



# THE ROTARY flyer

International Fellowship of Flying Rotarians

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The International Fellowship of Flying Rotarians is a group of Rotarians dedicated to promoting aviation as an opportunity for fellowship and service.  
This Fellowship operates in accordance with Rotary International policy, but is not an agency of, or controlled by Rotary International.

**WORLD BULLETIN September 2005**

## The World President Says.....

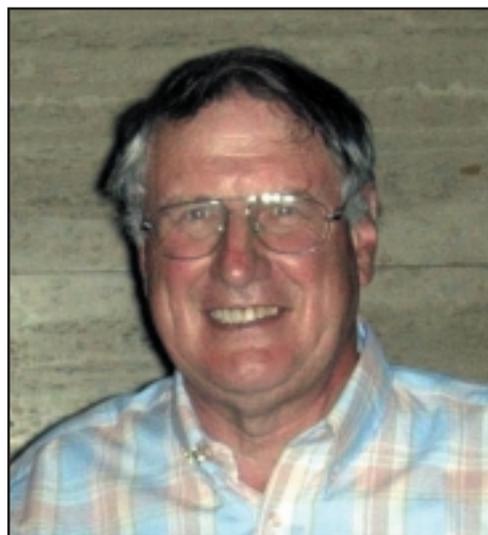
Sadly, in this edition of the Rotary Flyer you will read of the loss of four of our friends during the Post Convention Fly Around. Our thoughts are with their families, their friends and their Rotary Clubs. I would commend to you Maisie Grady's poem reproduced on the opposite page. Whilst remembering these four I would also like to pay tribute to Marc Bonnet who died earlier this year. Marc led the Swiss Section with distinction for many, many years and with his ever-present wife, Ruth, represented all that was good both in Rotary and IFFR. He will be sadly missed – our sympathy goes out to Ruth.

A full year has now passed since I was handed the IFFR control column. It certainly has been busier than I anticipated but I suspect that all my predecessors have found that. Busy yes, frustrating on occasions - perhaps, but enjoyable and rewarding – always. In the last year I have visited three continents – the other two are firmly in my plans for the second half of my Presidency. My Section visits have stretched two thirds around the world. I have flown through steamy lava in Hawaii, been the aerobatic display in Holland, water flown in Italy and toured six countries in little over a week in Europe.

The biggest challenge that we faced in the last twelve months was the threat that emerged to all Rotary Fellowships. A Code of Practice issued by Rotary International would have required Fellowships to take out worldwide insurance and furthermore to indemnify RI against any claim that might arise from their activities. A notable success was achieved when the policy was rescinded. I don't know how many letters and emails were written – I lost count - but they were effective. RI still appears, however, to want to exercise greater control over the Fellowships than it did in the past so this issue may not have gone away and will need to be closely monitored.

Not only is this the Centennial year of Rotary it is also the fortieth anniversary of the founding of IFFR by Ed Kennel of Seattle, USA. I am particularly pleased that in this edition of the 'Flyer' three stalwarts of our organisation have written brief histories of their Regions. It is these gentlemen, Brian Condon, Marcus Crofts and John Ritchie and others like them that we have to thank for the organisation that we have today. I would also like to recognize the current member with the longest service in

IFFR – Ray Stebbings of the UK Section. A member since 1965 Ray's flying experience goes back to military service in the 1940s. Back in those days he survived a parachute exit from his Mustang. He and his wife Effie are still regular attendees at UK Section meetings although nowadays they rely on four wheels to get there.



