



THE ROTARY flyer

International Fellowship of Flying Rotarians

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WORLD BULLETIN January 2005

Angus Clark elected World President

Angus Clark succeeded Tony Watson as IFFR World President at the Osaka Convention in May. Joining Rotary in 1985, he was a founder member and then third President of the Titsey and District Club in Surrey, England. He became a Paul Harris Fellow in 1988. He moved to Sheffield in 1990 where he joined the Vulcan Club. He was Club President in 2001/2002. An IFFR member since 1989 he served as Chairman of the UK Section in 2000/2002. He became IFFR Vice-President - Europe in 2002.

His 'co-pilot', Alisma, is an IFFR member being a Rotarian with the Hope Valley Club in Derbyshire. In their faithful 'Robin' aircraft – they are now on their second – they have participated in IFFR events in all parts of Europe. With rented aircraft they have also been enthusiastic participants in Post-

Convention Flyarounds in the USA and Australia. He was heavily involved in the organisation of 1997 Post Convention Flyaround of Scotland. Away from IFFR events Alisma, with Angus as navigator, competed in the Air Rally of Malta in 1997 and won the Ladies Prize.

Married with two grown up sons they live in a part of the world, which, they maintain, is even more attractive than their native Scotland, the Peak District of England. Angus, a Chartered Accountant, has held senior positions in major UK companies. He retains his association with business through Non-Executive Directorships.



Outside work and Rotary he has a particular interest in Higher Education having served eight years as a Governor of Sheffield Hallam University. He is now a member of the Governing Council of the University of Derby and chairs their Audit Committee. He admits to playing 'poor' golf – this being the legacy of a deal he made with Alisma that if she learnt to fly he would take up golf - her sport. He readily concedes that Alisma is a far better flyer than he is a golfer!

Logged on lately?

Have you visited www.iffr.org recently? If not you will have missed the recent changes. After a number of years of dedicated work Luis Henriques has handed over responsibility to Simon Barlow. Luis established the website as a vital



means of communication within the Fellowship. He rightly deserves the Fellowship's thanks for all that he did. Simon has a firm foundation to build on.

The site contains all the latest news of IFFR with links to Section sites worldwide. Details of all upcoming events are given. A President's Chatter Column, updated monthly, keeps the World President in touch with membership. An extensive photograph library covers the latest events. Simon has ambitious plans to expand the site. Password protection will allow 'Members Only' access to parts of the site. Members will also be able to post their own comments.. So don't miss out log on now! **DOWNLOAD YOUR COLOUR VERSION OF THIS NEWSLETTER NOW.**

Instead of mailing the bulletin to you why don't we email you to advise it is available to download from the web-site. You'll access it sooner and save IFFR money. If you are happy with this, email secretary Tom Surowka **NOW** and let him know.

The World President Says.....

Since taking over from Tony Watson in May my feet have hardly touched the ground. Before I say anything else I would like to put on the record the Fellowship's thanks to my predecessor. Tony, with Jane rarely far away, did a fantastic job in his two years. In that time Alisma and I got to know Tony's family well and we are richer for it. Tony – on behalf of the Fellowship - thanks a million. You handled the fun parts with an easy laugh and the difficult parts with dignity.

As I said my feet have hardly touched the ground or is it that my wheels have been permanently off the runway? I have already visited nine Sections. Next year's plans are already coming together with visits to the USA and an extended visit 'down under' to join up with the New Zealand and Australian Sections pencilled in. The centenary celebration at the Chicago Convention and the subsequent Fly-About will be particularly special. Everywhere we've gone Alisma and I have been overwhelmed by the generosity of the welcome. We know that this year will be no exception.

On a more serious note I would like to update you on a threat that may endanger the very existence of Fellowships within Rotary. In 2003 the Board of Rotary International decided that, with effect from July 2004, all Fellowships would have to put in place worldwide insurance cover in respect of their activities. In addition the Fellowships would have to indemnify Rotary International from any liability arising from their activities. After representations from IFFR members, among others, the RI Board at its February 2004 meeting agreed to review these requirements. The June 2004 Board appeared to adopt a more reasonable approach. The insurance demand, as previously defined, was dropped but the requirement for an unspecified indemnity in favour of R.I. remained. The full details however only came to hand six months later in December. Incorporating this indemnity in our bye laws by July 2005 is stated as a condition of our continued existence as a Fellowship within Rotary. I have to tell you that your Executive Committee is very concerned about the form of this and the potential financial liability that it may lay individual members open to. Other Fellowships share our concern. We will work hard on this and try to reach an acceptable solution so that Fellowships, as we know them, can continue to operate. We ask for your active support in this – watch the IFFR website for details.



