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THE WORLD BULLETIN OF THE INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS

A Letter from IFFR World President Peter More

September 20, 2010
Dear IFFR members,

It is a very special honor and privilege to serve you as the 20th IFFR World President.

First of all, my appreciation to Immediate Past World President Feroz Wadia, Past First Lady Raye and their team for their dedication. Feroz will continue to serve IFFR as my valued advisor. Our new world Secretary-Treasurer Lynn Miller from Texas will take over from Roy Marsden of New Zealand as of January 1, 2011. Lynn will work closely with Roy to assure a smooth transition.

We will utilize the convenience of electronic communication in several ways: 1) email distribution of information; 2) www.iffr.org web page access of news, photos, event calendars, archival material, etc.; and 3) access your electronic membership directory and AGM minutes through the password protected “Member Manager” web link. I encourage you to visit www.iffr.org to see the new website designed and maintained by webmaster Simon Barlow.

Our newsletter, The Rotary Flyer, will be under the editorial direction of PWP Tony Watson. We will distribute this by mail followed by web posting and email.

Our VP for Europe is Ian Kerr who will work with section chairs James Alexander - UK, Ulrich Stärke - Germany-Austria, Dominique Brice - France, Rolf Mikkelsen - Scandinavia, Roland Marrek - Italy, Karel Waagennar - Benelux, Rudolf Gerber - Switzerland, and Jose-Carlos Cardoso - Portugal. The VP for Americas is Michael Graves who will work with section chairs Tom Johnston - NE, Dale Read - SE, Mark Hagen - NC, Beverly Fogle - NW, Fred Newman - SC, Larry Wolfson - SW and Bob Mercier - Alaska. In the Austral-Asia Region, Michael Bryant will work with Australia section chair John Berends and our New Zealand chair Brian Fielder. The Africa region and section is looked after by Peter Blaine. Please refer to the organizational chart on the website.

This June, Shirley and I flew in our Piper Turbo Arrow from Los Angeles to Montreal and back traveling over 4,700 miles in 22 days. Many thanks to our Canadian Fly-Away event organizers Dean Pepper, Bob Hunter and Ben Currelly for taking us on a memorable nine day excursion. Please read our editor’s report elsewhere in this issue. Pictures are available in the “Photo” section of the website.

In late July, we attended a wonderful fly-in event at the Isle of Wight, U.K. in conjunction with the Section’s AGM. Our UK Section leadership and members were most hospitable, and gave us a marvelous time. A special thank you to Raye and Feroz Wadia, Ian Kerr, Colin Walker, James Alexander, Rodney Spokes and John Bowden. It was a terrific opportunity to meet with many members from the U.K. and from Europe.

IFFR activities world-wide are frequent and they are posted on the website. I urge you to participate. If there is not much happening in your area, please call your section chair and offer to organize events. Activities can range from a simple local lunch, to a fly-in for a $100 burger, to a weekend trip. Each one of you can be an ambassador for IFFR, for Rotary and for General Aviation. Wear your IFFR pin often and with pride. Invite your Rotarian aviator friends to join. We are all about good fellowship.

Your comments and suggestions are always welcomed.

Yours in Rotary Fellowship and safe flying,

Peter More
World President 2010-2012
LYNN MILLER, SECRETARY-TREASURER

Between now and the end of December, the office of IFFR's Secretary-Treasurer will be transitioning from current S-T Roy Marsden of New Zealand to our new S-T Lynn Miller of Texas, USA.

Lynn was born in Macon, Georgia, USA, but spent her teen years and received her nursing diploma in Florida. She joined the U.S. Air Force Nurse Corps in 1963, trained as a flight nurse in 1968, and served as a nurse recruiter until her marriage in 1969. Her husband is Warren (Rocky) Miller, M.D., and they have one daughter, Tonia, who lives close to the Millers and has accompanied them on at least one Fly-Away.

The Miller family moved to the Houston area in 1972 and, after Lynn received a degree in history, she began a new career as director and curator of a small Texas history museum at Houston Baptist University. She retired from that position last year.

