

World President 2008 – 2010

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## Events

For up to date information on activities in your Section and Region visit [www.iffr.org](http://www.iffr.org)

## IFFR Member's epic flight

**Americas IFFR member Gerd Wengler and his wife, Dorothy, of Burlington, Ontario have done what only a handful of civilian pilots in Canada have ever done. They have landed their Cessna 182 at Canadian Forces Station Alert, a signals intelligence intercept facility located in Nunavut on the north eastern tip of Ellesmere Island - the most northerly inhabited place on earth.**

The pair landed their aircraft after making the cross-Canada trek in August from Pelee Island, Ontario (Canada's most southerly point) to Alert in just over four days, in celebration of the 100<sup>th</sup> anniversary of powered flight in Canada.

"Oh my gosh it felt really good," said Gerd who was originally from Germany after landing at Alert. "It was the most demanding landing of my career as a pilot."

Gerd tried twice to land as he battled rain, fog and a high of only 2°C. Finally he landed on the austere gravel runway at Alert, greeted by Commanding Officer Major Sylvain Giguère and several Air Force members posted to the remote location. "As we welcomed them to Alert, we could see they were proud of their achievement," said Major Sylvain Giguère. "We, on the other hand, were thrilled that Alert could be part of the 100<sup>th</sup> anniversary of flight celebration."

"Everyone was so kind to us, we shook so many hands I can't even remember. It was so amazing and beautiful there. My wife and I still can't believe we made it," said Gerd referring to the two years of planning it took to coordinate the trip.

Gerd realized how rare it is for a civilian pilot to be given permission to land at CFS Alert, which is why he planned the trip so meticulously in advance, even carrying his own fuel from stop to stop in order to remain completely self-sufficient. He was determined to make the trip in honour of the 100<sup>th</sup> anniversary of flight in Canada and to draw

attention to the opportunities that aviation has created for Canada.

"It's amazing how far we've come in aviation and how much we take for granted when we get into a big airplane and just fly somewhere. Nobody ever thinks about this, but it is absolutely amazing. I must say I feel very special about the freedom that aviation has given us so that we can actually go so easily where nobody else can go. I feel very privileged and very special that we in our little plane can be part of it. Thank you to everyone in the Canadian Forces for helping to make this dream a reality for my wife and I."



Part of the route home from Alert to Goose Bay.



Above: Gerd and Dorothy at Qikiqturjuac, Baffin Island.  
Below: Gerd, Major Sylvain Giguère (3rd left) with the welcoming party at Alert.



Following their landing at Station Alert Gerd and Dorothy flew on to Spitsbergen, down the Norwegian coast to Bergen, then over to Reykjavik, Iceland, to Narsarsuaq, Greenland, to Goose Bay, Canada, and then finally home. All in all a trip of 8,050 NM, entailing 65 hours of flying. A truly epic journey. Congratulations Gerd and Dorothy!

Published with acknowledgement of the contribution by Holly Bridges.



# Australasian Spring Fly Ins

The Australasian Region held Spring Fly Ins In both New Zealand and Australia. Regional V-P Phil Pacey reports.

The first of the Fly Ins was held in September at Kaitaia at the top of New Zealand's North Island. This was attended by members and guests from both countries. Among the arriving aircraft was the Catalina Flying Boat with a full load of IFFR members. After a great meet and greet on the Friday night it was off, on Saturday morning, for a bus tour to the very top of New Zealand. Our driver, a local Maori, had us all in fits of laughter with his wise cracks and jokes. Lunch was had at a beautiful beach just before arriving at Cape Reinga where sea fog restricted the view.



Some of the group at the northern most tip of NZ - the lighthouse at Cape Reinga.

We returned via the Te Paki Stream and 90 Mile Beach with the more adventurous (some over 70) sliding down the huge sand hill at Te Paining. That evening we

were hosted by the Rotary Club of Kaitaia where we were entertained after dinner by superb young Kolo Dancers. This was a truly wonderful evening and included a talk by our female Catalina Pilot, Dee Bond.

