GERMANY TO CAPE HORN
Flight of 3 Bonanzas

On January 8, 2001, Jürgen Timm, Chairman of the IFFR German Section, set out for Cape Horn, South America in his Bonanza. He was joined along the way by Rotarian Peter Woelfel and Horst Ellenberger in their Bonanzas.

Your editor was pleased to receive periodic e-mails of their progress along the flight, culminated afterwards by a beautiful spiral bound diary of the trip complete with pictures. Renate Jensen provided the English translations for their friends worldwide.

It was a cold winter’s day when Jürgen left St. Michel for Gerona, where he was joined by Horst in his Jetprop Bonanza. From there they flew to Marrakech, then on to Tenerife, where they were joined by Peter. The three plane formation flew from Tenerife to Dakar, Senegal, their departure point across the southern Atlantic.

On January 15 they departed; Jürgen at 8,000’, Peter at 10,000’ and Jetprop Bonanza Horst at 12,000’. The 1,725 nm trip to Recife, Brazil took 10:25 h. The next several days saw them through Rio de Janeiro, Foz do Iguacu, Buenos Aires, Trelew and Calafate, Argentina, site of the Perito Moreno Glacier. The Glacier is an absolutely magnificent sight, as it bisects a freshwater lake, so you can observe it very close.

They journeyed to Punta Arenas, Chile, where they were required to take on a Chilean Naval Officer in order to fly out to Cape Horn, since that area is all controlled by the Chilean military. They also wanted to fly to Antarctica, however the weather forecast was so bad that only Peter attempted the journey. He was successful, and joined the others later at Puerto Montt, Chile.

Heading back north over the wild south land of Chile, Horst’s metal chip alarm alerted him (some 2 hours from an airport) that he had trouble. He made it to Puerto Montt safely, but from there, Horst came home by a commercial flight and his Bonanza made the trip home in a box.

Peter and Jürgen flew out to Robinson Crusoe Island, some 409 nm due west of Santiago, Chile; back to the mainland and low (14,000’) through the passes of the Andes, to Argentina and Brazil. They departed South America from Natal, Brazil and flew to Sal (Cape Verdes Islands) on February 20. It was a 1,579 nm flight and took 10 hrs, 21 minutes.

Jürgen and Peter departed for their respective homes from Marrakech. Jürgen arrived on 21 February, a cold winter’s day in St. Michel. There was a beautiful “blue hole” in the overcast right over his airfield to welcome him.

For more information, contact Jürgen: juergen.timm@t-online.de

FROM THE COCKPIT
Sam Bishop

Elena and I just returned from our very first “Sun & Fun”. What a great event! (Thank you Lakeland South Rotary for sponsoring the first ever Gator Party for IFFR!).

After 27 years and 5,000 hours flying single engine aircraft, I am still trying to absorb the broad scope of aviation. Aviators run the gamut from Radio Control modelers, to paragliders, ultralights, helicopters, gyrocopters, gliders, single/multi engine pilots, jets and commercial airlines. Well, let’s also include space vehicles, antique aircraft restorers and experimental aircraft builders while we are at it. There’s something on that list for everyone.

At Oshkosh, I rode in a 2 seat autogyro. In Lakeland, I rode on a Sea-Wing; an amphibious “powered hang glider”. As I hung around the ultralight area, I felt an excitement that is different from the larger aircraft venues. I even watched one fellow strap on a backpack with an engine and a propeller. Attached to the backpack was a parachute. He reached over his shoulder, pulled the starting rope and the prop wash filled the parachute. He cranked up the throttle, took two steps and was airborne. Wow! My heart was pumping just watching it. At dawn one morning, as Elena and I were watching birds next to our host’s home, an ultralight powered hang glider on floats flew over. Mmmm, I thought, wouldn’t that be a great way to go fishing?

If you find yourself getting stagnant or bored, go over to the ultralight area, watch, then take a ride. It is a whole different world! I suspect there are a whole lot of those folks that ought to be Rotarians. They ought to be Flying Rotarians.

