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Carina and I would like to wish you all a “glædelig jul og et godt og lykkebringende nyt år” (A wonderful Christmas and a very happy and prosperous new year.)

2016 has been a great year for us, lots of time with you all around the globe, Korea, USA, Europe and even England.

It is difficult to single out any one occasion or experience, as there is no dull time when you are in the company of your fellow aviators and their partners. However, Berlin was great, being together for a whole week, enjoying both the cultural part, the fly-outs and all the perfectly arranged events, not to mention the fellowship.

We are both looking forward to a full and very busy year of 2017. So far, we have registered for the Atlanta SE fly away, we intend to participate in most if not all of the European fly-ins. October is reserved for a visit down under, as we will tour Australia and New Zealand.

Special thanks go out to all we met during the year. Carina and I appreciate your friendly hospitality and all you have done for us to feel welcomed.

Merry Christmas and happy holidays to you all.

Svend
IFFR Gisborne Fly-in 14th - 16th October

Situated on the remote east coast of the North Island, Gisborne is one of NZ’s best kept secrets. Noted as the first city in the world to see the light of each day it is surrounded by diverse agricultural based industry.

The long term weather forecast meant most of our 24 participants including two Austrian IYE students chose to drive or fly commercially the exceptions being two aircraft flown by Peter Armstrong and Ian Madison who made the most of the fine flying conditions.

Glenys and Roger chose the two day scenic route (aka our 1969 Honeymoon odyssey) to arrive in time for the Friday evening Meet and Greet –( long standing and new friends) news swapping event and spend time to remember Julie Sobiecki, who passed two days prior. Our Thoughts and prayers are with her husband, Ian Jenner and family. Julie (friend, photographer, author and dedicated Rotarian) will be sadly missed by all.

Next morning a visit to the local “Farmers Market” provided a variety of fresh homemade “breakfast” type food for most of our team. All this before boarding the bus for the short trip to “Eastwood Hill, the national arboretum of New Zealand” - 135 hectares of native and exotic trees, shrubs and climber plantings. Founded in 1910 by William Cook, who gifted the land to NZ. Well worth a “Google” visit.

\[image\]

_Garden visit_

Back on the bus to overwhelm our Lunch venue the Bushmere Arms. Adaptable to a fault we soon adopted the usual chatter over a wine or two to eventually enjoy a tasty filling luncheon.
Luckily our afternoon boat trip was cancelled due to technical issues. Instead many of us chose to walk (30 minutes.) the new boardwalk, in the light rain, along the beachfront and downtown inner harbour precinct.

_Peter Armstrong being a Troll_

Saturday Dinner with members of the local Rotary Club was topped off by the guest speaker, Mayor Meng Foon, who was recently elected for fifth term in office.

AGM Sunday soon dealt with the formalities and we were on the bus for a short trip to Wrights Vineyard. Following a brief tour of the winery we then sampled their specialities, a pleasant Pinot Gris and a palatable Merlot. A pre ordered pizza lunch was delayed with both power and oven issues. We enjoyed the sunshine, location, ambience and further wine tasting.

_Organic winery_

Unfortunately, time constraints at our next activity had us on the bus and away with some missing out on the tasty Pizzas. Dive Tatapouri, our next destination, had us all donning waders and with our bamboo poles we shuffled out over the slippery rocks to form a line in the water just above low tide mark. We soon had a number of Eagle stingrays swimming and nudging our legs and poles which were positioned between our legs to prevent the energetic Stingrays from pushing behind the line. The Stingrays allowed us to touch their velvety skins and they seemed to relish the human contact. Next came time to hand feed the Stingrays. A piece of fish in
hand and then resting that hand on the sea floor, the Stingray would nudge your arm, whilst it gently took the offered fish morsel in its mouth. For a small few this feeding was one step too far. The incoming tide all too soon forced us ashore.

A cuppa and the missed Pizzas, delivered to site by the Winery owners, topped off a unique encounter with the graceful Stingrays. A true bucket list experience.

**Feeding stingrays**

Once again onto the bus, we just had to have a pit stop at the next Ice Cream parlour. 100% participation, then on to the Gisborne Aviation Preservation Society’s Museum (our fly in-complete) with a DC3 and various other aircraft converted to topdressing configuration on display.

Finally up to the Kaiti Hill Lookout to view most of the Poverty Bay area and where there is a monument to Captain James Cook who claims to be the first European to discover NZ. In 1769.

**The last supper**

More fellowship over a few beers, wines and another nourishing meal to top off an excellent Fly-In. Our joint thanks to Jeweline and Warren Sly, our current leaders, for taking care of those organisational details.