As in the days of our history there are tremendous opportunities out there now and in the future for both service and fellowship – let's exploit them

Tail winds

*Angus Black*



IFFR's longest serving member Ray Stebbings with wife Effie

## Centennial Convention Fly Around

The traditional post Rotary Convention flyaround took place following the Centennial meeting in Chicago. Leaving Lansing, Illinois the route went east to Niagara Falls and then onto Portland, Maine. The next leg was down to Groton, Connecticut. Regrettably during this section one of the participating aircraft crashed killing all four on board, Chip and Pat Rollins and Peter and Helen Walsh. Maisie Grady's poem, which she wrote for the memorial service that we held on the day following the accident, captured our feelings in a very special way. We will remember the four that we have lost, not only as great companions but also as fine Rotarians and pillars of strength in their local communities. In the days following the accident the degree of loss that was to be felt in places as far apart as Phoenix, Arizona and Wagga Wagga, Australia became clear through the messages that I received. They leave a void in our lives, in Rotary and in their communities but they also leave the memory of what they did and what they achieved in their lives.

**Angus Clark**

### Helen, Peter, Chip and Pat

Life is very precious and can be gone so soon  
 We need to make the most of it, morning, night and noon  
 Our good friends have gone while enjoying their flight  
 Four lovely people who were so pleasant and bright  
 It's hard for us to understand or know the reason why  
 Such good and gentle people, before their time, should die  
 Who would have thought on the previous day  
 That their lives would be so quickly taken away?  
 We enjoyed their company – they were nice friendly folk  
 Their faces lit up whenever they spoke  
 They were hard working people, all playing their part  
 Rotary's ideals firmly within their hearts  
 We'll miss them so much, with loving memories held dear  
 That will always be with us, through many long years  
 We feel so sad, for each was a dear friend  
 We grieve and remember at such a sad end  
 God has taken them now to where He thought best  
 And given four lovely souls, eternal rest  
 They went together – two couples – husband and wife  
 Who gave of their best, all through their life  
 We are thankful to have known them and shared their love  
 And now they're at rest in God's care above

**Maisie Grady**, 28th June 2005



Peter and Helen Walsh



Chip and Pat Rollins

## Forty Years of IFFR Marcus Crotts reminisces

The International Fellowship of Flying Rotarians (IFFR) was organized in Seattle, WA, USA, on January 1, 1965, through the efforts of E. Edison Kennell -- IFFR #1.

The World Fellowship Activities Committee approved the application on February 23, 1965. The World Fellowship Activities Committee was the official body approving World Fellowship Activities including both Recreational & Vocational Fellowships.

Each year, since this Fellowship was organized, a directory of all IFFR members was published along with the Rotary Club affiliation and the Club's meeting day. The cross country pilot, with the IFFR directory in his cockpit, has virtually 1,500 additional flight service stations at his disposal, and many lasting friendships which have begun through IFFR. I did not join IFFR until 1968. Fly-Ins were held virtually all over the world and IFFR members provided many Rotary services.

In 1970, Victor C. Bracher of Houston, TX conducted a "Bridge the Gap Tour" to Central America which turned out to be a very exciting and beneficial event. The utility of IFFR was shown by flying R.I. President Bill Carter of Berkshire, England, his wife and daughter in private aircraft on an 11 state tour in 1975. Rotary Director, Jim Lambeth from Thomasville, NC, USA, and I organized the trip which was accomplished only by private aircraft. No other form of transportation including commercial airlines, auto, train or bus could have maintained the schedule with frequently three Rotary meetings with the Rotary International President a day.

Bill Carter often commented to me that this was the most exciting and memorable event during his term as president.

Herb Pigman, a private pilot, assumed the position of general secretary of Rotary International on January 1, 1979 and joined IFFR. At that time, Rotary International President James L. Bomar of Shelbyville, TN, USA, who was also a private pilot, joined IFFR. Herb Pigman flew a Cessna 172 Sky Hawk and Jim Bomar had a Comanche 260.

In 1980, IFFR in cooperation with the Yachting Rotarians and the Caravanning Rotarians held an "Air-Land-Sea" rendezvous in Chicago, IL, USA in conjunction with the Rotary International's 75th Convention at McCormick Place, Meigs Airport and The Chicago Yacht Club. I. R. President, Jim Bomar, and myself arranged this function.



Marcus Crotts

Even in the early days of our Fellowship, numerous IFFR members travelled virtually all over the world attending Rotary meetings and conducting service projects.

