

THE ROTARY Flyer



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THE WORLD BULLETIN OF THE INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS

World President 2008 – 2010

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Safe Flying the IFFR way President Feroz writes.....

After many happy incident-free years for the Flying Rotarians, we have had three fatal accidents involving IFFR aircraft in the past six years. These resulted in the loss of twelve lives. Weather was a factor in two of the accidents. The cause of the latest accident is not yet known but weather was apparently not an issue. There has since been a call by two Past World Presidents for us to completely abandon Fly-Abouts whilst continuing with Fly Ins. To explain - a Fly In is an event where the participants arrive and depart by air or other means but where there is no flying activity away from the venue during the duration of the event. On the other hand a Fly About is an event where the participants travel in their aircraft to another venue or venues during the event.

At the International Board Meeting and the AGM held in Los Angeles in June 2008 this proposal was fully discussed and voted upon by the members present. The proposal was not accepted. It was however decided to appoint a committee to review the safety aspect of both Fly-Ins and Fly-Abouts organised by our Sections around the world. Members of the committee were three former World Presidents Sam Bishop (United States), Angus Clark (United Kingdom) and Brian Souter (New Zealand) together with Ted Richey (Australia), Roy Marsden (Secretary/Treasurer) and I were ex-officio members.

Under Ted Richey's chairmanship the Committee has now completed its report and has produced Organisers' and Pilot Guidelines together with appendices covering a model Event Registration form and a Pilot Declaration for Fly About events. In due course a suggested waiver document will be added to the Appendices. All these are available at www.iffr.org.

Organisers' Guidelines. The organisers of an event play a significant safety role sometimes without realising it. They can set the stage for a safe event or one that has a higher potential for pilots to take unnecessary risks. In the case of Fly Abouts the Guidelines include the need to provide a large time

window for arrival at a destination without the pressure to "catch the coach" or miss a major event if delayed. Programmes should be organised so as to allow members to participate in as much or as little of the event as safely practicable. Also, an alternative to flying should be made available if the weather is not VFR – a coach or rental cars.

Pilots Guidelines. These encompass overall expectations, guidelines and procedures for pilots to participate safely in both Fly Ins and Fly Abouts. Some of the guidelines relate specifically to Fly Abouts. Most importantly, **ALL Fly About flights must be flown in VFR conditions.** That includes the take-off, en-route phase and the landing. Filing for IFR flights is acceptable but the pilot must be able to conduct all phases safely under VFR conditions. Further recommendations are in the guidelines.

Waiver/Hold Harmless Documents Each Region or Section will produce their own so as to comply with the laws and practices that vary from country to country. These need to be signed by every participant and will be designed to minimize or eliminate the legal risk to the organizers, Rotary International, IFFR and its office bearers.

Since June, the proposal to stop all Fly-Abouts has been discussed by the Boards and membership of many Sections. The overwhelming majority of these have reported that they wish Fly Abouts to continue as those participating enjoy the tremendous fellowship they provide. The great work of the Safety Committee should be recognised by all and the importance of adhering to the Guidelines now in place can not be over-emphasised. The Committee will remain in existence for your guidance.

Please study these Guidelines carefully and adhere to them. The lessons have had to be learnt the hard way at far too great a cost for many families.

Do enjoy the fellowship and flying that IFFR offers but after every meeting be there and be happy to say "I DID IT SAFELY THE IFFR WAY".



President Feroz inducts Denis Neuville at the French Section St Truiden meeting. Below: WPP Charles Strasser saves fuel in a French Hybrid!!!





Americas Annual Meeting



Americas V-P welcomes guest of honour Phil Boyer

Continuing the tradition the Americas Region held their AGM during the AOPA EXPO this year in San Jose California from November 6 – 8. A highlight of the Americas' meeting over the years has always been the lunch addressed by AOPA President Phil Boyer. This year's event had a certain poignancy as it was the final occasion that Phil would address the lunch as President as he was due to retire from that post at the end of the year.



WPP Sam Bishop, Americas V-P Peter More, NE Chair Tom Johnston, Sweden Chair Christer Liljenstrand, WPP Tony Watson and SW Chair Larry Wolfson.

In recognition of the contribution that Phil has made the IFFR International Board resolved, in June 2008, that Phil Boyer be made an honorary member of IFFR. The Americas Region in a gesture of their appreciation to Phil, has made a donation to the AOPA Foundation.

Carl Honaker, an IFFR member and Director for Santa Clara County Airport, gave a talk on his facilities and the organization that went into welcoming aircrafts to AOPA. Joining from afar was our Scandinavia Section Chair Christer Liljenstrand and his wife Marianne. From the south, Americas member Peter Barnard joined us from St. Lucia. Past World Presidents Tony Watson and Sam Bishop were present.

