IFF Region Directors & Spouses L to R: Region 1 - Keith & Kathy Vogt, Region 4 - David & Mary Hawthorne, Region 5 - Colette & Ken Pierce, Region 6 - Dale & Rhonda Bohrer, Region 10 - Sue & Jamie Sossaman, Region 11 - Jack & Merry Vandervalk. Not pictured: Region 3 - Gary & Emily Wilcox, Region 9 - Audrey & John Ledgerwood.
2019 Calendar of Events

April 2019
12-14 – Alberta Convention - Medicine Hat Lodge Hotel, 1051 Ross Glen Dr SE, Medicine Hat, AB Phone: 403-529-2222 Room reservations must be made by March 12, 2019

26-28 – Mid Atlantic Convention - Best Western Galaxy Inn, 1700 East Lebanon Road, Dover, DE Phone: 302-735-4700

May 2019
20-22 – Wisconsin Convention - AmericInn, 3900 Milton Ave, Janesville, WI Phone: 608-756-4511 Reserve room by April 22, 2019 and refer to Wisconsin Flying Farmers to get the group rate.

June 2019

August 2019
25-28 – IFF Convention - Drury Plaza Hotel Broadview, 400 West Douglas Avenue, Wichita, KS

September 2019
17-19 – Region III Convention - Holiday Inn Express, 62 Ken Hayes Drive, Bourbonnais, IL 60914 Phone: 815-932-4411 before September 3, 2019

October 2019
25-27 – Saskatchewan Convention - Manitou Springs Mineral Spa, 302 McLachlan Ave, Manitou Beach, Watrous, SK Canada - Phone: 1-306-946-2233

If you have an item to be placed on the Calendar of Events, please send the DATE, NAME OF EVENT, PLACE WHERE THE EVENT WILL BE HELD, and CONTACT PERSON WITH PHONE NUMBER to the magazine email (flyingfarmersmagazine@hotmail.com) or mail to the IFF Office at P.O. Box 309, Mansfield, IL 61854

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March/April 2019

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10 Mid-Winter Blues Gathering
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February came in like a lion and went out like a lion, giving way to March coming like a lion – surely the odds are we will be getting a break come April!!!! Yes, we did have a fair share of wintery weather here in Saskatchewan. Daytime highs were rarely above -20°C (4° below F) and a few nights hovering the -40° (BRRR!!!!!!!). Needless to say, life goes on and we carry on. We do have a considerable snow cover which will help in preventing deep frost penetration in the soil.

A nice feature of being president is getting copies of chapter newsletters. The reporting is fabulous and brings a new dimension to membership in the organization not available to the ordinary member. With this in mind, I was wondering if it would be possible for the chapters to extend the distribution to all IFF members who have an email address. It would require the compilation of a new email address group for each chapter. Just thinking, not imposing.

The topic of APT pins for the pilots who do take advanced training was discussed at the annual meeting. Darrell Lemons has sponsored this for a number of years. The problem we encountered was, so few pins are awarded every year and having to order a minimum of 50 pins (with year identification on pin) makes for a waste of money. With thankful recognition of Darrell’s past good gesture, we will forego the pins and present a certificate in lieu. This change should not dampen the worthwhile training and learning which this program brings.

A few developments have crept up in the past months. One is a communique from Oklahoma State University concerning the film archives relating to the early days of the flying farmers. It seems to be that they are old films on reels and the plastic or acetate is showing signs of deterioration. Burl Scherler has contacted them and will collaborate with the transfer of this important era onto digital format. Thank you, Burl. On the same note, Harry Bartel was contacted by a French documentarian about information regarding a United States farmer or rancher utilizing the aeroplane in the line of work for the television industry in France. I have spoken to the gentleman and if one of the members would be willing to collaborate in this endeavour please contact him, gary@bungalowproduction.com. He wants colorful imagery and broad subject matter.

I have been quite involved in the painting renovations of our church, overseeing the work and helping with some of the minor details. One was the plaster repairs to the columns. I hadn’t handled plaster of Paris since grade school and I had forgotten how fast it sets. I wasted 2/3 of my first batch and downsized the following...
Happy New Year to all the flying farmers across these two great nations. The weather which is always a topic of conversation in Alberta would appear to be a topic of conversation across Canada and the United States. Although here we are familiar with and used to snow and cold, it was unbelievable to hear reports of snow in Las Vegas, Hawaii, Tucson and Phoenix. It has been a very different kind of winter for many people. Here in Alberta it has just been COLD and then COLDER! There were reports of wind chills reaching as cold as -50 degrees Celsius. Now that is cold! Exposed skin freezes in about 5-10 minutes at that temperature. Mercifully, Lynn and I were in the United States during those coldest wind chills.

Lynn travelled south (driving) to Las Vegas to assist taking care of matters for his aunt. I flew down a week later and joined him. We drove to Queen Creek, Arizona where we were taken up as exalted guests by Jamie and Sue Sossaman. Jamie and Sue’s home is lovely and warm, as are the owners. We had a wonderful stay. Steven Sossaman conducted a tour of Hayden Flour Mill. It was most informative and educational. The original Hayden Mill was in Tempe, Arizona but now all flour is milled on the Sossaman Farm. It is on the Sossaman farms where the majority of the grain is grown. It is very inspiring to see they are growing heritage grains that are herbicide and pesticide free. Their flour is minimally processed, contains no bleach and no additives. We toured the area where the wheat is ground and processed. Steven then took us through the building where the pasta is made. They produce various types of flour, crackers, pasta in addition to mixes such as pancake mix. We had a taste of the crackers……mmmm good!

After the tour Jamie and Sue hosted a pot-luck luncheon in their home. It was delicious! How can one go wrong with a pot-luck? We met many people who were new acquaintances for us. And to top off the occasion, there were even some Canadians there. I know why... to escape the
Greetings one and all. Oh my, we have had active weather the last two months! It snowed or rained at least once or twice a week. Dale spent many hours digging us out.

I found a new hobby. At Christmas time I started making my own cards. So, after Christmas I began making cards for Valentine’s Day for my grandkids. I sure enjoy doing it but I decided I had better put my things away because I didn’t get anything else done.

On President’s Day weekend my sister and part of her family came to visit. We had not met her newest granddaughter. She is a sweet heart with wild hair. My mom is pretty proud of the four great granddaughters who were born this past year. Two of them are our granddaughters.

The IA/MO Chapter has been busy planning our convention. As you read this it will have already happened. We have a lot of things planned, so we are hoping for good weather. Dale and I are planning on attending the Kansas Convention in Topeka the following weekend. We are going to have a busy week.

