GEORGE FREUDEN

Interviewed by Jerry Krejzar, June 28th, 2009, Sydney.

JK: Hi George my old mate, you know that I am Jerry Krejzar, a member of the Thredbo Historical Society, and they have asked me to do your oral history, especially your involvement with Thredbo Ski Patrol Association (TSPA), Australian Ski Patrol Association (ASPA), Federation Internationale Patrole de Ski (FIPS) and Federation Internationale de Ski (FIS) and your contribution to the Australian ski-industry.

George, would you please pronounce your full name for me.

George: Yes, it is George Freuden, as in Sigmund Freud but in plural, and just for the record I was born in Hungary in 1932, an only child to a Jewish family, which was not a good idea at the time.

JK: No. What did they do George?

George: What did they do? Well there was Hitler of course, who did not like Jews, and after he 'pissed off', if you forgive me for the expression, he was quickly followed by Stalin whose regime though not specifically anti-Semitic was no better. Between those two elements my father encouraged me to escape, even though I was an only child, he could not see that I could survive in that environment, and in effect the communists did the best they could to prove it to me jailing me at one stage, so I spent a fair bit of time struggling against regimes, but I am not one that gives in easily so that was that.

JK: Right.

George: So my father organised a smuggler to smuggle me out of Hungary at the age of 16, as a consequence of which he was practically killed by a communist, causing brain haemorrhages' and all sorts of things. Ah at that point I left for my family in Paris with whom I lived for two years. I did not have the first idea about skiing, or I should say I have skied, minimally; and believe it or not I was the school-champion in cross-country which is something I wouldn't do if you killed me!

JK: So you had no downhill skiing experience before leaving Hungary.

George: That's right. Now after being in Paris and being offered French citizenship, so why did I not go to Indo-China, which I refused, I came to Australia and I could not have made a happier choice.

JK: How did you get there, George?

George: To Australia?

JK: And when was that.

George: I arrived here in November 1949.

JK: By boat?

George: By boat, yes.

JK: Was it one of those migrant boats.

George:

A migrant ship which was in many ways good, as I speak languages, and I acted as interpreter on board and my life was a little bit less miserable then it could have been.

JK: Was it a terrible boat-trip?
George: No it wasn't actually, it was something I remember with great fondness, it was a French ship which had Chinese crew, because it was originally built for Hong-Kong and the stewards' and chef's were all French so the food was edible.

JK:: Sounds almost enjoyable.

George:
It was an 8 week trip and during that time as I said I was acting as interpreter, for all but the Chinese.

JK: When did the ship arrive in Australia, can you remember?

George: In November 1951.

JK: Was that in Melbourne or in Sydney?

George: In Sydney.

JK: What about a migrant re-settlement camp, any?

George: No, because my father donated lots of money to a Jewish charity, during his heyday shall we say, I didn't have to work for any kind of contract and I was allowed to live my life. When I arrived my landing permit was organised by my good friend George Weiss a fellow patroller who you know.

JK: Did you start in the import business straight away?

George: No I actually studied in France to become an electrician and subsequently a refrigeration mechanic. When I arrived I discovered that the last thing Australia needed was another refrigeration mechanic, and I went to work as a tool maker which was part and parcel of that occupation and I worked at that for a couple of years, not a very good one as my experience was minimal, then I did all sorts of things like commercial tradesman, etc.

JK: When did you start in the importing business?

George: The importing business, I went into it because I was sick and tired of greasy dirty hands that you get from being a toolmaker, and in 1963 I think I decided to have a break and I went and applied for a job in a big merchant firm, became their customs expert so to speak, and within a short time I obtained my licence as a customs broker.

JK: George when did you start to ski in Australia and what about your involvement in ski-patrolling, when did that start.

George: I started skiing actually by accident, Hillary was at University and booked in for a holiday at the Uni-hut, and a girlfriend with whom she was going, 'did her ankle', so I was offered the opportunity to go with them, and I was so to speak, the expert skier even though I haven't skied, and so we went to Guthega which was an interesting experience because it had zero lifting, not one yard, it was quite hard work but it was interesting.

