THE ROTARY Flyer - World Bulletin
INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS

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From the International President

Greetings to all

Our Convention participation was very successful with 25 new members joining IFFR. RI allocated us only a single booth at the convention this time, but we coped and had one of the largest-ever influxes of new members joining the Fellowship.

A number of members will be unaware that the post-convention Fly-about organiser, Bev Fogle, was admitted to hospital and that Sam Bishop, Tim Fruedenthal, Phil Livingston and Tony Watson stepped up to the plate to finish the planning. Tony’s job, however, continued until our final dinner in Vancouver, Washington. To all, I would like to say “a big thank you”. The other good news is that Bev is progressing and now has her FAA medical back.

To me, it was a real pleasure to personally thank all pilots of the 13 participating aircraft for their airmanship and flying discipline throughout the Fly-Around. It makes life just that much easier for everybody. Again, thank you.

This time, our airplane chauffeur for the Fly-Around was Sam Bishop in his trusty Piper Cherokee 235 N9147W. Elena, Jeannette, Sam and I had a great time together. Grateful thanks to the Bishops from Jeannette and me.

Successful Board and Annual General Meetings were held although there was initially some confusion about Rules Regarding Fly-Arounds and people who are IFR-qualified: Just to clarify this, we have in www.iffr.org published guidelines for organising an IFFR Fly-In, and they are that these events: “will be carried out in VFR conditions although those holding valid instrument ratings may file IFR. If conditions are not VFR the whole party does not go – it does not split up unless the organisers specifically agree otherwise in what would be considered exceptional circumstances. Anyone breaching this and going their own way will be considered, with their passengers, to have abandoned their participation in the remainder of the Fly around and will not be entitled to participate in further events on this Fly-around or to receive any refund in respect of their own or their passengers’ non-participation. Although the organisers may determine that the conditions are acceptable for VFR flight the decision to proceed remains the pilot’s alone.”

Families, are a wonderful source of pleasure but sometimes they can be “oh dear”: In our IFFR family we have had some “oh dear’s”. The bulletin and the Directory have been a major frustration in that they are late, the reason being our efforts to comply with the Board’s resolution that the Directory lists only financial members.

The Americas financial membership has been decimated and our effort to expand their financial membership has had a very limited response in spite of extending the deadline for name inclusion in the Directory. I have to thank Diana Livingston for her efforts in contacting all seven America’s Section Chairs.

With the help of my New Zealand colleagues, Editor Ross and Secretary Roy, a hard copy of this IFFR Bulletin will
be included in the Directory mailing to all current financial members worldwide, whereas an electronic copy only will be e-mailed to those members who were fully paid-up to last year. In this manner, I sincerely hope there will be a big influx of names to be included in the next Directory!

This brings me to another side of our IFFR family and their activities – our webmasters and their websites. Australia, France, Germany-Austria, New Zealand, Scandinavia, the United Kingdom and our International websites are all full of very interesting news and photographs. I really appreciate the extra work of those Sections who have an English translation included for English-speaking members. Having a look at the various fly-in programmes. I find one Section has allowed 2 hours for a midday meal of oysters and seafood. How utterly civilized! My grateful thanks to all you wonderful webmasters and I do hope you can continue to keep the websites up to date.

Last March, our own New Zealand fly-in at Hokitika was, as always, another very pleasant occasion. Which brings to mind an interesting question? I wonder if we are unique in New Zealand in that our Fly-Ins and Fly-Arounds include a helicopter in the fleet? For sometime now, Keith Sinclair’s Robinson R44 has been a familiar sight and a number of members have managed a ride with Keith. See the NZ website (www.iffr.org.nz/photosHK07) for photos of the 14 aircraft plus 1 helicopter and the 44 participants that attended our Hokitika Fly-in.

In the last World Bulletin I made comment about the then upcoming Bundaberg fly-in and the likely souvenirs. Ten aircraft flew in and it was the same ten aircraft that flew out. I presume that Bundaberg rum was the souvenir of choice! Our tour of the Jabiru aircraft plant and the Bert Hinkler home was of great interest and full details of this event can be found on the Australian website at www.iffr.org.au/Bundaberg.

In closing, I can do no better than repeat my closing from the last newsletter: Take the time, make the time and visit the IFFR websites and choose where you would like make new friends, enjoy the company of like-minded Rotarians and renew old friendships.

With many a kind wish,

One 100 New Members have joined the IFFR since this time last year, and they are: From Australia: John Pinel and Julie, Errol Wildman and Janna, Kenneth Leach, Donald Hutton and Marilyn, Zaki Dorkham and Samar, David Clegg and Dorothy.

From Canada: Terry McDonough and Sherry, Regina White and Gary.

