Get in touch...

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What a start!

Bode - Norway, Ashland - Oregon, Kitzbühel - Austria and Castelnuovo Don Bosco, Italy, Carina and I have been quite busy during the last two months. It has been absolutely great to attend the fly-ins and we have enjoyed seeing old friends and meeting new. I am sorry that we could not fit in the French fly in earlier in September, but I now know that it is on 2nd weekend in September, so for next year these days are booked.

We are amazed at the hospitality and friendliness we meet. Carina and I would like to thank you all for your kindness.

My vision has been to keep up the splendid communication initiated by James Alexander, and I would like to thank him, and Liz, for helping me as editor and publisher of the monthly Newsletter. So far we are on issue 2, and I am amazed by the good response from our VPs and committee members in providing input.

We had our first virtual Executive Committee meeting in September, discussing membership and the activation of dormant members.

A separate point of discussion was the need for a biennial rotation of section chair positions. Incoming world presidents are chosen well in advance and the handover is done smoothly, securing both continuity and renewal. Although most Sections are superbly managed, they (just like the World IFFR) can benefit from periodic new blood in leadership. To involve more section members, develop new leadership, and encourage energy and innovation, it is time for those sections that do not have a formal system for rotation of the chair position to consider doing so. In the back office, Ian Kerr has been working hard to get the new directory out and to pick up the last minute corrections. The work to return $30,000 to the
sections is under way. We sent back the cash for you to spend on worthy aviation activities or donations.

For us in the northern hemisphere, we are packing up for this year, putting the planes back deep in the hangar, and waiting for the spring time. For those down under, the season is just starting, and the first meetings and events probably will already be over when this newsletter comes out.

Carina and I will join the Christmas Lunch in The Royal Airforce Club in London on December 7th. We do look forward to seeing London in the Christmas time, and to spending time with a lot of IFFR members in the Christmas spirit.

Skål.
Svend Andersen
World president 2016-2018
Another jubilee, The Austrian/German section reach adulthood after 30 years

Lufthansa took us from Billund to Salzburg via Frankfurt an early Thursday morning. After we picked up the car we left for Kitzbüheler Alps. Our destination was the Austrian/German autumn fly in which was arranged with great care and detail by Günther Hayn and his team. As mostly, the Thursday was arrival day and we meet up with the group at the local airport in St. Johann. Lunch was already on the table and we enjoyed the perfect warm September weather between the Austrian alps, sipping beer, looking at planes and nurturing the fellowship. European VP Thomas Morf had brought his PC12NG for us all to admire.

The whole event was arranged around multiple possibilities to get airborne. This either in Balloons, downhill on a zip line, parachute jumps, paragliders or in acrobatic gliders.

We chose to go ballooning together with Renate Schäfer, Michael Oeff and Nobert Kirchgaesser. This meant we had to leave the hotel at 5 in the morning to ready the balloon in order to be airborne at first daylight. A fantastic experience as we elevated through a thin layer of morning stratus and broke free on top, just in time to see the sun rise beyond the mountains. Our helmsman guided the craft safely between the alps and after 1½ hours we touched down gently on a parking lot at St. Johann.
In the evening a Tyrol-evening was arranged with wienerschnitzel, music, show and folklore dancing. Some IFFR members went all in with the Tyrol style.

The following morning, we were taken to the National Park center Hohe Tauern for an impression of the extensive nature the national park comprises. After lunch the afternoon was at our own disposal, and many took the gondola to the top of Hanenkamm to do some trekking or just to see the set off point for the famous downhill skiing competition. The evening was a relaxed gala, with drinks at the porch of the Alpen hotel and thereafter, dinner with only a few speeches. The Austrian/German section had their 30 years' anniversary. The founding chairman (Charles Strasser) had prepared a humorous vote of congratulation which I had the fortune to deliver, as he was not present. Thanks to Günther and his team for a very successful flyin.
The first Italian fly-in in a long time was at Castelnuovo Don Bosco airfield close to Torino. A small but dedicated group of members had turned up for this day event organized by Paolo Piana and Giuseppe Berardo, the new president of IFFR Italy. The setting was a small 750m grass strip in the rolling hills of Asti in Piedmont. It is also the home to the ultralight plane manufacturer ICP who for a number of years has been very successful with their light 2 seater all metal Savannah.

The tour of the factory, led by engineer Loredana Arisio, revealed a high standard production site with absolute control of quality full traceability for all parts and a high degree of craftsmanship. They produce around 120 planes a year either as kits or ready build. A kit will take about 3-4 months to complete. A ready build can be supplied in 6-8 weeks. Price range from 56-60,000 euro, ready to fly. Kits are 15,000 without engine and avionics. So why not use plastic? A plastic plane has one single part number for the body, a metal plane like the Savannah has more than 300 part nos. So in case of repair, the metal plane has a great advantage.