Lynn joined Rotary in 1991 and has served her club on its Board of Directors, as its president, and is now in her 4th year as secretary, which she reports is “my favorite position.” Lynn is the Rotarian, but Rocky is the pilot in the Miller household. Lynn learned about IFFR at the Barcelona convention in 2002 and thought joining the organization would be an excellent way to get Rocky more involved in her Rotary activities. It worked, and they have done every Fly-Away since, except 2006, when the Convention conflicted with a former Rotary activities. They planned to host arrivals for the RI Convention, which he did in 1975, flying himself and Jane to Montreal with a fresh instrument rating. He became more active in IFFR as “Vac” began planning to host arrivals for the RI Convention in Dallas in 1982. After talking a little time off after being bulletin editor, he served as chair of the Americas Region of IFFR before serving as World President for 2002-04.

Tony married Jane in 1971 and they have 4 adult children: Reed, Peter, Anne and Nancy, and 2 grandchildren, Austin and Audrey. Tony is also active in the choir and auditioned chorale at the Highland Park Presbyterian Church, where he has served the choir twice as president and is a reserve elder.

Tony’s classification in Rotary is “electrical supplies distribution.” He joined the Fair Park (Dallas) Rotary Club in May 1973, sponsored by his father, the late PDG Austin B. Watson. He immediately started helping his dad edit the weekly “Rotanews” for his Club, a job his dad did for literally 50 years. He served his Club as President in 1982-83, and again in 2006-07. He continues to serve his club as perennial bulletin editor, and has been de facto editor for over 10 years. The Club changed its name to Dallas Parks Rotary in spring 2009.

Tony began flying in 1971 shortly after graduating from SMU. He holds an ATP certificate, CFI (including instrument) and CGI (advanced) and has flown over 4000 hours. He has owned at least part of an A36 Bonanza since 1985, and has co-owned aircraft since 1974. He has been based at KDAL and KADS and is currently based at KLNC.

Tony's home Rotary Club had several pilots as members, the most influential being Vactor Stanford, who served as IFFR Chair (nee World President) in 1982-84. Tony delayed joining IFFR until he flew himself to a Rotary Convention, which he did in 1975, flying himself and Jane to Montreal with a fresh instrument rating. He became more active in IFFR as “Vac” began planning to host arrivals for the RI Convention in Dallas in 1982. After talking a little time off after being bulletin editor, he served as chair of the Americas Region of IFFR before serving as World President for 2002-04.

Tony is married to Sheryl who is as passionate about nursing as I am about aviation. We have three adult sons. Mike is an instrument-rated multiengine pilot with 5,000 hours of flight time. As a commercial glider pilot, Graves in 2006 set the Texas State Sport Class Distance to a Goal Record with a 600 km flight over three states. In 2005 he was elected president of the Caprock Soaring Club in Littlefield, Texas.

Formerly South Central Section Captain for the Americas wing of IFFR, Michael has piloted aircraft over six continents and spoken to Rotarians on five. Crossing the equator four times and the artic circle twice, he has flown his aircraft to visit Rotarians in South America, France, Australia, New Zealand and the farthest north Rotary club in the world, Barrow, Alaska. When not occupied with Rotary, medicine, and soaring, Michael enjoys bicycling, skiing, hiking, motorbiking, international travel, and reading. Michael's children are Ann (musician, high school band director), Christopher (musician, Texas Tech student), Emily (law student and writer) and Liz (math and science grad studying for Episcopal seminary).

You can email Mike at michael@mtgraves.com.

PDG MICHAEL GRAVES, M.D.
AMERICAS REGION VICE PRESIDENT
IFFR WORLD PRESIDENT ELECT

PDG Mike Graves is the new IFFR Americas Section Chair and the next IFFR World President for 2012-2014.

Michael Graves, M.D. is a second-generation Rotarian and one of three generations of Paul Harris Fellows. A urologic surgeon with degrees from Harvard and UCLA, he completed his residency at the University of Iowa.

A Rotarian since 1982, Mike served as President of the Rotary Club of Plainview, Texas in 1995-96. He was Polio Plus co-chairman for successful drives in 1987 and again in 2002. He was named District 5730 Rotarian of the Year in 1991-1992. He served as District Governor in 2007-08 of District 5730 in the Texas Panhandle. His Rotary specialty has always been international service. Mike led a GSE team from District 5739 to India in 1995 and toured South African Rotary with a District 5730 friendship exchange group in 1997. After his family hosted Rotary exchange students from four continents, his daughters Ann (Budapest, Hungary) and Emily (Buenos Aires, Argentina) each spent a year abroad as Rotary exchange students. Mike began flying medical and school supplies to Mexico’s District 4110 in 1990. He organized efforts to provide two ambulances to Plainview’s sister Rotary club in Parral, Chihuahua, Mexico.

