



INTERNATIONAL FELLOWSHIP  
OF FLYING ROTARIANS

# The Big Danes Monthly World Newsletter

*February 2017*



## ***Get in touch...***

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## News from the President



First, Carina and I wish you all the best for 2017.

2017 is going to be a very active year with lots of great events going on around the globe. Most are already on our web site [www.IFFR.org](http://www.IFFR.org) Where Bo is doing a great job keeping up with the news.

Do let him know the plans for your section so we all can see what is offered. Carina and I plan to take part in most of the European fly-ins during this year and we will go to Australia and New Zealand in October for their spring events. In the Americas, we will try to join as much as possible, we are however somewhat challenged by the distance. Sadly, we will miss out on the Alaska fly-In in February/March.

In December, we had the great luck to be invited for the UK Christmas Lunch at the Royal Air Force Club in London. For any airmen, this is a perfect venue to meet fellow aviators. The place has the traditional ambiance of the traditional English club, and garnished with the long tradition of military aviation. 55 members including a few New Zealanders and mainlanders, Swedish, Dutch, Austrians found their way to Piccadilly for the Lunch.



**The IFFR Luncheon**

The speaker Mr. Peter Vacher, told the story of finding a Hurricane R4118 from 1943 in a parking lot at a university in India, while looking for old Royal Royce motorcars bought by the various Maharajas in former times. Peter told the fascinating story about how he negotiated the release and transfer out of India of the wreck, and the subsequent restoration until it was airborne again in December 2004. Do read the full fantastic story of persistence and dedication.



*Pictures, before and after the restoration.*

[CLICK HERE FOR FULL STORY AND RESTORATION](#)

After the lunch and the key note speaker I got the privilege of addressing the members, and to induct a new member from Inverness David Laing from the Rotary e-club. David has been participating in fly-ins over the years as a guest of Ian Kerr, and he was literally elevated to be pinned and welcomed into the fellowship bringing the total number of members up to 1099.



*1) UK Chairman David Morgan, 2) David Liang and Svend 3) Angus and Alisma in Christmas spirit*

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## New Zealand from above

**Travel log from: Niels and Søs Rasmussen, Denmark, IFFR Scandinavian section.**

After 3 weeks of travelling around the amazing country of New Zealand (north to south) we headed back to Auckland, for a last few days of summer, before it was time to head back home to Denmark and the winter. We had arranged to meet with Flying Rotarian Kiwi's Phil and Judy Pacey. We went for a fly over the Auckland area, had magnificent views of the green hills, blue sea and mountains. Stops along the way included a lunch stop in Dargaville (north of Auckland) after a circle around

the Skytower in downtown Auckland we made a stop for ice cream at Pauanui, in the Coromandel peninsula.

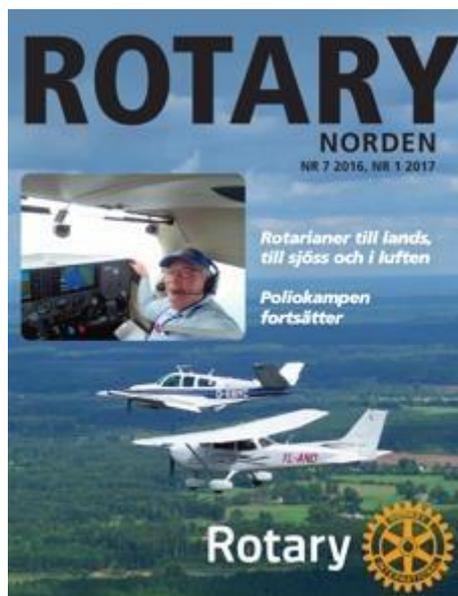


Enjoying the company of our new friends, we also met more IFFR friends in Pauanui airfield. Returning from a wonderful flight, we got to know Phil and Judy better as we stayed overnight at their beautiful home. It is inspiring to meet open minded and guest free host, like the PACEYS. Travelling should always include a visit with Rotarians – even better, make it Flying Rotarians. On our return to Denmark, the feeling of inspiration to see more of the world and start new friendships remains.

Thank you Phil and Judy, see you again!



## Han's column - Membership



Happy New IFFR Flying year!

Here's another day with me sitting at home, looking outside and see fog, low ceilings or other types of nogo conditions. Grounded! New year parties are done and over with, so what else?

Increasing IFFR Membership of course. Contemplating ideas to spread "the gospel of the heavens": the fun of getting there and being there with friends from all corners of the world...

How to further the membership, how to preach to the masses that are not "in the know". An idea that was well executed by Rolf Mikkelsen, the Norwegian 'Viking' leader of the Scandinavian/Nordic IFFR section. He triggered the interest of the Nordic Rotary and got hold of the frontpage and a full editorial page on IFFR of the Rotary Nordic magazine. This means reaching hundreds of Rotarians in the part of Europe where, at this time, there is plenty of time to read as the winters are cold and daylight is scarce up there. Well done Rolf!