Roger & Glenys Leadbeater.
Fuel for Christmas

The first 90 jerrycans with aviation fuel is delivered from flying Rotarians to flying relief workers. Rolf Mikkelsen, president of IFFR Scandinavian section, encourages the IFFR family to contribute.

It’s hard to imagine that a little jerrycan – filled with fuel – has the power to save a life.

Each jerrycan holds about 20 litres of fuel. That’s enough for 20 minutes of flying. In many of the remote places served by Mission Aviation Fellowship (MAF), short life-saving flights are a regular occurrence. That’s the power of a jerrycan of fuel.

Willy Ludviksen, CEO of MAF Norway receives this year's Christmas gift from Rolf Mikkelsen and his flying Rotarians.

For over 60 years, MAF has flown over jungles, mountains, swamps and deserts to bring thousands of men, women and children medical care, emergency relief, long-term development and hope. Today MAF operates 140 aircraft in over 25 countries. Every three minutes a MAF plane takes off or lands in some of the most remote parts of the world, where flight is not a luxury, but a lifeline.

- Aviation fuel for MAF is a donation that combines our love for flying and the Rotary values in an excellent way, says Rolf Mikkelsen.

Arne Krumsvik
Secretary IFFR Scandinavia
It's all about safety

Some time back I remember a story told of an accomplished Airman who due to the number of hours his job required, had not been able to fly for a month or so. He was familiar with his aircraft, in fact almost all his hours logged after training had been in that plane. He was familiar with his route and had taken the same flight many times before. His plane was prepared, the weather had cleared and his job had ended early that particular day, so this Airman did a quick preflight brief, and headed out to his plane.

How I came to know him resulted from his interception from straying into a Temporary Flight Restriction (TFR). Now a TFR is a type of Notice to Airman (NOTAM) that can be issued at anytime. TFR's have become much more common in the U.S. in the post 9/11 heightened security environment and often pop up on very short notice. Pilots are expected to check NOTAMs before each flight.

So how could it happen that our Airman strayed into protected airspace? Well, his weather brief really was cursory. The Airman did not call Flight Service to specifically ask about TFR's on his route of flight, and after all, the weather was CAVU.

The Airman was flying VFR without a filed flight plan or flight following, because he was familiar with his route and his aircraft, and therefore no Flight Controller was available to advise him. TFR's can spring up at a moment's notice. This Airman knew that, but neglected to check. And the same can be true of NOTAMs elsewhere.

And here we find our focus on job completion and getting things done, and all of us who are driven to obtain a pilot's license and even more so those who then go on to pursue additional ratings have a sharp focus on job completion. That's how it should be. We are successful in our businesses, we are successful in Rotary, but in being successful and focusing on many demands, we may miss a significant point from our flight training.

Put another way, Bevin Buhler a Mission Aviation Fellowship Pilot argues that we are not truly on our game with fewer than 15 to 20 hours of flying per month.
So we really need checklists and we really need to practice and review at every opportunity.

Happy Holidays and until next time, enjoy safe flying.

Jack Welge

I am a retired lawyer, having been a partner in a large firm of solicitors in central England for many years before retiring in 2013. I was also a non-executive director and, latterly, chairman of a local building society for more than 12 years.

I have clocked up more than 2,200 hours in the air having held a PPL since 1979 to which I have added IMC (now the Instrument Rating (Restricted)), night and multi-engine ratings over the years. The multi-rating has long since lapsed! I have owned G-LBRC, a Piper Arrow Mk IV, affectionately known as 'Romeo Charlie', since June 1991. That was a special month, as only a couple of weeks' before I acquired 'Romeo Charlie' I joined the Rotary Club of Kinver (in District 1060) and have remained a member ever since, having served three terms as the club's secretary during my time as a full member. I have been an honorary member for the last 12 years. My aircraft is based at Halfpenny Green in rural Staffordshire which is only 10 miles from my home and I fly about 100 hours per annum.

I have been a member of IFFR for almost as long as I have been in Rotary, and I was a founder member of the Lawyers' Flying Association until that folded a few years ago. Having retired I am looking forward to being more active in the UK Section of IFFR.
Meet the section head of IFFR New Zealand Warren Sly

Warren and his bird to come.

UPDATE: The Post Convention South East Fly-away.

The Hotel list is ready. Please click on the link below.

We encourage all participants to book their rooms early as most hotels are not willing to give us a full block booking. We recommend that the hotel room should be booked as soon as the registration has been sent in and a confirmation of participation has been received. Send the booking numbers to Dale Read when you have reserved your rooms.

