

# THE ROTARY Flyer



September 2011

THE WORLD BULLETIN OF THE INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS

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## NOTAM from IFFR World President Peter More

NOTAM from the President  
6 September 2011

Dear Fellow Rotarian Pilots,

The Southern Skies Fly-About and the RI Convention in New Orleans was a terrific showing of the history, architecture, cuisine, hospitality and natural beauty of Southern USA. The fly-away was organized under the leadership of our World President Elect Mike Graves & Karen Hicks who flew a survey flight to each of our stop to assure us a good time. Many members and friends collaborated to offer us wonderful events at New Orleans, Slidell, Natchez, Smyrna, Nashville, Knoxville, Asheville and Charleston. Our thanks to Buddy Hall, Marlyn McClaskey, Sam Bishop, Steve Henderson, Dale & Robbie Read, Stan McNabb, Paul Lamb, Rankin Whittington, Herman Hassinger and Shirley More.

The IFFR booth at the House of Friendship was constantly busy. This is the first Convention where our Secretary Treasurer Lynn Miller took charge of our exhibition booth, Board and Annual Meetings, and much more. All went smoothly and we are grateful for her dedication.

In August, Shirley and I traveled to Helsinki with a nine-hour stopover in Chicago. While in Chicago, Caryl and Brian Andersen kindly picked us up from the airport and invited us to a leisurely afternoon followed by a BBQ at their beautiful airpark home at LL22.



Upon arrival at Helsinki Airport, we were met by long time IFFR Member Gustav Rosenlew. We were treated to a great weekend of cruise, tour, and dining at the Finland Aviation Museum. Raimo Makkonen and country leader Matti Helin organized an excellent program supported by Section Chair Rolf Mikkelsen, Treasurer Tollef Jensen and Sweden Country Leader Bo Johnsson. This was also the 25<sup>th</sup> Anniversary of the Scandinavia Section. Honorary Member George Ritchie flew in for the celebration as his father John Ritchie was a major supporter during the formative years of the Scandinavia section. There was an evening celebration at a Lapland restaurant featuring its specialties. The highlight of the evening was when Auden Johnsson presented The Nordic Aviation Trophy to Gustav Rosenlew for his many years of dedicated service. The Finland hosted weekend was shared with members from Latvia, UK, USA, Germany, Holland, Denmark and Norway. In 2012, this annual fly-in will rotate to Oslo Norway under the management of country leader Auden Johnsen.



Prior to joining the IFFR event in Leipzig

Germany, Shirley and I spent a few days in Berlin where we met up with PDG Gerhard Wrede and his wife Margot. Gerhard is past Section chair of the Germany-Austria Section. They were most gracious to show us the area including Potsdam. The following day we made our way via the Autobahn to Leipzig at speed far exceeding that of "Lady Bird" with a good tailwind (see George Chaffey's article in this issue). This was a wonderful experience on four wheels.



the following week, ending in Hartford Connecticut for the Americas Region AGM.

You have read some of the great programs your IFFR leadership have organized for you. Please take advantage of your IFFR membership and participate. Check [www.iffr.org](http://www.iffr.org) for events around the world. Invite

your Rotary and aviation enthusiast friends to join IFFR. Come Fly With Me!

Yours in Rotary Fellowship and Safe Flying! Peter More IFFR World President 2010-2012



**Bangkok**  
THAILAND  
ROTARY INTERNATIONAL  
CONVENTION 6-9 MAY 2012

## WAYPOINTS

9 -11 September 2011	French Section AGM & Fly-in to Lyon
2 - 4 September 2011	Portuguese Section Fly-in to Oporto
10 September 2011	German-Austrian Section 25th Anniversary - Allendorf & Eder
16 - 18 September 2011	Italian Section Fly-in to Torino
22 - 24 September 2011	AOPA Summit Hartford, Connecticut, USA
23 September 2011 (Friday)	IFFR Americas AGM 1200 - 1400 - Marriott Hartford Downtown Ballroom
23 - 25 September 2011	Bishop Safari IFFR Americas Southwest Section Fly-In Bishop, California, USA
25 - 27 September 2011	Post AOPA Summit Fly-in to Block Island, Rhode Island, USA
21 - 24 October 2011	New Zealand Section Taupo Fly-in RI Convention Bangkok, Thailand
6 - 9 May 2012	Southeast Asia Jet Away
10 - 20 May 2012	Post Convention IFFR Group Tour via Airlines
1 - 3 June 2012	Benelux Section Meeting
15 - 17 June 2012	UK Section Meeting

