Flying Rotarians enjoy exploring the world in their airplanes. The 2000 convention of Rotary International in Buenos Aires, provided the stimulus for discovery of South America for a group of 12 Yanks, 8 Australians, 6 Italians, a Canadian and one intrepid Belgian, Eric Charlez, who flew his F-33 Bonanza through Africa and across the South Atlantic to Brazil before arriving in Buenos Aires. Since only one private plane had made the trip, we had chartered a MetroLiner and a King Air to transport us on this odyssey. The hired pilots, especially the King Air owner-pilots, became part of our fraternal group. While Ricardo spoke little English, Mercedes (yes, a female professional pilot in South America) did extra translating duty for us.

The first stop of our post-Convention Fly Away was Paraná, a major historic city on the Paraná River some 190 miles northwest of Buenos Aires. We enjoyed a parrillada (Argentine barbecue) on an estancia (ranch), visited a school founded by Belgian nuns (where some of us gave impromptu geography lessons), and enjoyed a tango demonstration and scrumptious fish lunch. We even learned about the production of Argentine sweets and “dulce de leche” (milk jam), and had time for boat rides and fishing on the river. Lavish press coverage and a
This episode is only one of several epilogues to the IFFR Fly-About which could be written. Flying Rotarians spread out across South America following the fly-about. We landed in Argentina, to avoid the red tape of taking airplanes across the border.

The falls were magnificent. We had time to view them from both the Brazilian and the Argentine sides on catwalks suspended along the rivers above and below the falls. Some of us also enjoyed a helicopter view and a small boat ride to the base of the falls (very, very wet!). Additional attractions included a side trip to the ruins of one of the Jesuit missions in the area (try to get the video of the Robert de Niro movie The Mission), and a stroll through an exotic bird sanctuary. The person-to-person highlight had to be a dinner with local Rotarians at which people of twelve nations were present. There were many languages, and lots of international good will.

From Iguazú we flew to Concordia, where the press and local Rotarians met us. We were recognized everywhere we went in this town. The Aero Club and Rotary Club hosted us at another high-energy dinner. A side trip into Uruguay provided a fascinating in-depth visit to the Salto Grande hydroelectric dam.

A short stroll from our hotel took us to the ruins of what was once the most imposing house in the area. This little known spot has a place in both literary and aviation history. Antoine de St. Exupéry spent time here after one of his many crashes, a respite documented in the chapter entitled “Oasis” in his book Wind, Sand and Stars. His friendship with the precocious and nature-loving children of the family is also considered to have provided inspiration for his most famous book, The Little Prince.

And it was time to return to Buenos Aires. But as we pilots know— if you have time to spare, go by air. Eric got away promptly, as did the King Air. But the MetroLiner wouldn’t start! After a frustrating day of waiting and a bit more of camaraderie, we finally arrived in Buenos Aires in the rain, a mere six hours late. ¡Que será, será!

From the Argentine side, David and Susan Campbell and Elena Laborde-Bishop take pictures of the Brazilian side of the magnificent IGUAZU FALLS

The IFFR contingent at the Falls: Albani, Aldermans, Bishops, Bubanis, Campbells, Carys, Cardani, Charlez, Condons, Faggionis, Fogle, Gray, Nalvens, Mockridges, Premachuk, Walkers, Watsons.

ERIC CHARLEZ AND BEV FOGLE FLY TO SANTIAGO, CHILE, AFTER THE FLY AWAY IN ARGENTINA

by Beverly Fogle

This episode is only one of several epilogues to the IFFR Fly-About which could be written. Flying Rotarians spread out across South America following the fly-about.

Eric Charlez and I planned to explore parts of Argentina by flying from Buenos Aires (San Fernando Airport) southwest across the pampas to Santa Rosa, thence northwest to Mendoza. Then we would proceed through the mountain pass into Chile, destination Santiago.