From England: Roger Clark and Lynette, Tim Wildgust and Karen, Leonard Roy Thompson and Jean, Craig Irvine-Smith and Janet, Peter Ferris and Madeleine, Niail O’Kane and Anne, Peter Moore and Sue, Robin Bowler and Jill, David Smith and Maureen, Clifford Gaines and Karen, John Cairns and Brenda, Brian Hext and Audrey, Robert John and Christine, Colin Wilscher and Jacqueline, Philip Gibbs and Richard Jordan and Elizabeth, Geoffrey Scott-Baker and Marion, Stuart McVey and Elspeth, David Mathers and Heather, John Furlonger and Barbara, David Earl.

From Italy: Giuseppe Guerrieri and Armande Cholette, Giuseppe Capo and Rita Colacino, Carlo Cascino and Bianca, Andreani Diego.

From Lithuania: Eduardas Slusnys and Vitalia, Arvydas Sabrinskas and Rasa; and Joseph Farrugia and Christine are from Malta.

From New Zealand: Gil Zemansky and Ellen, Owen Moore and Rosemary, Peter Armstrong and Margaret, Andrew Mercer.

From Portugal: Carlos Moreira and Teresa.

From Scotland: Ian McNeish and Anne, Alan Walker and Lynn.

From South Africa: Michael Baumann and Stefanie From Sweden: Yngle Anderberg and Anita are from Sweden; and from Switzerland are Eva Schmuck and Bruno, Bruno Kuhn and Brigitte.

From the UK: Robert John Holmes and Pat.

From the United States of America: Gerald Youngman, Alfred Brothers, Duncan Jones, Charles Jones, Thomas Bastress, Michael Davidson, Gae Jacobs, Jeff Paddock, Ginger Davidson, Penelope Cornwall, Sandra Duckworth and W.Donald, Jerry Grout and Nancy, Steve Lasseter and Suellen, David McSpadden and Marilyn, Donald Lojek, Donald Dymer and Kaye, Richard Hillman and Diana, Robert Hawk and Ginny, Mark Wiete and Donna, Randall Smith and Becky, Paul Golden, Walter Ramseur and Mary, Glenn Baldwin and Kathryn, Ken Behring and Pat, Steven Henderson and Leslie, Ray P. Assmar, Juan Rodriguez-Tolentino and Sonia, John Leber and Vicki, Thomas Dunlap and Tamaea, Robert Vincent and Erin, Hedy Manzke and Frederick.

Also New Members are: Ira S. Gottfried, Roger Johnson, Rufus Rhoades and Susan, Robert McClory and Gail, Jesse Johnson and Jami, Gretchen Jahn and Karl Sutterfield, William Smith, Michael Rogers and Casey, Joan Leroux, Carl Honaker and Karen, Ash Vij, Alex Rutherford and Louise, Chris Fraser and Jacque.

COMING IFFR EVENTS

Check websites for the venue and dates of the next fly-around or fly-in to your area, or perhaps visit another Section for theirs. The next RI Convention is at LAX in June 2008. In 2009 it is at Birmingham, UK.
When the Bill Boyd Rotary International Convention was transferred to Salt Lake, Ian Jenner and myself, along with our wives, Judy and Julie decided to go.

Our friend Bev Fogel was organising a Flyaway after the convention so we had some sorting to do, i.e. getting FAA Licences and finding a plane.

To cut a long story short, we had no trouble getting our licences and found a Turbo 206 at the California Flight Centre.

Arriving in LA, Ian and I, after obtaining the licence, proceeded to be checked out in the 206 by an instructor. We flew out over the Pacific and then did circuits at Long Beach (some instructors are destined ONLY to become Airline Pilots – but that’s another story).

The following day, the CFI, Sonny Maliksi, took us through LA airspace, over the Coastal Range Mountains and into the desert at Apple Valley, then along past Edwards Air Force Base and back through the LA airspace to overhead LAX. These were the routes we would take on our trip (CFC can’t be recommended enough if you need to hire a plane).

Meanwhile, Shirley Moore had taken our wives shopping – the beginning of (serious) credit card damage.

After one false start due to aircraft unavailability, we were off to our first stop – Las Vegas – and, I have to admit, with some trepidation. Using the Garmin 1000 glass cockpit and listening very carefully to American English, we managed to navigate our way over LA airspace to overhead LAX. These were the routes we would take on our trip (CFC can’t be recommended enough if you need to hire a plane).

There was a night of sensational entertainment at the Mormon Temple Convention centre, featuring international entertainers. Then on Sunday at the same venue we had the Mormon Tabernacle Choir with our own Malvina Major singing with them. Truly amazing. We also had a swim in the great “Salt Lake”, which was different.

A lesson learned in Salt Lake: If you are 1,000 miles from the ocean, don’t order oysters, even if you are at the flash “La Caille” Resort. Your weight loss programme will start within 6 hours!

Thursday the 21st and the Flyaway started at Ogden. We were joined by other Kiwis:

Mike and Sheryl Bryant with Eric and Trish Linklater in a C182, Roy and Marlene Marsden in a Tecnam, Jim and Sue Cleland flying with Stan and Jean Prevost in a turbo Saratoga, and Brian and Jeannette Souter with Sam and Elena Bishop.

