



# THE ROTARY flyer

International Fellowship of Flying Rotarians

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**WORLD BULLETIN March 2006**

## The World President Says.....

In flying terms I feel that I am approaching short finals to land. It is hard to believe that I am coming to the end of my two-year Presidential term. It is fair to say that the first twelve months were hard work. We had to fight a tough battle to preserve the future of the Fellowships within Rotary and also resolve some internal issues. The second year has passed so very quickly as we have fully enjoyed the friendship and fellowship that our organisation offers.

September proved to be my busiest month. Following on from the Benelux meeting in Amsterdam at the end of August Alisma and I attended the German/Austrian and French Section meetings on successive weekends. All three meetings together with the Baltic trip leading to the Scandinavian meeting held in Finland hold special memories for



*Arriving at Jyvaskyla, Finland for the Scandinavian Meeting*

us. Good flying, stunning countryside – lakes and mountains, gala dinners in exceptional surroundings and most of all fantastic hospitality. At the end of September it was my District Conference where I addressed the meeting on “Rotary’s Biggest Secret” – the Fellowships – and of course IFFR.

In October we took a three-week trip ‘Down-under’ visiting the very active Australian and New Zealand Sections. As we had had an extensive visit to Queensland in 2003 at the time of the Brisbane

Convention, we limited our stay in Australia to five days. This allowed us to attend the Australian Section meeting in Hervey Bay. A very lively weekend it proved to be No one could accuse our hosts of being reserved!!

During the New Zealand visit we saw stunning scenery – extinct volcanoes, hot springs, snow covered mountains, lush pasture land, caves lit by glow-worms and so much more. The visit also included a great variation in flying experiences – Cessna’s 172 and 206, a Robinson R44 and a Catalina with its water



*New Zealand Catalina with Phil Pacey after flight at Taupo.*

landing. All special in their own way. The Section meeting we attended combined flying, air museum visits, a dolphin watching cruise and dinner at a winery – something for everyone. While we have to thank so many people in the New Zealand Section for making this a memorable visit I would make special mention of Phil and Judy Pacey, Roy and Marlene Marsden and Keith and Heather Mitchell We felt particularly for Roy – twice he tried to show us the snow covered peaks of the Mount Ngauruhoe volcano and twice we had to turn back because of cloud. Roy, by the way, will be proposed as International Secretary at the AGM in June to take over from Tom Surowka who is retiring.

My year finished with a brief trip to the US to join the America's Region at their AGM. This was held during the annual AOPA Convention in Tampa. It was my first opportunity to see, at first hand, AOPA in the US at work and I came away mightily impressed. At the AGM I was pleased to hear of the renewed growth in membership in the Americas and look forward to the new V-P Americas – Fred Newman – building on the good work of the retiring V-P, Phil Livingstone. So



*With PP Charles Strasser and AOPA President Phil Boyer at IFFR Americas Meeting*

ended a year where Alisma and I had been in 4 continents and visited 18 countries. Wherever we went we had been privileged to experience that special spirit that IFFR engenders.

Now is the time to look forward to 2006. The centrepiece will be the Post Convention Fly Around being organised by the Scandinavian Section. A full description of this was given was given in the September 2005 edition of 'The Rotary Flyer'. An updated version can be accessed on the Scandinavian Section website ([www.iffr.net](http://www.iffr.net)). The flying itinerary takes in Denmark, Sweden, and Norway. There will also be a mini cruise to Finland. This will be an experience in itself. The flying should be leisurely and, with eighteen hours of daylight in this part of the world in June, the weather should not be a problem.

The always-popular annual IFFR Banquet takes place on Sunday June 11 – the start time of 1900 hours clashes with the second Opening Ceremony. Unfortunately RI has not been able to accede to my request that IFFR members be automatically allocated the afternoon ceremony. It therefore will be up to individual members to negotiate a change in session if needed. An interesting 'special' organised by the Section is the chance to take a flight in a DC-3 on the Tuesday of Convention week. The registration form for all these events is published elsewhere in this edition – please note the closing date of April 10.

The IFFR AGM will be held in the Convention centre at 1230 hours on Monday 12 June. This will be the last time, until at least 2012, that the Rotary International Convention will be held in Europe. For those in Europe who want to participate in a Convention or in the post – Convention Fly Around on their home ground then this is their chance. Similarly for those who wish to combine Rotary with a visit Europe there won't be a better time than this year.