## SLIDELL, BIG EASY CONVENTION AND SOUTHERN SKIES



Jane and I arrived in Slidell from Lancaster, Texas on May 20<sup>th</sup> just in time to attend a wonderful southern Louisiana dinner hosted by the Rotary Clubs in Slidell. We attended the New Orleans Convention, and participated in the entire fly about. I would normally write about these, but instead, I have two great articles to publish from two other participants with different perspectives: Lady Catherine Alexander from the United Kingdom, and "low and slow" PDG George Chaffey from the California Republic, USA. However, the pictures I'll use to illustrate are mine.

Here I'll report on the IFFR activities during the RI Convention itself. We had a good location for our single-width booth, and plenty of conversations with Rotarians who stopped by as they strolled around the fellowships area of the House of Friendship. I also spent a little time at the Fellowships Information Booth, since I've been on that committee and current WP Peter More is beginning service on that RI Committee.

Our always popular Annual Fellowship Dinner was moved from Sunday to Monday night early in the process, before we knew that there would need to be only one opening plenary session on Sunday. This worked out well, however, and we may keep with this schedule at future conventions. I took plenty of pictures, and links to my album can be found at the [iffr.org](http://iffr.org) website. MC Mike Graves made sure everyone



had an opportunity to introduce themselves to the entire group.

Wednesday was our IFFR business day. The Board met in the morning at the Marriott SpringHill Suites, and



the Annual General Meeting was also held there,



called to order at 1300 local. We spent a little time with self introductions, had a little business, along with a report from our Secretary-Treasurer,

Lynn Miller, and had a presentation about next year's group activity after the Bangkok RI Convention. After our business, we had a program given by long time



Argentina in 2000.

IFFR member Eric Charlez of Belgium, talking about his long-distance trips, in particular his trip from Belgium to the RI Convention in Buenos Aires,



We always try to snap a picture of the World Presidents of IFFR present, along with officers and board members present. This picture shows PWP Mark Crofts, NW USA Chair Bev Fogle, Secretary-Treasurer Lynn Miller, WP Peter More, PWP Sam Bishop (kneeling), SW USA Chair Larry Wolfesen, Americas VP and WPE Mike Graves, and PWP and BE Tony Watson.

We later went to the opening of the closing session to hear a choir from South Africa, we knew it would be good because of its association with opera singer (and Rotarian) Simon Estes. Then we met a few other Flying Rotarians for a dinner at one of those celebrated Restaurants in New Orleans.



The next morning, Larry and Diane Wolfesen gave us a ride to New Orleans Lakefront Airport, and we connected with our riders, Bert and Greta Vos, to start our participation in the fly about. Now I'll let Lady Catherine and PDG George tell their stories.

## IFFR FLY AWAY NEW ORLEANS 2011 Lady Catherine's whirlwind tour of the Southeastern United States escorted by Air Commodore James Alexander

The Trip: began in New Orleans. States visited included Louisiana, Mississippi, Tennessee, North Carolina, South Carolina, Georgia, and Florida. These states are fiercely patriotic, flying huge stars and stripes. We were in the bible belt, the home of blue grass country music, magnificent 18<sup>th</sup> Century Plantation Houses, Civil War battle sites, huge churches, luxuriant farmland, and iced tea. We covered 2000 miles, completed in 18 hours flying time over 10 days.



The Aircraft: 22 planes, ranging from a 60 year old Luscombe to a state of the art Skylane 182 turbo with red go-faster stripes. Ours was the only rental - a Cessna 172. I loved the plane as I had my own door with opening window. The high wing was ideal for sheltering under in 95 degree heat; though a less good view for spotting other aircraft.