A new project of this very innovative company is a new 2 cylinder 130 hp injection engine for MoGas. The first prototypes are already airborne and doing well. It will however take some time to get it commercially ready.

After the tour of the factory, I was offered a test flight in the prototype of the new Ventura, a 4 seater in the light end. I was fortunate enough to have the designer Michele Bassetti as pilot. The Ventura turns out to be a great plane that in spite of small size had plenty of spaces inside. Seat position was very comfortable, even for a big handsome guy like me. In the air it handled beautifully, quick on the controls,
yet very stable and controllable, even in a full developed stall. I do expect that we will see more than a few of these around in the next coming years.

Left: Great Italian Lunch.
Right: Not all came by car, Gianmaria Faggioni arrived by plane, thus a fly in.

After the tour we were served a fantastic Italian lunch. Banner and speeches was exchanged. Paolo Piana presented me with the commemorative medallion made for the first international European IFFR meeting in Voghera 29. June 1975. The memorabilia will now be stored with the chain and be passed on to the next president.

Thanks to Paolo and Giuseppe for organizing a fantastic day event, Gianmaria Faggioni for making it a fly-in by arriving in his Cessna, and François Frochaux for marking it an international event. We now hope for a weekend fly in next year somewhere in Italy. I would expect a solid European turnout for this.

Commemorative medallion from the first IFFR meeting in Europe.
Credit: Paolo Piana.
The fly-in at Tours organized by the French section 9-11 september at Tours on the river Loire was well attended. 16 aircraft and a few cars carrying well over 30 participants, not only from the French region but also from other regions. Many participated in the pre-program visiting the wine hills and vineyards. The Tours experience included the da Vinci museum and a visit of the chateau of Chenonceau. Weather, wine and dine "helped" us through an excellent weekend (tough, but someone has to do it.....). A grand MERCI to Dominique and Robert! More about this Fly-in in the region reports.
Presenting the European Vice president: Thomas Morf

Top left: Ruschmeyer R90-230RG   HB-DBF
Top Right: Edith and Thomas IFFR Oshkosh 2015
Below left: Just for fun  Below right: PC12NG.

IFFR CV for Thomas Morf
Switzerland

Telefon: +41 55 240 44 11, Mobile: +41 79 777 44 11, Fax: +41 55 240 22 11
E-Mail: tmorf@iffr.ch, Web private: www.iFly.ch, Web IFFR: www.iffr.ch

Birthday: 06.06.1951
Rotary Club: Volketswil (near by Zurich), since 1996, Klassifikation: Informatik
IFFR: Section Switzerland, since 2000, Chairman Switzerland since 2010.

Licence/Ratings: PPL, SEPL, MEPL, IR, CRI, IRI,
Flight hours: 3'700
Homebase: LSZH
Airplane: I own the HB-DBF, Ruschmeyer R90-230RG, 4-seater single engine piston, Lycoming 540, TAS 160 kts. But I fly very often also the HB-FVM, Pilatus PC-12 NG.

Activities: Active as Flight instructor for SEPL and PC-12 in VFR and IFR.
President of MFGZ (www.mfgz.ch) Flying Club of Zurich since 2003.
I spent a wonderful weekend, participating in the Lakes Region, New Hampshire Fly-In. Great pilot Thomas Johnston and his wife Anna, picked me up at the nearest airport KLOM and we made a flight to Laconia Airport, New Hampshire, USA (KLCI) where we were met by the organizer Gary Dehnel. Hospitable Gary and Connie welcomed us into their very cozy and beautiful house. Those days were filling interesting friendly dialogue, beautiful landscapes, sailing and delicious restaurants. I am happy to belong to the IFFR.
News from Jersey

The Weekend

What I Know

Charles Strasser (93)
You've been flying for more than 60 years

CLICK HERE TO READ CHARLES STRASSER'S ARTICLE
The Fall season is upon us, the flying gets more local, as you can't be weathered-out on Sunday in a remote place, with things to do on Monday. Forecasts are just that, forecasts. What you see is what you get.... The hassle of leaving the plane behind, sitting on a train and figuring out when to go and fetch the plane is perhaps something that sounds familiar (but not attractive...). The Fly-in season is over, the last being the Italian one last Saturday. Promising more for that region next year perhaps!