We are making every effort to attend a meeting of every Section during our term in office. I hope you are making the same effort to attend at least one IFFR event somewhere. Try it. You’ll like it!
IFFR around the world

To share any hobby or interest with friends and acquaintances is a pleasure. To share your interest in flying with IFFR members is simply marvelous! (as Belgian Eric Charlez would say!). We have flown with IFFR friends (in our plane, in theirs or in rented planes) all over the world and each experience has been memorable. I know all of you who have attended FLY-INS or FLY-AWAYS or have visited IFFR members in other places agree with me wholeheartedly. But if you haven’t yet, try it! You’ll love it!

IFFR has 1500 members in 54 countries. In every Bulletin we print the events scheduled for the coming months, in the hopes that more and more of you will participate and give yourselves the opportunity to have a great time!

Here are this year’s Section Chairmen:

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CURRENT EVENTS

The deadline for this issue was advanced because your Editor wanted to attend the Italian Fly-In in Siena at the end of April, and from there will continue to southern Africa, for a birding trip with the IFBR (International Fellowship of Birdwatching Rotarians). As a result, many IFFR events were happening while this issue was being printed and mailed: the Italian Fly-In, the opening of the Rotary Room in the American Air Museum in Duxford, the German Fly-In at Kassel and the French visit to Reims. You may expect to read about these events in our next issue.
The Wadia/Yoder North Atlantic Crossing

By Phil Yoder

Last fall, Feroz Wadia (UK Section, Scotland) set out to find a Bonanza that was, among other things, eligible for an auto-gas STC in that avgas fuel prices in the UK and Europe are much higher than auto-gas. Little did we know that this feature of his new Bonanza was almost a life saver!

After Mike Pinson (Texas) arranged for the purchase, he coordinated the installation of a new radio/autopilot package and a thorough annual inspection in Texas. In mid March, Feroz arrived in Texas (from Scotland) and did some training in a 1968 BE33.

On April 2nd, he arrived in Columbus (OSU) and we departed the next morning for Edinburgh, Scotland. I had been preparing for this crossing (my 3rd) with a raft, lifejackets, portable ELT, COM and GPS backups. Feroz borrowed immersion suits from a Rotary friend in Scotland and provided his backup COM and GPS as well. Our route took us as follows:

KOSU - CYSB 405nm
CYGR - CYFB 672nm
BGSF - BIRK 730nm
EGPO - EGPT 167nm

As we filed our flight plan for Forbisher Bay, we were advised that no avgas would be available. After several phone calls, we determined that there was a chance at a ‘private’ source of avgas – or auto fuel if necessary. Total time was 27 hours with two overnights – in Frobisher Bay, Canada (CYFB) and in Reykjavik, Iceland (BIRK). Winds aloft were light over most of the route and most of the flying was in VFR conditions – although we shot one instrument approach in Iceland. The aircraft performed flawlessly – but an alternator brush broke on downwind leg as we landed in Scotland. Overall the trip was fantastic and uneventful.

IFFR at Sun & Fun

The name says it, Sun and Fun! And so it was!

The Rotary Club of Lakeland South organized the first annual IFFR dinner-dance during the week-long Air Show. They had a great band, an HBO comedian, airplane decorations on the tables, an excellent BBQ and most of the members of the Club attended the event to make sure we all felt welcomed!

UK members John and Mary Ritchie and Angus Clark were intelligent enough to plan their American vacation to coincide with the event and they were, like we all were, delighted.

The Lakeland South Club has started a new tradition and hopes to attract many more IFFR members next year, not only to the dinner-dance but to their Home Hosting fundraising program.

MUNCIE, IN., USA

Muncie (MIE) Rotary has its 56th annual Airport Meeting and Fly In on June 19 at Noon. Travelers enroute to the San Antonio RI Convention are invited to this “Favorite Mid-America Stop” for a make-up. Those of us who participated in the fly away after the Philadelphia Convention will recall the nice reception and dinner we had. Contact: Larry Hirschinger, 4511 N. Tillotson, Muncie, IN USA, 1-765-289-1008 Voice, or e-mail reservations to hw86@earthlink.