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You can email Mike at michael@mtgraves.com.

MICHAEL BRYANT
IFFR VICE PRESIDENT
AUSTRALASIAN REGION

These are Michael's own words about himself:

“I am married to Sheryl who is as passionate about nursing as I am about aviation. We have three adult sons.

“How did I make a start into aviation? I was fascinated by aircraft from an early age and as a seven year old built many rubber band model aircraft. My Private Pilot's licence was gained at the age of age 19 but it wasn’t until I was 45...
years old that I extended this to a Commercial Pilot’s licence. I became a flight instructor and in 1989 purchased a small aviation business which now has grown to a staff of 20 with 13 aircraft. The main aspect involves flight training our students to Commercial Pilot status with a portion being international students. It is a very satisfying experience to take a new student and train them to Commercial Pilot standard and see them grow in confidence and succeed in the aviation industry.

“We live in the lower part of the North Island, New Zealand near the city of Palmerston North; a university city which is surrounded by a prosperous farming area.

“I first joined IFFR 15 years ago and in that time have thoroughly enjoyed the fellowship the IFFR provides. I look forward to my term as vice president of the Australasian region.”

NEW SECRETARY-TREASURER FOR AMERICAS REGION OF IFFR

The Americas Section has announced a new Secretary-Treasurer, Steve Henderson, who has taken over from Diana Livingston who after many years of sterling service to IFFR has decided to do something different for a while. We’ll let Steve introduce himself:

“I grew up in Fresno, California, graduated from Cal State University Fresno in 1971 and obtained my CPA certificate in 1974. I’ve been married to Leslie for 41 years, and we have four children and nine grandchildren.

“I didn’t start flying until 2003, but am trying to make up for lost time. I have my Seaplane license and instrument rating. I chase clouds with my 1974 Citabria 7GCAA, but only at a straight and level attitude. So far I haven’t gotten the urge to do rolls, loops and whatever else other (real) Citabria pilots do. Most recently, I attended Oshkosh Airventure for the first time last year. What a thrill to fly a four day cross country and be asked to “rock your wings” on the last approach. I was grinning like a kid at Christmas!

“I am currently Treasurer of the Rotary Club of Watsonville, District 5170 (26 years), and also Treasurer of The International Computer Users Fellowship of Rotarians, aka ICUFR.

“I look forward to serving as your Secretary/Treasurer. I’ll do my best to live up to the standard set by Diana. I also look forward to the opportunity to meet and fly with as many of you as possible in the near future, beginning with Long Beach in November. I hope to see you there!”

FIVE STAR PLANNING TOPS BEAUTIFUL CANADA FLY-ABOUT

We had a beautiful post-convention fly about in late June and early July thanks to the efforts of Dean Pepper, Bob Hunter and Ben Currelly. They anticipated most situations well and with the relatively short distances we were traveling in Canada having the coach follow us took some pressure off both in flying weather issues and in not having to lug all our stuff to the plane every time we changed locales.

Good planning was first evident when we were reminded by Dean and Bob that our destination airport, St. Hubert, did not have customs services on the weekends. Their suggestion to avoid high fees at one of the Montreal airports was to land at Cornwall, Ontario, and many of us did. The only time that wouldn’t make sense is if you had to double back a bit to get there.

After a lovely time in Montreal, including a very nice dinner at the Delta Hotel, we met the coach in front of where most were staying, at the Holiday Inn behind the Delta, early on Thursday morning. Dean rode with us and had organized the briefings with the Canadian aviation authorities. He would obtain the briefing and share it with us in some manner each day, often times on the bus ride to the airport. He also made sure our flight plans were filed. This was quite helpful. Anyway, we got bad news the very first day: low MVFR and light IFR conditions existed along or close to our route to Quebec City. Because it was the shortest of all our trips, and just one night in Quebec, he decided the prudent thing was to leave our planes at St. Hubert and coach to Quebec City, which we did.

We had a great and much too short visit to Quebec City. I thought the people there were quite cheerful, and it was a beautiful city. The next day, we coached back to St. Hubert and each of us made our cross-country trip to the capital of Canada, Ottawa.

We saw some really fine museums in Ottawa as well as the Parliament building. We also had some time to relax, and we enjoyed a barbecue competition being held in the pedestrian mall adjacent to the hotel. The picture of the group above was after a long but interesting day touring two of the major national museums there. We had a group dinner overlooking this spot, very lovely.

