From the International President

GREETINGS to all.

What a wonderful introduction to my new role as President to be able to participate in the Scandinavian fly-about in June. Thank you, Bo, and all your helpers and to my flying chauffeur for the occasion, Audun Johnsen – they are such wonderful memories that Jeannette and I can savor in the years to come. We really enjoyed meeting many wonderful people on our first visit to Scandinavia. Fellowship is the reason we all originally joined IFFR. It is not often that one gets involved in the derailment of railway rolling stock, but, that is another story.

I would like to think that all our membership is able to encourage at least one prospective member or IFFR member to attend their first fly-in or fly-about and share what we all enjoy in the year ahead. Like most beers, there are no bad fly-ins but some may be better than others.

Talking of fly-about’s, it was really pleasing to me – as it was no doubt to Bo Johnsson – to see the dynamics of the decision making process to postpone the flight from Fagermes to Sindal for a day. My thanks to Alan Grady from Australia, Angus Clark and others for the time and effort they put in to develop a coherent policy for fly-about’s when the weather may impinge on our plans. It worked well, and for a number of our party the delay enabled some to enjoy tramping the hills behind our Storefjell Hotel.

Jeannette and I are looking forward to our next fly-ins at Hokitika, New Zealand (March 2007) and Bundaberg, Queensland, Australia (April 2007). Bundaberg should be interesting for its...
souvenir possibilities. It is the home of Bundaberg rum, which will interest those of “splice the main brace” persuasion, and it is also the home of the JABIRU engine and Very Light Sport aircraft factory.

These fly-ins highlight the fact the Northern Hemisphere is far from our home, but as a precursor to the Copenhagen Convention we attended the German/Austrian “drive-in” at Saarlouis. There were a lot more cars than aircraft but the weather did not detract from our very warm welcome and our enjoyment of a most interesting programme which included visiting part of the Villaroy and Boch museum and plant, and the coal mine head. On this visit we enjoyed the company of Wolfgang Kapferer the outgoing President and met Gerhard Wrede, the incoming President of the German/Austrian Section and his wife Margot. It is a real pleasure to meet all these people and I am sure that you will hear this story being repeated as we continue to enjoy the fellowship of all Flying Rotarians.

We arrived in England the day prior to the UK Annual General Meeting before lunch at the historic Biggin Hill airfield where we enjoyed the company of members of the UK Section.

Take the time, make the time and visit the IFFR websites and choose where you would like to make new friends, enjoy the company of like-minded Rotarians and renew old friendships.

With many a kind wish,

Brian J Souter
World President 2006-2008

New Members


Countries of IFFR Members

Australia, Austria, Bangladesh, Belgium, Belize, Bermuda, Botswana, British Virgin Islands, British West Indies, Canada, Columbia, Denmark, Eire, England, Finland, France, Germany, India, Japan, New Zealand, Northern Island, Norway, Portugal, Puerto Rico, Romania, Scotland, South Africa, Spain, Sweden, Switzerland, Thailand, Turkey, Uganda, U.S.A., Wales, West Africa, and the West Indies.

Coming Events in 2007

23-25 March, New Zealand Section, Hokitika.
30 March-1 April, Americas SW Section, Tucson, Arizona.
April, Australian Section, Bundaberg, Queensland.
17-23 April, Americas SE Section, Lakeland, Florida.
17-20 May, German Section, Berlin.
8-10 June, Italy Section, Albenga (LIMG).
21-30 June, 21-30 Salt Lake City, USA, Post R.I. Convention.*
20-22 July, UK Section, Fly-In and General Meeting.
23-29 July, Americas N.Central Section, Oshkosh, Wisconsin.
16-19 August, Scandinavian Section, Visby-Island of Gotland.
7-9 September, French Section AGM in Bordeaux.
4-6 October, Americas NE Section, Fly-In to AGM, Hartford.

* Salt Lake R.I. Convention

Following the Salt Lake City convention of Rotary International, there will be a ten-day “exploration” of the Northwest of USA up to Washington State.
For further information on this event, including aircraft availability, please go to the IFFR Website at www.iffr.org and/or contact: Beverly Fogle – Northwest Section IFFR – ph 001 360-695-5512; email bevfogle@pacifier.com
THE Tour began at Roskilde Airport in Denmark with a safety briefing from Bo Johnsson, organiser of the event. To reduce pressure on the less experienced members, all pilots – even for those qualified to fly IFR – were required to agree that flights should be under VFR conditions. With 20 aircraft taking part, ranging from Charles Strasser’s Seneca to a PA28-160, this precaution proved its value later in the tour.

The first flight was from Roskilde to a delightful Club airfield – Vastervik – on the east coast of Sweden where the “get-together party” took the form of a trip on a train operated by a local railway preservation society.