The business meeting started with a report from Americas VP Peter More. Each Section Chair is planning two events for 2009. Reports were given by NE Chair Tom Johnston, SW Chair Larry Wolfson, and Mike Graves for SC Chair Jim Newman. Peter read reports from NW Chair Bev Fogle and NC Mark Hagen. Discussion at the AGM was dominated by the issue of safety. PWP Sam Bishop gave a detailed presentation on the work of the Safety Committee - why it had been necessary and what its goals had been. Following this, SW Chair Larry Wolfson proposed a vote to maintain Fly Abouts under the guidelines of the Safety Committee and was seconded by Bob Tucknott. The vote was for the motion, none abstained, none opposed. It was unanimous to keep Fly Abouts under the Committee's safety guidelines.

SW Section Chair Larry Wolfson organized a splendid event. Diane Wolfson and Elena Bishop assisted with lunch check-ins. Diane also organized a fun-filled afternoon for the ladies. Our four-day Rotary Fellowship gathering in San Jose concluded with a Farewell Banquet in honor of President Phil Boyer.

N. Z. IFFR has its own "VOR"



Sue, Hamish (9), Tim (10), Georgia (8), and Mark after his induction

The new Vicar of Remuera (VOR) is IFFR New Zealand's own Reverend Mark Sullivan. On the 13th of November Mark was instituted as Vicar of the Parish of St. Mark, Remuera which is a central suburb in Auckland. Mark's wife Sue and their three children were among a packed church for a most moving ceremony, including several IFFR Members and their partners. Mark is a member and Past President of the Rotary Club of Ellerslie Sunrise. He is also a Past President of the Pukekura Club in New Plymouth.

out and were walking up the strip they were both amused when they realized that on the way down neither of them had remembered to pray. Not a good look out for two men of the cloth.



ZK-SMS over the West Coast South Island, New Zealand

Mark and Sue own a very tidy Cessna 185 ZK-SMS which they use to go between their home and holiday house in Turangi on Lake Taupo. Mark is a very enthusiastic supporter of the IFFR and recently arranged a Fly In at Tauranga. (See August 2008 World Bulletin). Unfortunately, like many of us, Sue does not share his passion!

But that was not the end of the story. The engineer replaced a defective cylinder and three days Mark and his engineer flew it to the maintenance facility, only to experience a second engine failure. This time the only option was a farmer's paddock. After landing safely, they saw the farmer hurtling toward them on a quad bike. The farmer, a big gruff mountain of a man, skidded to a halt beside them. Expecting a telling off for the unscheduled landing, they were surprised when the farmer asked if they had called for his daughter's 5th birthday party? They then went with the farmer and joined in the festivities.

A few years ago Mark and a clergy mate, the Very Reverend Ross Bay, were in SMS over the very rugged Central North Island when they had a complete engine failure. Mark managed to dead stick onto a nearby agricultural airstrip. When they got

Did he learn from this first lesson and pray this second time??? Perhaps that's a question you could ask him yourself at our next New Zealand Fly-In, in March 2009 in Ashburton. We would love to see you there!



German IFFR member helps recreate history

Wilbur Wright made his first flights in Europe on the 8th of August 1908 with the Flyer III in Le Mans, France. By this he proved to the world with his demonstration flights that “flying heavier than air” really worked and precise manoeuvring of an airplane was possible. There was no doubt that the Wright-Flyer was the leading airplane of its time and was far ahead of the European flying machines of that era. This was principally because of an invention of the Wrights: the wing warping, a forerunner of the ailerons.

The only existing original of this famous Flyer III in the world is in the Deutsches Museum in Munich, Germany, where it has been since 1912. German IFFR member Ulrich Voswinckel and Udo Joerges took the initiative to build a 1:1 replica of this famous aircraft including its engine.

Ulrich Voswinckel heads the AVIAT Foundation in Germany and flies as a hobby. He organized the effort to participate in the centennial of flight celebration to demonstrate Europe's

appreciation for the Wright brothers' contributions. He is bringing to the Dayton Air Show in 2009 a reproduction of the Wright Flyer A that was flown to the amazement of Europe in 1909. He will also bring a glider built by Otto Lilienthal. Telling visitors about the exhibit will be two students from Lilienthal's hometown of Anklam, Germany.

This replica was as centrepiece of a special exhibition held during July and August of last year in Le Mans. This marked the 100th anniversary of Wilbur Wright's flights. In the background can be seen a Lilienthal glider of 1895 which was provided by the Lilienthal museum in Anklam.

