

Hang-gliders hurt in Stanwell Park crash landing

• BRETT COX

Two hang-gliders had to be rescued by helicopter from a rock at the bottom of a cliff after they were injured during a tandem flight at Stanwell Park.

The delicate rescue operation occurred under a darkening sky after an unexpected change of wind forced the emergency landing about 4.30pm yesterday. Hang-glider operator Tony Armstrong, 55, of the Stanwell Park Hang-gliding and Paragliding School, was initially knocked unconscious while landing on the rock.

He was later taken by helicopter to St George Hospital with head injuries and is in a stable condition.

The other man, an Irishman in his 30s visiting Australia on a working holiday visa, received cuts to his leg and was driven by ambulance to Wollongong Hospital.

Mark Mitsos, secretary of the school, told the Mercury northern suburbs man Mr Armstrong had more than 25 years' hang-gliding experience and had spent thousands of hours in the air off Bald Hill.

"There was a very sudden change in wind direction and he effectively had to make an emergency landing down at the bottom – and there's not too many options down there," Mr Mitsos said.

Local hang-glider Matt Radzyner said sudden wind changes at

Bald Hill were almost impossible to predict. He praised Mr Armstrong.

“He would have been in control the whole time and he obviously put his passenger first because his passenger had much lesser injuries.

“He took the brunt of the crash.

“The injured Irishman used his mobile phone to call five friends waiting on Bald Hill, who walked 40 minutes down a steep track to the men’s aid.

Ambulance officers began the trek just after 5pm, but the rescue helicopter reached the injured men first and winched them back to the top of the cliff.

The friends were transported to a nearby beach.

The most high-profile hang-gliding accident in recent times at Bald Hill occurred in September 2000 and left two dead.

Police officer Sergeant Glenn Connor, of Otford, was flying tandem with an Albion Park Rail woman when their gilder became tangled in the lines of a paraglider being flown by Hurstville man Vitali Kouznetsov.

The woman survived.

<https://www.illawarramercury.com.au/story/622998/hang-gliders-hurt-in-stanwell-park-crash-landing/>