Now, what could we do for the membership in the coming months. **Here's an idea.** Find an interesting activity at a home airfield of one of the active members (for larger areas this may be multiple) to do a little footwork. Pick an activity on or close to the field. This could be visiting a museum or another interesting place, or a session with someone local (like the airport management, a local flight school instructor) to talk about relevant topics for that area. At my home field there is a simulator company that does "rides" in a B737. Have lunch and everybody on his way again to be home "before dark". Not much to organize and interesting for members, dormant members and potential friends to take along for the Saturday afternoon. Staying in touch with old friends and make new ones!!
Hi to you all from New Zealand. I have been given the privilege to be your WPE and Judy and I are looking forward to the next few years seeing old friends and making new ones amongst our fantastic Flying Fellowship. Even though we are on the other side and bottom of the world we will be helping Svend and Carina during their term and attending as many events as possible in both hemispheres.

Attending Fly-Ins is a two way street so I encourage fellows to travel to the Australasian part of the world for some down under fellowship when ever possible.

New Zealand is a small country of 4.5 million people and is about the size of the UK and Ireland, made up of 2 main islands, North and South. Google New Zealand to see a little taste of what we have to offer.

There is a very active General Aviation community enjoying relatively restriction free flying here where Judy and I enjoy flying our C206 around both islands to IFFR events and AOPA Safaris, etc.

That is all for now. Fly safe and be careful out there.

Regards to all.

Phil and Judy Pacey
It's all about safety

Welcome to a New IFFR Rotary Year, and to your IFFR Safety Committee with new members Christian Denke, Michael Bryant, returning PWP Sam Bishop, and New Chair, Jack Welge.

At our most recent fly-ins a number of our members noticed problems and commented to the Safety Committee, on unsafe practices by attendees in spite of extensive planning and great execution by organizers. The comments heard frequently involved (1) issues of spacing preventing the inevitable 'bunching-up' of a number of aircraft, (2) issues of the use of the unfamiliar or the unpractised use of modern navigation equipment like the Garmin 1000 (or other glass cockpits), but without full training or recent recurrent training in its use, causing insufficient attention to the VFR rule of see and avoid and disorientation when close to a destination airport, and (3) issues involving minimizing the pressure to complete the flight to the destination planned without resort to an alternate airport.

Your IFFR Safety Committee exists to assist in making our activities safer, but can only do so to the extent we as Rotarians and Pilots are willing and able to use and follow the rules and safe practices we have learned. That extends to creating and following our own personal minimums checklist

https://www.faa.gov/training_testing

https://www.thebalance.com/the-i-m-safe-checklist-282948

http://flash.aopa.org/asf/volunteerpilots/

Whether participating with a group or flying solo, it's important to review personal minimums as well as to make sufficient time for review and recurrent training in the aircraft we fly.
Quite a few of us have been flying a number of years, but without significant yearly flight time logged we may simply be legal as opposed to being safe. To be of more help in the
coming year WP Svend has graciously allowed us to continue this monthly newsletter column begun by our Past Chair, Ted Richey, which we are hoping to rotate among our committee members for monthly newsletter submissions; but in choosing relevant topics the members of your Safety Committee most look forward to hearing from you. What do you need and what would you like to see here to help us help you increase safety on Rotary IFFR Events?

So, in beginning this column, let’s look at attention to detail. There are some odds and ends that we as Airmen in our busy non-aviation lives may omit or overlook. With our busy schedules, to keep us legal, here are a few matters on which we as Airmen need to focus. While the provisions detailed below are Federal Aviation Administration specific, similar rules apply under other regulatory agencies in our respective countries.

First and importantly is the Airmen Certification Address Update required by FAR §61.60 requiring airmen to keep the Federal Aviation Administration (FAA) informed of a permanent mailing address. Importantly, FAR §61.60 prohibits Airmen from exercising the privileges of his or her certificate if they have failed to provide the FAA’s Airman Certification Branch with a new permanent mailing address within 30 days of a permanent address change. The good news is your new permanent address information can be updated quickly and easily. Simply go to faa.gov and click on FAA Home ▸ Licenses & Certificates ▸ Airmen Certification and update on line or print form AC 8060-55, Change of Address Notification, and mail to the address provided. See https://www.faa.gov/licenses_certificates/airmen_certification/update_address/.

The second is an Aircraft Owners Change of Address on Aircraft Registration, required by FAR 47.41, requiring notification of any change in permanent mailing address, sale or export of an aircraft, or loss of eligibility to register an aircraft. All may be accomplished through FAA Form 8050-1, "Aircraft Registration Application", available on line at faa.gov., through the Flight Standards District Office, or through AOPA at 1-800-872-2672.

The third, based on that current correct permanent address on file for your Aircraft Registration, is your notice from the FAA for your Aircraft's mandatory 3-year recurrent Re-Registration and your response thereto. On July 20, 2010 the FAA issued a Final Rule for Re-Registration and Renewal of Aircraft Registration calling for 3-year recurrent expiration and renewal of registration for all aircraft issued registration certificates on or after October 1, 2010. And, as we and our aircraft have all made it through the process once, we have cursory familiarity with what is required. But as you recall, a reminder was sent from the FAA to your permanent address as the Aircraft Owner. No correct permanent address? No reminder!