The Rotarians: World President: Peter More and Shirley, past-its Sam Bishop and Elena, and Tony Watson and Jane send especial greetings to fellow past its Charles Strasser and Dorothea, Angus Clarke and Elisma, and Feroz Wadia and Raye who were all much missed. As sole representatives of the UK, the pressure was on to represent y'all, as they would say. Many friends old and new kept an eye out for us.

The Flying:

Pretty non scary with few clouds or mountains. We were lucky with the weather. Thunderstorms are not allowed before 3pm, and we always left early because of the heat. ....Air traffic were very helpful. There is a number you can call and chat about the weather before you go. There was only one scary bit, as we approached Knoxville. I had an eye on approaching aircraft., catching us up. When four planes were only an inch away (okay - 5 miles) the screen went blank and an unconcerned lady said to us " traffic data not available". We were out of range of a beacon or whatever. Better not to have known they were there in the first place.

At several airports, smiling ground staff whizzed out on little trolleys to meet us. Fuel was less than half price. The unfailingly fabulous and air conditioned airport facilities were all free. Squashy leather sofas, huge TVs, free coffee and cookies, internet access. The toilets mostly flushed themselves....

One unmanned airport we refuelled at in Florida had a courtesy car you could just borrow and pick up the key off the desk. Just write your name in the book

it said!  
Stopovers:



First night at Natchez: 75 minutes north of New Orleans. We flew over miles of levy banks, and saw the massive flooding of the mighty Mississippi. Stayed at The Grand Hotel, right its banks. A very attractive historic town.

Next 3 nights at Smyrna for Nashville:



Here we started with a tour of the Nissan plant, which was even to me fascinating. We were driven around on a little road train wearing our safety goggles and ear phones for the commentary. Employees waved cheerily as we passed. James said he could have stayed there for days... perhaps not...



Back to the airport for a hangar supper and the delights of Tony Watson singing "Amazing Grace" on the karaoke.

On to our hotel – the surreal Gaylord Opryland Hotel, with 2881 bedrooms. It had two atria complete with a river, boats, raging waterfalls, almost a little village of restaurants, and bridges from place to place.



Internal bedrooms had little Spanish balconies overlooking the waterworks. Not a good place for the physically or directionally challenged. We went to a free breakfast for gospel singers by mistake. Also forgot room number, so had to journey all the way back to Reception...D wing had two exits a 15 minute trip across walkways apart; which fooled many of us. Beautiful bedrooms though – but why always two double beds I wonder?

Next day we visited Franklin, scene of a particularly awful Civil War Battle. We were emotional wrecks after guides had described the hand to hand combat in the dark, and shown us the bloodstains where limbs had been amputated in a nearby farmhouse.



... Light relief that night at Grand Ol' Opry, the opera house of country music. And even better the next night, when we dined on a beautiful paddle steamer cruising on the river. Lunch at Knoxville where Dale Read had arranged a Hangar Lunch with more country music. It was Memorial Day, and the Americans held hands in a circle and sang God Bless America, which was wonderful to see.



and sang God Bless America, which was wonderful to see.



3 nights at Asheville which is a wealthy town in North Carolina. Here we visited Biltmore, a home of the Vanderbilts, built in 1913 on a huge an opulent scale.



That evening Sam and Elena took us to our first baseball game in 90 degree temperatures. Great fun and very smart outfits they wear – but so complicated. No half time, and it goes on "until it is finished" I was told. The batsman is allowed his song of choice to be

played as he comes on – to pump him up. A good idea for cricket I thought...

Last 2 nights at Charleston. Don't miss it if going to this area. A beautiful historic town full of interest. Some cobbled streets were made using ballast from ships coming out from England, and many buildings are Georgian Palladian, designed to be as cool as possible. A cultural festival was in progress



with art exhibitions and concerts everywhere.



The farewell dinner with speeches was memorable, with awards invented by Herman Hassinger.

Thank you American Rotarians for a really wonderful trip that I wouldn't have missed for worlds!



Amazing Co-incidence: In New Orleans we met the drummer who will be playing with Irma Thomas at Sage Newcastle at our Fly out! He was our taxi driver. We heard them play at the open-air Oyster Festival and they are great.