Sunday's tour began with the Gum Diggers Exhibition and New Zealand's largest avocado orchard - both very interesting. A leisurely drive took us to the Kari Kari Peninsula for lunch at the Carrington Estate Winery. During this time the Catalina did a Fly Past for the Battle of Britain Day at Waipapakauri, the site of an old WWII Airbase. Whilst refuelling back at Kaitaia the Catalina got stuck in soft ground. How to 'unstuck' a 12 ton Catalina is another story entirely!!! A farewell BBQ meal on Sunday evening was hosted for us by the local Aero Club in their Club Rooms. Monday dawned 'a bit ordinary' but most got away via a non standard right turn out and into clear air over the coast for home.

The first weekend in October saw the Australian Fly In, in land from Brisbane, at Toowoomba, Queensland. Joan and Andrew Mladen had arranged a splendid itinerary starting with the meet and greet dinner. Saturday morning's sight-seeing trip took us through beautiful and historic Toowoomba to Picnic Point. The dust from recent winds unfortunately obscured the magnificent views (shades of

Cape Reinga sea fog).

A scenic drive through the Darling Downs in the afternoon included a visit to the University of Queensland's Japanese Gardens. Then it was on to the Army Aviation Centre at Oakey. A variety of Army aircraft were on display from Cessna Bird Dogs to Apache Helicopters. That evening at a dinner, hosted by the Rotary Club of Toowoomba, there was a fantastic talk by Sister Anne Marie Jensen, "The Flying Nun". Sister Anne's exploits throughout the outback in her trusty C172 are the subject of a book called "The Flying Nun" - a truly remarkable lady.



At the Oakey Army Aviation Centre.

Sunday saw many visit the James Street Markets, a tradition in Toowoomba, where an incredible amount of local produce and craft was on sale. Lunch was at the Highfields Village on the Green where the ladies let loose with the plastic cards. In the afternoon the bus then took us to the superb Cobb & Co. Museum which boasts the first collection of horse drawn vehicles in Australia. The display of more than 50 vehicles was enjoyed by all. Most walked back to the Hotel through the Botanical Gardens which were full of Spring flowers. The walk was most welcome, as like all Fly Ins, we had eaten a lot! Our farewell dinner at the Toowoomba Sports Club capped off a great weekend.

The Region's next two Fly Ins are to be held at Motueka (NZ) 26-29 March and Maryborough (Vic. Aus) 9-12 April. We would love to see more of our Northern Hemisphere friends attend so why not make an effort and as Nike who sponsors Tiger Woods say "Just Do It".

## IFFR Trophy Awarded

The IFFR Trophy was presented to the Aero Club of Portugal in 2003. This was in recognition of the considerable support that the Fellowship received from the Aero Club following the accident on the Post - Convention Fly About in the previous year.

The Trophy is presented by the Aero Club to the individual or group that is considered to have made the greatest contribution to air safety in Portugal in that year.

The 2009 recipient was Lt. Col. Joao Filipe Bernardo Pereira. He received the award in a ceremony in Lisbon for steering his F16, with electrical failure, away from an inhabited area and ejecting at minimum altitude near the Mont Real air base in central Portugal.



The presentation - (L to R) Portuguese Section Chairman José Carlos Cardoso, World President Feroz Wadia, Lt. Col. Joao Filipe Bernardo Pereira and Manuel Silva Salta, Chairman of the Aero Club of Portugal.



# Memorable Meeting at Friedrichshafen

In August the German-Austrian Section held a truly unforgettable meeting at Friedrichshafen, the historical home of the German airship industry. Sian Cheverton gives her impressions assisted by Gregory Guido's photographs.

I am not a Rotarian or even a true GA enthusiast – though I do admit to helping my husband, John, who is. So when Rodney Spokes invited us as guests to the German- Austrian meeting in Friedrichshafen, I did wonder what we were letting ourselves into.