On Friday morning, the party flew the short distance to Barkaby, a delightful rural airfield nesting between the major Stockholm international airports of Arlanda and Bromma. This involved a complex approach path at 1,000 feet AMSL over the mass of small islands that characterise the coastline. To ease matters, the faster planes left first followed in groups by those less swift. After a club lunch the coach was waiting to take us on a museum trip.

It was then by coach to board the Silja Serenade a virtual floating Grand Hotel that plies the Baltic between Stockholm and Helsinki in Finland. With 48 hours free from flying, even the most dedicated pilot took the opportunity of duty-free drinks for refreshment while we glided swiftly and silently across into another time zone.

Before leaving Helsinki we had time for a coach tour of the more interesting sights, in particular Sibelius Park that is a tribute to Finland’s most famous composer. It was then back to the ship for our return to Stockholm. Before the group dinner that evening, we were entertained by our hosts with films of the previous year’s Scandinavian Meeting, and some (American) stunt flying.

Arriving on Sunday morning back in Stockholm we had a brief coach tour of the city with some free time before returning to Barkaby for departure to Norway. At 280 nm, that was one of the longer legs of the tour, and from a departure at sea level we cruised across Sweden until reaching the Norwegian FIR boundary close to Oslo, the capital city. Apart from one optimist who asked (but was refused) clearance to fly over the major international airfield, the controller happily routed the VFR traffic northwards towards Fagernes, our airfield in the mountains. Having cruised at FL045 for sightseeing, we suddenly realised that we were now at circuit height for our destination. In due course, everyone arrived and we were coached to a fine hotel, renowned locally for the winter cross-country skiing favoured by the Norwegians. We ate dinner inside a structure that was akin to a Wigwam and were warmed by two huge log fires as we sat on benches covered in reindeer hides and were entertained by a local musician.

Then – the first hitch in the program – we awoke to find the valleys filled with cloud with visibility down to a few yards. Due to fly on to Northern Denmark that day, we spent our time looking at charts and attending regularly briefing meetings that only repeated the gloomy weather reports. More happily, Bo Johnsson negotiated for us to stay a further night and by Tuesday morning signs of improving weather enabled us to return to the airfield for an afternoon departure southwards. This involved flying close to the Oslo TMA, and on calling in on R/T the pilots were each told in turn “Remain clear of Controlled Airspace”. Clearly unaccustomed to handling so many light aircraft on similar routes in quick succession, the pitch of the controller’s voice rose in turn, although she had everyone on radar. By contrast the Military Controller whose consent we needed to cross his airfield before re-entering Sweden was perfectly relaxed and we were soon running down the coast VMC at FL065 above broken cloud. Then it was across to Sindal, the northernmost airfield in Denmark.

There, we were taken to see the unusual sight of sea waves breaking at right-angles to one another. The North Sea meets the Baltic Sea at the tip of the land, bringing with it silt that every decade adds several inches to the coast. That evening, the tour ended with the usual farewell dinner – another fine repast that added to our waistlines – and mercifully free from speeches other than those from the new World President, Brian, welcoming the incoming officers of the Section and expressing our sincere thanks to Bo for organising so competently such a complex, enjoyable, and successful event that will remain high in our memories for years to come.

BECOME A MEMBER OF IFFR

If you are a Rotarian you may join the IFFR Fellowship merely by accessing the IFFR website for your country or Section. To find this, go initially to the main IFFR Website at www.iffr.org

There (at the top left corner) you will find information regarding joining IFFR.

There are separate websites for: the Americas, Africa, Australia, Germany/Austria, Iberia, Italy, New Zealand, Scandinavia and the United Kingdom.
This year, this aircraft type celebrated 75 years of flight, a milestone that was marked in various places around the world. It is a de Havilland Tiger Moth, the first of which flew on 26 October 1931. The photo was taken recently at Taumaranui, New Zealand.

**The History and Aims of IFFR**

The International Fellowship of Flying Rotarians is one of the many “Fellowships” existing within the Rotary International organisation.

In was initiated in 1965 at Seattle, Washington, in the United States, by a dedicated Rotarian, the late E. Edison Kennell, and now encompasses thousands of public-spirited and aviation-minded Rotary men and women who support the aims and aspirations of Rotary International through aviation and all it can provide in the way of fellowship and service.

Since then, membership has spread to over 1200 members in nearly 40 countries, and hundreds of events have been held over the years in the form of fly-ins or fly-arounds where IFFR members often meet up with a member’s home Rotary Club.

Many members fly their own personal aircraft in support of international activities, donating their time, funds and aircraft to supply needy outlying areas with medical, dental, optical, and surgical aid in the form of material, equipment, tools, machinery, medicines, time-critical fluids and transplant organs and tissue.

With widespread geographical locations, the aims of the Flying Rotarians helps to achieve the furtherance of the ideals and objectives of Rotary International throughout the world and, without doubt, international understanding has, and continues to, benefit through this Fellowship.

The IFFR Fellowship operates in accordance with Rotary International policy, but is not an agency of, or controlled by, Rotary International.