At many of the Rotary International Annual Conventions, we would conduct our IFFR General Meeting at the home of an IFFR member or an IFFR officer. I attended the one in Houston, TX in 1972 when all IFFR members attending the Annual Meeting visited the home of Vic Bracher and had a marvellous time. I also attended the meeting when Ern Dawes had a nice function at his home in Melbourne, Australia.

In 1987, seven general aviation aircraft flew from the USA to the Rotary International Convention in Munich, Germany. In route, the convoy stopped at Jersey Island to visit our IFFR chairman, Charles Strasser.

*IFFR has had a rich history of service and fellowship and has served Rotary in so many different ways. From the very beginning, service was always a prime consideration of the activities of our Flying Rotarians. When I look at the overall history of IFFR and the activities they conduct at the Rotary International Convention, it appears to me that IFFR and the Yachting Rotarians have the best organized fellowships and the most activity at our booths at the International Convention. Both of these fellowships could use considerably more room to accommodate our members and interested people in the Fellowships Flying and Yachting.*

**Marcus B. Crotts**

## Australasian IFFR History 1970 - 2005

### Brian Condon

International Fellowship of Flying Rotarians started on January the first 1965. The Australian Section wishes to produce a history of our section to coincide with the Centenary of the establishment of Rotary International. Unfortunately early records were not abundantly available hence we are attempting to gather all the information possible to enable us to publish an interesting overall view of our organisation and that it will be a basis for a continuing history.

Our earliest known member was Ron Stone from Adelaide and his number was #706, which puts him in the late 1960s, followed by Stowe Kentish #822, Frank Sharpe #855, Geoff Stevens #981, Clive Woolcott #1007, and Brian Condon #1119 who joined in 1970. By the end of 1994 our membership had grown to 264, but unfortunately due to changed circumstances in the aviation scene this has dropped below 200. As we grew with age we had to become more organised, hence we appointed committees and instituted a proper organizational structure.

The strength of our Fellowship has been in our name and that is fellowship. This has been the basis of organizing fly-ins, which has been our main object. Fly-ins are the most extensive of our activities, however attendance at World Conventions also plays an important part. The IFFR is always well represented at these Conventions and if it were not for the IFFR most of our members would not be present. What has made these occasions more enjoyable is that where possible flyaways have been added to the program. Many memorable experiences have been enjoyed by many of our members.

We are proud to have been able to establish a very energetic and healthy Section in New Zealand in 1995.

This was due to the very fortunate meeting in Taiwan of Brian Condon and Malcolm McClure with Graham Gimblett, whom we discovered was a Rotarian and a Pilot. That is a great country and their citizens are in tune with their environment. Aviation is strong and innovative and their fly-ins are of a very high standard. New Zealand is a beautiful country and it has been said that if you want to see the world, their country is the best example because there is so much diversity in one small area.

In 1988, to celebrate the bi-centenary of settlement in our country, we conducted a round Australia flight which was a huge success. In all we had 22 aircraft take part in some section or the entire trip. We started in Canberra, flew to Cairns, Darwin, Broome, Perth, Mildura, in all 33 hours of flying. We had tremendous support from press, radio and television. We had 19 Rotary meetings with 49 clubs being represented. Up to April 2005 we have had 65 fly-ins to all parts of our continent, which covers some 8 million square kilometers. We have seen the extreme north, south, east and west. We have hosted flyaways at each of the two Rotary International Conventions held in Australia at Melbourne and Brisbane, also one following the Convention in Singapore where we flew the North West of the Continent.

We are fortunate to have had two of our members serve as World President of our wonderful organisation, in Brian Condon 1994-1996 and Ern Dawes 1998-2000, and from New Zealand Brian Souter is President Elect for 2006-2008. Our Section has been served with a very dedicated group of Presidents such as for Australia, Sir Frank Sharpe, Brian Condon, Stow Kentish, Brian Bloxom, Sheldon Chadwick, Ern Dawes OBE, Malcolm McClure, Ray Wells, Bruce Watson, Alan Grady, and Laurie Chapman and for New Zealand, Brian Souter, Keith Mitchell, Dave Jenkins, Phil Pacey and Graham Gimblett. Our current President Laurie Chapman is compiling a book on the history of IFFR in Australasia and already has gathered over two hundred pages of history which will be very interesting reading.