JK: Can you remember the year?

George: That was in --- I am terrible with dates --- late 50's, 57 I think, and we spent part of that season in Guthega, from then on we fell in love with skiing and we skied Perisher, Charlotte Pass, Guthega and eventually by good luck we arrived in Thredbo in 1960 for our honeymoon.

JK: You skied for 6 or 7 years before deciding to get involved with the Thredbo ski-patrol. What made you do that?

George: Well, I discovered that skiing alone is not much fun, so there was my mate George Weiss who couldn't always make it, and a few other mates, but really I needed company for my skiing at my level and in 1967 I joined the patrol.

JK: 1967

George: At that time it was a very primitive affair; Ludwig Robina used to walk around at bottom station, with a bunch of parkas on his arm, picked out people whom he knew weren't too bad skiers, and asked if they wanted to spend the day patrolling. That really was my beginning on the patrol.

JK: From then on in when did you start getting involved, by way of making some sort of input into Thredbo Ski-Patrol.

George: In 1968 I was elected onto the committee, because I am basically an administrator at heart, I straight away kicked into it and started doing things. At the time there was a fight with the Smiggin's Ski-Patrol, the Minister for Lands Tom Lewis favoured shall we say and it was easy to get into this. I was involved for the first time on a serious level in 1968 or 9 there was a meeting in Goulburn, we found out that the Smiggin's Ski-Patrol decided to take over patrolling in Australia, and I liked the idea of having a meeting in Goulburn where we annihilated the Smiggin's Ski-Patrol.

JK: Of course you can remember the people who were involved, there was John Rumble.

George: The major people were John Rumble. Adrian Studley, Ludwig Rabina, and me, that's about it. There was no one from Perisher because the patrol did not exist. Charlotte Pass had the one and only patroller who was a doctor,

JK: In those years patrolling was what you would call primitive, so it was not what you would call sophisticated.

George: Certainly not, and in fact it was an important time of the movement as such, because the first volunteer ski-patrol was established in the United States in 1932, and that was done by a doctor, who was skiing with friends and one of them got hurt and he decided that something ought to be done.

JK: Which led to the National Ski-Patrol Association.

George: That led to the National Ski-Patrol Association which was followed about 3 or 4 years later by the Canadian Ski-Patrol Association. Interestingly the President of the Canadian Ski-Patrol Association became Mark Labow, to this day one of the world's greatest patrollers and that was an interesting experience in that too and we will come to that later.

JK: We get back to that meeting, what then transpired after that meeting.

George: John Rumble was elected President, which obviously was not the plan of the Smiggin's people, I was elected secretary.

JK: Of NSW Ski-Patrol Association

George: Of NSW Ski-Patrol Association, and then as I said we practically took over ski-patrolling in the State. We did all kinds of things, I had started writing the first manual which was really badly done but ---

JK: For NSW.

George: For NSW yes.

JK: From there on in I guess we actually look at the evolvement of Thredbo Ski-Patrol.

George: Well yes you could say that, because really Thredbo has acquired considerable reputation, call it power if you must, by having the equipment, the knowledge, the personnel to run what I consider even then, a very, very good patrol.

In 1973 I decided if it works for NSW it should work for Australia, and I invited by correspondence all the patrols in Australia, which was a miserable failure because the next thing that happened is we had legal correspondence with the Mt Buller patrol who decided that we should not be allowed to do that because they fancied themselves as the top dogs. Nevertheless after a lot of legal litigation we had set up a meeting in Thredbo in 1973 and ASPA the Australian Ski-Patrol Association was born out of that.

JK: Without Buller's involvement?

George: No Buller handed in, they capitulated.

JK: ASPA the body actually started in 1973.

George: 1973 in Thredbo, I was its first President, by that time John Rumble had resigned from NSW because of his business commitments, and what have you.