Our longest leg was from Ottawa to Parry Sound. We had to delay a little bit due to some low or marginal ceilings near our destination, but we couldn’t delay too long because of some storms approaching from the west. Everyone made the trip, with the bus being the real slow poke this time. We stayed in a resort area, and our accommodations reminded some of us of our trip to Sunriver, Oregon after the 2007 Convention. Highlight was a long cruise around the many islands in that part of Lake Huron.

The most spectacular leg was from Parry Sound to the Toronto Island Airport, which is on an island right next to downtown Toronto. Awesome views were had of the CNN Tower and the waterfront areas as we came in to land. I snapped the picture of Dean Pepper with his Arrow at Toronto Island.

There was a city tour that afternoon. Jane and I had to leave the tour 3 days early due to a family medical emergency back in Dallas. However, we understand that the night tour of the harbor with the fireworks celebrating Canada Day was fantastic, as was the trip to Niagara Falls and the dinner in the CNN Tower. We had looked forward especially to Niagara because of part of the retracing of our first trip to Montreal in 1975 and our overnight in Niagara Falls, New York on the way. We’ll just have to get up there again sometime.

Congratulations again to Dean, Bob and Ben for a job well done. We will try to write a more detailed article for the next edition of The Flyer.
The Rotary Flyer - The World Bulletin of the International Fellowship of Flying Rotarians

IFFR POEM 2010

BY HERMAN HASSINGER

Our Canadian flight, was a perfect delight
For the flying Rotarian crew.
In Montreal, we gathered all
And bragged of the flights we flew

The Convention as such, wasn’t so much
Sessions and meetings plus more,
To tell you the truth, it was best at our booth
The rest was mostly a bore

The AGM was grand, a change of command
We couldn’t have asked for anything more
His hair is not curly, his best asset Shirley
Our VP left flying to soar

Aeronautical pride, we laid aside
The weather was not VFR
With heads hung low, we endured going slow
Thank God that Quebec wasn’t far

An IFR approach, in an earthbound coach
Is no ones idea of fun
Stuck on the ground, we were safe and sound
And the trip had barely begun

Quebec had a wall that encircled it all
The city was French to its core
It gave them fits, to lose to the Brits
Who ended up winning the war.

For safety’s sake, we were early awake
As the bus sped back to St. Hubert
With a quick preflight, it was now all right
To start up and get into the air.

It was quite a sight, our Ottawa flight
A short hop then we had to decent
The French was absurd, not enough was heard
The language on which we depend

The nourishment moot, two cookies and fruit
I don’t know where to begin

The museums were such, that they showed
too much
It was all so perfectly planned
The historical display to my sad dismay
Was more than I could understand

Flew over miles of green, in my flying machine
As the ceiling getting quite low
Then it appeared, as the weather cleared
Parry Sound was right there below

We cruised on the bay, on a windy day
On the good ship Island Queen
“look over there”, someone spotted a bear
I looked but nothing was seen

The dynamic two, our organizing crew
Were Hunter and Pepper our hosts
They ran a tight ship without cracking the whip
And were there when needed the most.

The trip is now ended, new members befriended
And met dear friends from the past
It’s so satisfying, this IFFR flying
The fellowship grows and it lasts

FROM THE WEBMASTER

SIMON P BARLOW

Did you notice......
That on the 11th August at 06:30 UTC
something happened? Some IFFR members
might have noticed a change. What happened,
what was this event?

We have a new President..... We have a new Bulletin Editor........So what happened?
Well, the new IFFR web site was launched!

So what’s new?
"One Click from Anywhere" is the theme I have tried to adopt. No matter what page you
are on, you should only be one click away from the next page you want to look at. So there
should be no more hitting the back button to return to the start page so you can find your
way through all the menus to get somewhere else.

Main Menu and Quick Menu. Every page has a Main Menu and a Quick Menu. In the Quick Menu you will also find a link to Member Manager, so you can update your entry into the IFFR database.... you have updated your information haven’t you? If not, now is a good
time to do it while you are browsing the new web site.

We have a new calendar page that uses
Google Calendar. (Quick Links menu) As well as seeing the major IFFR events from around
the world on the home page, there is also a
dedicated calendar page. I hope to be able to
add all IFFR events here, so even if your section
is just having a day out somewhere, let me
know, and I can update the Calendar and you
can tell the world about it. Have a look and see
just how busy the UK Section is going to be next
year! and remember, if you are visiting another
country, check to see if there are any events or
meeting organised.... drop in, you know you will
be welcome!