I’m sure all the farmers are anxious to get spring started. I know I am. Pinterest is wonderful and my head is full of ideas for my flowers. If the snow and ice weren’t up to my knees, I might be out in the green house working on some plants. I like to save them for year to year if I can. They need trimmed back and some repotted. I also need to take inventory of what I have. There’s a lot to do when it finally warms up.

Here’s to warm weather the next time you hear from me.

Quick Brownbag Burritos

1 (15 oz.) can black beans
1 cup salsa
1 tablespoon ground cumin
1 tablespoon chili powder
8 (10-inch) flour tortillas
1 cup shredded Monterey Jack cheese

Rinse beans in cold water, drain well. Combine beans salsa, cumin, and chili powder in large pan. Cook over medium heat for about 10 minutes, mashing beans slightly with back of spoon. Stir occasionally adding a little water if mixture looks too dry. Spoon bean mixture into tortillas. Top with cheese. Fold each tortilla into an envelope shape, ensuring both ends are tucked in. Eat warm or wrap in plastic to take for lunch.
Hello everyone, it’s March! That means two and a half months until summer and warmer weather! Wishful thinking since we haven’t had temperatures above freezing for the last month in our part of Kansas.

Since it is March that means we just started our 4th 9 weeks in school and big decisions are being made. Next fall I’ll be starting my senior year and I am terrified. Just the other day I got to pick all my class for next year and I’ll be taking college psychology, college biology, college algebra, and college composition. My schedule is loaded down with some difficult classes, but I’m hoping it’ll be better in the high school setting. It’ll definitely be a lot cheaper too.

There’s been some fun things happen in FFA as well. We just recently had FFA week in which we had our annual work auction as well as community breakfast. If you ever need pancakes for a crowd, I’m your girl! I made 350 pancakes that morning. This week I also participated in the north central Kansas district selection days. This means I ran for a district officer. I made it to the top ten, so I’ll be giving my speech at district banquet in front of 100+ people. Fingers crossed that I get it!

With the summer fast approaching, that means it’s getting to be show season as well. This year I’ll be showing two registered black angus calves: one steer and a heifer. My first spring show is on April 6th, which is also the same day as prom.

Next week I’ll be attending the Kansas Convention in Topeka, Kansas. I’m so excited to see all the familiar faces that I haven’t seen in so long. It’s sad that I’ll be passing down my two-year title of Kansas Farmerette, but I’m so grateful that I was able to serve for so long.

I hope everyone has a wonderful month. Stay warm & God bless!

Trivia

1. What was the occupation of midnight rider Paul Revere?

2. How many cubic feet equal one cubic yard?

3. Those who have “deep pockets” are considered to be poor or wealthy?

4. Who wrote the classic Jayne Eyre?

5. What is the capital of Japan?

Answers on page 16
Continued from page 4-President

Special Feature

The time has come to start my reinstatement of my Class III medical without restrictions. Our Canadian regulations state that 36 months of clear imagery after having a TIA (Transient Ischemic Attack), referred to as a mini-stroke, you can pursue reinstatement. I have had two MRI of my brain and neck and will have another in March. I expect a long-drawn-out affair but will try to pull as many strings as possible so I will fly unencumbered to Wichita in August. Hoping to have a positive follow-up in the next magazine with all the theatrical features. The last time they looked at my MRI results they commented that apart from having an old brain, everything looked normal.

The convention in Wichita is 6 months away and I will be contacting people for committee chairs and other positions. The small responsibilities taken are of considerable insurance on the success of the convention. Thank you in advance for your participation.

Continued from page 5-Queen

With March being “Good Seed Month” here in Saskatchewan it is time to line up the seed for spring planting. I will be doing the same as last year on a three-year rotation of hard red spring wheat, canola, barley and flax. Faba beans and field peas are popular in our area as legumes. Other crops like canary seed, oats and soft spring wheat are also well adapted. Short season soybeans are making an entry into our agriculture. They seem to be doing well as long as the early frost does not visit us.

Frigid north! Annemarie and Chris Aronoff were also in attendance. If you have not had an opportunity to view their DVD, Skygrazers, it is an excellent film about the Flying Farmers and we highly recommend it.

We consider our stay with the Sossamans one of the most delightful times we have had. What a pleasure to visit and get to know them! They have a very special gift of hospitality!

We then headed south to Tombstone where Lynn was able to live his childhood dream of visiting the place of his hero, Wyatt Earp. After Tombstone, we drove to Texas to be with our son and daughter-in-law. They took us on a whirlwind tour of New Orleans and the Mardi Gras. On our return to Texas, I flew home, and Lynn stayed and helped Jeff for another nine days.

Alberta remains COLD! I am so thankful for our warm homes. I am thankful for old friends, new friends, new experiences, and adventures. Thank you to those of you who gave us that. “There is not a more pleasing exercise of the mind than gratitude” J. Addison

Continued from page 5-Queen
Arcadia Airport in SW Florida has the distinction of having a fly-in campground right on the airport. A handful of volunteers have worked diligently over the past few years to develop this unique campground, and it is well equipped – with covered picnic table area, gas grill, (or smaller charcoal BBQ’s), running water, and a fire pit. It is located behind the FBO where you can taxi your plane, and park under the trees to pitch your tent. New bright and airy washrooms and showers are just steps away. They also had a van donated recently so you can drive to a restaurant if you don’t want to cook.

We have watched the progress as this campground has developed, and Ron has commented for the past few years, “We should have a picnic at Arcadia”. Well, this was the year. We sent out invitations to our Ontario Flying Farmer friends who spend time in the Punta Gorda area, booked the campground, and on February 14 we loaded the C182 with burgs, buns, pop, juice, cooler, salad, cutlery, tablecloths and everything else required to hold a picnic. We had advised that anyone flying in didn’t have to bring anything. If you were driving, please bring a dessert or appetizer. Quite a few of the Canadian pilots attending came to Florida by road, and their aircraft are all tucked away up north, so we only had 8 aircraft fly-in. However, a total of 40 people attended. We had COPA members attend from Allison, Kincardine, Lidsay Muskoka, North Bay, Picton Parry Sound, Smith Falls and Waterloo. Flying Farmers attending included McCagues Murphys, and Cookes.

All agreed it was a fun afternoon, and it should become an annual event.

Can you find Ron & Carol Cooke, Jamie & Karen McCague and Kim & Sylvia Murphy?
Ontario’s Mid-Winter Blues Gathering

By Mary Hawthorne
Ontario Flying Farmer

Twenty-two Ontario Flying Farmers gathered at the Clarion Hotel and Conference Centre in Fort Erie on Saturday, February 23, 2019 for their yearly Blues party. Even though it was a lovely day no planes came as the forecast for Sunday was nasty. Following a delicious lunch, we were introduced to the guest speaker, Leon Evans.