Catherine Alexander 8<sup>th</sup> June 2011

## IFFR FLY AWAY – NEW ORLEANS 2011 & MORE

A DIFFERENT PERSPECTIVE BY THE WING LEADER OF THE "LOW & SLOW SQUADRON"  
GEORGE CHAFFEY & LADY BIRD

Lady Catherine captured the broad overview, the scope, the expanse, and the flow of this wonderful Fly Away. As Wing Leader of the "Low & Slow Squadron" (a flight of one this time around), I have an equally positive, but slightly different, perspective. Flying a



100-mph (on a good day) 1948 Luscombe ("Lady Bird", whose only upgrade is a transponder and GPS), the tour was personal, very personal, ...and..... anything but a "whirlwind". And, my non-whirlwind IFFR tour started, not in New Orleans, but almost 2,000 miles to the west, near San Francisco. That's 20 hours flying just to get to the starting gate...but what else is new?



Flying a Luscombe is a little different than flying most of the other planes on this tour. You gotta fly it every minute... no, you gotta fly it every second. A 20-second concentrated study of the sectional is usually good for a 30 degree change in direction, not to mention altitude. And that little problem with aileron rigging that I had ignored because most of my flights were relatively short was not insurmountable, but added to the "fly it every second" commandment. And then there's speed. George: "Lets go, he's gaining on us." Lady Bird: "James' Cessna 172?" "No, the Volkswagen."

We took off...a half day early to beat an incoming front by an hour, and headed east.

Unique Twin Oaks Airport-San Antonio. The second night, I stopped to stay with an old Peace Corps friend in San Antonio, and because of Lady Bird, discovered one of the most interesting, and unlikely, airports I've run into. Twin Oaks airport (T94) is a 2,225 foot paved strip right in the middle of a neighborhood, nestled barely two miles from the intersection of the two major runways at San Antonio International airport. Extraordinary..... hard to believe. A new experience...



the controller in the International Tower directs us to follow a major street south and turn left at a particular big store, and the runway is in the neighborhood somewhere behind the store.

Slidell BBQ. The Slidell BBQ by the local Rotarians on Friday night before the Convention was one of the highlights. Great first meeting for many of the IFFRers, great homes on the Bayou, and an unbelievable spread of southern cooking overflowing the tables... oysters like I've never had them (somebody's local recipe), crab soup, jambalaya, and on and on.... And then an entire table of all kinds of southern desserts... banana pudding, pecan pie, just for openers.



First night at Natchez... and on to Smyrna. After the Convention, we headed to Natchez.... Not over the clouds as did most, but under them. That night in Natchez, a number of us ended up at Blues & Grits for dinner, where I ordered scallops. That was a good opening lesson for ordering southern cooking.... unless otherwise indicated, plan on two things... (1) grits (which I love) and(2) deep fried anything

(tasty, but a surprise for scallops). The airport pancake breakfast by the Natchez Rotarians the next morning yielded the very best blueberry pancakes I have ever tasted... the very best... full of fresh blueberries that had been hand-picked the day before. I was even getting handfuls of the blue berries to eat on the side. Then, I made a dash for the plane... to be first off in Natchez... and almost last in at Smyrna. Several of us missed the Nissan tour, but rested up for the great hangar party that night.



Lunch at Knoxville Downtown Airport. After adventures in Nashville, we flew for a fun lunch at the Knoxville Downtown airport. Then off we went into the hazy skies toward Asheville. When I noted it was



too bad to be so hazy with such beautiful and green mountains, someone pointed out that, after all, they ARE called the Smokey Mountains.

Asheville. A relaxing stay. A novel tradition at the Ashville Residence Inn was a daily social hour with food around 5:30 p.m., with a really nice buffet spread...enough for a dinner.



Charleston and Beyond. This is one charming, historical city, and I need to return with more time. Great farewell dinner, and then we dispersed to the four winds to return to wherever.

An unlikely / but predictable controller experience. On the second day out of Charleston, I was trying to get to the Houston area. Thunderstorms were developing, and a Baton Rouge controller on flight following was giving me ongoing directions to evade them. When, after talking with him, I finally decided not to press it and just spend a night in Baton Rouge, he vectored me in, and after landing, a ground controller invited me for a tour of the tower. One of them invited me to dinner with his girl friend, who is a controller in the Lafayette tower.