As usual a bus will be providing surface transportation for participants not flying and provide luggage transport for the flyers. Please note that the trip starts in Atlanta and ends in Manassas. So, like most of our fly-always, it is not planned for a return to the starting point to be part of the trip.
However, the bus will return to Atlanta on June 24th. The return tour is expected to be a two-day journey so arriving in Atlanta on the 25th. Hotel details for the overnight stop will be provided early in the new year.

Dale and his team have made a great plan for our post-convention fly away and I expect that it will be fully booked within a short time.

For further details and registration please visit the web site [www.IFFR.org](http://www.IFFR.org)

Svend Andersen

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**Planes, Faces, Places & Emergency Landing**

As fellow aviators, you all must have a few stories to tell. I am telling our story of 24th November 2016.

We fly a Trinidad – TB20, made by SOCATA Aerospatiale in 1991, and one of only three of its kind in New Zealand. It is a low wing 5 seat plane with Lycoming 6 cylinder 250HP engine, variable pitch constant speed propeller and retractable landing gear.

On Wednesday 23rd November I flew JFC from Ardmore to Kaipara Flats, operations normal. The next day in perfect VMC conditions we took off from Kaipara Flats airfield, with myself as P in C and my husband Jim as passenger. Our destination was Pauanui to have lunch with Jim’s son James. We felt exhilarated as we flew over Whitianga, down the coast past Hahei and Hot Water beach and had Pauanui in our sights. After slowing down to well under 129kts (LG operating speed) I activated the LG down lever but saw no red transit light nor any green lights. After a second attempt my first check was to confirm that the fuse was down followed by a further attempt to put the LG down, all resulting in failure. Each time I pushed the LG down lever we noticed a flicker of the altimeter warning light. This concerned us that an electrical problem was causing the LG failure so I switched off radio and navigation lights and headed for Ardmore. Poor James, on the ground at Pauanui, had seen us in the air and had no idea why we changed direction and disappeared. Jim called him but confused by the noise of the plane James understood there was an emergency but didn’t know what it was. He was extremely worried.

On approaching the area of Kawakawa Bay I turned on the radio again and made contact with Ardmore Unicom Service declaring our emergency situation. AR Unicom immediately asked all other traffic to remain clear of the airfield (and it was a busy day). I then pulled the red lever for emergency air activation of the landing gear. This resulted in two green lights (not three) which showed main wheels were down, but not the nose wheel. After several low-level passes above the runway in good view of the tower, Ardmore Unicom confirmed that the main wheels were down and the nose wheel, although in sight, was not locked down.
Understanding this we vacated the circuit to try a few manoeuvres that could shake the nose wheel into locked position. I tried at least 8 steep dives with sudden pull ups to create significant G-force on the nose wheel. On advice, I also tried a few sudden hard yaws (very unpleasant for Jim).

After about one hour in the air around Ardmore Airport the inevitable decision to land had to be made. Ardmore Unicom Service recommended the disused Runway 25 and we collectively decided to use 25 Grass. All emergency services were on alert as we approached. We are extremely grateful for all the help and advice from AR Unicom and from people behind the scenes who were researching and offering advice given through AR Unicom, both during the diagnostic phase of the exercise and in preparation for the emergency landing. Heeding this advice, I made an emergency two wheels landing as slow as possible. Jim cut the mixture in the glide with full flap at 150 feet to stop the engine before landing. We were told by those waiting on the ground that the propeller was turning very slowly by the time the nose dropped. A warning from Unicom to expect a sudden big drop when the nose fell helped us prepare ourselves. It was very comforting to be warmly greeted by a large number of supporters on the ground.

The aircraft has a bent propeller and some damage to the underneath front cowling and air intake box, but no damage to the nose wheel as it was folded back into its cavity. The weight of a few men on the tail raised the nose, the wheel was pulled out and locked in place and the plane towed to the engineer’s workshop. The aircraft needs a new propeller, a repaired cowling and new air intake box. Although the maintenance engineer is confident that there will be no engine damage a full bulk strip of the engine is required (expensive).

We were not injured.
The Cause: A cut off pressure switch failed to stop the LG motor after the wheels had cycled up following take off from Kaipara Flats. The continuous running of this motor for the 40-minute flight to Pauanui was enough to drain the battery to an extent that it was unable to extend the LG. I have been asked if this experience has put me off flying. The answer is “NO”. I now really appreciate my training and realise the benefit gained from thorough BFRs. For the future, we will have a light on the panel installed to indicate when the LG motor is running.