Top Tip: If you use Google Calendar for your
own diary, you can also add the IFFR
Calendar to it!

We have a new News page. All the news
from IFFR and a few other worthy items will be
posted here, so if you have something to report
to the IFFR world, let me know. One of the
future developments for this page is going to be a RSS News Feeder so as news is posted, you
can have it delivered straight into your email
inbox.

Newsletters.... lost a copy of a news letter
that had an article you wanted to re-read? Well
they are there in PDF format going back to
February 2000, so if the weather means its no
flying today...... go on a nostalgia trip back ten
years and have a read at what IFFR was up to.

There is also an Archive page, this is
ongoing at the moment as there is a lot to
archive, but some fascinating reading is PWP
Angus Clark’s “Presidents Chatter” from his
archive, but some fascinating reading is PWP
ongoing at the moment as there is a lot to
remember for all things aviation. If you use
an aviation website and think that it would
be worthy of adding, let me know and we can
share it with the IFFR world.

Resources. Well if you want to check out
the IFFR By-Laws or If you want to organise
an event, all the paperwork is there for you.
I have even added an ICAO flight plan form as
a editable PDF file or a word document, just
incase you forget a copy when you have flown
off somewhere. I am also hoping to add helpful articles like who to contact for validating your licence when flying in a particular country.

Webmasters Page.... well thats my page. When I make changes or alterations to the web site, I detail them here. So if there are any problems, you can look to see what I have been doing and give me a shout to tell me something stopped working when I made so and so change.

There is still a lot of work to do in the background moving articles and pictures, so some of the pages will be growing every few days. If you look at any page you will see the date it was updated. If you have any ideas on things you would like to see added to any of the sections, please let me know. If you don't like something, let me know unlike the FAA, CAA etc.... “I am here to help!”

I hope you enjoy the new website and I hope it becomes a regular “landing spot” when you are on the internet.

**ISLE OF WIGHT FLY-IN**

**IFFR(UK) SECTION MEETING**

Exactly two weeks after our return from the flying tour in our little turbo Arrow cross built in 1862 that was used in both world wars. The tour followed a coastal route along most of the island giving us an overview of Isle of Wight.

After a short rest back in the hotel we were coached to the Last Night of the Proms Concert at Osborne House, vacation home of Queen Victoria. On arrival, we were each given our own folding chair, a package of dessert of fresh strawberries and cream. A huge stage was set up on the lawn and the place was already quite packed with thousands concert goers. People brought camping chairs, blankets and picnic there. It reminded me of our Hollywood Bowl. The program was eclectic, from John Williams' Raiders of the Lost Ark March, Memoirs of a Geisha to Sibelius’ Karella Suite, Arne’s Rule Britannia and Parry's Jerusalem. What a fantastic program. To top that, it was followed by a spectacular fireworks finale. As an outdoor event, we were all rather cold, James Alexander using his survival skills, created a jacket out of a trash bag to keep warm. I wish we could all get up and dance to get our blood flowing. It was a long fun filled day. We got home late, exhausted and happy!

On Sunday two coaches were available to take us to either a tour of the inside of the Osborne House or to Godshill and Carisbrook Castle. We chose the latter. Godshill is the quintessential English village with its charming medieval church and a winding main street lined with tearooms and shops offering local crafts. It also has the Model Village which depicts the entire area in miniature. What amazing skill and workmanship in creating this mini village! We could spend a whole day there.

Next stop was Carisbrook Castle. It was the home of Princess Beatrice, the island governor and youngest daughter of Queen Victoria. She turned the gatehouse into a museum with a collection of objects of historical interest connected with the island. When we climbed to the top of the castle wall, we were rewarded with a panoramic view of the southern part of the island and its many villages.

That evening we had a relaxing dinner back at the hotel. Apparently, some of us weren’t ready to call it a day, we gathered at the lounge to participate in karaoke and even some dancing. What a partying crowd!

Monday morning prior to departure, the UK section had their annual general meeting. Peter was formally introduced as the World President who thanked everyone for their participation making this a most successful and fun fly-in. Great organization efforts came from our Isle of Wight hosts, past world president Ferox and Raye and of course Ian Kerr, our European VP. When we finally said goodbye to our old and new friends, after spending a long weekend together, everyone became good friends.