In 2003 we reviewed our activities and drew up guidelines to minimise the identified risks.

These were adopted by the full IFFR Board. They are available from the website - anyone responsible for running an IFFR event, no matter how minor, should study them and act accordingly. I do not see them as optional - they represent good practice and common sense.

Finally, on a lighter note, at the start of 2005 I wish everyone safe but challenging flying in what is, not only, Rotary's Centennial year but also IFFR's 40th Birthday year.

Tail Winds

Angus Clark

**Do you want to be emailed
 instead of having the Rotary
 Flyer mailed to you?**

IF SO

**Please email Tom Surowka
 NOW to let him know
 surowka@iffr.org**

Chicago Centennial Convention

IFFR members can now sign up for the IFFR events linked to the Chicago Centennial Convention. Registration Forms can be found on the IFFR web site at www.iffr.org. The IFFR Annual Convention Banquet will be held on June 19 at the Columbia Yacht Club. The shore side setting of the Club on Lake Michigan is truly magnificent with incredible views of the harbours and Chicago's skyline. The cost for the banquet is \$45US per person.

Thursday June 23 sees the start of the Post Convention Fly-About from Lansing Airport, South of Chicago. The first leg takes participants to Niagara Falls, New York but, as the two-night stay here will be on the US side of the border, passports will be required for the visit to the exquisite Niagara-on-the-Lake on the Canadian side. There will be the option to attend a performance of Major Barbara at the Shaw Theatre. A gourmet dinner will be held at the nearby Pellar Winery. Side options include a balloon trip over the Falls and a trip on the Maid of the Mist.

The next stage takes participants to the Atlantic seaboard at Portland with its spectacular Maine scenery. Lobsters should certainly be on the menu at this stop over. Shoppers will be well looked after at the LL Bean Outlet Mall, the largest outdoor wearing apparel mail order house in the world. There will be the option to fly out to Rockland or Kennebunkport. After a two nights stopover it's on to Groton, Connecticut. Here accommodation will

be at Mystic Seaport a reconstructed whaling village, with the original Charles Morgan whaling ship. There will be an Indian museum to visit and, if you want, the largest gambling casino under one roof in the world, owned and operated by American Indians. Flying opportunities include Martha's Vineyard, Nantucket, Cape Cod and Block Island.

The final leg is down the East of the Appalachians to Manassas, Virginia close to Washington D.C. An alternative is, on the way, to fly over New York City at 1000 feet, down the Hudson River past the Intrepid aircraft carrier and by the Statue of Liberty. At Washington there are unlimited historical and government attractions. Air and Space museums, both old and new, are obvious attractions but for those who have had their fill of aviation there is the opportunity to visit Monticello, the home of Thomas Jefferson, and to visit the Prince Michele Winery. It's here that the Farewell Fly-About banquet will be held before the flyers disperse to the four corners of the US, if not the world.

Rooms have been held on a block booking at each stopover but participants need to make their reservations direct with the hotels. Rotary Home-Stays may be available at some locations – these will on a first-come-first-serve basis. Overall the Fly-Away is restricted to 50 aircraft so the message is to book early to avoid disappointment.

Download the colour version of the newsletter to see this map in colour



Angel Flight - HELP AND HOPE ARRIVES ON WINGS

IFFR Americas led by Rob Kirkpatrick (Bob@kirkpatrick.net) has a working agreement with Angel Flight which you can read on our web page. Rob's goal is to find a liaison in every city with a Rotary club to recruit pilots, establish a Rotarian 'Earth Angel network', and to take the Angel Flight story to the Rotary world.



When the World Trade Center was attacked, they took to the air to bring help to the injured. When a dying little boy in Kansas City wanted to see mountains, they lifted him to the highest peaks. When a needy family member had to care for her ailing mother, they carried her to a joyous reunion. When a man, suffering with cancer, needed to travel far for his treatment, they helped shorten the trip and helped him beat his disease.

Who are they? They are the volunteer pilots and ground support people of Angel Flight. All across America, volunteer pilots are donating their skill, private aircraft and their own funds to fly people in need for reasons of obtaining needed medical care, or other reasons of compassion or community service. They share their love of flying with the desire to reach out to those in need, and they never charge a cent for the flight!

They are supported by non-flying volunteers who organize missions, coordinate fund raising ideas and spread the word to those who may need the kind of help Angel Flight can bring. And bring help they do! Recently, another charitable organization called AirLifeLine, decided to join its membership and organization into Angel Flight. Angel Flight is now responsible for almost ninety percent of the charitable flights made in the United States.