This interesting chap is a retired Air Canada pilot who now is heavily involved with the Lancaster Bomber which is housed at the Hamilton War Museum. This machine is one of the two maintained in flying condition in the world out of almost 7400 that were built. Over 60% of the Lancasters were shot down. As chief pilot, he took the plane and its 6-man crew to England in 2014 for a ‘Reunion of the Giants’. For such a trip many upgrades were required, and modern GPS navigation was installed. Leaving Hamilton, they headed for Goose Bay, Labrador; on to Greenland, then Iceland and finally into Scotland.

Joining with RAF pilots they trained for loose formation flying for three days as they prepared for the “Once in a Lanc Tour” with the British Lancaster and many other wartime planes. This tour was warmly received and extended so many times, they were concerned about the weather they would have to deal with as they flew westward back to Canada.

One of the hotels they were housed at was the mess for the Dambusters, who flew the special designed bombs (google Grand Slam and Tall Boy) into Germany to destroy pivotal dams during the war. In Lincolnshire some pubs still have the good luck coins the crews inserted in the ceiling beams before they left on a mission. (They reclaimed them when they returned. Just points out how many did not return).

The engines powering the Lancaster are 12-cylinder Packard Merlins producing 1600 horsepower each. These engines were very reliable as the company ran the test engine at full power until something broke; they corrected the flaw and continued at full power until they were satisfied the design was correct. With 15,000 parts per engine imagine how skilled the mechanics would have to be!! These liquid cooled engines drank 220 gallons of fuel an hour and at full supercharged power the sound of a squadron of planes leaving the airfield would be deafening. Adrian Verburg thanked Leon for his informative talk and noted Leon had been one of Adrian’s instructors when he was learning to fly.

The executive meeting, planned for Sunday, was moved to after the speaker so we could leave early on Sunday morning.

The Blacks and Abras joined us for the murder mystery dinner theatre performance of “The Games AFOOT”. After a tasty home style meal, we
were kept guessing who the guilty person was. Don’t think many people got the right culprit!

Early departure from the hotel on Sunday morning had us all home before the really nasty winds and snow arrived although we had heavy rain and fog to drive through. Thanks to Jim and Jane Farrell for planning such an interesting gathering.

11 Fun Facts About Machines and Technology

1. The microwave was invented after a researcher walked by a radar tube and the chocolate bar in his pocket melted.
2. 23% of all photocopier faults world-wide are caused by people sitting on them and photocopying their butts.
3. “Stewardesses” is the longest word that is typed using only the left hand.
4. 71% of office workers stopped on the street for a survey agreed to give up their computer passwords in exchange for a chocolate bar.
5. The electric chair was invented by a dentist.
6. A Boeing 767 airliner is made of 3,100,000 separate parts.
7. The first FAX machine was patented in 1843, 33 years before Alexander Graham Bell demonstrated the telephone.
8. Hershey’s Kisses are called that because the machine that makes them looks like it’s kissing the conveyor belt.
9. “Typewriter” is the longest word that can be made using the keys on only one row of the keyboard.
10. In 1980, there was only one country in the world with no telephones: Bhutan.
11. More than 50% of the people in the world have never made or received a telephone call.

Bonus Facts You Might Not Know

1. One out of five people in the world (1.1 billion people) live on less than $1 per day.
2. In every episode of Seinfeld there is a Superman somewhere.
3. The Spanish word esposa means “wife.” The plural, esposas, means “wives,” but also “handcuffs.”
4. City with the most Rolls Royces per capita: Hong Kong.
5. If Barbie were life-size, her measurements would be 39-23-33. She would stand 7 feet, 2 inches tall.
6. On average, people fear spiders more than they do death.
7. In Tokyo you can buy a toupee for your dog.
Florida Flying Farmers gathered at Mary and Art Gruber’s for our annual Snowbird Fly-in on January 12th. It was a beautiful day in Venice, Florida. We had one airplane fly in & many drove hours to attend. There were 29 in attendance: IFF Past President Alex Knox (AZ), Diane & Bob Millis, Carl & Ellen Moore (MI), Al Wadley and his son, Don & Sally Apple, Art & Mary Gruber, Don & Barbara Leis (OH), Bob Finley, Dolores Green, Pat Amdor, Joanne Wiegel (IL) Bob & Donna Miller, Bob & Florence Lutes (IN) Don & Glynda Matheson (ON) Larry & Diane Dahl (MK), Allan & Janet Cragg (FL) Eugene & Janet Shore (KS) thanked everyone for letting her continue. We all agree she could. What a marvelous year 2019 will be!! Since our secretary is on maternity leave, President Sally took on the job of writing up the minutes.

We were pleased to have Alex Knox, our past IFF president with us. Alex gave a brief outline of his duties as an airline pilot. We had a question & answer period. Ice cream bars were served, everyone, hugged & departed for their respective homes, excited about our next meeting!

After a wonderful lunch prepared by Mary & her helpers, we had a quick business meeting.

After thanking Mary and Art for opening up their lovely room, we had the Treasury report by Don Apple. Don said he would accept the dues of $10.00 for the whole family for the coming year. This entitles you to the Scoop & many more perks. Larry Dahl tried to weasel his way out of Vice President once again, but to no avail.

Barb Leis graciously said she would host the February meeting at their home. Details will appear in the Scoop. Mary Gruber, then begged to do the Scoop for the next year and
SALISBURY, MD (Jan. 17, 2019) --- For the first time in history, a possible aircraft crash site has been discovered with multiple characteristics of the Lockheed Electra 10E in which Amelia Earhart and Fred Noonan disappeared on July 2, 1937. Project Blue Angel is the official investigation into this wreckage off the coast of Buka Island near Papua New Guinea.

William Snavely, Project Blue Angel Director, has studied and researched the reported aircraft wreck site for the last 13 years. Snavely’s unique theory of what happened to Earhart traces her route from Lae, Papua New Guinea, the departure point of her final flight leg, rather than starting at her intended destination of Howland Island. He hypothesizes that due to low fuel, Earhart may have decided to turn back.

“The Buka Island wreck site was directly on Amelia and Fred’s flight path, and it is an area never searched following their disappearance,” said Snavely. “What we’ve found so far is consistent with the plane she flew.”