After a day of rain and low ceilings, the weather looked very promising. There were storms in the vicinity of Mendoza, but they would probably be gone in another 24 hours. The weather southwestward toward Santa Rosa looked excellent. The local folks were helpful, giving us a copy of the diagram showing the 1000 ft agl VFR route out of the Buenos Aires area. Once out of the corridor, we took up a direct heading toward Santa Rosa.

Immediately upon leaving the metropolitan area we were over a sparsely settled agricultural region which soon gave way to very flat, semi-barren topography. This eastern portion of the famed Argentine “pampas”, known as the moist or wet pampas, was moderately green and laced with swampy areas at this early winter season. We flew low, and at one point Eric spied a flock of flamingoes, around which we circled for several minutes. The stillness and the emptiness reminded one of flying over portions of the American west --- say, west Texas or parts of Nevada. But the wetness and the many flocks of birds were unique.

Soon Santa Rosa appeared in the distance. It proved to be a very clean and neat town with a
lot of trees. Primarily a commercial center, it featured busy and friendly people, a modernistic cathedral, a pleasant town square, and a lack of touristic overtones. We couldn’t even find picture post cards until I went to a camera shop and bought some photographs! People were delighted to let me try out my Spanish, which they could actually understand.

The next morning dawned clear again, though the storms near Mendoza were worse. The entire northwest part of Argentina was having snow, rain, low visibilities, etc., etc., etc. The good weather was to the south, so to the south we would go. Eric filed a flight plan for Neuquén with a planned final destination of Puerto Montt, Chile. After completing the flight plan formalities, we removed heavy frost from the airplane and continued southwest toward Neuquén.

Upon departure from Santa Rosa, the tower advised us that the VOR and DME at Neuquén were out of service. Did we have GPS? No — the GPS had been trying but not succeeding at acquiring satellites. It was essentially dead. So we were on our own, to use good old time-speed-and-distance navigation. The good news is — it doesn’t depend on any fancy electronic signals, and it works!

Now we were over the dry pampas. The very few roads, frequently ending at watering holes, implied a substantial cattle industry but we saw little evidence of active ranching. Old fashioned piloting worked well, and Neuquén (at the northern edge of Patagonia) appeared exactly as scheduled.

There’s an old saying about not asking a question if you aren’t willing to accept the answer. We had been told that twenty-four hour notification was required before entering Chile. We didn’t ask, and had no problem filing the flight plan. After flying over San Carlos de Bariloche (the site of recent heavy snows and flooding) we called Puerto Montt and proceeded without incident.

The flight through the famed Lake District and across the Andes was simply spectacular, as we knew it would be. Scattered clouds below in the mountain valleys lent an ethereal aspect to the majestic snow-covered peaks all around us. No photograph could capture the sweep and grandeur of these mountains. They seemed to go on forever. This was one of the lower routes across the Andes. While the MEA for IFR was 15,000 feet, we were able to be on top of almost everything at 10,500’ in excellent VMC.

We found the comfortable Hotel O’Quinn, with a cozy bar and restaurant. Six tables with no other visible customers appeared entirely inadequate to support an extensive and sophisticated menu and wine list. After a walk along the waterfront, Eric introduced me to centolla, a Chilean sea spider much like crab. Delicious.

Sunday dawned CAVU. This would be a great day for a flight along the Andes — after removing heavy frost from the airplane again, of course. We knew this flight would be one for the memory books, and the weather was certainly cooperating.

Departing Puerto Montt we first climbed up to circle Osorno, a lovely symmetrical peak with the slightest puff of volcanic steam emanating from the very top. Then we proceeded north toward Villarica, another volcanic peak puffing even more steam but with rough volcanic rock forming its peak.