The missions Angel Flight flies are non-emergency flights and the patient/passenger must be ambulatory and be able to sit upright for seatbelts. Other items, such as oxygen and needed medications, must be provided by the passenger. There are other restrictions that are outlined when a mission request is made.

Angel Flight believes nobody should have to miss out on health care or being with family in time of need. No community should suffer needlessly in a disaster because volunteers and equipment are hours away. No sick or handicapped child should miss out on a dream of summer camp because it's just too far away. Angel Flight volunteers stand ready to offer help and hope, and it will arrive on wings.

If you, or someone you know, could use Angel Flight's help, or if you would like to learn how you can help others in need, please call Rob Kirkpatrick (Bob@kirkpatrick.net) at (317)-487-2243/(317)-487-2271 Or visit our website at www.IFFRAmericas.org

How to land in a vineyard

It was Friday September 3rd, 2004. The weather forecast for the next days was CAVOK and our Cessna 172G, call sign D – EDKA, had just completed the annual inspection. For VFR Pilots like Grete and myself all looked fine for our flight to the Black Forest for the Autumn meeting of the German-Austrian Section. Our departure airfield was Leverkusen (EDKL) near Bonn, where we took off at 13:46 z. Our heading was nearly south-east, following the river Rhine to Koblenz and then direct to our destination EDTW. When we passed Bonn we climbed to 4500 feet and this was the altitude for the whole leg.

Dig dig - dig dig.....it was nearly 14:50z when we recognized this frequent sound for the very first time in our headsets. Instruments OK but our revs varied between 2250 and 2350 rpm with the same frequency as the dig dig. It was clear that this might become a problem especially taking our position into account. We were in the middle of the area of the Pfälzer Wald, a huge mountain area with high trees, deep valleys and scant chance of finding a place for a safe landing. It was Grete's suggestion to take the shortest way out of this unfriendly area and we changed our heading more to the east. After a few minutes the engine power dropped to 2200 rpm – dig dig – and slowly but inexorably decreased further. We did checks but nothing helped and we made a Pan call to Langen Info. We were told that the nearest runway would be Schweighofen approximately 15 miles ahead.

When the power of our Rolls Royce engine was less than 2000 rpm the plane started a steady and certain descent and it was clear that we had no chance of reaching the alternate. We kept Langen Info informed and then we took the decision to find a place where we could have a chance for as safe a landing as possible which is not so easy when you only can see vineyards wherever you look. Meanwhile we passed 2000 ft with only 1500 ft left to the ground. The plane was already prepared for the emergency (70 kts, flaps 10%) but where to land?

It was Grete who saw it first; a small brown strip between two vineyards, this tiny field was our only hope. We informed Langen that we expected a crash because the field looked very short. In such a situation you don't recognize really why, how and when you do what. I remember that just before landing I saw another green field which seemed longer than the elected one but an inner voice told me what I have learned from an old experienced second world war pilot; once you have taken

a decision stick to it. Later I saw that this was a good decision because the green field was full of fences and stones. The question was how to reduce speed for a landing in a field less than 100 metres.

Three years ago Grete and I took part in a special safety training course organized by the German Aero Club. There an experienced trainer coached us to land in mountain and forest areas. He told us it is better to have a short, even field than to try to land on the top of trees (or vines). I applied automatically what I learned at this training. When on short finals to the small field I put the Cessna fully into stall with a minimum forward speed. The plane did what we hoped and nearly fell into the field. A few seconds before the plane crashed to the ground I put the nose forward to increase the descent speed and than stalled another time. We had the impression that our plane was climbing again but it wasn't. It was the field that was steep. Then we landed heavily, turned right and skidded to a stop on the soil. We jumped out and fell to the ground. However, we don't know why but there was no visible damage to the landing gear. Together we had managed to land the Cessna within 70 meters in a freshly ploughed field next to Riesling vines. Grete noted our landing time as 15:15 z.

Remarks: After that landing it took nearly one hour for Search and Rescue, Police and ambulance to find where we stood beside D - EDKA.

Why did it happen? Finally the inspector of our insurance company determined that the fuel pipe was attached to the carburetor with an incorrect fitting so it could have worked loose by vibration. Workshop failure?!

By Grete and Hans Rindfleisch



“I hope you can help me find Mr Knut Thorso of Norway”

This telefax request came buzzing in on Scandinavian IFFR Section Leader, Kjell Aakerman's machine on April 18th 1999. Retired Lieutenant Commander US Marine Corp - IFFR # 0663, John A. Weber was transmitting his call for assistance from distant Honolulu Hawaii.