Papua New Guinea divers went down to the wreck site, approximately 100 feet below the ocean surface, several times between 2005 and 2012 to survey the site for Snavely. In August 2018, members of Snavely’s U.S. team conducted an investigation of the site. The team, led by former US Foreign Service Officer Richard Pruett, gathered measurements and other data to assist in evaluating the crash site. While the complete data is still under review by experts, initial reports indicate that a piece of glass raised from the wreckage shares some consistencies with a landing light on the Lockheed Electra 10E.

“Amelia’s Electra had specific modifications done to it for this specific journey, and some of those unique modifications appear to be verified in the wreckage that’s been found,” said Jill Meyers, licensed pilot, aerospace engineer and Project Blue Angel’s Public Relations Manager. “Every check box has been checked so far, as to if this is her plane or not.”

Project Blue Angel is planning another expedition to Buka in the spring that will include additional experts and advanced imaging equipment. Along with the expense that comes with a research project of this caliber, the team faces the challenge of an unstable underwater environment. Years of rough water and earthquakes are quickly eroding the wreckage. A GoFundMe site has been launched to ensure a second, more thorough investigation of this aircraft wreckage can be expedited.

“While there is no way to be certain yet that this is definitively Amelia Earhart’s Electra, the crash site may hold the clues to solving one of the world’s greatest mysteries,” said Snavely. “Amelia and Fred belong to history now; thus, they belong to all of us. It’s time for us to come together and rewrite history.”

About Project Blue Angel:
Project Blue Angel is a team led by William Snavely, who has been investigating an aircraft wreckage site off the coast of Buka Island for 13 years. Through years of investigation, the wreck, located approximately 100 feet below the ocean surface, appears to have similar characteristics to the Lockheed Electra 10E flown by Amelia Earhart and Fred Noonan when they disappeared on July 2, 1937. More information can be found on the project’s website: https://www.projectblueangel.com/
Aviation Technology Alumna Pilots
Yellow Ribbon Honor Flight

Submitted By Florence Lutes
Indiana Flying Farmer

Stacy Lutes (BS '04, AT), a pilot at American Airlines, shared her experience flying the 2018 Yellow Ribbon Honor Flight from Oshkosh, Wisc., to Washington, D.C. last July.

Purdue can land you anywhere, even in a Boeing 757 during EAA’s AirVenture in Oshkosh, Wisc.!

I was the first officer on American Airline’s B-757, N193AN. We arrived July 26 in preparation to operate the 2018 Yellow Ribbon Honor Flight to Reagan National Airport in Washington, D.C. Following the day in D.C., a different flight deck crew returned the Vietnam veterans to Show Center.

Stacy is the granddaughter of Indiana Flying Farmers Bob and Florence Lutes.

Oshkosh advised Milwaukee Approach that they were not quite ready for us, so we held at the Initial Fix about 12 miles south of the field (two turns) before being handed over to Oshkosh Tower. We were cleared for the Visual 36L and then cleared to land. The captain made a nice touchdown and rollout. Per the 2018 Oshkosh NOTAMs page 1, we put an “FBO” (Fixed Base Operator) sign in our left windshield to designate our parking location. However, there aren’t too many places to put a B-757 at Oshkosh! In fact, we were quite in the way. We had to be careful of our taxi plan to stay on pavement that could hold our weight and we had to avoid taxiing our wings over other aircraft. And then there’s jet blast. We taxied as far north as we could and then shut down our engines to be towed to our overnight parking space. We may have having a little fun with our “FBO” sign, but everyone noticed when we opened both windows to display our flags. The captain had the U.S. flag, and I displayed the black and white POW/MIA flag. Once we were parked, we completed the checklists and secured the aircraft for the overnight.

I was a little disappointed that we did not have more time to walk around and see the grounds, but being well rested to spend time honoring the veterans on the following day was more important.

Dark and early the next morning (July 27), we arrived
to find veterans and their volunteers arriving at the FBO. American Airlines Veterans Initiative personnel introduced us to the veterans, and we were then whisked away to begin our preflight duties.

Logbook, fuel, crew, passengers, cargo, IFR clearance: all checked. Ready for departure. Departing Runway 18R. We depart with 130 Vietnam veterans, their escorts, six crew members, 23,000 pounds of fuel and 140 pounds of cargo. We weighed approximately 195,000 pounds, 60,500 pounds below our maximum certified takeoff weight. At 131 KIAS (Knots-Indicated Air Speed), I rotated to 10 degrees pitch up, and we were on our way!

Arrival into Washington, D.C., can be challenging with high traffic volume, prohibited areas, and runway length/hazards. (Interestingly, Oshkosh runway 36’s Landing Distance Available was 7,602 feet, and it’s 6,869 feet at Reagan runway 19.) This day was no different. After being vectored off the FRDMM 4 RNAV arrival, we were cleared for the River Visual 19. I was unable to “slow down and go down” before a safe altitude, so we executed a go around and climbed back up to 3,000 feet. We came back for another approach, and this time everything looked much better and safer. I made a decent touchdown followed by a smooth rollout, and we were soon taxying to our gate with a water cannon salute. Honor Flights arrive at Terminal C, Gate 38. The airport arranges the water cannon salute, and veterans arrive inside with a band playing and “Welcome Home” signs. It is very moving.

This completes our flying portion of the day, so the captain and I changed into our volunteer polo shirts and met the rest of the group in front of the terminal. We had four tour buses and a police escort to get us where we need to go. Our first stop was the Vietnam Veterans Memorial. Each veteran was given a white carnation flower to keep or to place near the name of a loved one on the wall. Some made etchings; some touched the wall where their fallen hero’s name is forever memorialized in history. The group placed a floral wreath in the corner, and we slowly moved on, physically and emotionally.

Many walked over to the Korean War Memorial nearby. After spending some time outside, it was time to get back on the air-conditioned tour buses. We had lunch on the buses on our way to the next stop, the National Museum of American History. We could have spent more than a day in this one museum, but we were encouraged to seek out “The Price of Freedom: Americans at War” and “The Star Spangled Banner” exhibits. The latter includes the actual flag from Fort McHenry in Baltimore, Md., that inspired Francis Scott Key in 1814 to write the song that eventually became the national anthem.

We went next to Arlington National Cemetery to witness the Changing of the Guard. It was quiet and moving. We were all getting a little tired, but our last stop was the United States Air Force Memorial near the Pentagon. We had fantastic views of the city and a little time to stretch before heading back to Reagan National Airport. Before leaving, we met the outbound crew and expressed how enjoyable experience was for us. We knew they would be...
getting another water cannon salute back at Oshkosh and have a hero’s welcome. They would be parked at Show Center for deplaning.