And then, we headed west, with headwinds and sometimes 70 kt ground speeds... but Lady Bird and I are used to that. We've spent a lot of time together in the last 40 years

-- George Chaffey, Lafayette, California

## IFFR FLY-IN DUBBO, NSW, AUSTRALIA APRIL 15-17, 2011

Attendance was forty-nine members and partners, from Brisbane, Toowoomba, Cessnock, Sydney, Orange, Castlemaine, Melbourne, Hamilton, Port Pirie, Devonport, North Island of New Zealand and Los Angeles. We were very pleased to welcome the IFFR World President, Peter More from Los Angeles, the Australasian President, Michael Bryant and wife Sheryl from New Zealand as well as the New Zealand President, Brian Fielder and wife Judy. They

all made the trip to Australia especially for the Fly-In.

The Executive meetings and Annual General meeting were held on the Friday evening, as part of the Friday Fellowship dinner, instead of the usual Sunday morning meetings, so as to allow for more daytime fellowship activities. This will be the norm in future, as it worked so well.



Saturday's weather was not conducive to outside activities, with light but consistent, rain all day. The morning started with a bus tour of the Western Plains Open Plains

zoo, viewing the animals at close quarters b e t w e e n showers when possible, but most of the time viewing the scenery through foggy bus windows. Morning tea and lunch were partaken under shelters within the zoo grounds.



After lunch, we joined the conducted tour of the old Dubbo gaol, including the early historic methods of discipline and punishment and the gruesome technical and medical details of hangings. On being "released from prison", we proceeded to the Western Plains Cultural Centre, which houses an extensive art gallery and photographic collection of war time memorabilia. The adjoining museum holds an impressive array of early 1900s items of interest, and again an extensive collection of military artefacts.

Dinner on Saturday night was combined with the Rotary Club of Dubbo West, a total of 100 attending, with the chief pilot from the Royal Flying Doctor Service at Dubbo as the guest speaker. The Dubbo Rotary clubs have donated a substantial amount to the RFDS over the years. A presentation was made to Orana Early Intervention of \$1,120, consisting of the raffle proceeds of \$600 and \$520 from the IFFR.



On Sunday morning we visited the RFDS facilities at the Dubbo airport, where the staff demonstrated the latest features of the newest King-Air aircraft. The interior has been redesigned, to allow for two patients and a nurse, or one patient and a nurse and a doctor. A unique loading arm and winch (Australian designed) allows a patient (up to 250Kg) to be loaded into the aircraft, without changing the stretcher and man handling.

The IFFR try to make a small profit from the fly-ins, to off set the times when weather deals an unkind hand and committed costs exceed income. This reserve had grown to a level in excess of what is needed, and it was agreed that it would be appropriate to make a donation of \$5,000 to the RFDS.

We travelled the 30 plus Km to Narromine for lunch at the Narromine Aero Club and Museum facility. The club room and associated bar are well appointed, with a pleasant outlook over the airport, and the airside residential blocks. With a full time chef, they offer an extensive menu.. In the 1940s, the airport was used to train pilots for war time duty, with 47 Tiger Moth aircraft and extensive accommodation. At one stage, the airport had International classification, with Customs officers in attendance. After lunch, we visited the museum, and the hangar that houses the copy of the "Wright Flyer". This copy is exactly like the original, except for the engine. It was flown in 2005 by the late Colin Pay.

To complete the afternoon activities we had a tour of the Narromine township and a visit to the local Lime Grove orchard, where the owners make various cordials, dressings, marinades and sweets, based on limes.

The organisers of the itinerary, meals and transport are to be commended for a job well done. We acknowledge the great assistance of Mrs. Loris Hutchins from Dubbo and the contribution made by the Rotary Club of Dubbo West.

## SPRING GERMAN – AUSTRIAN SECTION FLY-IN, TRIER

There were 18 aircraft listed on the arrival sheet, and apart from the German contingent, there were members from Belgium, Scandinavian countries, and a good contingent of Brits. Like many IFFR events, the first item of business was to a scheduled airplane exhibition.