This will be the last 'Rotary Flyer' before I hand over the Presidential Control Column to my successor Brian Souter from New Zealand at the Copenhagen AGM. I would like to thank all those who have made us most welcome during my Presidential term – it has been truly enjoyable. I would also like to thank those who have worked with me – Regional V-P's, Section Heads, the Web Masters and the Bulletin Editor. Thanks to you all. A special person who merits not just my thanks, but the thanks of the entire organisation, is Tom Surowka who retires at the AGM as World Secretary – thanks Tom for being the glue that kept us all together.

Safe flying and happy landings

## Catalina in New Zealand

IFFR NZ members are actively involved in the regular flying of this curvaceous lady of the sky.

President of The Catalina Group is Ross Ewing from The Papanui Club. Chris Snelson, President Elect of Drury Club is Manager and Pilot. Phil Pacey also pilot from Drury. Roger Leadbeater-Drury, Fred Bain- Pukekohe, Mal McLennan –Downtown are also regular supporters and assist during flying trips.



The Catalina group is centred on New Zealand's only PB5Y-5A "Catalina" twin-engine World War Two Canso amphibious flying boat, ZK-PBY. There are very few "Catalinas" left in the world.

Fifty-six Catalinas (NZ4001-NZ4056) operated with the Royal New Zealand Air Force between 1943 and 1953. Provided under lend/lease arrangements these were a mix of non-amphibious Consolidated and Boeing built aircraft. The Catalinas operated with No's 5 and 6 SQNs and No3 OTU, based at Hobsonville and various points in the Pacific. They were engaged in anti-submarine, shipping escort, air-sea rescue and transport roles. Unlike many lend/lease aircraft, the Catalinas continued to be operated after World War II because they filled a vital role in South Pacific communications.

Efforts to bring an airworthy Catalina to New Zealand were begun by a syndicate in 1992, and ended with the unfortunate loss of the Boeing Canada built Canso N5404J during the ferry flight after an emergency landing near Christmas Island in the Pacific on January 14th, 1994.

A second project with the syndicate reorganised as the Catalina club brought another aircraft to New Plymouth on October 26th, 1994.

The new aircraft is a Canadian Vickers built Canso (c/n CV-357).



It was delivered to the RCAF in March 1944, and operated on anti-submarine duties. Struck off on June 27th 1947, no records are available until it was converted to 28-5ACF status by SALA in Costa Rica in 1955.

With an endurance of 17 hours, consumption of 400 l/ hour the Cat cruises at 110 to 120 knts. The engines are Pratt & Whitney R1830 - except for the air intakes and exhausts the same as the DC3 – 14 cylinder radials ( 2 banks of 7.)

The aircraft spent most of its life in Canada after being sold in July 1956, where it was operated by the Eastern Canada Stevedoring Co and a number of other companies (including Austin Airways of Ontario - Canada's oldest airline. As CF-JVC (and



later C-FJVC), it was used to transport people and materials in northern Canada.

In 1988 the aircraft was purchased by French entrepreneur Pierre Jaunet. Jaunet operated the



aircraft in Africa as Z-CAT, where the aircraft transported up to 16 passengers (+ 4 crew -2 pilots & 2 cabincrew ) between Egypt and Zimbabwe with 'The African Safari Company'. It

was hired by the Peter Stuyvesant organisation in 1993 to fly an 'Odyssey' across the Atlantic and back.

With over 14,000hrs on the airframe, the aircraft was sold to the Catalina Club of New Zealand in 1994. Z-CAT made the 20,000km flight to New Zealand in approximately 87 hours over 14 days to become ZK-PBY (registered to The Catalina Co. NZ Ltd 23 March, 1995). Painted in the blue and red 'Peter Stuyvesant' plumage when it arrived, the aircraft has been repainted in a wartime scheme to represent NZ4017 XX-T of No.6 SQN RNZAF.



The Catalina Club displays the aircraft at aviation events around New Zealand - apart from a couple of 'special' occasions, the aircraft does not make sea landings, although it has graced a number of lakes around New Zealand. The Catalina Group also makes visits to various NZ airfields allowing many people to see and fly in this historic aircraft.

