President Feroz’s Review

As I near the end of my term as World President, we can all look back with pride at what our organization has achieved over the last two years. My grateful thanks must go to the Board for their support and especially to the Section leaders and office bearers who have done so much of the work.

It all began with the wonderful fly-around after the 2008 Convention in Los Angeles with ten wonderful days of flying and fellowship organized by WPP Sam Bishop and his team. Our sincere thanks to them all.

The next few months involved much discussion on ways to make our Fly-Arounds safer. This culminated in the publication and adoption of guidelines for organisers and pilots. A Safety Committee comprising Past Presidents Brian Souter, Angus Clark and Sam Bishop along with Australian Section Chairman Ted Richey, put great effort into producing these documents. Along with the IFFR By-Laws they are at www.iffr.org under the heading General Information. Please do read and follow them.

In August and September excellent meetings were held by the Scandinavians in Telemark, Norway, the Benelux Section in Den Helder, and the Portuguese Section in Portimao and we were made most welcome at them all.

Amongst the highlights in 2009 were the New Zealand section meeting in Ashburton followed a week later by the Australian section fly-in to Wollongong. Another two weekends of excellent fellowship. Then back to our home in Spain where the French Section visited us after their tour of Southern France. Another very enjoyable get-together.

The Fly/Coach Around following the Birmingham Convention was a first for IFFR. In keeping with the new guidelines a choice was offered - fly around, use the coaches or do a bit of each. My thanks to Rodney Spokes and his team for organizing that memorable tour of England.

An administrative achievement for IFFR was the introduction of Member Manager for which we have to thank our World Secretary/Treasurer, Roy Marsden. This was essential in order to co-ordinate the record-keeping of members’ details and subscription payments worldwide. It will also provide accurate information for the publication of the Members’ Handbook.

The first step has been the appointment of a paid Membership Secretary who will be independent of any section and who will become the point of contact to assist Sections with keeping members’ particulars up-to-date. Hopefully this will be developed so as to allow collection of subscriptions and provide continuity.

May will be another busy month for us in Europe and Raye and I are scheduled to attend the UK section meeting in the Lake District, the German/Austrian meeting in Dresden and the Benelux meeting in Maastricht.

Then on to the Convention in Montréal where we hope to meet many of you. It is still not too late to come and join us. Once again there will be the option to either fly around or see Canada by coach. Whichever you choose we will all meet each evening and enjoy the great fellowship that our unique organization provides.

This will be the last issue of The Rotary Flyer produced by Past World President Angus Clark. I would like to thank him for the great effort he has put into producing such a professional document. It has done much to keep us all informed of events in IFFR.

Finally, thank you all for having made the past two years so enjoyable for Raye and myself. Shirley and Peter More can look forward to two exciting years of wonderful fellowship.

Fly safe
Feroz
Antipodean Autumn Activities

The Australasian flying season came to an end with two top class meetings. Sheryl Bryant reports on Motueka, South Island, New Zealand and Julie Pinel on Maryborough, Queensland, Australia.

The Motueka weekend was attended by 40 members and partners along with four Australian members and Alisma and Angus Clark from the UK. On Friday evening it was a pleasant stroll up town to join the Motueka Rotary club for an evening of fellowship. The dinner was followed by a guest speaker who gave a graphic talk on his flying career with the RAF and serving in the Middle East, followed by entertainment by a very professional performance of a female barbershop quartet.

On Saturday, after the NZ IFFR meeting, we all boarded a bus and took the steep and winding road over Takaka Hill. It is also known as Marble Mountain as it is one of the oldest calcium carbonate rocks in NZ being aged about 450,000,000 years. The limestone landscape is where some of the “Lord of the Rings” was filmed. We stopped at the Ngarua caves and walked among the amazing limestone caves with stalactites and moa bones before exiting though a tomo.

It was then on down to the Anatoki salmon farm. Here armed with rods and bait we fished in the lake and caught salmon which was then hot smoked for our lunch - very tasty and a fun experience. Next stop was the Pupu springs - the largest spring system in NZ.