When Peter was first asked to be IFFR’s World Pres, I was hesitant as he was already traveling all the time for his export business to the Far East. I wasn’t sure if he had time and energy to take on this huge responsibility for IFFR, but what I know is meeting new friends and having reunion with old ones who have common interests as Rotarians and pilots is so much fun that makes everything worth it and possible. Furthermore, the wonderful hospitality we received made the event so much more memorable.

- Shirley More

**CAA GA SAFETY AWARD PRESENTED TO IFFR PWP CHARLES STRASSER**

AOPA’s Channel Islands Region Chairman Charles Strasser (IFFR World President 1986-88) has won the Civil Aviation Authority’s General Aviation Safety Award for his work on the widely-acclaimed ‘Strasser Scheme’ under which aerodromes waive landing charges in case of genuine emergency or unplanned weather diversion.

Over the past 12 years Charles has put thousands of hours of his time into signing airfields up to the scheme, monitoring its operation and arbitrating in case of dispute. His work has now been officially recognised by the CAA which conferred on him their 2010 GA Safety Award, presented by their Manager of Flight Operations Policy Chris Finnigan at Aero Expo on June 25th. The award judges said the Strasser Scheme “had had a remarkable influence on GA flight safety since its inception.”

The purpose of the Strasser Scheme is to remove the cost of landing as a factor in a pilot’s decision-making when he or she is running into trouble. It’s often difficult to think perfectly clearly in such stressful situations, which sometimes leads to a dangerous decision to press on with an intermittent fault, into unexpected bad weather, or in the face of some other emergency.

The CAA stated some time ago: “In the UK there is a ‘culture’ of pressing on and hoping for the best rather than accepting the inconvenience and cost of a diversion. This ‘culture’ needs to be changed, firstly by educating pilots and secondly by persuading aerodrome owners that there should be no charge for emergency landings or diversions. It is recommended that all aerodrome owners be persuaded to adopt a policy that there should be no charges for emergency landings or diversions by general aviation aircraft.”

Since neither the CAA nor the GASCo, the General Aviation Safety Council, acted to get this potentially life-saving recommendation implemented, Charles Strasser, as Chairman of the AOPA CI Region, decided in 1998 to accept the challenge. He has now signed up 203 of the 212 civil and military aerodromes to what has become known as the ‘Strasser Scheme’ – only nine holdouts still refuse to join, and the big 3 in London haven’t been approached to join. Every military airfield in Britain subscribes to the Strasser Scheme.

Apart from the monumental task of contacting all the aerodromes, explaining, clarifying, cajoling and pestering them to sign...
up, the greatest part of the workload that falls on Charles Strasser is ensuring that the scheme remains unimpeachable. He is called on to arbitrate if there is a disagreement between a pilot and an aerodrome over whether a landing falls under the Scheme. Many of these disagreements are extremely time-consuming, involving much research to establish the facts.

Charles’s colleagues at AOPA praised the CAA for recognising the valuable contribution he had made to safety. AOPA UK Chairman George Done said: “We are extremely pleased that Charles has been given this award and extend to him our warmest congratulations. It is very well deserved. Without his determination and drive there is no doubt in my mind that this scheme would never have been started, and would never have been kept going for 12 years.”

AOPA’s Chief Executive Martin Robinson added: “Charles Strasser has been absolutely indefatigable in promoting his safety-critical scheme over the years, and very few people realise how much time and energy it costs him. There can’t be many awards that are as richly deserved as this one. Well done, Charles.”

-excerpts from AOPA UK Press Release, adopted by IFFR Bulletin Editor TW

PWP CHARLES STRASSER
MED, DEAD AND RED IN ONE DAY

Our own Charles Strasser not only flew his Seneca from Jersey, Channel Islands to Israel for the IAOA World Assembly there, he also took up a special challenge and wrote a four page article with good photographs for AOPA UK’s General Aviation Magazine, August 2010.

Charles does thrive on challenges, and the article does tell about his planning to get to Israel, as well as taking up the challenge while there to put his feet in the Mediterranean Sea, Dead Sea and Red Sea in the same day.

You can download a PDF of the article using this website: http://www.iaopa.eu/mediaServlet/storage/gamag/aug10/p22_25.pdf. It is very interesting reading.

FLYING ROTARIANS GET TOGETHER AT OSHKOSH

A nice contingent of Flying Rotarians was able to attend the combined Oshkosh Rotary meeting at the Airventure site and then got together again that evening for a BBQ at Mark & Karen Hagen’s motorhome.