**Mal McLennan**

## Baltic tour, August 2005

John Bowden, the UK section chairman, hatched the idea of a Baltic Tour to culminate at the Scandinavian section meeting in Jyvaskyla, Finland. This was a fine way to celebrate 40 years of IFFR. The tour was to meet initially at Lelystad close to Amsterdam in Holland then proceed via Germany to Gdansk in Poland, then continue via the Baltic States to Finland. The weather was to play a major factor in some substantial re-routing of which more later. My companion was Mal McLennan of the New Zealand section who had previously accompanied me to Marseilles and the Black Forest in Germany.

### Saturday

Starting from Scotland, the more direct route for us was to cross the North Sea to Denmark, so we took off around 9am wearing survival suits with our liferaft tucked in



*Survival Suits for the North Sea Crossing*

behind us and flew up to 10,000 feet for just over 3 hours to refuel in Sonderborg on the east coast of Denmark then continued for a further 2.5 hours to Gdansk. It had proved quite difficult for John to organise a hotel in Gdansk but he found us a gem a few miles from the centre which had previously been owned by the university.

### Monday

Mal and I checked out the centre of Gdansk and organised a tour guide for the next day. The main group arrived later in the day and we all dined together in the evening.

### Tuesday

We enjoyed a fascinating tour of Gdansk and learned much of its history. The centre was substantially destroyed in the second world war but it was sympathetically rebuilt in the old style. Later in the day we looked at the weather as there was a low centred over our intended route. We



*Rebuilt Centre of Gdansk*

took the decision to cancel the intended track to the east and instead decided to route across the Baltic Sea to Kalmar in the south east of Sweden. How would we organise a hotel? A phone call to Elisabeth Zander, an IFFR member in Kalmar was all that was needed. First we would have to circumnavigate a Polish Danger Area that barred the direct track to Sweden. However the lady in the Flight Planning Section got on the phone, ostensibly to see if the range was active, and after a somewhat heated discussion announced that the range would be closed whilst we overflew it! What service!

We could see the weather was looking uncertain right up to our weekend in Finland so John and his family took the decision to return home rather than continue. By mid afternoon the 4 remaining aircraft had all arrived safely in Kalmar and we settled into our hotel in the centre.

### Wednesday

We had a walking tour of Kalmar complete with guide book and World President Angus reading out the relevant sections. It was a rather damp day but the forecast at least was looking promising for us to continue the next day.

### Thursday

We set off just after breakfast for our flight to Vasteras near Stockholm. Bo Johnsson had been contacted regarding our re-routing and had organised a hotel for us and in the evening we were royally entertained at the home of Kurt Bjerneby and his wife Heidi. With only 24

hours notice they had organised a party in their beautiful lakeside home where we had a marvellous evening.

**Friday**

The forecast was still poor so Mal and I decided to accept the offer of Colin and Jo Walker to complete the 320 miles trip to Jyvaskyla in his Saratoga flying IFR at up to 12,000 feet. My Robin was tucked up in Bo's hangar and we thoroughly enjoyed their company for this last leg of the outward journey. Shortly after our arrival at Jyvaskyla it



*One of the Museum Exhibits*

started to rain very heavily and we were taken by cars to an excellent aircraft museum at Tikkakosi. Then it was on to the coach and into our hotel for a relaxed evening.

**Saturday**

We're in Finland so the day started with a visit to Harvia, the biggest manufacturer of sauna ovens, where some of the members enjoyed a sauna in the demonstration suite. In the afternoon we went cruising on the lake and the day was rounded off at the Officers' Club in Tikkakosi. A Scandinavian Gala Dinner is a unique affair where song sheets are handed out and all must participate. They also award the Nordic Trophy to someone who has been a good friend or supporter of the section and this year's winner was... Ian Kerr. I am rarely rendered speechless but this was one of those occasions!

**Sunday**

We said our farewells and started our return journey, spending the first night back in Vasteras. Bo Johnsson and his brother took us to a spectacular lake where we

enjoyed a barbeque and some of us enjoyed a swim in the lake – photos censored due to lack of swim suits!



*Beautiful Lakeside Setting for a Barbeque*

**Monday**

Another day, another country, this time to Flensburg in Northern Germany just over the border from Denmark. Ulrich Starke, past secretary of the German-Austrian section, organised a trip to the German Navy Operations centre where we heard about their various activities including fisheries protection and Search and Rescue. In the evening we had our final informal dinner together before returning to the hotel and finalising plans for our flight home.