The flight from Ogden to Driggs in Idaho, 267 nm, was very smooth with the landscape getting greener and more mountainous the further north we went.

The Teton Mountains were clearly visible for the last half hour and were just magnificent. Another FBO at Driggs, with the same service, and this time a Warbirds Museum that included Sabres, MiGs and a Turtle Back Mustang that looked brand new.

Then on to a bus and off to Jackson Hole for two nights at the famous, if a little expensive, Wort Hotel. The next two days were spent in the Yellowstone and Teton National Parks, looking at fantastic scenery and animal life. A BBQ with the local Rotary Club was held in a Park in Jackson.

Next, we were off to McCall, a small town in Idaho, again at 11,500 ft. We flew over the craters of the moon National Monument, which consist of...
several huge lava flows coming out of the mountains – and I mean huge! – there must have been a big bang there just a few short million years ago.

Our route took us in a big arc around the mountains and overhead the city of Boise. Others stayed over the Snake River, a slightly longer route. Roy went straight over the mountains, the shortest route for him, as he was slower in the Tecnam. He did get some quite spectacular up-drafts in the process. At McCall, which is by a lake, we had our highest Density altitude for a landing – 7,900 ft (for the take off next day, Ian and I were very glad we had a turbo 206)! That night we had an enjoyable dinner in a Hotel on the Lakefront with some of the local Rotary Club and a guest speaker by the name of Lori MacNichol, a specialist mountain-flying instructor, which was most interesting. The town is a Mile High so there are quite a few clubs there.

Next it was off to Baker City, population 10,000, for a look at the fantastic Oregon Trail Museum, which is situated on the actual trail, to learn about the great migration west with the wagons etc. Actually, it dispelled a few myths, as the whole wagon train thing was not like in the movies with John Wayne.

We had a lunch meeting with the Baker City Rotary Club in a truly magnificent old Grand Hotel (1889) and then headed back at the airport (which I might add had one runway and taxiway.

An unnamed pilot from Block Island got lost on and off to Sun River, a Resort Town full of condo’s, pine trees, a golf course and a big sealed airstrip. It was a good place to relax and enjoy the activities, like learning to ride a bike again. With Ian unwell, I did a short hop to the City of Bend with passengers Mike, Peter and Eric to see the Columbia and Epic Aircraft factories. It was a very interesting tour. A lunch meeting at the Bend Rotary Club followed, before we returned to Sun River.

The following day, with Ian in the pilot seat, we flew along the east side of the Cascade Mountains past Mt Hood then through the Columbia River Gorge to the west and to the twin cities of Portland and Vancouver Washington. A side trip before landing was a circle of Mt St Helens (of very big bang fame) to see the missing side of the mountain and all the pine trees flattened and pointing away from the mountain. We landed at Pearson Airport, which is a very old airport in an historic part of Vancouver beside the Columbia River.

The following day we flew to Paine Field, north of Seattle, to where Mr Boeing makes the 7-series of aircraft. The countryside was green, there were clouds and it looked like New Zealand. Again the Garmin 1000 proved its worth as it was a little hazy and there were 10 million lakes and sounds to fly over. After landing at Paine Field, we looked at the Boeing Centre then went on a tour stop at Red Bluff just over the border. There we met up with Angus and Alisma Clark and Tony and Jane Watson for an enjoyable lunch.

We then set off to find Maraposa in the foothills of the Sierra Nevada Mountains; quite an unusual airport in a valley all by itself. Still, it had an FBO and a smile but, most importantly, a rental car.

The following day, we thought a quick trip to the Yosemite National Park would do us – but we were wrong. Yosemite is a “must see”. We went back for a second day and still didn’t see it all. The whole place has been carved out of granite by glaciers, making sheer cliffs, and amazing waterfalls – and then there are the redwoods. This is the place that you drive the car through the trunk of the tree (or used to). We also saw a brown bear walking through the trees beside our track. Just amazing.

The final day of flying took us to Dalano for lunch then back into LA across LAX at 3,500 ft with no radio calls (?) and a landing at Long Beach. Thirty hours and what a trip.

From a flying perspective we found that American air traffic controllers are the best. They are there to help, advise and when hearing a foreign voice, speak slower. Their airspace system is also sensiible. At one stage we had five 737s on an opposing heading 2,000 ft above us and the ATC descended them all behind us even though we were VFR.

In the USA, you can fly VFR over most airports through corridors without talking to ATC, just call blind on a mandatory frequency. We did it over LAX the busiest airport on the West Coast. Trying to get the NZ bureaucrats to use a simple system like that, say at Napier or Hamilton, would be impossible – but it works.

We gave CFC the 206 back, with no holes in it, paid the money and came home most satisfied. The four of us are still talking to each other even though Ian and Julie got the upgrade on Air New Zealand on the homeward journey(!) What did it cost? Don’t ask. Ian and I decided very early that we were not going to add it all up.

We had great fun and great fellowship with other international members. It was a trip we will remember.