I was honoured by the Australian Section of IFFR, at the Brisbane RI Convention, by presentation of a Paul Harris 2nd ruby award.

**Brian Condon** L0001



Brian with his Cessna 182Q VH-WXM

## 40 years of IFFR in Europe ...a personal view by John Ritchie

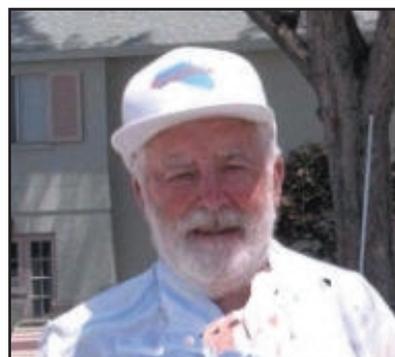
By coincidence the creation of the International Fellowship of Flying Rotarians (IFFR) took place in 1965, the same year that I began to learn to fly. At the Rotary International Convention in Seattle, USA, Rotarian Ed Kennell founded the Fellowship for a short time known as "Rotary Birds". A British Rotarian, Ray Stebbings was present and brought the news back to the United Kingdom and in the December 1965 issue of the UK magazine "ROTARY" reported the formation of the new Fellowship and appealed for members. His success can be gauged from the first list of members issued in 1968, which gives the names, and addresses of no fewer than 80 members ranging from Edinburgh to St. Ives and including Jersey and the Isle of Man. Of these, only two, Ray himself and past World IFFR President Charles Strasser remain members on the 40th Anniversary in 2005.

In the June 1974 issue of his District Magazine Ray gave a report of the activities of the UK Section and details of forthcoming events, mentioning that the Fellowship now had a worldwide membership exceeding 1,500 although the UK membership had dropped to 35, which by the time of the Membership List in June 1974 had risen to over 50. They had flown into several Club lunch meetings in the southeast and were planning visits to Le Touquet, Bognor Regis, Fair Oaks and Southend that summer.

No other record can be found of activities during the first few years, but in 1973 a Section was formed in France under the leadership of Jean Recullet, which he held for a period of 20 years. In 1977 the first UK News Bulletin was issued by the secretary, Phil Pickford, and told of the visit to the French International Rally at Annecy attended by UK Chairman Francis Willinger with Ted Darlow who later took over as secretary, President Charles Purley and his wife, Phil Pickford and passenger Denzyl Perry who flew in a Piper Colt with a range of 200 NM and speed of 90 mph, Ted Mayhew with his wife, and Mary & me in my PA28. The event was well supported with pilots from Geneva (in a jet Falcon!) and Sicily as well as the French & British. On our return we stopped to refuel before flying home as in those days you could buy avgas duty free on private flights abroad. Happy Days!

News of the Fellowship had spread across Europe from France, an Italian Section being formed that held its first International Meeting in Voghera in 1975, and issued a commemorative medal to celebrate the event. The

following year a Section for Swiss pilots came into being under the leadership of Marc Bonnet from Geneva who, like Jean Recullet, held office for a full 20 years well supported by his wife Ruth. Enjoying a common border and language, the French & Swiss Sections tended to have combined meetings. 1984 saw the first visit of American members who flew the Atlantic in their own aircraft to the RI Convention in Birmingham, and the following year a Norwegian Rotarian, Karl Steen took part in the Jersey Air Rally, a regular fixture attended by so many IFFR members that a special dinner had been arranged for them. Karl was invited, and on his return home brought into being the Scandinavian Section, which combines the members from Denmark, Finland, Norway & Sweden, with the Annual Meeting rotating between the four countries.



