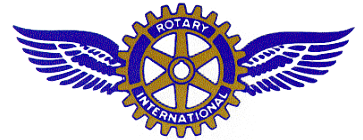


THE ROTARY Flyer



September 2009

THE WORLD BULLETIN OF THE INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS

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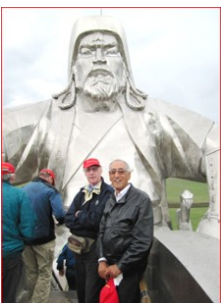
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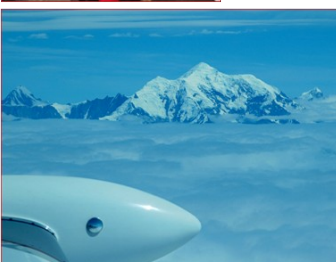
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Above: Tyre change in Kazakhstan
Left: Feroz with Chinggis Khan!
Below: Alaska's mountains



President Feroz flies around the World

President Feroz and co-pilot Simon Barlow completed their flight around the World on August 6.

To get a flavour of this adventure the editor put a series of questions to Feroz and here are his replies. For those wanting further detail Simon's blog at <http://simonpbarlow.wordpress.com/> covers every aspect of the flight superbly.

Why did you do it?

"When sitting with Hans Gutmann the organiser of the Cape Town trip in 2006 on a lovely beach in the Comoros Islands in the Indian Ocean, I asked him what he had planned for us next. His comment was that there would be no more trips for aircraft needing Avgas....only for turbines using Jet A1. Finding Avgas and getting it to refueling points in time was becoming almost impossible. Two years later he asked if I would be interested in a flight around the Himalayas. Having been to school there and looking at the routing with a return the same way did not appeal. I suggested that we should continue eastwards and fly around the world. That would be more interesting. So when Hans came up with a routing that did just that I could hardly refuse."

What was the biggest challenge on the trip?

"There were several. The trip was dependent on getting overflight and landing permissions and being able to position Avgas to suitable airfields. Most of the fuel we used in Siberia was eventually trucked in from St. Petersburg. The drums we used in Anadyr for the flight to Alaska had been filled in Canada in 2004! We were travelling through countries where there is no General Aviation; the Mongolians treated each aircraft as an airliner and charged us accordingly.

At the last moment Uzbekistan and Turkmenistan refused us overflight and landing permissions, so we were forced to re-plan and arrived three days early into Kazakhstan. There the authorities threatened to send us back to Armenia for which our permits had expired. As late as 30th June



The Route - across 3 Continents

we did not have permission for the flights across Mongolia in spite of meeting their last minute requirement for every aircraft to carry a satellite phone as VHF communication was impossible."

Did you have any aircraft problems?

"We were fortunate in that we only had a brake caliper come free and damage a tyre. Luckily we were in Kazakhstan where engineers were able to produce a suitable jack. Getting non-metric sized bolts was the problem till Hans produced from his toolbox exactly what was needed and Simon carried out a perfect repair and tyre change."



Simon refuelling at Anadyr

What was the most memorable experience?

"There were so many. Amongst them must be the dawn balloon flight in Cappadocia, Turkey. The Chinggis Khan Monument and National Park in Mongolia, The Monument of Sorrow in Magadan. The flight into and especially out of Olgii, Mongolia routing via Russia as we were not allowed to fly across China. The views in Alaska. The sequencing of aircraft flying into Oshkosh."

What was the worst moment?

"Hearing Peter, my co-pilot from the African trip declaring a Mayday over Alaska when his engine died. A couple of hours earlier we were all flying over the Bering Sea and a few minutes later they would have been over mountains. Fortunately there was a hunting lodge with a rough strip within gliding distance."

And finally what is your next challenge?

"I chose not to think of these trips as challenges, but as opportunities to travel with friends and fly in countries we would not normally consider visiting let alone fly our own aircraft around. We are truly fortunate to be invited to do such flights and have Rotarians host us along the way. Nothing planned, but let's wait and see what turns up."

IFFR members remembered

In two ceremonies, on opposite sides of the World, the memory of IFFR members has been honoured.

On Sunday 14 June, exactly 54 weeks after the tragedy of 1 June 2008 which claimed the lives of John Ritchie and Kevin Young of IFFR UK and Vittorio and Marinella Rossetti of IFFR Italia as they flew from Trento to Venice in Mr Rossetti's Procaer Picchio, I-ARWI, the Mayor of Terragnolo unveiled a memorial stone in their memory.