JK: Wasn't John Barclay involved.

George: John Barclay was President for a while.

JK: President of NSW or Thredbo.

George: Of Thredbo, and John to this day is still taking interest (in the patrol), in his 80's, and he is not a well man, I get phone calls regularly, he was probably the best President we had, he has established an all time record of running an Extraordinary General Meeting in 46 seconds, and it was successful.

JK: From that year onwards we should discuss the evolution of both bodies, sequentially.

George: Once ASPA was established as an organisation I started looking around into what needed to be done to get the Thredbo patrol to function even better and in order to do that I joined an awful lot of organisations. I became a member of the Australian Sports Medicine Federation.

JK: That's why you probably earned the nickname of Dr. George Freuden.

George: I was then invited to join the International Ski-Federation, on their safety committee.

JK: Referred to as FIS.

George: Yes FIS and I heard through the grapevine that in1979 there were plans afoot to establish a meeting at least between the Canadian Ski-Patrol association and the American National Patrol. So I rang Mark Labow, and I said 'how about us, and he said, 'welcome, well come along', and we did, Hillary came with me at the time. It was an interesting experience.

JK: 1979, there were already patrollers from other countries.

George: No, that came later, but in 1979 I arrived in Calgary which was the site for the meeting.

JK: But I am talking about Jerry Shirley and all those guys.

George: You mean the pro-patrol.

JK: Yes they were pro-patrol.

George: There was Tony Eames, Jerry Shirley, and Yaouk, Bill Yaouk.

JK: What I am getting at, to distinguish that these were, apart from Tony Eames, pro-patrollers from other countries and nothing to do with an exchange.

George: Nothing to do with an exchange. When I arrived in Calgary and was introduced to Mark Labow, the whole thing was a surprise element because 'Labour' as such sounds very French, my mother tongue. It turned out that he was actually Labow, which is another Jewish name, and he originated from Romania, as against my Hungary, and so there was an awful lot in common between Mark and me.

That very thorough friendship has never stopped; to this day we phone each other once a month or so and exchange information on matters of patrol. I have not lost my interest in Ski-Patrol as such as an organisation, and this again is due to Thredbo, because of the 'pulling power' of a well functioning body of people.

At this stage I was approached by the then Police Superintendant Ross Nixon, who asked me if we have any kind of safety film or information to the public, and I said, 'no we didn't'. So he organised with Film Australia, and naturally government subsidy to shoot a film on ski safety. The interesting part of that was that they had appointed an editor, his name if I recall rightly, Eddie Moses, never skied in his life before, and I said to him that this was a bit strange for you to edit this film. We agreed that he was going to Thredbo with me, and he will pump me for information on the way; as you know it was a 5 and a half to 6 hour trip, plenty of time to chat, and the thing that he was really digging for, what is the common denominator of these people. Are you all doctors? No. Are you all nurses? No. Carpenters, are you all Austrians?

All of these questions came up and I really couldn't give him an answer. By the time we reached Cooma we had agreed that the real answer is 'lust for life', the way the people like to live, the way they like to help people, and that really is something for which I am extremely proud. Because ever since then, if you look at the history of the Thredbo Patrol, of all the things they have been doing, among other things rescuing 22 Japanese last year from an avalanche and getting medals from the Japanese Government, this is no small matter.

JK: What you are saying that's all a consequence of the past.

George: It's all a consequence of their training and equipment of course as that goes hand in hand.

JK: Do you want to look at the company's involvement in all this?

George: Yes because the company's involvement, although they never interfered with the patrol as such, but they did provide a lot of assistance in many ways, not in terms of equipment, they have never owned any equipment at all, we did all that. They have supplied for example a dormitory, which both you and I have partaken of, and they have done a lot of good things. So every time I read about feats of our patrol, I am very proud of them, and it makes me ask the question, 'just what is it that makes these people put so much in it'? It's really a lot of volunteer work, we had once worked out that the actual skiing time put in by a patroller averages out at around about 11 hours a week, so really we were not there just for the fun, and I wanted to mention this because I am extremely proud of this organisation, and part of my pride of course goes to the fact that I was one that set it up.