U.S. Army Capt. Brian Brennan was the main speaker at the noon Rotary luncheon. On May 7, 2008, after only two months in Afghanistan, the Howell, N.J., native was leading a patrol with three other soldiers and a civilian when an IED exploded under his Humvee. Brennan and his gunner were the only two survivors. Found in cardiac arrest, Brennan was quickly transferred to a field hospital where it was discovered he had sustained a traumatic brain injury, a collapsed lung, internal bleeding, a ruptured spleen, multiple compound fractures in his left arm and a shattered femur. Within hours, both legs were amputated.

Brennan was unresponsive for 23 days until he received a visit from Gen. David Petraeus, the top U.S. commander in Afghanistan. After visiting and thanking Brian’s family for his sacrifice, Gen. Petraeus tried to wake up Brennan by uttering the word “Currahee” (the motto of Brennan’s unit, 101st Airborne) which means, “stands alone.” It seemed like Brian had heard him, so on the count of three, he shouted “Currahee” again. Upon hearing those words, Brennan attempted to sit up to attention — his first form of communication since the explosion.

In 2009, Brennan and his family established the Brennan Stands Alone Foundation to ease the burden of those injured in the line of duty by providing financial and emotional support so that they may focus on treatment and rehabilitation. It especially focuses on those suffering from brain injuries.

That evening at Mark & Karen’s BBQ at their motorhome on the EAA grounds, we also had attending Jim Munro, from the greater London, UK area, and John & Lucille McClure from London, Ontario, Canada. Brian is developing an aviation film and John was a WW2 pilot who flew for the RAF in WW2 from 1942 to 1945.

-- Mark Hagan

Americas AGM At AOPA Summit

The AOPA meeting begins at the Long Beach Convention Center early on Thursday 11NOV10 and concludes with an optional dinner-dance and fundraiser on the Queen Mary Saturday evening 13NOV10. We will fly into Long Beach International Airport (KLGB) on Wednesday 10NOV10 and take the AOPA shuttle to then Long Beach Convention Center. We have a limited number of rooms at The Varden Hotel available. The Varden provides free wireless internet, complimentary wine tasting and snacks each evening and complimentary continental breakfast each morning. It is a ten minute walk north of the Convention Center at 335 Pacific Avenue. Room rates at the Varden begin at $109 per night; reservations may be made by calling 562 432 8950 and identifying yourself as IFFR; explore this boutique hotel online, and reserve online at thevardenhotel.com. Reserve today to stay here.

We have an alternative for housing for those who insist on staying across the street from the Convention Center and near the waterfront. The Avia Hotel Long Beach (285 Bay Street) will provide IFFR members a $149 group rate for a room. They be called at 562 436 1047. This hotel may be explored at aviahotels.com; from that URL to go the Long Beach location.

Our annual meeting is planned for noon, Saturday 13 November, Hyatt Hotel, Salon C, and it will be a luncheon. Check IFFR booth #1458 (inside the convention hall) for updates to this information. This is an official makeup Rotary meeting for us Rotarian pilots!

Questions may be directed to PWP Sam Bishop at sambishop@totlcom.com.

-Wayne Balke, Editor

Waypoints

1 – 4 October 2010 Australian Section

3 October 2010 Fly-in to Maroochydore

UK Section

Fly-in to Oaksey Park

8 – 10 October 2010 New Zealand Section

Fly-in to Whakatane

11 – 13 November 2010 Americas Region

Fly-in to Region AGM & AOPA Summit, Long Beach

21 – 25 May 2011 New Orleans, LA, USA

Rotary International Convention

26 May – 4 June 2011 Post Convention

Dixie Fly About

Mississippi, Tennessee, Carolinas

Up-to-date IFFR.org

The most up-to-date information we have on IFFR activities is on the website. There is specific information there about signing up for the Rotary Convention and the Dixie Fly Away afterwards, as well as other IFFR events through 2011.

Go to iffr.org and check things out.

Webmaster Simon Barlow will be keeping things as up to date as possible. Section chiefs and regional officers should submit articles and information to Simon for posting.

Disclaimer: The International Fellowship of Flying Rotarians is a group of Rotarians dedicated to promoting aviation as an opportunity for fellowship and service. This Fellowship operates in accordance with Rotary International policy, but is not an agency of, or controlled by Rotary International.