ALASKA TO SAN ANTONIO

Liz Kester, Bushpilot Extraordinaire, announces that a contingent of 25 beavers and caribou’s are shedding their floats and skis in order to brave the wilds of the uncivilized southland. (Well, they may be flying Apaches, Aztecs, Cherokees and Dakotas for all I know!!)

All this is to participate in the great San Antonio RI Convention. (Actually, the latest rumor, is that the Alaskans just heard about the Alamo and are coming to help.)

The contingent of enthusiastic aviators is departing for San Antonio on June 16 with an aggressive, fun filled itinerary, with the following overnight stops:

(Anchorage, AK – Whitehorse, Yukon Territory – 490 nm)
Whitehorse – Dawson Creek, British Columbia – 506 nm
Dawson Creek – Wetaskwin, Alberta – 304 nm
Wetaskwin – Cody, Wyoming, USA – 692 nm
Cody – Liberal, Kansas (great air museum here) – 590 nm
Liberal – San Antonio, Texas – 520 nm

Rent an airplane in Alaska and fly roundtrip on this great adventure! Liz and Darrel Kester would love to hear from you: Lkester@hotmail.com Work: 907-264-7394 Home: 907-783-2062 Fax: 907-264-7222
**GONE WEST**

*Ed Ball,* #365, Muncie, IN, died of massive stroke on September 26. About two months prior he became the eldest (96) active pilot on FAA records. He was a founding member and director of many aviation, pilot, business and governmental organizations, including Muncie Airport, AOPA, QB, and IFFR, which he saved from doom at the RL Houston Convention, acting briefly as President, until we elected Vic Bracher. Starting in his first Waco in 1932, (OX5 Hall of Fame) some 35 owned planes later, regularly piloted the Cheyenne twin propjet. Hundreds of awards during his humble gentleman’s lifetime may all be represented in the most recent, The Air and Space Laureate: “From Fruit Jars to Space, we always hired bright young leaders, who never knew it couldn’t be done, and left them alone for best results.”

Thanks Ed, you will always remain my mentor. Condolences to his co-pilot widow, Virginia, and the families.

Respectfully,

Larry Hirschinger, IFFR #486

*Henk Spitman,* #5027, Oosterbeek, Netherlands, Treasurer of the Benelux Section, went West on January 29, 2001. Our condolences to Anneke, his widow.

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**HANGAR TALK...**

**VOLUNTEER FLYING**

AOPA has a very interesting and useful pamphlet on “Volunteer Flying”. It has numerous recommendations that we can all use, including suggestions for Clubs that sponsor events. The emphasis is on SAFETY. You will find it at www.aopa.org, or we will have it linked on our web site.

**OSHKOSH, WI**

Airventure 2001, July 24-30

**BRAT FRY** - Because AirVenture dates have been moved one day, the annual Rotary Brat Fry date has been changed to Wednesday, June 26 at noon in the Pioneer pavilion. It is always a great time. Be there!

**HOME HOSTING** - If you have ever been to Oshkosh at AirVenture time, you will know that housing is a challenge, especially if you decided late. The Rotary Clubs in the greater Oshkosh area will provide housing for you in return for a charitable donation of $50 per person per night. This is a GREAT Bed and Breakfast opportunity and a wonderful chance to make new friends. Contact Sue Andrews 1920-231-0966 or by email sandrews@murkeninsurance.com. She will need: number of people, number of beds, smoker/non-smoker, arrival and departure dates.

**My fellow IFFRians,**

Let me report to you that plans are really coming together for your Fly-In on June 28, 2001, to the McMahon-Wrinkle Airport (the only active airport at Big Spring). It was known as 21XS for many years but has been changed recently to T49.