The memorial, of Italian granite marble, had been arranged by IFFR Italia and is located in a meadow beside a small church at the top of Passo Borcola, east of Trento, looking down on the valley in the mountains where the accident occurred. The inscription, chosen by the families and quoting Helen Keller, reads "It is wonderful to climb the liquid mountains of the sky, behind me and before me is God and I have no fears".

The unveiling was attended by John's children George and Jenny, Kevin's widow Belinda, and Mr and Mrs Rossetti's children Ilaria and Matteo and all of their families. IFFR World President Feroz Wadia and Raye, IFFR Italia President Dr. Roland Marrek and other members of IFFR Italia including Giovanmaria Faggioni (who had been instrumental in



arranging the memorial and its location) and Cesare Cardoni also attended. The ceremony was simple, but moving, with a short speech from the Mayor who told how the lives of all the mountain villagers had been touched by the tragedy, prayers from the local padre, and the planting of small shrubs beside the memorial by each family.

George Ritchie

In June 2005 Peter and Helen Walsh were killed in an accident on the post Chicago Convention Fly Around.



The unveiling by Peter's mother.

Through their years of dedicated service Peter and Helen were highly regarded by their local community in Wagga Wagga, Australia.

In 2005 the President of the Rotary Club, Philip Cross,, had proposed a tree planting project to create a "Centenary Drive" to mark 100 years of Rotary. With the loss of Peter and Helen it was decided to dedicate the "Centenary Drive" to them as well.

Due to a drought completion of the project was delayed. However over the past year, all the trees and shrubs have now been planted by Rotarians, their partners and staff from Wagga Wagga City

Council. The project is now complete.

On May 30 2009 Peter's mother, Grace Walsh, unveiled a memorial plaque on the site. The wording on the plaque reads:

"This avenue of trees in Red Hill Road from the Olympic Highway to the Rail Underpass was planted on 3 May 2008 to celebrate 100 Years of Rotary (1905 – 2005) and in memory of our long standing Rotarian Peter Walsh, PDG, PHF +1, and his wife Helen, PHF, who were killed in an air crash at Long Island Sound off the coast of Connecticut, USA, on 27 June 2005 after they attended the Rotary International Centenary Conference in Chicago."

As a final part of the tribute nine aircraft from Peter's former aero club conducted a flyover.

Mayor Kerry Pascoe and the General Manager of Wagga Wagga City Council Lyn Russell planting a shrub on behalf of 2004 - 2005 RI World President Glenn Estess and his wife Mary.





Birmingham Convention

Post-Convention Fly Arounds have been held for many years. Over the years a tradition has developed for IFFR's own bard, Herman Hassinger to compose a poem about the event. This is the 2009 edition!

BIRMINGHAM

Rotarians all from near and far met together in England. We were all IFFR. The one hundredth convention was just lots of talking. The distances huge we did lots of walking.

The bus to the hall got there quite fast. But coming back home our stop was dead last. The weather was fine, the sky was bright blue. It turned sullen grey the minute we flew.

Friday

To Kirkbride in safety. A commendable feat. We sat down to luncheon, with too much to eat. We climbed into our aircraft, now ready to start. The weather in York caused a big change of heart.

Out came the cell phones, the blackberrys too. Our time of departure was up for review. I knew it was over, a long wait was near when Jim Alexander ordered a beer.

Guinness and Fosters were imbibed by all. The flying was over, the coach we did call. We sat and told stories this sad group of flyers, but the truth was elusive, most flyers are liars.

Our rescue arrived in a coach that was blue. A humbling event for those who flew. The road rose up till clouds were kissed. It was IFR driving through thickening mist.

Gone morning and noon and well into night. For fliers the inn was a welcoming sight. Their mood was downcast, some in despair. If you've got time to spend, just travel by air.

Sunday

The next day's weather, cloudy, dark and sinister. We bussed to the city to see York Minster. The Vikings came first then next came the trains. We walked many miles my feet racked with pains.

Our return to the inn was really a plus. Instead of more walking we were met by the bus. We next did our laundry by hand in the sink with time before dinner to sit down and drink.

Monday

The fliers left early. They drove off at eight to go to the airport for a three hour wait. Their flights to the west were safe and delightful. Anything less is totally frightful.

We bussed to the Cotswolds, leafy and green. It was so overgrown that little was seen.

Tuesday

Tuesday began with a light gentle rain and then it broke up and was sunny again. In Bristol a ship and a bridge in suspension. One bus was abandoned, which one I won't mention.