As I reflected on the day, I thought about how I got there. Every person’s journey is different, and your destination may change. But with experiences from Purdue, you have the foundation to be successful. Every EAA AirVenture experience is unique. While this one was short, it was humbling and memorable. The organization that began with homebuilding welcomes all facets of aviation: civil or military, jet or prop, or both. I am grateful for the opportunity to have flown such an iconic aircraft to an iconic event for the purpose of serving the men and women that served their country.

American Airlines partners with the Congressional Medal of Honor foundation, Airpower Foundation and the Gary Sinise Foundation to thank military members for their service.

The Honor Flight Network is a non-profit organization dedicated to providing veterans with honor and closure. Old Glory Honor Flight is a regional hub for the network, normally operating out of Appleton, Wisc. This specific Yellow Ribbon

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<th>Answers to Trivia (from page 7)</th>
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| Honor Flight operated out of Oshkosh, Wisc., during EAA AirVenture. | 1. Silversmith  
2. 27  
3. Wealthy  
4. Charlotte Bronte  
5. Tokyo |

The History of The Honor Flight Network

The Honor Flight Network was cofounded by Earl Morse, the son of a Korean and Vietnam War veteran, and Jeff Miller, a small business owner and son of a WWII veteran.

Earl Morse, Physician Assistant and Retired Air Force Captain, worked in a Department of Veteran Affairs clinic in Springfield, OH. After the National World War II Memorial was completed in 2004, he realized many of his WWII patients would not be able to travel to DC to visit their memorial. Morse, himself a pilot, offered to fly with two veterans to Washington. In January of 2005, he pitched the idea to about 300 private pilots at his local Air Force aeroclub. He proposed the pilots would pay for the flights and personally escort veterans around the city. Eleven additional pilots volunteered. By January 2005, a board was formed, funds were raised, and other volunteers had joined. On 21 May 2005, six small planes flew 12 veterans to Washington, DC for the first Honor Flight. A combination of small planes and commercial flights were used to transport a total of 126 WWII veterans that first year.

In late 2005, Jeff Miller, a dry-cleaning company owner in Hendersonville, NC, inspired by Morse, had a similar idea but on a larger scale – to charter entire commercial jets! Jeff, the son of a World War II veteran and nephew of a B-24 pilot who died in the war, had been a charter member of the National World War II Memorial Foundation. Miller was also concerned that local WWII veterans would never visit their new memorial. Miller formed HonorAir and began flying great numbers of WWII veterans from the Asheville Regional Airport using enormous chartered jets. By the end of 2006, HonorAir had flown more than 300 WWII veterans to their memorial. His actions revolutionized the mass movement of these senior heroes to Washington D.C.

In February of 2007, Morse and Miller met in Washington, DC at the first “Summit” and merged Honor Flight and HonorAir into what is now known as the Honor Flight Network. By 2017, there were 140 Honor Flight Network regional hubs across the United States. Now, HFN is escorting WWII, Korean War, and Vietnam War veterans to see their memorials in DC. At the end of the 2017 flying season, the network has escorted over 200,000 veterans to their memorials, free of cost to the veterans.

In the Spring of 2008, Senator Bob Dole nominated both Earl Morse and Jeff Miller for the prestigious Presidential Citizens Medal. The medal was awarded to Morse and Miller by President George W. Bush in the Oval Office in December of 2008.
FLYING FARMER NEW ZEALAND TOUR

November 11 – December 2, 2019 (21 DAYS)

Open to all Flying Farmers, friends and family. Meet in Auckland on November 11 then transfer by air to the city of Dunedin.

Pricing based on Twin Share:
- 15 – 19 passengers CAD $6,000.00 per person
- 20 – 24 passengers CAD $5,575.00 per person
- 25 - 30 passengers CAD $5,275.00 per person
- Single Supplement CAD + $1900.00 per person

Package Includes:
- Travel Wallet including Itinerary
- Private Luxury Coach throughout New Zealand with English Speaking Driver. Drivers Accommodation, Meals & Expenses.
- Twenty-one nights accommodation in 3* and 4* star hotel with breakfast daily

Contact for more information:
Ward Travel - Sarah Curtis - 204-748-3351  sward1@mymts.net or
Ken and Colette Pierce  colettepierce@icloud.com  204-568-4651 (home) or 204-851-1160 (cell)
IFF Man and Woman of the Year Celebration
MidAtlantic Convention
April 26th – 28th, 2019
Dover, Delaware

Hotel Accommodations:  Best Western Galaxy Inn
1700 East Lebanon Road
Dover, Delaware
(302) 735-4700

$86.40 per night, including taxes. Mention you are with Flying Farmers to get this price. Rooms are limited! Reserve by April 5th. This price will be honored Thurs, April 25th thru Sunday, April 28th.

Flying Commercial?: Please use Salisbury Regional Airport (SBY)
Transportation will be provided

Flying your plane?: Please contact Joel Wharton at (302) 245-4384

Registration is $85.00/person. Call Janice Tranberg at (302) 875-3528 to register.

Tours include:
John Dickinson Plantation – Tour the home of a Revolutionary War Statesman.
Air Mobility Command Museum- Located just south of the Dover Air Force Base, the museum is dedicated to military airlift and air refueling aircraft and the men and women who flew and maintained them. It has the largest and most complete collection of fully restored US Military cargo and tanker aircraft in the Eastern United States.

The Main Event: IFF MOY/WOY
A catered dinner and program at the Delaware Agricultural Museum celebrating our very own Gordon and Velda Beidler!
Greetings!

Now we are official - Vermont members! About 15 years ago, very dear friends/neighbors from NJ, Jeannie and Nelson Cronce, came to Galway, NY for a visit. They introduced us to Davene and Jerry Brown and we became good friends. We have been enjoying other Vermont chapter Flying Farmers, as well as members from other states. We were asked if we would like to join – we did!

Our extent of farming was our gentleman’s 87-acre farm in Galway, NY, where we had goats, ducks, chickens, horses. Aside from our love of open farmland, and growing our own veggies and flowers, and puttering around on our smaller John Deere as well as being dear friends with several die-hard beloved farmers. These are our only true connections.

Reed has 2 grown children (previous marriage) and we have 4 dog/children. We love nature and creatures! Our professions were licensed funeral directors, embalmers, grief counselors. Reed owned 3 funeral homes in NJ – this is how we met. Reed retired back in 1998, after 42 years and is back working full time at Saratoga Hospital as head of the Courier Services Dept – at age 79!

I fill my days hiking with my 4 dogs, love mountains, forests, lakes, creating anything artistic, cooking/baking, sport of Curling, and Bocce!

Glad to be “on board” with Vermont chapter, although we reside in Middle Grove, N.Y.