Trier is an interesting city with a long history that was first recorded during Roman times. Its landmark monument is the original Roman gate, the Niger Gate, which as its name implies, is black. There is an old town center and plenty of cafes and other places to eat within easy walking distance. On Friday afternoon the group had escorted tours of the city with a guide who gave information in great detail.

"On Saturday, we took a boat trip on the Mosel River for the 2 ½ hour trip down to Trittenheim, then lunch on a high point overlooking the river. That evening was the final dinner of the trip, and held at the Weingut von Neil, which was one of the local vineyards, where we had another session of wine tasting.

"It was a most enjoyable trip, and our hosts



made us very welcome. With Ulrich leading the arrangements, everything went like clockwork, and it was good to see that the Germans' renowned reputation for organization did not falter. Sunday morning we were transferred to the airport, and made our various ways back home in good weather.

— from Martin Wellings report in *The Rotating Beacon*

## A WEEKEND IN ZERMATT WITH THE SWISS SECTION, 19<sup>TH</sup>-21<sup>ST</sup> AUGUST

The last meeting of the Swiss section was held about 15 years ago so this was a meeting I didn't want to miss. The new section chief, Thomas Morf, and his team decided on Zermatt, a very pretty village in the Swiss Alps set beneath the imposing grandeur of The Matterhorn.

It's a long way from Perth in Scotland to Zermatt so to arrive for lunch we had to leave the previous day. This was to be the first big flight in N21UK, a 2007 Cirrus SR22 purchased by my syndicate of 5 in May this year. This also gave me a chance to exercise the privileges of my Instrument Rating acquired late last year. My companions were fellow Rotarian and non-pilot Alan Sainsbury from my club, Andy Lothian, a fellow owner of the plane, and his 15 year old son Scott.



The trip down the east coast of England had us flying for 2.5 hours and into some rain about 90 miles before Southend where we landed with an SRA but the following morning we set off into a beautiful day and enjoyed sunshine at 9000 feet for 2.4 hours all the way to Lausanne on the north shore of Lac Lemman in Switzerland. When I asked the man in the office there about the weather at our destination he looked out of the window and answered "it's fine". This was nice to hear but we were more reassured when we pulled up the Metar and TAF which said pretty much the same thing. The final 30 minutes to Raron took us into a very wide valley beside Montreux and we flew VFR at 3000 feet with imposing mountains on either side. The route takes you south to Martigny then north east over Sion to Raron. It was simply breathtaking.



We were warmly welcomed on arrival and joined by the fifth member of our group, Guido Spechty who lives in nearby Sion. Thomas and his team had arranged for a very tasty lunch in the hangar while we waited for others to arrive. We were transported up to Zermatt to the sumptuous 5 star Hotel Mont Cervin Palace. Mont Cervin is the French name for the Matterhorn and leads to the name of neighbouring ski resort Cervinia. The UK chairman James Alexander, himself an hotelier, reckoned it to

be one of the best hotels in which he's stayed. The view from our balconies was of the Matterhorn. We had a short stroll to a nearby restaurant where we spent a very relaxing evening eating dinner outside. We were able to share in the wedding anniversary celebration of Thomas and his wife, Edith.



On Saturday morning we then took a cable car and ski lift up the Klein Matterhorn which stands at 12,700 feet. The views were fabulous and the air was thin. We went from there into a hollowed out part of the glacier where we had refreshments at -6C. We had been warned to dress accordingly. We then took the ski lift part way down the mountain for lunch, again outside but warm clothes were removed and we were back into shirt sleeves in the sunshine. Following lunch a 15 minute stroll took us back to Zermatt in good time to relax before the programme continued



with a visit to Air Zermatt, a helicopter operation that provides rescue services as well as providing commercial services and lifting skiers up inaccessible peaks in search of powder. Then it was to our final dinner in a very nice restaurant run by an eccentric Rotarian who finishes off the evening singing to the diners.

The long trip back to Scotland inevitably meant we needed an early start for our 5.7 hour return flight.

Our thanks in particular to Thomas and Edith and local IFFR member Max Bieler and his wife Jeannette for all their efforts in pulling together a great weekend enjoyed by around 40 members and guests (and the Bielers for providing the pictures shown here). It was a fine balance of activity and relaxation.