As we continued north the Andes grew higher and wider, the spectacle ever more grand. Each small section seemed to be composed of at least a dozen sharp peaks, all covered with fresh snow and showing evidence of small but frequent avalanches. There were virtually no trees, and no evidence of wildlife or human activity except in the narrow valleys and occasional ski slopes. The small streams were very steep, the water running very fast and obviously very cold. This would certainly be a hostile environment in which to make an emergency landing. Fortunately the Bonanza was running like clockwork, but I couldn’t help thinking of Antoine de St. Exupery and his cohorts pioneering aerial routes across this formidable mountain range in the days of fabric airplanes and unreliable engines.

We carefully avoided the Argentine border — not wanting to start a local war by calling up the interceptors. Eric tells me the Rotary Clubs of the two countries have placed signs at each mountain pass indicating that “Rotary Meets Here”.

We climbed from 8,500’ to 10,500’ as the mountains became higher. Small pockets of turbulence were encountered, but overall the trip was remarkably smooth. Approaching Aconcagua, the highest peak of the Andes at 6959 meters (or 22,310 ft, depending on the chart), we went on up to 12,500’. Looking into the narrow Paseo de la Cumbre, our originally intended route from Mendoza, it was obvious we’d chosen the better route. That’s one very narrow and steep pass, and the weather on the Argentine side was still stormy. But on the Chilean side the sun was shining and the skies were having a fine time. So were we. We could not have asked for a more perfect day for some serious mountain flying. But now it was time to turn back south to Santiago and the Los Cerrillos airport.

Santiago is a lovely city nestled against the magnificent backdrop of the Andes. European-style boulevards flank the river running through the center of the city. Too many cars and the resulting air pollution remind one of Los Angeles. The Rotary luncheon was very formal for their installation of officers. Two wines and an exquisite salmon dinner were served on white table cloths graced with heavy silver and fine china. Speeches in Spanish, of course. My ear couldn’t keep up!

People in Santiago were extremely friendly. Literally everyone at the hotel including the telephone operator wished me a happy birthday! One Rotarian in particular took me under his wing and drove me out to the Aero Club, making sure I saw the headquarters of the Chilean women pilots. We enjoyed several excellent restaurants, including a fun dinner with Paul and Olive Cary, whose adventurous trip from Buenos Aires to Santiago was considerably less positive than ours — they came via Mendoza!

Flying the Andes this way has to be one of life’s most memorable experiences. These mountains just go on and on, each peak higher and more majestic than the last.
THANKS FROM PP ERN DAWES

The Rotary International Buenos Aires Convention, where I handed over the Presidency of IFFR to Sam Bishop, marked the end of two years of memorable experiences, during which Nola and I enjoyed meeting members and attending fly-ins in many countries.

We would like to express our appreciation for the hospitality and friendship shown to us during this period. Also special thanks to all the office bearers during their two years and to those members who have agreed to continue serving our great Fellowship in the future.

Congratulations to our new IFFR World President Sam and Elena.

Ern Dawes

TRIBUTE TO A MEMBER

Hal Wright, the oldest pilot in the U.S. according to FAA records in 1995, member of IFFR, died this summer at the age of 96. Editor Hal Wright delivered The Sierra Booster by plane for more that 50 years. He took up flying in 1949, in a Piper Cub, then started his aerial paper route in the 1950s, tossing papers from his 1949 single engine Aeronca Sedan.

The Sierra Booster, published every three weeks, was homespun and unpretentious, delivered with flare, and enjoyed by some 3,500 readers. CBS featured Hal in 1996, showing his methods of delivering, his enthusiasm, and his dedication to aviation.

We are proud to have had Hal as member of our Fellowship.

OUR SECRETARY-TREASURER SAYS...

We signed up 31 new members in Buenos Aires! Last year in Singapore we signed 40, so who would have guessed such a high number for a not-so well attended convention? We now have four new countries represented: Chile, Greece, Kenya and Zambia. We now have members in 64 countries.

42 people attended the General Meeting.

FROM RI

Rotary International is going to send a request for information regarding the extent of flying done for Rotary. Expect the request and complete it, please!

PAST PRESIDENT ERN...