Regards,
Barbara and Reed Hagein
On November 11, 2019 Flying Farmers will gather in the town of Dunedin, New Zealand, to begin their 21-day adventure of both the North and South Islands. In this article you will see some of the highlights from the North Island, with an introduction by Sarah Curtis, of Ward Travel.

New Zealand NORTH ISLAND

“My Name is Sarah Curtis and I will be your guide while in New Zealand in November, along with my husband, Brock. What better way to see New Zealand than through the eyes of a local! I was born in Whakatane, Bay of Plenty. It’s a perfect place to take tourists - it’s off the beaten tourist path, and there’s lots to see and do. And as it’s my hometown, you will get the opportunity to visit my family and friends in an informal setting. I have made arrangements for you to visit with a local maize producer, Alan and Helen. They have a small beef herd but primarily their focus is on maize. Alan will meet with our group to explain New Zealand’s agricultural system, and what’s involved in being a maize producer. We will then visit 2 dairies, one has a rotary cowshed; and the other a herring bone. Contact me at sward1@mymts.net for more info, or to join this IFF New Zealand tour”

In addition to Sarah’s intro, we visit Rotoroa, with its geothermal wonderland, natural hot springs, shooting geysers, bubbling mud pools, and local Maori people. This cultural experience will combine dramatic performances – singing, dancing and haka (war dances) – with delicious Maori food. We also go Agrodome for a tour of their working sheep and cattle farm, and orchards, complete with herding and shearing demos. As well, we will be in the Hamilton area for 2 days, where we will explore 2 airplane manufacturing companies: Pacific Aerospace, and Vickers Aircraft.

At Pacific Aerospace we will see their assembly line. This is the home of the E-350 Expedition. Originally designed and built in Canada by the Found Aircraft Company, Parry Sound Ontario the E-350 is a cross-country cruising aircraft, a rugged backcountry bush plane and a high-performance float plane. They also build the P-750 XSTOL III. At Vickers Aircraft Company we will see the innovative Vickers WAVE amphibious Light Sport Aircraft, Ballistic parachute,
cross over landing gear, aft sliding doors, and hydrofins. This is a very unique aircraft, and I for one am excited to be seeing it.

We also tour Rainbow Springs, a large aviary, cruise Bay of Islands to the Hole in the Rock, the Kauri Museum, and Kauri forest.

In the next IFF Magazine, I will show you highlights from the South Island Tour.

There is still space available on this amazing, comprehensive tour of New Zealand.

Did you know . . .

- The Maori name for New Zealand is Aotearoa which means “The Land of the Long White Cloud
- The population of New Zealand is around 4 million yet it is approximately the same size as the UK which has a population of more than 60 million
- 15 percent of the population is Maori
- New Zealand was the last habitable land mass to be populated.
- Around one-third of the country is protected national parkland and marine reserves
- No part of New Zealand is more than 130 kilometres/80 miles from the sea
- New Zealand has the 9th longest coastline in the world, with a length of 15,134 kilometres/9450 miles.
The Kansas Underground Salt Museum is one of The 8 Wonders of Kansas because it showcases the natural treasure, salt, that exists hundreds of feet below the Kansas plains!

Hutchinson seized the unique opportunity to provide a destination attraction for the citizens of Kansas, the United States, and the world to explore an exotic environ carved from salt deposits formed 280 million years ago, 650 feet below the surface.

In the United States there are 16 salt mines, but Hutchinson is the only one, in fact the only one in the Western Hemisphere, that has an underground museum open to tourists. There are only two other underground salt museums in the world and they are in Poland and Austria. People from throughout the country have clamored for an opportunity to visit the Hutchinson salt mine.

Now, Hutchinson and the Reno County Historical Society have boldly made these visits possible. The simple elegance of a descent into a subterranean world of mystery is a powerful lure for potential visitors. The dream of an underground tourist destination is now a reality.

The adventure at the Kansas Underground Salt Museum begins on board a double-decked elevator that takes visitors to the salt deposit 650 feet down. Upon arriving underground, they board a tram that takes them into mined out areas where they will see naturally occurring geologic formations and artifacts left behind by miners over a period of 85 years. They then have the opportunity to wander through exhibits that tell the story of salt mining, the geological history of the area and how these vast salt caverns under Hutchinson have been used to store over seven million documents.
On Saturday, January 5, 2019, Delmarva met at Kay’s Restaurant in Cambridge, MD for a convention planning meeting. Attending were Dave & Janice Tranberg, Larry & Margaret Ewing, Muriel Ewing, Pete & Robin Bohn, Steve & Cindy Applegate, Bob & Ruth Carmean, and Joel & Tina Wharton.

Don’t forget to make reservations for Mid-Atlantic Convention on April 26th-28th, 2019 in Dover, Delaware. We will be celebrating IFF Man and Woman of the Year, Gordon and Velda Beidler. You won’t want to miss it.

The Florida Flying Farmers Snowbirds met February 15th at the lovely home of Don and Barb Leis in Englewood, FL.

By Florence Lutes
Indiana/Florida Flying Farmer

A bountiful meal and lots of visiting and reminiscing during the afternoon with thirty-eight Flying Farmers and a very special guests, Coleen Travis’s daughter, Suzanne attending. A total of nine Chapters were represented. We were delighted to have Bob & Ruth Carmean (DM) and George & Judy Conard (NJ) visit our area. Others attending were: Herb & Bunny Call (FL), Don & Glenda Matheson (ON), Larry & Diane Dahl (MK) Bob Finley, Dolores Green, Karen Bradd, Harold Miles, Pat Amdor, Joanne Wiegel (IL), Shirley & Nevoy Culp, Bob & Florence Lutes, Bob & Donna Miller, Virgil & Doris Shultz (IN), Diane & Bob Millis, Harold & Laurene Sheathelm (MI) and from Ohio: Don & Sally Apple, Art & Mary Gruber, Al Wadley and our wonderful host Don & Barb Leis! You might say we had “A mini Convention! Thanks to everyone for attending and making the day a special one.

June Culver McMann has graciously invited our group to the Club house at her Winter Home in Lakeland on March the 16th.

Mark your calendars now for the IFF Convention August 25 - 28 in Wichita, KS!
I don’t know about everyone else, but this Polar Vortex can move to South America. This winter has been long, cold and slick. Unfortunately, this has hurt convention attendance. The IA/MO is coming up March 1st and the weather has not been good to us. There have been several cancellations and we are going to miss those folks. We hope to see them soon at the next event. I know this winter has affected other convention’s attendance.