You will be quite impressed with HANGAR 25, which was a facility for Bombardier Training since WWII. The old facility has been restored to pristine condition with more than $750,000 having been spent on it. This is not to count the numerous exhibits and aircraft that have been donated. You will want to spend at least a couple of hours to see everything so a 10 am arrival would be almost perfect.

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**Festival of the Fellowships ...**

in Valbellina, in the Alps, north of Milan, will be hosted by District 2040, 19/20 of May. IFFR will be present at the Airport of Caiolo, near Sondrio. Among other activities, there will be a golf tournament, a bridge tournament, and the new Fellowship of Wine Appreciation will hold very intriguing meetings in two of the most famous wine cellars of the region. If interested, contact Roland Marrek: E-mail: privato.marrek@tin.it fax +390233100829

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**AirAffair 2001** is set for July 7 At Truckee, Tahoe, CA

A coalition of aviation non-profit groups: EAA Chapter 1073, CAP, 99s, and Airman’s Association, have banded together with the airport district to schedule this year’s WWII USO hangar dance for Saturday July 7 at Truckee Tahoe Airport. Profits will be used to establish an Aerospace Scholarship Fund. Featured again this year will be the 22 piece Moonlight Swing Band with two solo vocalists and the vocal group, “The Aircrew”. Hangar One and ramp will be the site of the event. Festivities will begin at 5:00 PM, dinner at 6:00. Admission is $50 pp, or $45 until June 15. Come in WWII uniforms or your uniform or period dress.

There is Home Hospitality with local Rotarians for $50 per person per night, payable to the local Rotary Foundation. The EAA building at the airport will be the host site for arriving IFFRers, parking your aircraft, a welcoming BBQ Friday evening, and pancake breakfast on Saturday morning. Call IFFRer Lou Reinkens of the Rotary Club Of Tahoe City (530) 525-5273 or email: rockwood@inreach.com for information, reservations, and accommodations.

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**MAY 2001**
FLY-IN TO WANAKA,
NEW ZEALAND
23rd to 25th February 2001
By Brian Condon

The New Zealand Section of the IFFR organized another of their very successful meetings to a very picturesque part of the south island of their country. We started on Friday having a BBQ at one of the resort hotels. There were 10 Australians present plus about 40 New Zealanders, ably led by their President, David Jenkins. Wanaka is the home of a very popular warbirds museum.

On Saturday morning some 50 of our group boarded a bus and visited a pottery. Then we went into the skiing area at 6,500 feet to a Nordic ski resort. Most interesting is that the owner owned and developed a ski resort at Cardrona. He sold this and bought the mountain opposite and established this Nordic cross-country resort. Being resourceful he developed a large area for testing motor vehicles in winter and snow conditions. He can accommodate ten separate operations at one time, and these are taken up by the world’s leading car manufacturers. It is the most suitable facility anywhere in the southern hemisphere. All types of vehicle and tire testing are conducted at the site. The advantage is that the companies can all carry out their development during the northern summer.

Saturday night we met with the Wanaka Rotary Club for a meeting in the warbirds hanger and we feasted under the wings of a Spitfire, Mustang (and I think Papolov) plus other aircraft. The Papolovs if that is the way you spell it, are a radial driven fighter from the 1934 period and were a product of Russian technology. The Hurricane was away at the time at an air show further north. After the IFFR meeting we boarded a houseboat and cruised to the north end of Lake Wanaka where we went ashore to one of the nicest BBQ’s that you could have, organized by the Rotary Club. Hence it was with sad heart we called it a day and went on our way Monday. The New Zealand Section is healthy and innovative. Next Fly-In in Norfolk Island!

The country was fine weather the whole time which is rather unusual, and we drove over 2,000 kms around the South Island, including a visit to San Joseph and Fox glaciers, the latter we flew by helicopter and landed near the top. Anyone who wants a beautiful, laid back holiday, then New Zealand is the place to go.

NOTE: Most registration forms can be downloaded from the respective section’s web page, the European Region web page or from www.iffr.org. Print it, complete it and fax/mail it to the person in charge.