**Tuesday**

Our trip home took us over the island of Helgoland to Texel, a small but busy airfield in the north of the Netherlands with non stop parachuting. Then it was back to Perth at the end of a real adventure covering 2700 miles. Thanks to Mal for his good company (and also for his article in this newsletter about the Catalina in New Zealand), also to our other travelling companions and all our hosts.

**Ian Kerr**

## Registration Form for IFFR Activities

in connection with RI Convention in Copenhagen/Malmö

**Pilot & Aircraft Details** If you can't give the aircraft data yet, write "to be confirmed later"

Aircraft Registration	Aircraft Make & Model
Pilot surname	Pilot first name
Pilot Address	
Pilot home number	Pilot mobile number
Pilot e-mail address	
Person to be contacted in case of emergency	Contact Phone Number

I have \_\_\_\_\_ seats available for others.

A/C third party liability insurance must be valid for flight to/over Denmark, Norway and Sweden.

I confirm that during the Flyaround I will fly in a legal manner within the limitations of my licence and rating. All flight operations will be on the pilot's responsibility. Pilots flying European registered aircraft on the basis of Non-European licences are restricted to VFR operations.

Pilots signature: \_\_\_\_\_

I want to ride in available seat - share expenses.

**Passenger**

Surname	First name
Address	
Phone home number	Mobile number
Person to be contacted in case of emergency	Contact Phone Number

**Passenger**

Surname	First name
Address	
Phone home number	Mobile number
Person to be contacted in case of emergency	Contact Phone Number

**Passenger**

Surname	First name
Address	
Phone home number	Mobile number
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in connection with RI Convention in Copenhagen/Malmö

All prices are per participant, in Norwegian Crowns (NOK).

Rate of exchange NOK (Jan 20, 2006) EUR 8,16 USD 6,72

- June, 11 (Sunday)** At 19.00 IFFR Banquet  
at SAS Royal Hotel, Copenhagen Price: NOK 730,-  
No of persons \_\_\_\_\_ Registration latest April 10, 2006
- June, 13 (Tuesday)** Local flight with DC-3, belongs to  
the Danish Club of the DC-3 Price: NOK 930,-  
No of persons \_\_\_\_\_ Registration latest April 10, 2006

### Fly Around Scandinavia

All prices include hotels, all meals, local transport, landing fees, see program sheet.

- June, 15 (Thursday)** Copenhagen/Roskilde – Vastervik, Sweden  
incl. sightseeing Vastervik, hotel and  
"Come together party" on the steam train.  
No of persons \_\_\_\_\_ Price: NOK 1020,-
- June, 16-18 (Friday- Sunday)** From Vastervik to Stockholm  
Slija Lines Cruise Ships Helsinki,  
Finland and return back to Stockholm Price: NOK 2530,-  
No of persons \_\_\_\_\_
- June, 18-19 (Sunday-Monday)** Stockholm-Fagernes, Norway  
No of persons \_\_\_\_\_ Price: NOK 1220,-
- June, 19-21 (Monday-Wednesday)** Sindal, Denmark  
(Price excl lunch the 20th).  
No of persons \_\_\_\_\_ Price: NOK 2160,-

Total sum to pay: NOK: \_\_\_\_\_

Type of credit card: \_\_\_\_\_ No: \_\_\_\_\_

Exp date: mm/yy \_\_\_\_\_ / \_\_\_\_\_ I.D. no: \_\_\_\_\_

Registration latest April 10, 2006

Registration form to info@iffr.net or by fax to Bo Johnson +46 21 301790 bo@sitdown.se

Payment latest April 10, 2006 to IFFR Scandinavia - Øyvind Krokeide +47 97172302 oyvind.krokeide@royken.online.no

**Post address:** IFFR Scandinaiva, Bo Johnsson  
Blåklöckevägen 23, SE-722 46 VÄSTERÅS

VISA / MasterCard accepted



## Wear your IFFR Winged Rotary Pin with pride

Winged Pin, double spike	US\$7	Decal (small)	US\$2
Winged Pin, single spike	US\$7	IFFR 7x9 Banner	US\$12*
IFFR Cap (tan/gold/red)	US\$18*	IFFR 9x11 Banner	US\$15*
Iron-On Patch	US\$7		
World Directory	US\$6		

\*Destinations outside of North America please add US\$7 one time to total order for shipping.

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