... has volunteered to assemble, coordinate and disseminate information from members around the world about how they use General Aviation to help mankind. Please send information on your projects to Ern, at:
2 “Cliveden”, 60 Clarendon Street
East Melbourne, Victoria 3002
Australia or edawes@sge.com.au

I'M LOOKING FOR...

...a Motorola Fixed Loop Antenna Model 2321E for my ADF, Assembly IU715730 Schematic 3B7161640 Serial #6653, says member Peter Blaine from South Africa, and would be most grateful for any leads:
58, Firmount Road
Somerset West, 7130,
South Africa, Fax +27-21-5774020

GLOBAL AVIATION NAVIGATOR ANNOUNCEMENT

The Company has announced the first ASP (application service provider) to go live with the introduction of its “MyGlobalAir” personal section. A development in the aviation on-line community, it is the first on-line personal use office. Read all about it in their web site: http://www.globalair.com

FUN IN NEW ZEALAND

It seems those who participated in the Fly-In of March 2000 had a marvelous time! The report received by Mr. President, and therefore read by this editor, is great, full of pictures and a detailed account of the activities and fun had by all. Congratulations on a job well done!

AEROCAMP IN ITALY

During July 8-22, 2000, District 2040 and the Italian Section of IFFR, with the support of the Alta Lombardia Aero Club, organized an Aerocamp for youngsters between 17 and 19 years old.

Eight European youngsters participated in initial gliding training sessions, preceded by ground lessons, and finishing with orientation flights in single engine planes. It was a great experience for all involved!

CALOUNDRA, QUEENSLAND FLY-IN, April 2000

85 IFFR members and guests participated in a most successful weekend, touring the Australian Sunshine Coast’s “must visit” spots, —attractive villages, wineries, pineapple processing plant—and enjoyed the warm hospitality of the Rotary Clubs in the area. The group is already preparing for their next meeting in Narooma in October.

Full report: www.iffr.org
MILLENNIUM TOUR OF EUROPE
by John Ritchie

To celebrate the Millennium, in May, four aircraft from England, one from Scotland, and two from Jersey - total seven from Britain, joined by one each from Belgium, France and Italy, flew out to join the German Flying Rotarians at their first meeting in Austria.

The tour began on Friday evening and on Saturday we visited the wartime defence tunnels at Dover Castle from which the Dunkirk evacuation and control of the Straits of Dover was directed. On Sunday afternoon we flew to Luxembourg, staying in the city centre.

On Monday we had a visit to the European Commission with a talk by Rotarian Georges Weyrich on the work of the Commission followed by lunch with the Luxembourg-Kiem Rotary Club. In the afternoon Luxair provided free of charge a bus tour of Luxembourg, and a guided tour on foot of the old town. English was spoken exclusively throughout the tour, both in Luxembourg and in Salzburg.

On Tuesday we flew to Colmar in France, near the Swiss border, staying at the Novotel on the airfield. That evening several French Rotarians joined us for dinner, one having driven 650 kilometres from Normandy to be present.

On Wednesday we enjoyed a tour of the old town by 'Little Train' a visit to the famous Unterlinden Art Museum, and then by coach to Mulhouse to see the Bugatti Car Collection, where we spent all afternoon admiring and photographing the unique assembly of cars.

On Thursday we flew to Salzburg in Austria, passing the lovely lakes before landing in the valley between the peaks on either side. In the evening we joined the German members for dinner at a Winekeller.

On Friday we were all taken on a guided tour of the city on foot, including a visit to Mozart's house - now a Museum devoted to his life and works. In the evening there was a Gala Dinner in our hotel attended by more than 50 members and wives, where between courses we were entertained by an amusing group who sang songs from Mozart's Operas with an appropriate explanation in English.