AUSTRALIAN Fly-in

SEPTEMBER 7-9—Norfolk Island
AUSTRALASIAN Fly-in
AUPA, Fort Lauderdale, FL

SEPTEMBER 7-9—Biarritz, France
Jean Francois Rapin, seic@dactyl-buro.fr

SEPTEMBER 7-9—Mariehamn, Åland Islands, Finland
Wolfgang Teich, fax 0049-4832-7202

SEPTEMBER 31 —Oshkosh, USA
For home hospitality contact
Sue Andrews, sandrews@murkeninsurance.com

AUGUST 19-20—Festival of the Fellows, Italy
Roland Marrek, privato.marrek@tin.it fax 390233100829

AUGUST 17-19—Mariehamn, Åland Islands, Finland
Bengt Hellsten, 358-1812961 bihelisten@alcom.aland.fi

AUGUST 19-20—Reims
- Visit to Air Navigation Control Centre
Jean-Francois Rapin, seic@dactyl-buro.fr

AUGUST 25-28, 2001—UK Fly-In, Perth, Scotland
www.IFFR.org—European Section

MAY 12-13—Kassel, Germany
Dr Wolfgang Teich, fax 0049-4832-7202

MAY 12-13—Reims - Visit to Air Navigation Control Centre
Jean-Francois Rapin, seic@dactyl-buro.fr
On Friday, the weather being reasonable, 8 aircraft flew in to Lilydale Airport. This rather nice airport has 2 parallel grass runways the longer being 1400 metres, PAL lighting and bowser fuel. Three large hangars accommodate many light aircraft with an emphasis on Bonanzas. Most of the attendees met for a pleasant ‘finger-food’ evening meal at the Lilydale Motor Inn.

On Saturday the coaches departed the motel for Mont De Lacey Historic Home. In addition to the homestead and original separate brick floored kitchen, there was a large museum containing photographs and paraphernalia from the latter part of the 19th century. There was also a small old chapel that had been moved to the site. Morning tea was served in two sittings and after ample time to look around the two coaches departed for different venues. Coach 1 went to the Healesville Sanctuary whilst Coach 2 (obviously stacked with the alcoholics) went to two wineries which were participating in the Yarra Valley Grape Grazing Festival.

The Healesville Sanctuary is an extension of the Melbourne Zoo. It is set in beautiful woodlands. Despite drizzling rain we had a most interesting tour of the area and learnt much about Australian Native Animals. Some of the attendees had the pleasure of patting a live wombat.

The ‘alcoholics’ rejoined us at the Sanctuary for lunch (actually a 3 course roast meal) after which those who could still move headed off on the winery tour, leaving the others to tour the Sanctuary. We went first to Domaine Chandon Winery which is regarded very highly in the Valley. As part of our package we were allowed one free glass of wine. I was not overly impressed by the wine, but was greatly impressed by the magnificent scenery and the music played by a Gamelan Band. Next we were taken to Oakridge Winery where we could taste up to 4 wines. These were little better than that mentioned above and I was not tempted to buy any. Here music was supplied by a pop band outside. Since it was still raining most of us remained indoors!

Dinner on Saturday was at the Lilydale International, combined with the Lilydale Rotary Club. The DG of District 9810, Patrick Hartley was in attendance. The guest speaker was David Jochetz who spoke of his experiences as an Iroquois Helicopter pilot in Vietnam in 1966. Ern Dawes informed the meeting of how his Club (Doncaster East) aided by others in the region, had obtained and repaired a machine for making corrugated iron which they sent to East Timor. There is a big problem there with burnt houses being left with no roof. The next stage of the project will be to send teams of builders to the region to assist in the reconstruction. Some IFFR members may fly the teams in. Ern is also seeking a water tank making machine and technicians to complement the other machine.

Sunday morning the AGM and the General meetings were held. It was agreed that Alan Grady will become President in May. Laurie Chapman was elected President Elect. Trevor Steel agreed to be Secretary for one more year. The next fly-in will be to Norfolk Island in September followed by Mudgie in early 2002. Bonnie Quintal told us about Norfolk Island.

