

**International Forest of Friendship Newsletter
Preparations for 2016 (Our 40th Year)—World Friendship through Flight**

Welcome to this fourth edition of the International Forest of Friendship (www.ifof.org) newsletter, dedicated to preparations for the Forest's 40th (!) anniversary ceremonies, which will be in Atchison on **June 17-18, 2016 (Fri-Sat)--Save the Date**. This year we will focus on "World Friendship through Flight," expanding on the Forest's core theme of "World Friendship through Flying" to include spaceflight and the increasing use of unmanned vehicles and remote sensing to address problems across borders. We want to use this year as an opportunity to celebrate our international friends and expand our partnerships.

The international focus that Fay Gillis Wells and Joe Carrigan set for the Forest in when it began in 1976 today is reflected in trees from 36 foreign countries and territories which join those from the 50 states along the Forest's pathways. It also is reflected in the more that 100 international honorees from over 30 countries who are in the Forest.

This newsletter will tee up some of the themes we'd like to explore in the coming months: Aircraft flights that have promoted peace or friendship; international spaceflight; organizations that are contributing to world friendship through flight. We'd welcome suggestions, both for new initiatives and to follow up on previous windows of opportunity that might be built on today to sustain or reinvigorate peace or friendship.

The newsletter also introduces Captain Barry Schiff, already well known to many of you through his writings and "Virtual Hangar," and also for his path breaking "Operation Peace Flight" between Israel and Jordan in 1995. Barry will be a keynote speaker at the celebrations in June.

We hope to see you in Atchison next June 17-18 for the ceremonies.

Leonard Buddenbohm and Lin Wells
Co-Chairmen

- World Friendship through Aircraft Flights
- World Friendship through Spaceflight
- Organizations Contributing to World Friendship through Flight
- Keynote Speaker—Captain Barry Schiff

World Friendship through Aircraft Flights

99s

Today there are 18 International 99 Sections in: Arabia (90 members), Australia (39 members), Austria (6 members), Brazil (6 members), Britain (10 members), China (10 members), East Canada (135 members), the Far East (6 members), Finland (8 members), France (10 members), Germany (41 members), India (15 members), Israel (9 members), Nepal (21 members), New Zealand (12 members), and West Canada (69 members). There also are sections in Norway (1 member), and Russia (8 members) that don't have current governors. 99s live in more than 40 countries. The Arabian Section's growth since 2014 has been striking, up from 57 members. A China Section also has been established. The German Section hosted this year's International Conference and next year's will be in Ottawa.

Friendship One Flight, 1988

On January 30, 1988, Friendship One, a United Airlines Boeing 747-SP, landed back at Seattle's Boeing Field after setting a new speed record for an around-the-world flight—36 hours, 54 minutes and 15 seconds. One hundred of the plane's 141 passengers donated \$5,000 each to children's charities. The plane landed only in Athens, Greece, and Taipei, Taiwan, for refueling. The flight was the idea of Horizon Airlines co-founder Joe Clark, United Airlines pilot and aviation executive Clay Lacy, and pilot, philanthropist, and aviation historian Bruce McCaw. Celebrities aboard included former astronaut Neil Armstrong; Aerospace Medical Association member Dr. Alan Rapp; Lt. General Laurence "Bill" Craigie, pilot of America's first jet aircraft, the Bell XP-59; Moya Lear, widow of aviation pioneer Bill Lear; stunt flyer Bob Hoover; and United Airlines President and CEO Eddie Carlson. Though the speed record was soon broken (by a Gulfstream IV and then a Concorde), Friendship One's record of raising \$500,000 for children's charities, including UNICEF, remains. More on the flight is at:

(http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=10491)