The fliers, the coachers in bus competition were always aware of the others position. English love sports - whatever the game. They really love breakfast, its always the same.

We all come together from lands near and far by our love of flight and our friends I.F.F.R. Each year we look forward to friends new and old to sharing our memories and stories retold.

Wednesday

Traveling for weeks in this quaint little nation their greatest achievement must be restoration. If its rusty and old, its fixed for display. You'd think it was new just made yesterday. From cycles and ships to slightly used planes we saw restored autos and obsolete trains.

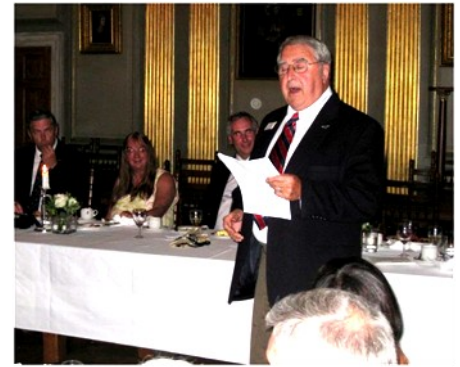
Thursday

Our leader left early, the world to fly round. We wish him strong tail winds to return safe and sound.

The cast often changes, but the plot is the same: good friends safely flying is the reason we came. So farewell to England, we'll come back again.

The next show's TORONTO, in June two Oh ten.

Herman Hassinger



The bard Herman performs.



The Annual IFFR Dinner at the Motorcycle Museum,



President Feroz with his admirers.



Punting in Cambridge.



2010 IFFR Montreal Fly-Away

Michael Graves writes:

“An overlap exists between the G8 Summit and IFFR Fly-Away following the 2010 Montreal Convention. Our team of negotiators have been working to move the G8 meeting. We have concluded that a new and superior Fly Away route is the logical solution.



Thanks to Canadian IFFR Montreal Fly-Away chairman Dean Pepper and his team, we have settled on a superior route which meets the objections of so many demanding a visit to Quebec City. The route allows us to avoid overflying

G8 airspace while having a relaxing two nights at Deerhurst after the departure of Presidents and Prime Ministers. More details will be published on the IFFR website- www.iffro.org - as they become available.”

Finals Finals

#1 Tom Lackey – across the Channel.

The January 2009 edition of the ‘Flyer’ described the wing walking exploits of UK member Tom Lackey.



Tom on his Cross Channel flight.

Tom’s ambition was to wing walk across the English Channel from Calais to Dover. This he achieved in July commemorating the first Cross Channel flight by Louis Bleriot 100 years ago. The French aerobatic team - La Patrouille de France - gave Tom a spectacular send off from Calais.

#2 Which badge is the IFFR badge?

Following the item in the May 2009 edition of the ‘Flyer’ UK member Ives Branson contacted the editor.



Ives’ badge.

“On the subject of badges, may I add to it? There are in fact 3 badges! At the very beginning of IFFR when you joined you received a small pair of silver wings with a hole in the centre through which you fitted a screw type Rotary badge. I still have mine.

After a short time Evanston took umbrage and the supply of wings was stopped. We in RIBI saw no reason why we should not have our own and a former member, Peter Gresham, and I designed the existing RAF type one. As no other badge was available we supplied it to many Sections in Europe and to visitors from other parts of the world.

I think that will complete the history of the IFFR Badges.”

RI President visits Angel Flight West



President D K Lee and First Lady Young Lee with IFFR members Sean McMillan and Alan Dias and also Rotarians from the Santa Monica and Westwood Village Clubs.

Angel Flight was created by a group of pilots who believe in the benefit of volunteering. A non-profit charitable organisation of pilots, volunteers and friends it arrange free air transportation for any legitimate, charitable, medically related need. This service is available to individuals, and health care organisations. “Earth Angel” provides ground transportation from airport to hospitals, driven by volunteer Rotarians.

IFFR Americas has strong links with Angel Flight with a number of members serving as volunteer pilots. IFFR member Alan Dias (pictured above) serves as Angel Flight West Executive Director.

AGM award



President Feroz hands over the President’s Achievement Award to Marlene and Roy Marsden for their outstanding work on behalf of IFFR.

IFFR wings presentation



IFFR President - Elect Peter More presents 2008 - 2009 RI President D K Lee with his IFFR wings.

President D K commented that as non-Rotarian AF pilots were already service minded and generously donate their time and equipment to serve the needy, they would make great Rotarians.