JK: Understandably.

George: Now in collection with that I think it is interesting to note that I had to get in touch with a lot of people in different organisations and through that I became a member of the safety committee of FIS, an organisation which I don't really respect, but we were there.

JK: What year was that?

George: That was 1975.

JK: And how long did you remain involved with FIS.

George: Again dates are not my strong point but I think until 1986. We had an International Congress that Kurt Lance and I organised in Sydney, and at the end of that congress I resigned.

JK: That was in 1986.

George: I am trying to figure out, I think it was 86. That was that part, and I already mentioned that I became a member of the Sports Medicine Federation purely because of my personal interest, and because of that personal interest I could translate that into, equipment, I was invited to various medical shows, I was able to purchase, so all of that help and I am not saying this to show off but rather to emphasise that we have reached somewhere, because of the power of the patrol.

JK: The power of the Thredbo Patrol.

George: Yes.

JK: So George in respect to ASPA, we have talked about how it came about, that was after the formation of the NSW Ski-Patrol Association, would you like to cover some of that.

George: Well not so much about the NSW Patrol Association, it was not very exciting, it was taken over by events, specifically by the foundation of ASPA and when ASPA was founded, as I mentioned earlier, with the intention of supplying some kind of co-ordinated ski patrolling in this country.

JK: What happened after the coordination?

George: After the coordination we started exchanging views on equipment, we started arguing about whether entonox was better then trilene, and that all did nothing but good because we have all evolved.

JK: What about the medical specialists that were involved. Nick Crombie was involved from the start.

George: At that time we Nick Crombie was our medical director and eventually Steve Brethour our current doctor.
JK: What about John Zelcer? The Melbourne fellow who was quite involved.

George: John Zelcer was an anaesthetist in Melbourne who helped set up the courses, he was then superseded, perhaps the wrong expression, by a guy called Alan Thorens from Victoria, so he ran some of the courses. We ran courses in Tasmania, we ran courses in NSW.

JK: That all came about gradually. So we are talking about a time period when things really started to move along in respect to training regimes, what year was that about.

George: I can't remember the year but really it was a natural progression, and because we acquired a number of doctors on the patrol, we had a lot of assistance in setting up courses and so forth. So much so that one year 23 of us went to Val D'Isere for a ski and I introduced our members to the director of Val D'Isere, doctor so and so, and doctor so and so, he couldn't believe it, how did you get so many doctors? I said we don't pay them!

ASPA has progressed, a hell of a lot, but I am not up to date with the ASPA developments.

JK: We are talking about the formative years so I guess that is not that important now.

George: In the formative years again, it required a lot of assistance from Government mainly in the beginning not as much financial, but philosophical if you like.

JK: You mean support in what regard.

George: On the financial side we needed money to run courses and what have you, on other side we needed recognition particularly because there is still to this day a lot of infighting between the various first-aid organisations. They are still arguing whether the first responder should be the ambulance or the fire department, or what have you, and that argument is still going on in the United States it is nothing new. Then another part of Government assistance, introduction to things like, for example the NSW Volunteer Rescue Association which is really a country based rescue body which we joined because it enabled us to buy more equipment more cheaply. Our skidoos for example came from that provenance.

JK: We talked about that ASPA brought about amalgamation say, of the disparate Australian patrols and in respect to snow safety, and snow safety education that was also an evolution I guess.

George: None of this happened fast, I mean what happened fast was looking after the public that happened fast.

JK: I have the impression as far as the Thredbo patrol was concerned that was the case, way back.

George: Yes, and we have made sure of it because the original constitution of the ski-patrol actually spells it out, that our aim is too assist the public by doing this, that and the other, so it was really spelt out, that it was not there for our benefit, but for their benefit. This is something that is not known, probably not by the Historical Society members either, that the Thredbo Patrol regularly does avalanche control.