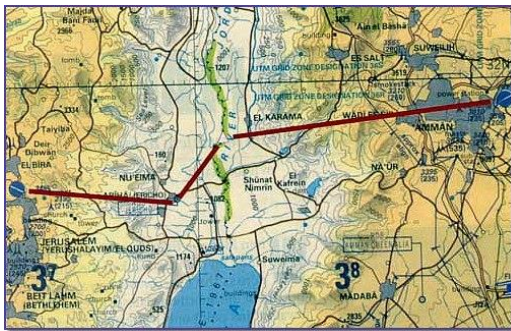
Friendship Flights between Alaska and the Soviet Union, 1988-89

In 1988 the border between Alaska and Russia (then the Soviet Union) was opened with a "Friendship Flight" across the Bering Strait between Nome and Provideniya, and a Russian return visit between Magadan and Anchorage in 1989. The flights were a milestone towards the end of the Cold War--Alaska's so-called "ice curtain" came down well over a year before the breach in the Berlin Wall. Alaskans are proud of their role in this. Perhaps the most important legacy of the Friendship Flights has been the people-to-people ties across the Alaska-Russia border in the last quarter century. Alaskan and Siberian Yupik families have been reunited and new multi-national families formed and raised. Many Russian and American students have studied at each other's Universities. Russian ships helped deliver fuel to keep Nome residents from freezing in a dark winter of 2012. There is collaboration in native whaling. National Park authorities work together in the Beringia Region. Alaska contractors and oilfield workers contribute to Sakhalin Island development. Church groups and Rotary Clubs have done good works across the border. Athletic competitions and tourism are shared. Sadly, however, not all opportunities have been taken advantage of—Alaska's trade with Russia today is only about the same as their trade with Mexico (\$10m/yr.), but opportunities are there. More is at:

http://www.alaskaworldaffairs.org/wp-content/uploads/2014/07/FriendshipFlight_revised_11.12.pdf
and <http://www.adn.com/article/20131102/cold-war-thaw-began-friendship-flight-over-bering-strait>

Operation Peace Flight, 1995

Description: Following the Peace Treaty between Israel and Jordan in 1994, a fly-in from Jerusalem, Israel to Amman, Jordan was conceived, organized, and led by Capt. Barry Schiff, who received direct approval from Jordan's King Hussein and Israeli Prime Minister Yitzhak Rabin to make the first-ever flight of any kind between these countries. The flight was made on May 23, 1995 and consisted of 31 light airplanes carrying 135 Israelis, Jordanians and Americans. On his website (<http://www.barryschiff.com/codename.htm>) Barry describes the preparations for the flight, the many complications that were overcome, and the enormous sense of accomplishment when the pilots were personally greeted at Marka International Airport near Amman by Jordan's King Hussein. The flight was accompanied by a camera crew, and the video of this historic mission is available at: https://www.youtube.com/watch?v=3THMy7Ad_ck



World Friendship through Spaceflight

Apollo-Soyuz, 1975

In the early 1970s, with the "race to the Moon" over, both the U.S. and the Soviet Union had launched space stations--Soviet Salyut and American Skylab. With the Space Shuttle still a few years off and the diplomatic chill thawing, the time was right for a joint mission. The Apollo-Soyuz Test Project sent NASA astronauts Tom Stafford, Deke Slayton and Vance Brand in an Apollo Command and Service Module to meet Soviet cosmonauts Aleksey Leonov and Valeriy Kubasov in a Soyuz capsule. A jointly designed, U.S.-built docking module fulfilled the main technical goal of the mission, demonstrating that two dissimilar craft could dock in orbit. But the human side of the mission went far beyond that.

The training leading up to the mission exposed the two crews to each other's nations, helping to break down cultural and language barriers. As Brand said in a 2000 [interview](#), amid the Cold War tensions, "we thought they were pretty aggressive people and ... they probably thought we were monsters. So we very quickly broke through that, because when you deal with people that are in the same line of work as you are, and you're around them for a short time, why, you discover that, well, they're human beings."