At the evening dinner the guest speaker, Tom Inglis, gave an very entertaining talk on his career in the Hop growing industry. A special presentation was made to Fred Bain and Eileen in recognition of their textbook forced landing on the way to Motueka.

The Maryborough weekend was one filled with fellowship. From Friday evening through to Sunday evening our hosts, Rod and Sue Brown, made sure that we were well “fed and watered” in this amazing area. The area is steeped in history from the days of the cry “there’s gold in them there hills.”

On Saturday morning we were treated to spectacular scenery and snippets from the past. One could just imagine what the little towns here would have been like during their heyday. In Talbot, where we were given a guided tour, you could really appreciate the town’s history. After lunch Rod showed us where a bushfire had raced through this area in 1985 and explained the impact.

On our journey back to Maryborough we were treated to a Zoo with a difference. This was a Zoo with life-like animals dotted throughout the gardens. From elephant to giraffe, gorilla to crocodile, kangaroo to emu, it was a sight to behold. Afternoon tea was at the Historic Fire and Railway Stations at Maryborough. As we entered the building we were taken back in time with its grandeur. One could just imagine the folks of lining up for tickets.

Saturday evening we were treated to the warm hospitality of Maryborough. Rotary Club. Our speaker, Jeff Mackay, enthralled us as he told of his life as a navigator on a WW 2 Bomber. He spoke of the bowler hat given to his squadron in an English pub as a good luck charm. The bowler hat was later donated to the War Memorial Museum in Canberra.

After the Sunday morning AGM we heard of the fascinating history at Maryborough Airport from John Fisher. John flew a Tiger Moth from London to Melbourne in 1990. His amazing journey left us inspired. John showed us how he and others are restoring aircraft and how obtaining parts can be challenging to say the least.

After lunch we travelled to Dunolly. This quaint, early gold mining town, left us wishing for more time to absorb its ambiance. From here we travelled to Cumberland House, Bentley to wander around this beautifully restored property. It was then time to say our farewells before heading home.

Sheryl Bryant

Julie Pinel

Events

For up to date information on activities in your Section and Region visit www.iffr.org
A Diamond Achievement

In-coming Americas Region V-P Michael Graves recently completed the final task for his Diamond Badge in soaring.

Having flown powered aircraft over every continent but Antarctica, Michael took his first glider lesson on Oahu during the IFFR Hawaii Fly About in 2004. The following year he added a private glider rating. Four months after the rating he found a Discus A glider and began cross-country soaring. Three months after the Discus entered his life, he flew from Littlefield Texas to Tribune Kansas, setting a new State distance to a declared goal record with a 500km flight (the old record was 140km). This diamond distance flight qualified for the first of three diamonds available in soaring.

The following winter he obtained his commercial glider rating and a few months later completed a 300km triangle diamond goal flight from his home glider club in Littlefield. That summer he released from tow at 900ft AGL and climbed to 17,880ft AMSL, but this climb was limited by class A airspace and fell a thousand feet short of the 5,000 meter climb required for the third and final requirement of the coveted diamond badge in soaring.

On 28 March 2010, in a rented LS4 in Minden, Nevada he did the required climb but the flight recorder indicated that he had exceeded the top of the 28,000ft AMSL window provided by Air Traffic Control by a few feet. That was a 3.5 hour flight in an LS4 racing glider in adequate but weak wave conditions. The following day the same glider had been scheduled to be available all day to an accomplished sailplane pilot from the south coast of England. That pilot, anxious about towing in the strong gusty surface winds, passed the rental glider on to Michael.

After, what he describes as “a quite interesting aerotow through significant rotor”, Michael climbed in standing mountain wave at the upwind edge of a couple of beautiful lenticular clouds. Climb rate averaged between 1,000 and 1,500 feet per minute. Lift at 27,661ft AMSL was still quite strong, suggesting that the conditions would probably have permitted a flight Michael opened the spoilers and nosed the aircraft down after an off-tow climb of 16,939ft AMSL. Landing in winds of 30 knots gusting to 45, the LS4 rolled a short distance to a stop one hour and two minutes after commencing tow.