With our mobile population, frequent moves are common. As an example, and using the 2007 American Community Survey from the US Census data, a person in the United States can expect to move 11.7 times in their lifetime. All of us pride
ourselves on our skills and abilities, but when did we last thoroughly review our Pilot Operating Handbook (POH) we are required to carry in the aircraft when we fly? And if you carry a personal Locator Beacon (PLB) is the registration current with NOAA and have the batteries been replaced as required?

As a personal aside, I was evidently becoming too complacent recently when, having updated all the above and foregoing and having re-checked the aircraft POH, I failed to notice the batteries in my PLB were 1 month out of date. We need these reminders ever so often to remind us what our instructors emphasized a while back, what we truly have is a "license to learn".

So to be safe, make a note now on your smart phone, calendar or tickler system to make certain all addresses are up to date with faa.gov. To be doubly safe, re-check your aircraft registration expiration date and enter a date about 90 days prior to then to begin your plane's re-registration process; and while you're at it, check the dates of last battery replacement on all safety equipment.

Until next time, enjoy safe flying.
Jack Welge

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**News from the World Secretary**

It was agreed at the AGM in Berlin to return excess funds to sections in proportion to the average size of each section over the past 3 years. The sum agreed was $30,000 which represents roughly half of the cash total held in the International bank accounts. The number has now been established and approved by the regional Vice presidents. The transfer will be done in the coming month.

We are working on the next issue of our electronic Directory so to get the correct details in, please check your data in member manager.

Ian Kerr
New sectional Presidents

In July we received the following news from the treasurer of the Italian section Gianmaria Faggioni: “I inform you that the Annual Assembly held on the airport of Pavullo nel Frignano on July 2. Cesare Cardani gave his resignation as president and, for the next two years, has been named president Giuseppe Berardo. At the same time, it was confirmed Secretary Clemente Ingenito, while I keep the Treasurer.”

Rotating Beacon UK Newsletter

Download Newsletter

American Newsletter

Download Newsletter
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

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

New Member Manager users

1. Your login details will be part of your email address before the @ symbol followed by password changethispwd
2. You can change to a password of your choice
3. To do this select ‘Applications’
4. Select ‘Edit My Info’, change your password then click ‘Submit’ top right
5. 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

7TH DECEMBER

IFFR UK Annual RAF Club Luncheon

BOOKING FORM

3RD - 5TH MARCH

Dannevirke Fly-in, New Zealand

26TH TO 28TH MAY 2017

IFFR Benelux, Ostend

10TH TO 14TH JUNE 2017

Rotary International Convention,
Atlanta, Georgia

14TH - 16TH JULY 2017

UK Fly in, Chester

UK IFFR WEBSITE

10TH TO 13TH AUGUST 2017

IFFR Scandinavia Finland weekend

17TH - 20TH AUGUST

Lausanne, Switzerland

SWISS IFFR WEBSITE
The World Scoreboard

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DOWNLOAD OUR APPLICATION FORM
Our Section Heads...

**GERMANY & AUSTRIA**

Guenther Hayn  
*Section Head*

[EMAIL GUENTHER]

---

**UNITED KINGDOM**

David Morgan  
*Section Head*

[EMAIL DAVID]

---

**ITALY**

Giuseppe Berardo  
*Section Head*

[ITALIAN WEBSITE]

---

**FRANCE**

Dominique Brice  
*Section Head*

[EMAIL DOMINIQUE]

---

**PORTUGAL**

Fernando Henriques  
*Section Head*

[EMAIL FERNANDO]

---

**BENELUX**

Egide Van Dingenen  
*Section Head*

[EMAIL EGIDE]

---

**SCANDINAVIA**

Rolf Mikkelsen  
*Section Head*

[EMAIL ROLF]

---

**VP EUROPE & IFFR SWITZERLAND**

Thomas Morf . . The Big Cheese!  
*Section Head*

[EMAIL THOMAS]

---

**WORLD RECRUITMENT OFFICER**

Han Klinkspoor  
*Recruitment Officer*

[EMAIL HAN]
AMERICAS REGION

George Chaffey
Vice President

EMAIL GEORGE

AMERICAS REGION

Steven Henderson
Secretary & Treasurer

EMAIL STEVEN

AMERICAS REGION

Beverley Fogle
North West

EMAIL BEVERLEY

AMERICAS REGION

John Ockenfels
North Central

EMAIL JOHN

AMERICAS REGION

Tom Johnson
North East

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AMERICAS REGION

Vicky Puliz
South West

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AMERICAS REGION

Jack Welge
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Dale Read
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Craig Bledsoe
Alaska, Yukon

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