On July 17, 1975, the five explorers and the two craft -launched two days before - approached each other for docking. with a live TV audience watching, the two craft finally met. "Soyuz and Apollo are shaking hands now." A few hours later the crew members literally [were shaking hands](#), exchanging hugs and ceremonial gifts, including U.S., Soviet and United Nations flags, commemorative plaques, medallions, certificates and tree seeds. More is at: https://www.nasa.gov/mission_pages/apollo-soyuz/index.html



Shuttle-Mir, 1994-98

In 1992, the U.S. and the new Russian Federation renewed the 1987 space cooperation agreement and issued a "Joint Statement on Cooperation in Space." Subsequent additions to the agreement outline the development of the NASA-Mir program. By the time cosmonaut Sergei Krikalev became the first Russian to fly aboard a space shuttle in February 1994, plans for U.S.-Russian cooperation in space had moved well beyond Shuttle-Mir to the International Space Station.

From February 1994 to June 1998, space shuttles made 11 flights to the Russian space station Mir, and American astronauts spent seven residencies onboard Mir. Space shuttles also conducted crew exchanges and delivered supplies and equipment. Between March 1995 and May 1998, NASA and Russian scientists conducted experiments designed to answer questions about how humans, animals and plants function in space, how our solar system originated and developed, how we can build better technology in space and how we can build future space stations.

The program had various concerns, such as the safety of *Mir* following a fire and a collision, and financial issues with the cash-strapped Russian space program. Nevertheless, a large amount of science, expertise in space station construction and knowledge in working in a cooperative space venture was gained from the combined operations, allowing the construction of the International Space Station to proceed much more smoothly than would have otherwise been the case. More is at:

<http://spaceflight.nasa.gov/history/shuttle-mir/>



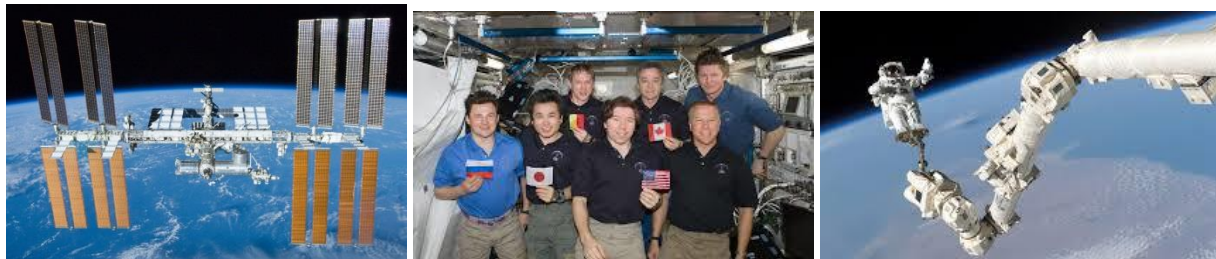
International Space Station (ISS), 1998-present

The ISS orbits between 300 and 460 km. It serves as a laboratory for scientific experiments in many fields and is also used to make tests for future missions beyond earth orbit. The ISS is not owned by a single country, but is a project carried out by the space agencies of many nations-- the U.S., Russia,

Canada, Japan, and the 11 participating countries of the European Space Agency. It is the most politically complex space exploration program ever undertaken and has provided invaluable human experience on how best to plan, coordinate, and monitor the varied activities of many organizations. Each partner has the primary responsibility to manage and run the hardware it provides, including construction facilities, launch support and processing facilities, mission operations support facilities, research and technology development facilities and communications facilities.

The first part of the ISS was launched by a Russian Soyuz spacecraft in 1998. Since then Russian and American spacecraft have delivered modules to expand it. With over 30 modules the ISS will stay in orbit until at least 2020. It is the biggest man-made object orbiting the earth, about as bright as Venus.

So far 15 countries have sent astronauts and scientists to the ISS. Manned missions are known as "Expeditions." Expedition 1 was launched on October 31, 2000, via Soyuz. Expedition 45 now is on orbit and others are planned several years ahead.