As every Rotary country has it's Rotary Magazine, and every district a monthly letter from the Governor, this is an excellent platform to reach our number one target audience: fellow Rotarians. It shouldn't be too difficult to get airtime in the magazines and newsletters, as they're usually craving for content.

Stay on the frequency for more in the next issue of de Big Dane's World News!

Happy Flying!  
Han Klinkspoor

## Meet Vice President –Americas Region George Chaffey



Our Vice President of the Americas Region, George Chaffey and his wife Carol were Peace Corps Volunteers in Liberia, West Africa; this is where George first got the flying bug ... from Texas bush pilots working the Liberian jungle. After returning to the U.S., he ran a legal services program for poor people, and for 30 years has been a shareholder in Littler Mendelson, an international law firm representing employers in employment and labor law matters.

A third-generation Rotarian, he was 1997-98 District Governor with the motto "Have Fun". For 20 years, he has trained Club Presidents and District Governors in the western U.S., and for the past two years, trained District Governors worldwide at the International Assembly, including some impressive IFFR members who have become District Governors.

As Wing Leader of the “Low & Slow Squadron” (any of you with a slow airplane can belong), he flies a 1948 Luscombe (“Lady Bird”) that was Reserve Grand Champion at Oshkosh. During 3 of the last 4 years, he has flown Lady Bird across the U.S. and back...that’s 7,000 – 9,000 miles each trip; and at 87 knots, it’s not always low, but it’s always slow.

If you hear a small plane, look up and wave ... it might be George & Lady Bird.

## Planes, Faces, Places by Trevor Steel



I soared effortlessly through the air, feeling the air currents keeping me aloft.  
Suddenly I felt the lift diminishing!  
I plummeted towards the ground.

As I was about to hit the ground, I woke up with my heart thumping and at the same time I realized that I had fallen asleep with my latest Adventures of Biggles book lying on my chest.

It was the early 50s, and Saturday morning, and time to get up to borrow Dad’s push bike to ride to Archerfield Airport, the secondary airport on the other side of the City of Brisbane in Queensland, Australia, to spend the morning watching the Tiger Moths and Piper Tripacers doing circuits. On my way home, I would attend to another ritual of wandering around the Queensland Museum.

The following day I would pedal to the Brisbane Airport, the primary airport to watch the Dragon Rapide Aircraft of the Royal Flying Doctor Service of Queensland and various Commercial and Airline Aircraft arriving and departing.

Fast forward to 1996, where I was retiring at the age of 56, from Metway Bank, one of the major Regional Banks in Australia, where I had been the Chief Executive Officer for the past 26 years.

In my retirement, I would look forward to carrying on with my other roles as:  
Chairman of Directors of the Royal Flying Doctor Service (Queensland Section)  
Chairman of Trustees of the Queensland Museum  
Pilot of my 1982 Cessna Crusader Aircraft T303 which I would eventually dispose of in 2014 after owning it for 26 years.  
Deputy Chairman of the Board of the Port of Brisbane Authority  
Past President of the Royal Queensland Aero Club. (Early aviators Sir Charles Kingsford-Smith and Bert Hinkler were members)  
I had come the full circle from an observer to a participant!

Historically in the intervening period, I enrolled at the Industrial High School in Brisbane as a Student at age 14, with the intention of following in the footsteps of the male family members of Motor Mechanics, Fitters and Turners, and other like trades. I also joined the Air Training Corps.

This was a subset of the Royal Australian Air Force for high school students, known as Cadets, and provided the opportunity to attend camps and get a taste of RAAF life. It was at the first of one of these camps that I experienced my first actual flight.

My English teacher was a bomber pilot from WW2 and he flew circuits in an Avro Anson giving most cadets their first taste of flying. At the camp, the next year, I sat in the tail turret of a Lincoln Bomber while we flew a circuit. There were a couple of other Lincoln Bombers on the end of the main runway, in an isolated section of the Amberley Airforce Base, which were radioactive, having flown through the aftermath of atomic bomb testing.

After leaving High School I spent 8 years in banking. I decided in 1964, that being now qualified, I wanted to move into Public Accountancy. I answered an advertisement and became employed in a Practice that was providing Secretarial Services to a number of cooperative housing societies and 2 Permanent Building Societies. In 1970 the Founder of the Building Society decided to retire and in November 1970, I was advised that I had been appointed Chief Executive Officer.

The Building Society at that time has 25 staff and \$38 million in assets. This provided me with the financial opportunity to get my Private Pilot's Licence, much to the opposition of my Mother-in-law based on the reason that I was now married to Denise with 2 young children.

As the organization expanded we started to open branches around Australia, so in 1976 I purchased a 1963 Cessna 172 VH-RIF. I started to visit the branches using the aircraft. I also got my night VFR Rating using that aircraft which had very basic instrumentation.