The flight tracing is available to glider pilots with appropriate software on soaring’s onlinecontest.org website. Michael is a member of the Soaring Society of America and has served as president of the Caprock Soaring Club in Littlefield Texas since 2005.
South African Safari

When Scandinavian Section Chair Svend Andersson visited South Africa he linked up with African Region V-P Peter Blaine for an unforgettable hour’s flying. Svend tells the story.

In November 2007 my wife Carina and I were on a 10 day visit to South Africa, a holiday we had been looking forward to for a long time. We were to visit some friends who had been living in Johannesburg for some years. Our tour had been carefully planned with some days in Johannesburg; also known to the locals as GP (Gangsters Paradise). From there we went to Kruger Park in the north east for a photo safari. The remaining time we spent in the area around Cape Town in the south and in the near by beautiful wine lands of Stellenbosch.

I usually look in my IFFR Directory when I travel, and with some interactive mail correspondence I got in touch with Peter Blaine a fellow IFFR member from South Africa. My wish was to rent a plane so my wife and I could experience some of the interesting sights from above. It did however turn out to be somewhat problematic to rent a plane, and Peter offered to take us for a ride in his C172 which we happily accepted.

He picked us up in the morning at our hotel and took us to Stellenbosch airfield. The 850m long paved runway is absolutely beautifully situated, surrounded by wine fields and with the Hottentots Holland Mountain range to the east and the sea around the Cape of Good Hope to the south.

Once we took off the C172 headed south towards the coastal town of Strand at a merry 1000 feet. The terrain is characterised with its soft hilly slopes all covered with grapes. At Strand we descended to 500 feet and followed the coastline towards the west, south of Cape Town. We had to stay below 500 feet in order to pass below the TMA of Cape Town international Airport. Along the coastline we passed both very rich estates and squatters.

After reaching Cape Point, we headed back up north over the Atlantic Ocean until we reached Robben Island, where Nelson Mandela was imprisoned for 27 years. The prison is still there although now a memorial from the years of apartheid. From Robben Island we took an easterly course to the African mainland, north of Cape Town and back to Stellenbosch airfield.

The one hour flight is still one of the most scenic flights I have done in my 35 years of flying, simple, no dramas and very enjoyable. And I got meet a fellow IFFR member who shares the same fascination and joy of flying. After the flight, we just had to try Peter’s other plane, A Beech Bonanza 35.

But that is another story!

#1 An IFFR Grace

“For going flying with Rotary, For friendships old and new, For aircraft mostly reliable, And Sky’s forever blue, For friends and places visited, For the food and drink and fun, We give thanks for our Rotary Fellowship And the safety of everyone.”

Given by Eric Linklater at the Motueka, New Zealand meeting in March. 2010.

#2 Check out

On a recent West Coast commuter flight a flight attendant announced, “As per Federal regulations every 500th landing has to be a manual landing, not on auto-pilot. Our new co-pilot will be performing his first manual landing for us today, so be sure to give him a big round of applause when we come to a stop.”

In the event the aircraft made an extremely bumpy landing, bouncing hard a few times before smoothing out. Still, the passengers applauded. Then the attendant’s voice came over the intercom, “Thanks for flying with us, and don’t forget to let our co-pilot know which of his three landings you liked best.”

#3 Finals – To Land!

This edition completes my two years as ‘Flyer’ editor. I would like to thank those whose contributions have helped to fill the pages, those who have suggested where I might find interesting material for inclusion and finally those who have taken the trouble to write to me expressing their appreciation of my efforts. All that remains is for me to wish my successor, WPP Tony Watson, all success as I hand him the editor’s pen. Editor’s chair vacated!!

Angus Clark