JK: That would not be known by the public.

George: No, because we are not an avalanche country as such but not withstanding which, we do have slides, and we do have to go up there and check them out. In fact I went to Val D'Isere on one

particular trip and interviewed the Director's secretary, who is now Mark Labow's wife, on the subject of avalanche control.

JK: What was her name?

George: Claudine, who introduced me to the concept of digging ditches to find out striations. We have so much knowledge I can't tell you.

JK: This leads me to the patroller exchange scheme, and this came about with FIPS involvement.

George: No, that came about actually, originally with Val D'Isere, and getting back to the avalanche control business, when I was there and how can we get somebody who knows about these things, and we started an exchange. Now FIPS got involved of course because we have manpower there, and that as I told you earlier 1979 which was the beginning of FIPS, in 1980 we had a congress in Jay Peak, United States, 81 Thredbo, in Australia, 82 Kurumayama, Japan, 83, and so it went on until 1991 was my last involvement, at that point I not resigned so much but did not accept any more as I felt I had done my bit, and I was getting stale quite frankly, you keep doing the same thing over and over.

JK: So getting back to the beginnings of the patroller exchange scheme, that relationship with Val D'Isere was the basis of it.

George: That was the basis of it, and once we discovered that it works and it works well, I remembered suddenly, hey, that there was a well known patroller that patrolled Thredbo for one year as a professional.

JK That would have been Hugh Smythe.

George: It was Hugh Smythe. So I rang Canada and I said 'Hugh are you interested'? And Hugh said 'yeh George, let's do it'!

JK: That was typical of Hugh, so that was the Canadian part of the patroller exchange scheme.

George: Correct, and that also worked very well, because basically we all have the same interest this goes back to Eddie Moses and discovery that we are in it for the joy.

JK: What you are really getting at that happens to be an Australian, or a pro ski-patroller, that sort of philosophy if you like, is uniform.

George: Yes but I had a couple of arguments about that with Frank Hussey who I regard as one of the best patrollers around, we had some fights about pro, volunteer, and so on. This comes from America where the difference between the two is stark. Luckily we have survived without that.

JK: But we went through a period where we had quite a bit of a tussle with that.

George: But now we have a situation, and I want to emphasise this, we own one of the best professional patrollers in the world, in David Kuhn, and he is recognised as a top man, he is an ex ski-racer and a major fighter, I do not want to talk about the fight.

JK: You are right in that, in terms of evolution, we now have David Kuhn, one of the best international patrollers, and that came about as a consequence of our evolution.

George: Also because of the exchange with Val D'Isere, he had come to realise that there was a lot that the volunteers can provide, he also came to realise that you can't flog a dead horse and you

can't drive a volunteer to do things that he didn't come up to do, so you know, he is just a very sensible guy. There are others too, he is not unique.

JK: All this gradual philosophical change was due to a period of upheaval wasn't it.

George: It was, it was, some flak exchanged and what have you so, but on the other hand again I emphasise here that it is the power of the Thredbo patrol, the knowledge and the ability that enabled me to go to the company and say, 'guys you are onto something good, so don't rock the boat', and this was realised by management and Albert was an excellent manager, and the best of them all, Wayne Kirkpatrick, Wayne realised this, you know, that he is onto something good. Because I am financially reasonably literate, when Wayne got the job of Managing Director of Thredbo, I went to see him in his Sydney office, he asked me to bring our whole budget, which I did. He looked through and said 'hey you guys have over $120,000 worth of goods and equipment, how much of that is ours, namely the company's?' I said, 'not a penny' and he had a good laugh and I had a good laugh, really it was a very important statement because some of their skidoos, we own, we bought together, the radios we bought together, so you know if the company decided to get rid of the volunteers, and you know there is a background to this, they would have great difficulty. In the days of Jerry Shirley the American patroller from June Mountain, he was planning to get rid of this patrol and bring in his own team from the States.