— Ian Kerr, Vice President, IFFR, European Region

## R.I. CONVENTION 2012 BANGKOK, THAILAND AND IFFR JET-AWAY

Important dates:

- May 5 to 9 R.I. Convention and House of Friendship Exhibits.
- May 6, 1800h IFFR Annual Banquet (Sunday)
- May 9, 1330h Annual General Meeting, at Impact Convention Center
- May 10 to 20 Southeast Asia Jet-Away
- May 20 Farewell Banquet in Hong Kong

The Convention registration fee is significantly reduced by Thai government and corporate sponsorship.

Next year, the **R.I. Convention** will take place on **May 6-9** in **Bangkok Thailand**. Our "Southeast Asia Jet-Away" will begin on May 10 from Bangkok and ending on May 20 in Hong Kong. With less than eighty registered GA aircraft in Thailand and only a few available for rent, hence the "Jet-Away". Our destinations will be the Thai mountain region of Chiang Mai; Siem Reap, Cambodia with its 12th



century temples at Angkor Wat and Angkor Thom; the Vietnam capital of Hanoi; a cruise on Halong Bay with an overnight stay on board a "junk", and wrapping up in Hong Kong. The cost of the Jet-Away from Bangkok to Hong Kong including jet, hotel with breakfast, tour and some other meals is below US\$2,900. Please email World President Peter More at [peter@petermore.com](mailto:peter@petermore.com) if you wish to be on the distribution list for IFFR preferred hotels and event details.

**IFFR FAMILY NEWS**

Past World Bulletin Editor (2002-04) PDG Dave Sclair passed away from brain cancer back in July, appropriately during EAA Airventure. When I was

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World President, I picked him, the publisher of General Aviation News to edit my bulletin, kind of a busman's holiday. We didn't put out too many due to financial constraints, but each was a masterpiece. He was responsible for talking then AOPA President Phil Boyer into speaking at our IFFR Americas AGM held at the

AOPA Expo soon after Boyer took office, and as Boyer himself wrote, "it wasn't just once – no, I spoke at the Rotary meeting at AOPA Expo every one of my 18 years. Needless to say, Dave was quite persuasive." Our thoughts and prayers are with his wife Mary Lou, daughter Robyn, son Ben and his grandchildren.

**FLYING ROTARIANS GET TOGETHER AT OSHKOSH, RUTAN SPEAKS TO COMBINED ROTARY CLUBS**

A nice contingent of Flying Rotarians braved heavy rains to attend the combined Oshkosh Rotary noon meeting at the Airventure site on Wednesday, July 27, 2011. That evening additional Flying Rotarians joined them for a BBQ at Mark & Karen Hagen's motorhome. The program at the noon meeting was presented by Burt Rutan, one of the most gifted designers of aircraft in the world.

Pictured at the Oshkosh SW Rotary meeting is long time member Tim Freudenthal from Wautoma, WI and new member Ron Blilie from Kerrville, Texas. Ron is a retired NASA engineer. He was involved with the training of Apollo astronauts to land the Lunar Module on the



moon.



Pictured L to R at the BBQ is Joanne Trimborn, Lowell Depoy, Brian Andersen, Mark Hagen Karen Hagen, Bob Trimborn, Doug Gilpin, Tim Freudenthal, Herman Hassinger, Caryl Andersen, Svend Anderson, Ginger Scott, J.R. Scott, Andy Horberg, Ron Blilie, Karen Horberg, Donna Slesser, Mike Woods, Rankin Whittington, Jim Slesser, and Paul Lamb. (Missing from the photo is Kurt Peterson. Mark Barsoum and Adib Barsoum).

--- Mark Hagen, North Central Chair, IFFR Americas

**CONGRATULATIONS, TOM LACKEY, IFFR #7030**



IFFR UK's own daredevil, 91 year old Tom Lackey, has achieved another Guinness World Record entry. In June Tom wingwalked to France and back to England in a further charity fundraising effort. Tom's latest mission was inspired by the battles his family has had with cancer: he lost his wife in 2000 and his son in May 2011 to the disease, and his daughter has successfully fought breast cancer. The wingwalk was in aid of the Breakthrough Breast Cancer organization.