Our welcome was warm. The Friedrichshafen control tower said they 'knew all about us'. After landing we were quickly off to our very traditional hotel, the Buchhorner Hof. The outside was decorated with geraniums and the inside with a variety of deer heads. Half an hour later we were relaxing in the sunshine outside a lakeside café with well-earned tankards of beer and a late lunch. We met most of our fellow IFFR visitors later in the evening over dinner. Good eating, drinking and airplane talk were at the heart of the meeting, and we chatted to Rotarians from England, Scotland, Jersey, Holland, Denmark, Switzerland, Germany, Austria and even New Zealand.

Gunther Hayn and his team had put on an excellent programme for us. Next morning we were off to the Zeppelin NT works. I was fascinated to see how the dream of lighter-than-air flight was being revived, using NT (New Technology, not No Toilets as we were told). NT airships are built over a light carbon fibre skeleton. The three engines, which are fitted away from the cabin, have swivelling propellers which give excellent manoeuvrability. This makes them ideal for luxury passenger flights, traffic and crowd control (as in the Athens Olympics) and scientific research. Having Bernd Straeter, former CEO of Zeppelin NT, as our guide made the tour particularly special.



In the early evening we boarded the MS 'Graf Zeppelin' for a cruise on the Bodensee. Our destination was Bregenz, at the eastern end of the lake. We arrived as the sun set, for our next treat, Verdi's 'Aida'. The stage is on the lake, and was set as a waterside palace dominated by two giant cranes and a pair of huge blue feet. We watched enchanted as the music and drama drew us in to the tale of the tragic love between an Egyptian general

and a beautiful Ethiopian slave and the conflict of loyalties to family, country and love. Although there was a vaguely Ancient Egyptian theme, it was with a modern political twist. The Ethiopian prisoners-of-war arrived in Guantanamo Bay-style orange jump-suits, and as the priests sang of war and hate to foreigners, the cranes moved huge blocks to reveal the head and flame-holding hand of a blue Statue of Liberty, (matching the feet). Of course it all ended in tears as Aida and Radames die together in a little boat that drifts up to the stars (in this version, anyway).

Despite a late night, the pace did not slacken. Saturday started with a visit to the Zeppelin museum. Here we learned of Graf von Zeppelin who started making hydrogen-filled rigid airships at the end of the 1800s. The pinnacle of his achievement was the 245-metre long LZ-129 'Hindenburg' and the LZ-127 'Graf Zeppelin'. Part of the museum was a full scale reconstruction of part of one of these monsters, showing the frame over which they were built, the gas bags (each made of 70,000 cows appendixes!!) and the high-class living-quarters for passengers inside the airship itself. There was even a well-insulated smoking room. After the 60 hour trip across the Atlantic the landing was the most dangerous time. 200 ground crew were trained to catch landing ropes and steer the airship onto a mooring pylon. It was as the Hindenburg was trying to moor at Lakehurst in 1937 that disaster struck. The combination of wet mooring lines (which earthed the ship), inflammable varnish on the outside and a lightning strike resulted in an explosion that destroyed the ship.

After lunch we were taken on to the Dornier Museum, which celebrated the achievements of Claude Dornier. He was an engineer who started work with Graf Zeppelin, and then graduated to designing aircraft. His trademark designs were of metal, multi-propeller flying boats, but he diversified into many other types. During WW2, Friedrichshafen was an obvious target for allied attacks, and the town suffered considerable damage.

Photographs: © 2009 Gregory Guida



Above: At the Zeppelin NT hangar. Below: Organiser Gunther Hayn (centre) with Section Chairman Wolfgang Teich and Gerti Greiderer.



Above: The stunning opera set at Bregenz. Below: Some of the exhibits at the Dornier Museum.



Despite this and the restrictions on post-war German industry, Dornier has once more grown to be a world famous manufacturer of aircraft and space technology.

Our weekend ended with a hearty Gala Dinner at the Buchhorner Hof. Many *herzlich* thanks to our generous and friendly hosts who had given us such a memorable time.



## 2010 Canadian Five-Star FlyAway

Plans for the 2010 Post-Convention FlyAway have now been finalised. A minor route change has been made from that announced in the September 'Flyer'.