JK: That was back in the early 70's wasn't it?

George: Yes

JK: George we talked about the company's involvement, which is very interesting, we talked about snow safety, but back onto the subject of snow safety, what do you think are the major improvements in snow safety and the public perception of snow safety.

George: There are a lot of improvements, but there are small improvements and they are very, very gradual. One of the first improvements was that we have practically wiped out hypothermia.

JK: Well that is a topic in its own right, isn't it?

George: A topic in its own right, but something that was caused mainly by the underdressed, under-equipped kids from the Jindabyne camp.

JK: I remember that very well, our experiences on Merritt's when a blizzard would come through and all of a sudden we realised that the kids for a start were definitely in the wrong type of gear, and we had to improve the public perception of the risk of hypothermia.

George: Because one of the things we did we unearthed a 'core-warmer' from Canada, which enabled us to rewarm the core temperature of people in hypothermia conditions, and prevail on the Government to do something about the Jindabyne camp.

JK: When you say the Jindabyne camp you mean the NSW Department of Sports and Recreation.

George: Yes, it was run buy a guy called Cedric Bayliss, and they fixed it. So these are the little changes that happened in ski safety.

JK: We are talking about over a couple of decades.

George: Not that long, but 10 years, and of course fencing, we did a much better job of fencing dangerous areas.

JK: Getting back to hypothermia, there was not much public perception to the problem of hypothermia; in fact there was very little perception to the extraordinary hypothermic conditions we have in Australian ski-resorts because of wind exposure.

George: That's correct, and we had an example of this, Nick Crombie was our expert on hypothermia, because of his hospital involvement. Nick and I went to lecture to the paramedics at Royal Sydney Hospital and we told them, Nick has a saying and it is absolutely true, that 'no one is dead unless they are warm and dead', and that was a true statement and we sold that idea to the paramedics and I had a phone call very shortly after from Paul Featherston of NSW paramedics, to say the paramedics did try, after our lecture, to the cold in a drowning by the ordinary ambulance, and they decided to give it a go, and they rewarmed this person. So we were successful in many areas.

JK: George in all of this what was your most rewarding period in the evolution of patrols and snow safety.

George: It was a 12 year period where Peter Jefferey and I were virtually running the patrol by ourselves, he on the hill and me in administration.

JK: That is the period when Peter Jefferey was the captain of the Thredbo patrol.

George: That's correct and I remember that I was putting in about 12 hours a week of work just on patrol administration, because when you include all the correspondence from all over the world in a multiplicity of languages it was very time consuming. So that was a very good period because we had results and achieved what we wanted.

JK: I also got the impression in terms of snow safety legal expertise you were recognised.

George: I was recognised worldwide, but to tell you just between you and me and members of Thredbo Historical Society that my legal knowledge is close to zilch, nor do I aim to acquire any.

JK: So what about the Queen's Jubilee Medal which you received in1977.

George: Well there is not a lot to say, they came out with a list, the newspapers, as they do now for the Order of Australia and one of my family members rang me saying, 'did you see your name in the paper', and I said 'no', that's when I discovered that I had got it, and I was told to collect it when they would let me know. They rang me from the post office to come and collect it. There was not a lot of fuss about it but I was very grateful to Cedric because I know he is the one that had actually pushed it.

JK: That is Cedric Bayliss and what was his position at the time.

George: That is Cedric Bayliss and he was the Director of Sports and Recreation in NSW. Now all through my ski patrol experience I was in constant touch with either Ministers, or Directors of Sport.

JK: That was Minister Lewis.

George: It started out with Tom Lewis, Tom Lewis was actually Minister for Lands at the time, and it went from there on, because, obviously if we want to achieve certain things we have to speak to the right people, and in this I firmly believe. If you order something from a department store, if you order it at the wrong counter you are not going to get it.

JK: We discussed your involvement in FIS, but what do you consider was your main contribution there.