In short, the background for his interest was as follows: John served as a pilot in the US Coast Guard after World War II, and was on July 11th 1947 commissioned to plan and conduct an emergency rescue operation far into the Atlantic ocean in an attempt to save the badly injured Norwegian sailor, Knut Thorso, who had been allowed onboard the troop transporter USAT Willard Holbrook. Knut served on the Norwegian cargo vessel M/S Cypria of Bergen, when he received life-threatening injuries after a nasty fall, and had been transferred to the US naval ship for medical treatment.

After examining Knut, the naval doctor viewed the situation as critical, and concluded that he was unable to save the poor guy unless he could quickly be brought to an appropriately equipped hospital ashore.

John and his eleven strong crew took on the assignment and logged 8:3 hours with their PBM-56 flying boat, which was equipped with starting rockets for a rather special Mid-Atlantic rendezvous.

On October 16th 1948, John received His Majesty King Haakon's Medal for Noble Conduct, and was naturally both honoured and surprised. Throughout his life, John tried several times to find out what happened to Knut Thorso, but no one was ever able to trace him or any information about him.

At age 82, John planned a visit to Europe and Scandinavia as a passenger on the cruise ship "The Norwegian Dream", and decided to make one final attempt to locate Knut through his fellow flyers in the IFFR.

Kjell Aakerman, living in Denmark, forwarded John's request to Audun, suggesting him to take it on as "detective" from his home base in Norway.

The name Thorso is a rather common name here, and the shipping company in Bergen failed to find the crew list for that particular ship and year. And, among hundreds of Thorsos in Norway, the only one named Knut was not the guy in question. The task suddenly appeared to be somewhat difficult.

But, the request came from a "Flying Fellow" on the other side of the globe, a veteran with a mark of distinction from our highly respected, now deceased King Haakon, and Audun's spouse Kari decided; "We have a job to do, one which we just cannot run away from".

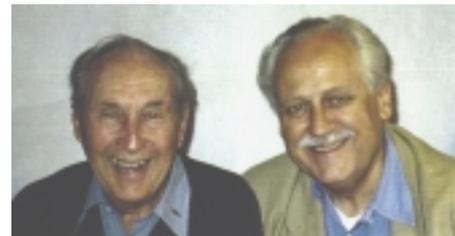
The Norwegian National Register had no references, and equipped with the appropriate volume of the telephone directory, Kari started to ring the Thorsos in the Bergen area. An elderly lady with that name took an interest in the case, scanned the entire county and visited the shipping company, but all in vein. She eventually offered her personal intuition that the missing guy must have come from further northwest, outside her area of knowledge and contacts.

New volumes of the directory were obtained, bringing Kari through all of the west-coast-county-Thorsos. By the time she reached the Trondheim area, she was breathless and exhausted, and left the race to her old man.

The list of Thorsos in the city of Trondheim was long, but after only 5 or 6 calls Audun spoke to a young man who told him of a grandmother of his further up the country, who he claimed; "knows all there is to know about the Thorsos in Norway"! Her telephone number was offered, and contact was made. And good old Inga Thorso from Malm in North Trondelag could finally solve the mystery.

Knut survived, but did not return to Norway. He married and settled in the US, hence John's failure to locate him here. And, Inga herself had been married to one of Knut's now deceased brothers! Another brother-in-law was still alive, although suffering from a recent stroke, but she was confident that he had contact details to Knut.

So, after talking to the poor old chap in Trondheim, we were on 28th April 1999 able to transmit the cheerful news to our fellow friend in Honolulu, and the "Aloha" came prompt:



John

Audun

"Dear Audun, I received your FAX on Wednesday morning and marvelled at the detailed amount of work that you put into my request. Only another flier would do so much. I want to thank you more than I can express with words."

A few months later John and his girlfriend Mildred came to Oslo and reported on the happy reunion with Knut Thorso in Newport, NH. Two years later we also had the opportunity to meet Knut, who came on his last visit to Norway, and expressed his most sincere appreciation for this wonderful experience.



John

Knut

John and Knut now meet regularly "over there", and have found the tune they were deprived from establishing 50 years ago. Knut who had just lost his wife when John made contact, claims that John has saved his life for the second time when he made his call, and that he has changed his old age from one of misery to one filled with unexpected happiness.

For us here it has been an interesting story, which has given additional meaning to the concept of "Flying Fellowship".