The Minnkota Flying Farmers met at McMillian’s Restaurant in Willmar, MN on December 14, for their annual Christmas gathering. After a delicious dinner, the group of 10 went over to the Willmar Assembly of God church for the presentation of a dramatic musical called “Four Tickets to Christmas.” This was the church’s 54th annual presentation of a Christmas musical. Our group has attended this presentation for a number of years, and we have never been disappointed. As in the past we returned to the restaurant for dessert. We then loaded in to the cars again to go see the Christmas lights “Celebrate the Lights”, put on by the city of Willmar. We stayed in our cars and tuned the radio to a certain setting to watch the lights to Christmas music. There were over 700,000 LED bulbs used in the different displays. We all enjoyed it.

Those attending the Christmas party were Erwin Winter, Carol Winter, Glenn Kinneberg, Don Zimbleman, Ken and Gloria Reed, Brent Klammar, Mildred Klammar, Brian Gehrls, and Kim Payne.

By Mildred Klamar
Minnkota Flying Farmer

By Dale Bohrer
Iowa/Missouri Flying Farmer

I don’t know about everyone else, but this Polar Vortex can move to South America. This winter has been long, cold and slick. Unfortunately, this has hurt convention attendance. The IA/MO is coming up March 1st and the weather has not been good to us. There have been several cancellations and we are going to miss those folks. We hope to see them soon at the next event. I know this winter has affected other convention’s attendance.
I wish for better weather soon and I’m looking forward to spring and green grass. I’ve heard the DNR is requesting the removal of all ice houses from our lakes by July 3rd for fireworks on July 4th. We might as well laugh our way into spring.

I want to give our condolences to the families of members who have passed during the last several months. They will all be greatly missed.

Groaners

Q: Why did the robber take a bath?  
A: To make a clean getaway

Q: What game do retailers like to play?  
A: Price tag

Q: When can you be sixty-nine on your last birthday and seventy-one on your next?  
A: When your birthday is today

Teacher: “Why do you get so dirty?”  
Student: “Well, I’m a lot closer to the ground than you are.”

‘Round the Regions

Interesting Airplane Facts

• The amount of fuel that a Boeing 767-400 carries is enough to fill 1,400 minivans.

• The world’s largest passenger airliner, the Airbus A380, has about 4 million parts.

• A jet’s contrails (or white trails) consist of water vapor and can be used to predict the weather. A thin, shorter tail indicates low humidity and fair weather. A thick, longer lasting tail signifies the early indication of a storm.

• A commercial jet has an average cruising speed of 550–580 mph.

• Known as the “Glider King,” Otto Lilienthal (1848–1896) invented the first gliders that could travel longer distances and carry people. The Wright Brothers cite Lilienthal’s research as a major inspiration for their own work. Berlin’s busiest airport is named after him.

• The world’s busiest airport is the Hartsfield-Jackson Atlanta International Airport, at over 96 million passengers a year. Beijing Capital International Airport is in second place, with more than 86 million passengers a year. However, in the spirit of friendly rivalry, Chicago’s O’Hare is the busiest in the world in terms of take offs and landings.

• In the United States, 2 million passengers board more than 30,000 flights—every day.

• Airbus is working on a transparent plane that would offer passengers a 360-degree view as they fly.

• The U.S. airline industry makes about $170 billion in revenue each year. The industry constitutes 600 companies, with the top 10 composing over 75% of the industry revenue. The top 10 include American, Delta, and United Continental.
REGION 3 CONVENTION  
(Illinois, Indiana, Ohio and Michigan Flying Farmers)  
SEPTEMBER 17-19, 2019

HOLIDAY INN EXPRESS  
62 KEN HAYES DRIVE  
BOURBONNAIS, ILLINOIS 60914

Room rates $99 each night

Call 815-932-4411 before September 3, 2019 - (If you need a handicapped room make sure to tell them that when making your reservation)

TOURS START EARLY AFTERNOON ON TUESDAY, SEPTEMBER 17th.

Checkout will be Thursday, September 19th. More details will be found in the May/June IFF magazine.

Have you been a Flying Farmer for 25 or 50 CONTINUOUS years?  
Just fill out this coupon to receive your 25 or 50 year pin!

Name(s): ____________________________________________________________

Mailing Address: __________________________________________________

Chapter affiliation: ___________________ Date joined IFF: ___________________

Mail this form to IFF, PO Box 309, Mansfield, IL 61854
Lila Eickhoff 1930-2019

Lila Racelia Fingerson Eickhoff passed away January 11, 2019. She was the daughter of Malvin and Corolla (Sundet) Fingerson. She was born October 4, 1930.

On June 3, 1951, she was united in marriage to Donald Eickhoff at Fountain Lutheran Church. They were blessed with five children: Thomas of Minneapolis, Dona of Lakeville, Jane of Wykoff, Steven of Fountain, and Lisa of Wykoff.

Lila was active in her church and community. When her children were in 4-H, both Don and Lila were leaders.

In the 1960s Don became interested in flying. When they joined the International Flying Farmers organization both Don and Lila were pilots, both were instrument rated.

Lila was chosen Queen of the Flying Farmers Organization in Miami Beach, Fla., in 1964. Lila was also chosen Woman of the Year in 1984 in Winnipeg, Canada, the same year that she received her instrument rating.

Lila is survived by her husband and children, as well as brothers Leroy Fingerson of Eden Prairie and Conrad Fingerson of Rochester, 11 grandchildren and 19 great-grandchildren.

Memorial

Leland Krueger 1923-2019

Leland Krueger, 95, of Alpena, SD passed away Thursday morning January 17th in Wessington Springs. Leland was born December 11, 1923 to John D. and Martha (Fuehrer) Krueger. He worked on the family farm until the age of 18 when went to Wichita, KS to live with his sister, Ester, where he worked several different jobs.

He met his wife Joyce in Hugoton, KS marrying her on April 15, 1950 in Clayton, New Mexico. In 1952 Leland trained to be an airplane pilot, receiving his license in 1953 and becoming a member of the International Flying Farmers.

In 1953, Leland and Joyce traveled back to SD to setup farming on his own until 1961. He continued to custom harvest up until 1985 and farmed his ground until 2002 when he retired and started leasing the land.

After the loss of his wife Joyce in 2011, Leland found great companionship in Darlene Higgins who selflessly cared for him up until the time of his death.

He is survived by his 2 sons Terry Krueger of Bradshaw, NE and Greg Krueger of Alpena, SD; 4 grandchildren; 14 great-grandchildren; 3 siblings: Marcella Hehn of Huron, Dorothy Krog of Redfield, and Shirley Erfman of Thornton, Colorado.