Sue Cleland, NZ section
Christmas Greetings

From Alaska

Greetings from the Alaska Section of IFFR.
As you know we are famous for our sub-zero temperatures, so our malamutes and huskies come factory-equipped with the latest in insulated winterwear. However, felines are not so fortunate. Therefore, our daughter Victoria, who sells pet supplies for Amazon, is stuffing Rainier into her Rudolph the Red-Nosed Reindeer outfit to be prepared for the Arctic blizzard outside. Rainier is clearly caterwauling about the indignity of modelling the ugly Christmas sweater, but if she weren’t properly protected, she would suffer the frigid fate of the characters in Disney’s “Frozen” movie. It would be a catastrophe!

Merry Christmas from Alaska!

Craig and Ruth Ann Bledsoe

From Down Under

Mike and Sali McFarlane together with the whole Australian IFFR Team wish to extend to all IFFR members across the globe our Christmas Greetings.

Merry Christmas and may the New Year in 2017 bring you all Good Health, Much Happiness and Prosperity.

In contrast to many members’ December temperatures, the weather here on Christmas Day can be hot to very hot and humid, anywhere between 25°C to 40°C depending on your actual location!!

Kind Regards, Mike
From South West section

Wishing a joy filled Christmas season to all the family and friends of the International Fellowship of Flying Rotarians from Tim & Vicki Puliz

From Switzerland

Frohi Wiehnachte und ä guats Neus !

Bellas festas da Nadal ed in Bun Onn Nov !

Joyeux Noël et Bonne Année !

Buon Natale e Felice Anno Nuovo !

IFFR Section Schweiz - Suisse - Svizzera - Svizra
From South Central Americas Section

We wish you all a very Merry Christmas and a fun and adventure filled year of prosperity, good health and safe travels

From France

Bonne année 2017

IFFR France 2017 Best Wishes
From the German-Austrian section

All the best for a happy Christmas and don’t let winter keep you from flying! Guenther Hayn

From the UK

I send to all of you in IFFR Christmas greetings and I wish a happy and healthy New Year and safe and enjoyable flying. I hope to see some of you at IFFR events in 2017.

David Morgan, Chairman UK section
From our WPE in New Zealand

Judy and I extend our Seasons Greetings to you all wherever in the world you are spending Christmas.
In New Zealand, it is summer time so the beaches are full of campers and day trippers with Christmas Dinner more often than not held outside under beach umbrellas. This will seem strange to you folk in the Northern Hemisphere but remember Father Christmas (Santa) comes here first on the 25th then puts on a warmer coat to go north.
We hope everybody enjoys the holidays with family and friends and look forward to seeing you in Atlanta.
Regards to all
Phil and Judy

From IFFR VP Ian Jenner

On behalf of the members of the Australasia region I send all IFFR members our very best wishes for a very Happy Christmas & for a great year in 2017.

In the lands, down-under we are hoping for a nice warm sunny Christmas Day, having a few cold drinks while relaxing around the swimming pool.

Best wishes to all members & families
Ian Jenner
From PWP Charles Strasser, Florida

It is my great pleasure to have this opportunity to send seasonal greetings and a happy and safe new year to all my IFFR friends all over the world. I hope to meet many of you again during Fly-ins in 2017.

Regards Charles

From the US VP and WPN George Chaffey

To our IFFR Friends and Family around the world: Appearing in a photo taken in the European Region, wearing a Catalina cap from the Australasian Region, and with a message drafted in the Americas Region, Carol and I send our best wishes to all of you and hope that you all have a very, very Merry Christmas, a Happy New Year, and a 2017 full of fellowship with your friends and family.

Tail winds to 'ya,
Carol & George Chaffey
(and Lady Bird)
Membership Directory

Go to Member Manager

How to log into Member Manager

Member Manager is the home of all official IFFR information.

**Existing Member Manager users**

Go to the Member Manager page on our website
Log into Member Manager
Top left go to the drop down menu called ‘Folders’
Click ‘Folders’ and all present and past details are available

**New Member Manager users**

Your login details will be part of your email address before the @ symbol followed by passwordchangethispwd
You can change to a password of your choice
To do this select ‘Applications’
Select 'Edit My Info', change your password then click 'Submit' top right
If you cannot manage email me for help!

**For assistance contact...**

Ian Kerr
*IFFR World Secretary*
Tel: +44 (0) 7786 395901
Email: secretary@iffr.org

Upcoming Events

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The World Scoreboard

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**TOTAL** 1100

[CLICK HERE FOR A FULL BREAKDOWN]

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Join us today

If you would like to become a member of the International Fellowship of Flying Rotarians, please download and complete our application form

[DOWNLOAD OUR APPLICATION FORM]
Our Section Heads...

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Guenther Hayn  
*Section Head*

EMAIL GUENTHER

**UNITED KINGDOM**

David Morgan  
*Section Head*

EMAIL DAVID

**ITALY**

Giuseppe Berardo  
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ITALIAN WEBSITE

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