Saturday was occupied by a tour through the hills around the Salzkammergut, the 'Sound of Music' country, visiting the church in which Maria von Tripp was married, then on a steamer around the lake with lunch on board, before returning by coach to our hotel. The visit ended with a farmhouse dinner at a restaurant up in the hills. We flew home on Sunday dodging occasional thunderstorms before arriving home about six o'clock in the evening. A memorable way of celebrating the Millennium for all who took part.
TO THE LAND OF THE MIDNIGHT SUN
by Brian Madden, Hatfield, Herts.

The trip to Norway to participate in the Scandinavian IFFR Summer Meeting (August 4-7, 2000) looked most inviting but my beloved very firmly declined the invitation to accompany me. A phone call to John Ritchie and to Ian Kerr informing them that I had a spare seat for another pilot resulted in making the acquaintance of Gary Macalister from Aberdeen. I am a cautious man by nature and I reasoned that not only would I have another experienced flyer on board but also companionship for the journey.

The Piper Cherokee is full airways equipped. The newly acquired life raft with survival kit has a water actuated emergency beacon, and a hand held transceiver and two survival suits (courtesy of Gary) completed our 'safety list'.

I left Elstree airfield on Thursday morning reasoning that I could stop en route should I be unfortunate enough to encounter any towering CBs. I needed to refuel and chose Sherburn in Elmet where the landings are free when you uplift fuel. For a good Rotarian, IFFR, that had to be the place to stop.

Leaving Sherburn I routed Newcastle - St. Abbs Head, the last radio contact being Leuchars MATZ. I attempted to tune into Aberdeen Approach but the radio jumped a digit. Slowly turning the tuning knob one notch at a time I eventually heard voices. I had got Scottish Information who phoned Aberdeen and I was accepted in on the Scottish Information frequency. My thanks to them - superb service.

It was the Aberdeen Flying Club who kindly filed our flight plan to Haugesund via their computer on Friday. We got the weather information and donned the survival suits which make you very hot. I certainly needed Gary's expert help as the suit is all-encompassing, literally head to toe.

We followed Ian Kerr's Cessna 172 with Feroz Wadia aboard out of Aberdeen but Ian's aircraft being faster than ours even though he throttled back to allow us to catch up, we lost visual contact. We rigidly maintained track from Aberdeen VOR and landed at Haugesund. (About 300 NM all across the North Sea. Ed.). There is a very nice golf course to the east of the airfield with the greens between large rocks - very pretty. I'll remember to take my clubs next time.

We were greeted by the Norwegian Section of IFFR and escorted to the hangar where we were treated to many types of fish, all of them absolutely delicious, washed down with a glass of champagne. The gift of a waterproof jacket with the IFFR logo on it was appreciated by us all. After a twenty minute coach journey to the hotel we had 'free time' until dinner in the evening followed by a display of folk dancing.

Saturday should have seen all twelve of us 'flight-seeing' but the cloud base was far too low. Sightseeing was done by coach, stopping at the church of Alvadnes where we heard a musical recital. The evening saw us being treated to a tour of the Town Hall by the Mayor and then back to the hotel for a Gala Dinner.

The journey back to Aberdeen was uneventful, my co-pilot undertaking most of the flying thus enabling me to photograph the oilrigs. Another evening of delightful Scottish hospitality with Gary and Eleanor before flying home on Monday morning.

Although I have some four hundred hours flying time this was the longest journey I had undertaken. It was a wise decision on my part to have another pilot aboard. The flying, the decisions, the costs, were shared and ultimately it is always enjoyable in making new friends.

DOUBLE DUTCH

Michael Pudney, the recently appointed IFFR Events Officer for the UK, organised his first activity in the form of a fly-out to the Netherlands on 20th August. So many of the UK members are based in the south-east and look to the benefits of the duty drawback to reduce the cost of flying that he was sure of good support, notwithstanding the busy programme of European IFIR activities this summer.