George: To FIS there was not hell of a lot actually. My major contribution was helping Kurt Lance organise the congress. He was the Chairman of the Congress committee, and I was the Vice-Chairman, and Adrian Smith was also Vice-Chairman, so between us, we organised a highly successful Congress. But then it was not a first because I organised the Thredbo Congress of FIPS, and I organised the Thredbo Congress of the next FIPS.

JK: What year was that?

George: Well the 1st one was in 81 and the 2nd one was in 91.

JK: Well George we have covered quite a lot of ground here, in respect to, and with a lot of input into Thredbo Patrol, ASPA, FIPS and FIS, or that is your contribution to those Societies, but in respect to the Order of Australia you received in 92, did you have some notion you were getting this; how did that come about.

George: No actually I didn't. One day I had a phone call from the Adjutant or whatever they call them, in the Government, and said, 'will I accept' such an honour, and of course I said 'I will', and they said they would let me know when and where, that they would let me know when to go to Government House, where I would be presented.

JK: The Order was given for your contribution to skiing and snow safety.

George: Quite specifically, the Order was given me for 'services to ski-safety and the Ski-Patrol' without further specification.

JK: Well George I guess that summarises your impressive life history in respect to your involvement in ski-patrolling and the ski industry, not just in Australia, but internationally. Is there anything else you would like to add before we conclude this conversation?

George: The only other thing that I would like to add, that none of this can be done by one person, and I had a lot of help from a lot of people. Very specifically, Peter Jefferey, when he was Captain for a period of 12 years or more, well he was phenomenal. I remember receiving a phone call, asking me very anxiously whether I would be coming up for this weekend, and I said 'why'. Well he had to go to a wedding and he can't be there, and was very upset about it. He was really a very conscientious Captain and a very capable one.

JK: So I guess what you are saying is that ski patrolling, similar to other volunteer organisations, depends on the conscientiousness of the individual and their individual effort, or the effort they are willing to put into it.

George:
Absolutely and obviously because we are an organisation of quite a large number and there were lots of people that contributed, and I just picked out Peter Jeffery, because he was a major contributor.

JK:
Well thanks very much for your time in this comprehensive interview.

About one week after the interview George e-mailed the dates of conferences, and the positions he held, as best he could remember outlined as below.

"I made many overseas trips on the "business" of the ski patrols and allied organisations. Here are those I can remember:

1975 to San Francisco USA for a Congress of FIS
1976 to Taipei, Taiwan by invitation from the Taiwanese government for a meeting of the FIS Legal and Safety Committee
1977 to Bariloche, Argentina, for a FIS Congress
1979 to Calgary, Canada for the inaugural Congress of FIPS
1980 to Jay Peak, USA for a Congress of FIPS
1982 to Val D'Isere and Meribel, France to organise the following FIPS Congress
1983 to Meribel, France for the FIPS Congress
1985 to Kurumayama, Japan for the FIPS Congress
1987 to Santiago, Chile for the FIPS Congress
1988 to Queenstown, NZ for the ISSS Congress (International Society
for Skiing Safety)
1989 to Rijksgrantzen, Sweden for the FIPS Congress

In addition, I organised the 1981 and 1991 FIPS Congresses in Thredbo, and co-organised the 1983 FIS Congress in Sydney

As to my various positions, which were on the card I lost, here is another stretch of my memory:

Hon. Secretary and later Vice President of the Thredbo Ski Patrol
Hon. Secretary and later Vice President of the NSW Ski Association
Director of Safety of Australian Ski Federation
Hon. Secretary and later President and Vice President of the NSW Ski Patrol Association
President and later Vice President of the Australian Ski Patrol Association
Vice President of the International Ski Patrol Federation
Member of the Legal and Safety Committee of the International Ski Federation
Member of the Australian Sports Medicine Federation
Member of the Kosciusko National Park Advisory Committee
First-aid instructor for St.Johns Ambulance Association
First-aid instructor for Red Cross

There were probably more, but this is all I can remember."