John Ritchie

American & British members had expressed their intention to fly in to the forthcoming RI Convention in Munich in 1987 which caused the UK Section to realise that there was no German Section to receive them. Ives Branson & Peter Gresham shared the task of contacting the many Rotary Clubs and Aviation magazines in Germany, which led to Theo Wuppermann of the Leverkusen Club hosting a meeting that gave birth to the Section, which is now combined with members in Austria to form the continent, but that year Charles Strasser from Jersey was elected World President and did so much to promote the Fellowship that members subscribed to present him at the IFFR dinner with a Paul Harris Award in recognition of his efforts. Thereafter the Presidency moved between America, Australia and the United Kingdom. It is perhaps, fitting that Angus Clark, a Scotsman, holds the office in the 40th year.

## IFFR Europe (cont.)

For years we had lamented the absence of a Dutch Section and in 1993 on meeting Stan Jesmiatka from the Netherlands on the Australian Flyaround my wife encouraged him to form the Section, which incorporates Belgium, Holland and Luxembourg under the title of the Benelux Section. They held their inaugural meeting in Middelburg, Holland. That left the majority of Western Europe represented in the Fellowship with the notable omission of the Spanish peninsula. Happily in 1996 Peter Neufert, a member from Germany who spent much time in Portugal combined with local member Luis Henriques to form a Section representing both Portugal & Spain supported by Victor Merelo from Spain who held a fly-in at Tarragona in 1999.

Throughout the forty years and in spite of the different languages spoken by the many European members an invitation was always open to any IFFR member wishing to attend any event and as early as 1978 the leaders of the French, Italian, and UK Sections arranged a tour of the Mediterranean starting in Cannes, France, and stopping overnight at Corsica, Sardinia, Tunis and Sicily before turning north to Venice and then homeward. A dozen aircraft took part and of those that did no fewer than three Frenchmen and two Britons are still members of IFFR nearly 30 years later. By 1983 activities had increased to such an extent that it became necessary for the European Sections to agree regular meeting dates each year to avoid clashes. Following the 1987 Convention it was thought expedient that a member be appointed to act as Liaison Officer between the European Sections and the other English speaking Sections and this post was held successively by Ives Branson, Graeme Le Quesne, and John Ritchie all of whom had sufficient knowledge of French for the purpose.

To celebrate the new Millennium a tour across Europe from England was arranged, taking in Luxembourg and France before going on to the German meeting in Salzburg, Austria and being joined by members of other Section en route. In addition, when the RI Convention was held in Europe in 1995 (Nice, France) and 2002 (Barcelona, Spain) a post-convention tour was organized and supported by members of every nationality as pilots or passengers. Wives and friends were always welcome and added to the success of these events. The membership strength of the Sections has varied over the years but in spite of a decline in membership of Rotary the appeal of the Fellowship and its activities to those that take part in general aviation has ensured that overall numbers have grown with the years.

**John Ritchie**

## Coming Events

A full listing of future events is given on the IFFR website (www.iffr.org) with links to a number of Sections. The listing below is therefore brief.

### Americas

October 5-9, SE Section - Tullahoma TN Annual Staggerwing/Twin Beech/Bonanza Museum Fly in.

November 3-5, Annual meeting and lunch with Phil Boyer - AOPA Expo 2005 Tampa FL.

### Australasia

October 7-9, 2005 Australian Section - Hervey Bay, Queensland.

October 21-24, 2005 New Zealand Section - Christchurch.

### Europe

May 19-21, 2006 German-Austrian Section - Saarbrucken

June 11-15, 2006 RI Convention - Copenhagen/Malmo

June 15-20, 2006 Post convention fly-round

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## Section Chiefs

The contact details for Richard Goldschmidt, Iberian Section Chief, are incomplete in the 2005 edition of the World Directory. They should have read: Tel: +351-21-3544-039; Address: Rua Pascoal De Melo, 62-4E, Lisboa; email: rigold@netcabo.pt.