More ISS information is at: http://www.nasa.gov/mission_pages/station/cooperation/index.html

Organizations Contributing to World Friendship through Flight

United Nations

In 2011 the UN General Assembly designated April 12 as the International Day of Human Spaceflight (<http://www.un.org/en/events/humanspaceflightday/>). It is intended to "celebrate each year at the international level the beginning of the space era for mankind, reaffirming the important contribution of space science and technology in achieving sustainable development goals and increasing the well-being of States and peoples, as well as ensuring the realization of their aspiration to maintain outer space for peaceful purposes." April 12, 1961 was the date of Yuri Gagarin's first space flight.

Global Friendship Through Space Education (GFTSE)

GFTSE is a California-based non-profit organization founded in 2002. It is dedicated to promoting friendship among young people from different countries and cultures through the study of space-related science and technology. Its goal of global friendship is accomplished through (1) a Partner School Science Program that brings together science classrooms from around the world, using a common

interest in space science and space travel that has now reached some 6,000 students worldwide, (2) a Scholarship Program for 12-15 year old students, who may be gifted, disadvantaged or victims of natural disasters, and (3) the new innovative Future Explorers Program that challenges students to explore their own potential as well as the universe, and truly become the next generation of explorers. It connects teachers and students to Space Camp Turkey and uses space education to expand their knowledge of the world around them. The program utilizes state-of-the-art Digital Learning Center, collaborative research, hands-on science, and space education as tools to encourage young children to study science, technology, engineering, and math (STEM) related topics.



Keynote Speaker—Captain Barry Schiff

With 28,000 hours logged in more than 352 types of aircraft, Barry Schiff has received worldwide recognition for his wide-ranging aeronautical accomplishments. He was a rated Airline Transport Pilot at 21, and has earned every FAA category and class rating (except airship) and **every possible instructor's** rating. Capt. Schiff retired from Trans World Airlines in 1998 after a 34-year career during which he flew everything from the Lockheed Constellation to the Boeing 747 and was a check captain on the Boeing 767.

He holds five world speed records (one captured from the Soviet Union) and has received numerous honors for his many contributions to aviation safety. These include a Congressional Commendation, the Louis Bleriot Air Medal (France), Switzerland's Gold Proficiency Medal, an honorary doctorate from Embry-Riddle Aeronautical University, and AOPA's L. P. Sharples Perpetual Award. Capt. Schiff also has been inducted into the New Jersey Aviation Hall of Fame and the EAA/NAFI National Flight Instructor's Hall of Fame, and was recently elected as an Elder Statesman of Aviation by the National Aeronautic Association. In January, 2012 he was inducted as a Living Legend of Aviation.



Barry when he up-graded to captain in 1968.

An award-winning journalist and author, he is well known to flying audiences for his numerous books and more than 1,600 articles published in 100 aviation magazines, notably *AOPA Pilot* of which he currently is a contributing editor. Many of his articles discuss personally developed concepts, procedures, and techniques that have received international acclaim.



Schiff also developed and worked to have adopted the concept of providing general aviation pilots with safe VFR routes through high-density airspace. In 1995 and with the direct approval of Jordanian King Hussein and Israeli Prime Minister, Itzhak Rabin, Schiff contributed to the Middle East peace process by leading a formation of 35 airplanes carrying 135 Americans, Israelis, and Jordanians from Jerusalem to Amman. As a result, he became the first pilot ever allowed to fly between those countries.

These credentials have not diminished his passion for flying light planes, which he has used to span oceans and continents. He continues to investigate and report to the aviation community various aspects of proficiency and safety, and remains a vigorous and outspoken advocate for general aviation.

More information on Barry Schiff is at: <http://www.barryschiff.com/index.htm>

We'd greatly appreciate your feedback on any aspect of the Forest and this newsletter. Suggestions for honorees and outreach opportunities are always welcome. Please feel free to reply directly to the transmittal e-mail (forestoffriendship@gmail.com) or via the website (www.ifof.org) which has more information about the Forest and points of contact, as well as sponsoring and reservation procedures.

Other contact information is:

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Help us keep the Forest growing! The Forest is a 501c3 and your donations can help sustain the Forest's upkeep and improvements. There's a PayPal link on the website for your convenience.