

**Ian Lancefield Paull** was born at Charters Towers, Queensland, on 6 September 1946. With his family, Ian moved to PNG in 1951. From 1959 to 1964 he completed his secondary education, as a Boarder, back in Charters Towers at All Souls' School. Ian joined the Citizen Military Forces as 130211 and was employed as a Flight Traffic Officer with Trans Australian Airways (TAA) in Mackay, Queensland. While there, in 1968 Ian saw an advertisement for single men to become Army Pilots and, even though he was married, applied. After three days of testing and a selection board Ian was advised that he has been accepted as an Air Cadet. In early May 1969 he took a second-class train ride from Brisbane to Sydney with the only other Queenslanders accepted as an Air Cadet with his intake, Gordon Dickens. The two had arrived a couple of days early and spent some time at the Eastern Command Personnel Depot, from where they enjoyed the sights of Sydney, until reporting to Scheyville on 9 May 1969.

At OTU with Class 2/69, Ian was allocated to 1 Platoon, A Company, while Gordon was with 2 Platoon. In his Senior Term Ian was the Platoon Sergeant for 1 Platoon in both the three and later four company structures. Ian graduated with his class on 3 October 1969 and was posted to 2 RTB, Puckapunyal, to await his flying training. He undertook Basic Flying Training School Course 6 at Point Cook, Melbourne, commencing on 13 April 1970, followed by his Operational Conversion Course 10/71 (Rotary Wing) at RAAF Amberley on 11 January 1971.



Above: Course 10/71 Graduates: Lt Richard Nevile (RMC), 2Lt Peter Peelgrane (OTU), 2Lt Ian Paull (OTU), 2Lt Bernard Gleeson (OTU), 2Lt Peter Simpson (OTU), 2Lt Newton Lee (OTU), 2Lt Terence Wesley-Smith (OTU).



On qualification he was posted to 162 Independent Recce Flight on 30 November 1971. Ian then undertook

Long Term Schooling in the US from 9 October 1973 until being posted to the School of Army Aviation as a Qualified Flight Instructor on 17 January 1974. By 1973 Ian was promoted to Lieutenant. He discharged from the Army with the rank of Captain in 1978.

Ian had married Annette (Nett/Nettie), at left, in Caloundra, Queensland, in 1967 and would become a father of two daughters, a father-in-law, a grandfather and a great-grandfather, along with being a son, brother, brother-in-law and uncle. Ian and Nett would divorce. Ian had other marriages and two more daughters, but later in life would remarry Nett.

Ian was a much adored friend and mentor to many. He remained involved in the flight industry as a qualified pilot for 52 years, including positions with the Civil Aviation Safety Authority (CASA). Ian had experience in several countries including PNG and USA and was widely travelled throughout the world. He held endorsements on a wide variety of helicopters and airplanes including multiengine turbo prop types.

Some of his work experiences were: A Westpac Helicopter Rescue Service Pilot for 8 years; the Chief Flying Instructor for Airworks Helicopters for 4 years; Manager Flying Operations/Group Chief Pilot for Curry Kenny Aviation Group for 7 years; the Flight Operations Compliance Manager for Australian Helicopters for 4 years; the Operations Compliance and Safety Officer for Babcock Mission Critical Services Australasia/Offshore Services Australasia for 10 years until his death. In 2000 Ian formed his own company, Aviation Solutions. He was still involved with this company at the time of his death.

Ian died of cancer on 26 May 2023 at Townsville University Hospital. His funeral was held at Morleys Funeral Home in Townsville on 12 June 2023. Speakers included Gordon Dickens and Trish Hart, widow of Michael Hart, who lived with Annette Paull in Windsor during the time of Ian, Gordon and Mick Hart's time at OTU. Ian's funeral is online at <https://www.morleys.net.au/> It is worth watching!- Ed.