The chosen venue was Midden Zeeland, now renamed Middelburg after the nearby town, the home airfield of Stan Jesmiatka the Chairman of the Benelux Section. The UK Chairman, Angus Clark, together with Alisma flew over on the Saturday and spent a happy evening with Stan and Matty, while the Secretary and his family flew into Rotterdam for the day before returning to Midden Zeeland in time for Sunday lunch. There they were welcomed by five or six more UK members with their families or friends as well as a strong contingent of Benelux members most of whom we had met on previous occasions. The weather stayed fine and very warm for the whole weekend and Ostend Approach was kept busy that afternoon by a procession of planes passing overhead on their way home to England. That evening many places in southern England suffered some strong thunderstorms, but happily all were safely on the ground and enjoying a post flight drink before the rains came. Altogether a most successful event for all concerned on both sides of the English Channel.
SAN ANTONIO 2001

A block of 50 rooms has been set aside for IFFR members at the RAMADA EMILY MORGAN HOTEL, a mere 2 blocks from the convention center! They are supposed to be held until December 20, but don’t count on it. RESERVE NOW. This will be a big convention and lots of pressure for the hotel to give up the allocation to others.

Hotel reservation forms can be obtained from RI, or downloaded off the RI Web Page at http://www.rotary.org/meetings/convent/ Please do it NOW.

The Ramada Emily Morgan is coded EMA on the housing reservation form. Members should also write ATTN: JANIS KELLY, IFFR HOTEL in big letters on the form:

If you do not do all the above right away, then you may be placed anywhere in San Antonio.

PRE AND POST CONVENTION ACTIVITIES

Get on the list to show preliminary interest in making these trips. E-mail addresses preferred.

PRE大会 - NASA JOHNSON SPACE CENTER (HOUSTON) TOUR
Friday morning, 22 June 2001 - Meet at Hobby Airport (or arrangements to transfer to Hobby from Houston Bush Intercontinental)
Lunch together, tour Johnson Space Center in afternoon.
Overnight in Houston area or go on to San Antonio
Make share rides available if necessary.

OFFICIAL AIRPORT SAN ANTONIO STINSON
AIRCRAFT RENTAL LOCATIONS TO BE DETERMINED LATER
OFFICIAL HOTEL IN SAN ANTONIO IS RAMADA EMILY MORGAN

POST大会 - TOUR OF THE SCENIC AMERICAN SOUTHWEST
INCLUDING PORTIONS OF TEXAS, NEW MEXICO, ARIZONA, UTAH, AND COLORADO
THIS ITINERARY HAS NOT YET BEEN SET. THIS IS ABOUT WHAT WE ARE TRYING TO DO:
Thursday, 28 June Depart San Antonio in morning. Possible lunch in Big Spring. Midland, home of Confederate Air Force, this afternoon. RON in Midland.
Friday, 29 June Depart early morning for short trip to Carlsbad, New Mexico. Lunch, then tour of the famous Carlsbad Caverns. At dusk, watch the bats leave the cave, a memorable sight.
Saturday, 30 June Depart early morning for either Santa Fe or Taos, New Mexico. Tours of area.
Sunday, 1 July Possible 2nd day in this area of New Mexico
Monday, 2 July Early morning departure to Farmington, New Mexico and / or Kayenta, Arizona. (Monument Valley and perhaps Mesa Verde N. P.)
Tuesday, 3 July Early morning departure for Bryce Canyon (or Kanab), Utah.
Wednesday, 4 July A canyon tour day.
Thursday, 5 July Early morning departure across the Rockies to Colorado Springs, Colorado.
Friday, 6 July Head back to San Antonio after Rotary luncheon, via Amarillo.
Saturday, 7 July Those who RON in Amarillo continue to San Antonio.

Some really spectacular scenery even better seen from a light plane.

Give us your name, e-mail address, fax number, and regular address and phone, via e-mail (TonyWatson@aol.com), fax (501-423-1346), or mail (Tony Watson, 6922 Waggoner Place, Dallas, Texas 75230-4267, USA).

Texas tour coordinator: PDG Mike Pinson (mpinson@juno.com) Remainder of tour coordinator: Tony Watson (tonywason@aol.com)