Castle. From Toronto there will be a side flying trip to London to visit the Diamond Aviation facility. There will also be a day trip to the Niagara Falls. The Fly-Away will end on July 3 with a farewell dinner at

After leaving the Convention city of Montreal on June 24 the first leg is to Toronto — the final destination. Toronto's CN Tower.

Quebec City which has been included by popular request. The capital city of Canada, Ottawa, is the next stop. Highlights here include visits to the Canadian Aviation Museum, the Canadian Parliament buildings, and the Canadian Museum of Civilization.

From Ottawa it is on to Parry Sound at Georgian Bay. Accommodation is at the renowned Rocky Crest Resort. During this stop there will be a cruise on Georgian Bay. The final destination is Toronto with accommodation at the Westin Harbour

Participants can either fly the route or use a coach option. All accommodation will be in four star hotels or resorts. The inclusive cost is C\$1876 per person based on double occupancy (add C\$882 for single occupancy). There is limited space in both the hotels and on the coach so an early commitment by way of a C\$500 per person deposit is advised.

Check out <http://www.iffr.org/IFFR/World/Events/2010Montreal/Montreal2010a.html> for full details.

## Finals Finals

### #1 President's Award 2010



President Feroz has announced the basis for this year's President's Award. It will go to the Section that does the most to increase its membership. He wants to know what Sections are doing to recruit members and increase awareness of IFFR. Don't just keep the good ideas to yourself - spread the word so the whole Fellowship gains.

### #2 A Day in the Sky

Past World President Sam Bishop writes.....

"Saturday April 18, 2009 was a very special day at the Watsonville, CA Airport as Shared Adventures of Santa Cruz CA organized free airplane rides to challenged children and their guests from all over Northern California. Kids from 8 thru 17 years of age with special challenges or disabilities were welcome.

IFFR members who flew in from Southern California were Chuck and Donna Medicus (Palmdale), plus Americas VP Peter More (Santa Monica). Local IFFR members were Chas Eldridge, Americas SW Chief Larry Wolfson and myself. Then to make it a truly International event, we were joined by UK Section Chief Colin Walker and his wife Josephine!

When this event started very modestly three years ago, a few of us (above locals plus IFFR member Bob Tucknott) flew all day long. Now the event has grown dramatically, but so has the participation from other pilots, so only a few hours per pilot are needed now. I also participate in EAA's "Young Eagles" program and this is probably even more thrilling to the pilot, if you can imagine anything could be."

## Loss of French Section Members

French Section member Philippe Ocula, his wife Dominique, her brother Daniel and IFFR member Guy Fourneau died in a crash of their Cirrus SR22 in High Atlas Mountains (Morocco) in the April 2009. They were on a private trip and had planned to fly from Marrakech to Ouarzazate where two other IFFR friends were waiting for them.

French Section Chairman Jean-Pierre Gabert pays this tribute:

"Philippe and Dominique had many qualities and remarkable personalities. They were always smiling. They loved life, their four children, their numerous friends and their work. Philippe was a passionate professional helicopter pilot and instructor and an aircraft pilot, qualified in mountain flying. He was also a highly regarded veterinary surgeon. He was involved in every event and activities of his Rotary Club and IFFR Section. Dominique shared his enthusiasm for flying and was also a sportswoman particularly involved in riding her beloved horses.

Guy Fourneau travelled throughout Europe, especially with Philippe. A German teacher, his passion was to expand German culture and to organise cultural and private tourist trips throughout Europe and America. He had a long flying experience. His wife Marlene, his daughter and grandchild were the centre of his life.

Philippe and Guy, helped by Dominique and Marlene, organised a highly successful Fly In at Liege for the French Section in September 2008.

They were all looking forward to the trip to Morocco. Their death was cruel for many. They probably would have wanted that we think they are airborne for a very long time, waiting for us."



Pictured at the Liege meeting, L to R Dominique and Philippe Ocula, Marlene and Guy Fourneau with Section Chairman Jean-Pierre Gabert.