The lower picture was taken by Steven Wright, (great great nephew of the Wright brothers). It shows Benoit Pedretti, the director of the archives at the Le Mans museum, who was responsible for the exhibition, second man on the moon Buzz Aldrin with his wife Lois and on the right Ulrich's wife Sylvia and Ulrich.



Wright Flyer and Lilienthal Glider - Exhibition Centrepieces



Benoit Pedretti, Lois & Buzz Aldrin, Sylvia & Ulrich Voswinckel

Walking into the Guinness Book of World Records!

UK IFFR member Tom Lackey is no ordinary 88 year old. After being widowed at 79, he started flying, then aerobic flying, then WING-WALKING for charity! Eight years on he completed his 18th walk last year. Tom made his way into the Guinness Book of World Records by becoming the oldest man, at 85, to complete a loop-the-loop whilst strapped to the wings of an aircraft.

Tom's wife, Isabel, died at the beginning of 2000 and Tom needed an escape from his grief so he had his first flying lesson at 80-years-old. With his instructor he was soon performing aerobatics. But this wasn't enough for Tom, and his instructor suggested that he try wingwalking. Tom rose to the challenge. Loved by adrenaline junkies and dare-devils – this is not exactly the typical hobby of your average 88-year-old! However, Tom Lackey is a very special individual, and wing walks despite having had a stroke and walking with two sticks. Tom laughs: “I can fly a plane and drive my car easier than I can walk”.

He is a regular performer on the 'wingwalker circuit' and has raised thou-

sands of pounds for charity by dedicating each of his walks to a charity. These have included the Heart Association, a Children's Hospital, the Stroke Association and a Breast Cancer Appeal. His latest good cause is the Ghurkha Welfare Trust. His Rotary Club - Solihull St Aphege - has recognized his efforts by awarding him a Paul Harris Fellowship.

Tom is always on the lookout for a new challenge! At the age of 88 he has decided to attempt a wing walk across the English Channel. He has looked into this with his pilot but the aviation authorities insist that he has to have a high powered speed boat to follow his path - just in case! This is where Tom would like the help of any IFFR member in the UK or Continental Europe - to either find someone with a boat or persons who would help with the funding. To Tom's knowledge this challenge has only been completed once before. It is certain that no-one of Tom's age has even tried it! It should be another Guinness World Record for Tom if he is successful. Tom's contact details are in the IFFR directory. Tom Lackey is clearly an inspiration to all.



Above: Tom in conventional transport. Below: Tom gets to work!





Rotary Convention — Birmingham 2009



National Motor Cycle Museum - venue for the IFFR Convention Dinner



Chatsworth - one of England's most famous historic houses. Included in the Fly About programme.

IFFR Events

The IFFR Convention Dinner on Sunday 21 June 2009 is a great opportunity for IFFR members and guests to get together at the start of the Convention. The dinner is being held at the National Motor Cycle Museum which is about a mile from the Convention Centre where the RI events will be taking place. At 7pm we start with a drinks reception amongst the classic motorcycle collection before a four course dinner. Jacket & tie suggested for men.



Jesus College Cambridge - venue for Farewell Fly About Dinner

The Fly Round takes place from Thursday 25 June until Saturday 4 July 2009. For those flying, the departure will be from Coventry Airport and between the three centres of York, Gloucester/Cheltenham and Cambridge we will fly via the Welsh Coast and along the South coast of England past the Isle of Wight. There will also be day fly outs to the Lake District/

Scotland, Cornwall/Lands End and East Anglia. And for every participant we will provide a place in a coach, both for those not flying and for those who may decide the weather is below their minimum on any particular day. The coach will also take luggage.

Overall numbers for the fly round are limited to 90 and with the advantageous Euro and Dollar exchange rates, bookings are way ahead of recent years. So, as they say, to avoid disappointment, book without delay – all it needs now is a deposit of £25 per person with the balance not due until 25 March.

For a 12-page brochure covering these IFFR events and special hotel rates for the convention accommodation, please send an e-mail to iffr2009@spokes.biz with "Subscribe" in the subject line.

Membership Records

Secretary Roy Marsden reports



IFFR Secretary - Treasurer Roy Marsden

I am in the final stages of investigating an internet facility for member records. Hopefully this study will be finished by the time you read this Bulletin. The key objective is to improve the service to the membership. The software is from www.membermanager.net if any members have knowledge or experience of this software I would be grateful for any comments.

records. This is particularly important for those members with no e-mail address or internet access.

When the study is completed full details will be e-mailed to all members.

Among the benefits would be that existing members would be able to check and keep their own profiles up to date. There could be a facility for new members to be able to join online. There might also be the ability to pay annual dues online but I would need to consult with Section Treasurers before implementing this function.

Section Treasurers & Secretaries will have access to maintain their respective section



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