Robert Boyer 1945-2019

J. Robert “Bob” Boyer left this world too soon on Jan 3, 2019. He was born on Feb 13, 1945, to A. Ruth Kuhl Boyer and Robert C. Boyer. Bob was known for his ability to repair anything mechanical. He also fell in love with aviation and earned his Private Pilot’s License.

Most of Bob’s professional career was spent in the fire safety field with Edwards Systems Technology.

Bob was a devoted and beloved member of the Musconetcong Valley Presbyterian Church.

In his spare time, Bob fueled his love of aviation and antique aircraft by taking trips in planes with his family or tinkering with any one of four favorite planes at his home, neighboring Alexandria Airport in Hunterdon County, NJ. On most weekends, Bob could be found sitting in front of his hanger surrounded by friends sharing aviation stories and watching planes take off and land. He was a member of International Flying Farmers.

Bob is survived by his wife of 40 years, Laura Davis Boyer; his loving children, Elizabeth Boyer McCauley, Stephanie Boyer; his granddaughter, Charlotte McCauley; his sister, Lois Swanson.

March/April 2019 The International Flying Farmer 27
Kenneth Palmer 1929-2019

Kenneth H. Palmer Sr., age 89, of Marion, OH passed away unexpectedly on Sunday morning, January 20, 2019. He was born in Marion, Ohio on April 20, 1929 to the late James W. and Anna Mae (Vickers) Palmer. Ken married the former Virginia L. Skivers on February 12, 1947 in Greenup, KY. and she preceded him in death on December 16, 2008.

Ken possessed his private pilot’s license, truly enjoyed flying, and was a member of the Flying Farmers. He was employed as a superintendent for 15 years with Chuck Au Construction and went on to work for ODOT as an Environmental Inspector for 14 years. Ken also served as a sanitation inspector for City of Marion. He was a hardworking man who enjoyed “horse trading’ and spending time with his family.

Surviving him are a son; Kenneth (Randa) Palmer Jr. of Marion, OH., a daughter; Kathy (James) Wilhelm of Marion, OH. two grandchildren; Jeannie (Shawn) Lloyd & Anna (Dan) Aquino, six great grandchildren; Sabrina, Chloe, Ellie, Deacon, Isabella, & Trinity, and a very special family friend; Sherry Schleigh. Ken was preceded in death by his parents, his wife; Virginia, five brothers; Otis, Guy, John, Ike, & Paul Palmer, and two sisters; Dorothy Mooney & Edna Messenger.

Memorial

Now in God’s hands, Still in our hearts

Former IFF members

Larry Brohman – Heartland – December 17, 2018
Geraldine “Gerri” Clark – Virginia & Florida – November 11, 2018

Connie Schumacher 1936-2018

Connie Lee Schumacher, Hemingford, NE died on Tuesday, February 19, 2019. She was born November 25, 1937 to Percy A. Dyer and Rena F. (Dawson) Dyer in rural Box Butte County. She attended rural country schools and graduated from Hemingford High School in 1954.

On August 26, 1956 she married Keith Schumacher in Hemingford and they farmed together south of Hemingford.

She was a member of the Hemingford United Methodist Church where she was active in the UMW group. She and Keith were very active in the Nebraska Flying Farmers and Ranchers organization. She served as chapter Queen as well as the newsletter editor. They traveled with the group for many years along with hosting several fly-ins and state conventions.

Connie is survived by her husband Keith, son, Martin Schumacher and daughter, Linda Petersen, both of rural Hemingford; four grandchildren; ten great-grandchildren, Brenna, Raegan, and Wyatt Schumacher, Rachel, Rebecca, Jacob, Elliot, and Theodore Wacker, and Adele and Elva Cline.

She was preceded in death by her parents and her brother, Keith.
Chapter Supplies Available through IFF - New Prices!

Queen's Tiara $45.00 ________
Trophy $55.00 ________
WOY Pin $15.00 ________
Queen's Pin (w/year guard) $55.00 ________
Year Guard $30.00 ________

TOTAL $________

Please add an additional $5 for shipping.

Additional Info:
Send check for the amount of supplies ordered -- indicate year for the trophy and pin under Additional Info*. Please allow 6 weeks for the trophy, tiara and pins, and 3-4 weeks for the WOY pin.

Name: ____________________
Address: ___________________
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City: ______________________
State/Prov: __________________
Zip/Postal: _________________

Mail check and order form to:
International Flying Farmers
P.O. Box 309
Mansfield, IL  61854

IFF Correspondents: Make note of the following deadlines for upcoming issues of the International Flying Farmer magazine.

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New Magazine Calendar Deadlines

Please inform the IFF office when a member or former member of your chapter passes away.

Please remember to notify the IFF Office when you change addresses for the winter and again when you return home.
NOTICES

**IFF Memorial Scholarship Fund Donations**

All contributions are fully deductible for IRS tax purposes since the IFF Memorial Scholarship Fund is a 501 (c) (3) charitable institution. They should be sent to:

IFF Past Presidents
c/o Zelda Lewis
21527 Larch Drive
Plainfield, IL 60544-6345

**IFF Liability Disclaimer**

The International Flying Farmers (IFF) and its representatives hereby make notification they have no authority and take no responsibility or control for: 1-the safety of members or guests, 2-the qualifications of individuals to operate aircraft or other forms of transportation, 3-the situations when individuals should or should not fly, and 4-the type of transportation or manner of transportation in which members or guests choose to use. Members and guests are solely responsible for their own safety and the safety of their families. No liability is assumed or implied by the IFF, its Officers, Directors, or Chapter Officers.

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Who told you about IFF? ________________________________

Contributions or gifts to IFF are not tax deductible as charitable contributions.

**IFF Member DUES:**

$85 per year

Includes enrollment for pilot, spouse & all children living at home.

Make checks payable to International Flying Farmers

Mail to:

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Mansfield, IL 61854
HISTORY
International Flying Farmers is an organization of families with a mutual interest in the promotion and use of airplanes in agriculture. The organization, founded in 1944, consists of state and provincial chapters throughout North America. While originally founded by farmers and ranchers who owned aircraft, the membership now consists of individuals from all walks of life, from storeowners and factory workers to bankers and lawyers. Direct involvement in agriculture or aviation is not, in and of itself, a requirement for membership.

PURPOSE
The purpose of the organization is: To create and maintain a compact representative and centralized organization with a spirit of cooperation and mutual helpfulness among its members; to explore and emphasize the importance of flying and the use of the airplane in agricultural production, including the breeding, raising and feeding of livestock; and to engage in research and extension service, including publishing magazines or other periodicals to disseminate among its members information pertaining to the purposes of the organization.