Audun Johnsen

Australian Section - Port Pirie Fly-In 22-24 October 2004

What a fascinating town Port Pirie is. It was the second town to be proclaimed in South Australia. It is named after the first commercial vessel to sail into the port, which was originally discovered by Matthew Flinders on one of his circumnavigations of Australia. Port Pirie is dominated by its lead smelter stack which is the second highest in the Southern Hemisphere. It can be used as a landmark when arriving from any direction. The airport some six kilometres from town boasts three runways and upon arrival each aircraft was welcomed by a multitude of one thousand flies per crew member. Also on hand was a contingent from the Port Pirie Rotary Club with a welcome cuppa. A good roll up of 20 aircraft and 79 members ensured that the flies were kept busy all day.

Left to their own devices for the afternoon some took the opportunity to stroll through the commercial centre of town while others enjoyed the port with the prominent Solomon's beach. The town, with its neat grid pattern, was largely developed for workers at the smelter. Many houses are typical of the well known "worker's cottage" style seen in so many places in Australia. The churches and public buildings in Port Pirie are modest in comparison to other towns. An early breakfast was required on Saturday, as the organising crew had arranged a very full day's activities. Port Pirie is in a semi-arid area where red sand and bluebush, a saltbush type of shrub, dominate the coastal plains. To the east stretch the Flinders Ranges. On the eastern side of this Range the topography is completely different. Here amongst the rolling hills the farms are resplendent with lush crops of grain and hay.

After about an hour's drive up the coast of the Spencer Gulf the sight of the power station at Port Augusta greeted us. Port Augusta is quite different from Port Pirie. Brian Condon told us that this town, at one stage, had more public servants than Canberra. We then went on to the Wadlata Outback Interpretive Centre. Here we were able learn about the early explorers and the people that lived in the Flinders Ranges. It was then off to the nearby railway station to board the weekly steam train journey to the town of Quorn in the Ranges. The Pitchi Ritchi Rail Preservation Society runs this tourist train. It is named after the Pitchi Ritchi Pass where the train follows the original Ghan railway from Port Augusta to Alice Springs. The steam loco eagerly pulled the Ghan carriages up the Range, all the while followed by a fire truck to ensure no rogue coal ember escaped. Unfortunately the loco literally ran out of steam half way through the journey due to a water leak and had to take on water at Woolshed Flat. This took quite a while to accomplish, as you could imagine, filling a 1000-gallon tank with a garden hose.

On arriving at Quorn, a quaint railway town, we were served a welcome lunch at the grandly named Grand Junction Hotel. Due to the delay in the Ranges there wasn't time to explore

Quorn. A pity as it looked like an interesting place and is the home base for the Pitchi Ritchi Railway. We were on the buses again to go southward on the eastern side of the Flinders Range. We passed through many of the towns that populate this fine farming country. Farms here export top quality hay to Japan. After making a short diversion to Magnetic Hill the bus stopped on a slight down gradient. Everybody got off to check out the hill. It definitely sloped down in front of the bus, but when the brakes were released the bus majestically rolled backwards seemingly up-hill. A nice bit of optical illusion here. It was then back to Port Pirie.



After a short break it was off to a Rotary meeting with Port Pirie Rotary Club at the Port Pirie Football Club. Many were fleeced by two very clever Sergeants at Arms, one from Port Pirie who got as much gossip as he could on the IFFR members, the other, for some unexplained reason, was a Kiwi who knew too much about the IFFR members. A great session with lots of laughs with a good replenishment of the Port Pirie Community Service coffers. Guest speaker for the night was the Adventure Aviator Jon Johanson, who told of some of his many aviation feats and his motivation for doing so. It was a wonderful evening of fellowship, motivation and food.

After the IFFR meeting on Sunday morning we had a tour of town before lunch and a return to the airport. The end of another wonderful fly-in, thanks to Joyce and Brian Condon, Margaret and Ron Jones, and all the members of the Rotary Club who organised and assisted with the weekend. One little setback that Brian had to contend with was the removal of the fuel outlet at the airport just two weeks before the event. Brian came to the rescue and it was a great feeling to find that a tanker, driven up from Adelaide, had filled all our requirements.



**Cynthia Graves in Hawaii
doing as suggested on the barrel !**

Manning the booth at Osaka, 2004

Left to right
Margaret Surowka
Angus Clark
Alisma Clark
Phil Pacey
Tom Surowka
Alan Grady



Final Dinner in Hawaii, 2004

Left to right
Peter More
Joe Keifer
Angus Clark
Tony Watson
Phil Livingston

Yes, you've guessed by now, all photos are in glorious colour in the version on the website

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| | | | |
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IFFR Calendar of Events

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