Once again we split into two groups, one of which went on tour of the old Lilydale Cemetery while the rest went to the Museum. Several overheard comments were similar to my wife’s: “I didn’t think a cemetery tour could be so interesting”. In both venues there was a big emphasis on the Mitchell family of which Dame Nellie Melba was ‘its most famous daughter’.

We reassembled at the Lilydale Airport for a BBQ presented for us by members and partners of the Lilydale Rotary Club. These people had done a fantastic job over the weekend contributing in no small measure to the success of the Fly-in. I am certain many attendees would be happy to return to Lilydale and the Yarra Valley.
CONVENTION ACTIVITIES
You do not have to attend the RI Convention to participate in any of these activities.

PRE CONVENTION - NASA JOHNSON SPACE CENTER (HOUSTON) TOUR
Thursday, 21 June       Fly In Airport—GALVESTON, TX, KGLS
                      Thursday arrivals stay at Moody Gardens Hotel. Dinner together Thursday evening.
Friday 22 June 2001   NASA Tour, Johnson Space Center, tour Lone Star Air Museum, with dinner in the museum.
Saturday, 23 June     On to San Antonio. OFFICIAL AIRPORT SAN ANTONIO STINSON (KSSF)

DURING CONVENTION
Sunday, 24 June   1900 PARTY! Cocktails, dinner, entertainment and dancing. This is always a great affair and a won-
                      therful time to meet old friends from around the world. Emily Morgan Hotel. Make your reservation
                      with Tony NOW.
Monday, 25 June    0900 Board meeting, all IFFR officers and Section Chairs, Emily Morgan Hotel. Room TBA
                      1430 Annual General Meeting of IFFR. Convention Center, Room 208
                      All IFFR Members and guests invited to attend. Reports from Sections; election of IFFR World
                      President for 2004-2006.

POST CONVENTION - TOUR OF THE SCENIC AMERICAN SOUTHWEST
Thursday, 28 June     Depart for Big Springs TX (21XS), tour Hangar 25 and lunch, then on to Midland (KMAF), home of Confederate Air Force.
                      RON in Midland.
Friday, 29 June       Early departure for short trip to Carlsbad, New Mexico
                      (KCNM). Tour of the famous Carlsbad Caverns. At dusk, watch the bats leave the cave.
Saturday, 30 June     Early flight to Santa Fe, NM (KSFA) Tours of area.
Sunday, 1 July        Tour to Taos, visit Indian Pueblo.
Monday, 2 July        Another early departure to Farmington, NM (KFMN). Tours of Anasazi dwelling ruins.
Tuesday, 3 July       All day bus tour of Four Corners area, Monument Valley, Medicine Hat, etc.
Wednesday, 4 July     Independence Day in the US and an early departure for Bryce Canyon. Air tour of Monument
                      Valley, Lake Powell and some of the most spectacular areas in the United States on our way
                      to Bryce Canyon (KBCE).
Thursday, 5 July       Tours in Bryce Canyon National Park
Friday, 6 July         Head back to San Antonio, via Amarillo, or to home, if you need to return.
Saturday, 7 July       Those who RON in Amarillo continue to San Antonio.

There may still be time to sign up for any or all events. Contact Tony Watson 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 (tonywaton@aol.com)

SAN ANTONIO - IFFR HOTEL
For the procrastinators: a block of rooms was set aside for IFFR members at the RAMADA EMILY
MORGAN HOTEL, a mere 2 blocks from the convention center! The block is now released, but they
could still have rooms, so try it! Hotel reservation forms can be obtained from RI, or downloaded off the RI
Web Page at http://www.rotary.org/meetings/convent/

IMPORTANT! IMPORTANT!
According to our Secretary Tom, much mailing money is wasted because of lack of correct addresses. PLEASE!
Keep him notified of any change of address. Of course, if you are reading this is because your address is correct,
but don't forget to notify him if it changes!