Contact telephone numbers and email addresses of all Section Chiefs are given on the IFFR website: www.iffr.org.

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## Flight Maxims

The only time an aircraft has too much fuel on board is when it is on fire. – Sir Charles Kingsford Smith

Never fly in the same cockpit with someone braver than you – Richard Herman Jr.

To most people, the sky is the limit. To those who love aviation, the sky is home – anon.

It takes only two things to fly – airspeed and money – anon.

## Rotary Convention 2006 Scandinavia

The 2006 RI Convention will be held jointly in the Scandinavian cities of Malmo and Copenhagen. The main events will however take place in Copenhagen and it is in that area that IFFR is looking to base itself. As we go to press arrangements are not yet finalised but when they are they will be circulated to Section chiefs. Full details and booking forms will appear on the IFFR website. ([www.iffro.org](http://www.iffro.org))

Plans for the post Convention Fly around are already well advanced and chief organizer Bo Johnson describes the provisional programme below:

### *First day, Thursday June 15*

Fly Around 2006 starts at Roskilde Airport EKRK in Denmark. We'll meet in the morning for a trip briefing. After this we'll fly to the beautiful city of Vastervik ESSW on the east coast of Sweden. By late afternoon we'll go by train on a track built in 1879. It is the oldest and best-preserved railroad in Sweden. Somewhere along the trail we'll have a "come together party".



### *Second day, Friday June 16*

We'll leave Vastervik in the morning and fly to Stockholm, capital of Sweden, and land centrally at Barkarby Airfield ESKB. From Barkarby we go by bus to the museum of Vasa for lunch and to see the Royal ship of King Gustav Vasa, which sank in 1628. After the visit to the museum we board one of Silja Lines Cruise Ships. The big white boat holds 2852 passengers and will take us to the capital of Finland, Helsinki. The boat has a large pedestrian street with restaurants and shops. We'll wine, dine and dance all night long.

### *Third day, Saturday June 17*

After breakfast we'll disembark to visit Helsinki and meet our Finnish Rotary friends, who will show us all the sights. In the evening we'll board the Silja Line ship again and return to Stockholm.

### *Fourth day, Sunday June 18*

After arriving in Stockholm in the early morning we will have some brief sightseeing. We will then head back to Barkarby airfield for take-off to Norway. Here we will land in amazing mountain scenery at Fagernes Airfield ENFG. The airfield is located 2694 feet above sea level. We will be transported to Storefjell Hotel by bus, where we'll enjoy the grand nature of Norway. In the event of bad weather an alternative programme has been planned.



### *Fifth day, Monday June 19*

After breakfast we'll go on a hike in the Norwegian mountains. In the afternoon we will start our flight to Denmark. This route is a very beautiful nature experience. We will land in Denmark at Sindal Airport EKSJ.

### *Sixth day, Tuesday June 20*

The whole day is spent at Skagen, where two seas meet in an amazing way. Here there is much to see. The Fly Around 2006 will end in the evening where we started it, at Roskilde Airport EKRK in Denmark.

Updated details will be given on the Scandinavian Section website ([www.iffro.net](http://www.iffro.net)) a link to this is on the World site ([www.iffro.org](http://www.iffro.org)). Plans are in hand to locate suitable aircraft for rental and also to put those who may wish to ride share in touch with those who may have seats available

## Photo Strip

### *IFFR Presidents*



The current President and Past Presidents photographed at the recent Chicago Convention. L to R, Angus Clark, Charles Strasser, Tony Watson, Frederico Compean, Marcus Crotts, Ned Poyser, Ern Dawes and Sam Bishop. The only surviving Past President missing from the photograph is Brian Condon whose article appears on P5.

### *The first Flying Rotarian?*



(Possibly!) Paul Harris pictured with an early biplane.

### *Portland Presentation*



IFFR President Angus Clark receives, on behalf of IFFR, the City of Portland Declaration from Portland Director of Transportation Jeff Monroe (left) with Paul Gore, Portland RC President 2005 - 2006 (right).

## 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*
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