In 1978 I decided to upgrade to a faster aircraft. I bought a 1962 Beechcraft Debonair VH-TIM. Again, a very basic aircraft but around 40 knots faster and with tip tanks with around 7 hours endurance. Fuel management had to be watched carefully as there were only small inboard main tanks in the wings. Excess fuel delivered was always sent back to the left main tank so there needed to be space in that tank for the excess fuel. After being stuck in a regional town for 3 weeks with weather, I decided I needed an instrument rating. However, the aircraft was not in IFR category. In Australia, there was a Limited IFR category for aircraft that did not have an autopilot, and they were not permitted to land at Capital Cities Airport under instrument conditions. Outside the capital cities there were very few VORs, so

the bulk of approaches were NDB approaches. With no autopilot, I became very proficient in hand instrument flying.

In addition, the undercarriage would sometimes fail to lower. After numerous checks, it was found to be a faulty micro switch.

I also found that if I flew into a bumpy cloud the undercarriage would lower OK.

My next aircraft bought in 1979, was a Cessna 182 U with the slow engine, having VOR tracking on the autopilot but, without altitude hold. Late one night flying solo, I dozed off but the aircraft must have been well trimmed, as when I woke up I was still at the correct altitude. This prompted me to keep an eye out for an aircraft with altitude hold.

In 1982 I found a 1980 Mooney 201 with only 250 hours on it and extensive Avionics. The main issue that developed was with the Century 41 Autopilot, which caused persistent problems for around 3 years until it was finally solved.

The Mooney was very slippery and I found the best technique for landing was to keep my finger on the electric back trim until it hit the stop, whilst reducing power and flying just above the runway.

In 1982 I became interested in buying a twin as by that time I was flying staff around on some of my branch visits. Some of my staff were nervous in a single engine. I purchased a 1982 Cessna Crusader T303 VH-UZX in 1988 with around 750 hours on it. The aircraft type was a bit of an orphan as it was built only between 1982 and 1985 under new FAR regulations. Production ceased in 1985 with I think more than 300 being built, when the product liability issues in the USA were being resolved. The model was not continued in production after 1985. It was an excellent cabin type aircraft and met all of my work and private needs. Only lightly turbo charged to 32.5 inches and 2400 RPM limit producing 250 HP per engine.

I flew the aircraft while operating lean of peak at 170 knots at 10,000 feet on 23" to 26"/2400 RPM settings giving over 6 hours endurance, using 92 litres per hour. Rich of peak I would gain 7 knots but increase fuel consumption to 108 litres per hour.

I decided to retire in 1996 and by that time the bank had assets more than \$7 Billion dollars and employed nearly 2000 staff.

One year after retiring in 1996 I had a minor heart attack, probably caused by sitting at my desk for too many years, business lunches, lack of exercise, and very long working hours. I had surgery for 5 by-passes in 1998 and got back to flying 6 months later. This gave me a different perspective on life, and working on the assumption that I wouldn't be around forever, I decided to upgrade to new Avionics as they came on the market, as long as I could afford it.

Below is a photo of the Crusader in flight over the Nullarbor Plain in Australia and an inflight photo of my much-upgraded final panel.



In 2003 I became involved in Angel Flight and over a 10-year period flew over 200 missions which put me in the top few in Australia at that time for the number of Angel flights flown. I found it a very rewarding experience.

Around 2013, the regulator would only issue me with a medical that required me to have a safety pilot. This was despite my Specialist Cardiologist advising that I was “low risk”

Around 2013, the Regulator brought out a new Drivers’ Licence Medical which enabled those who were issued with this by their doctor to fly in summary, an aircraft VFR in day, not above 1500 Kilograms in gross weight. After checking with the Regulator, I was told that this type of medical was my doctor’s responsibility, and they simply entered this medical in a Register and that was the extent of the regulator’s involvement. Based on this, I took delivery of a brand-new Cirrus SR20 in February 2014 to operate under the new type medical.

When I went to renew my medical I was rejected on the basis apparently, that the regulator’s Doctors had decided to get involved in the medicals again. There was no right of appeal, and the only option was to apply for the medical which required a safety pilot. Other obstacles were also thrown up, and it became obvious that I was not going to get any type of medical that would meet my needs.

As a consequence, I ceased flying in 2014, and sold both of my aircraft and recently my hangar at the Sunshine Coast Airport where I had operated from for the past 16 years. At that time, I had accumulated over 5,500 hours mostly twin time.

In 2016, I obtained my Drone Licence and bought a DJI Inspire 1 Drone.  
It is not the same!

Trevor Steel

## Feature Article on Safety

Check lists and SOP by IFFR Safety Officer Michael Bryant, New Zealand



Let me introduce myself - I am a member of the IFFR Safety Committee representing the Australian Region. I have been involved in the flight training industry (New Zealand) for 20 years, training pilots mainly for career positions and also specialising in the international pilot training market. I have thoroughly enjoyed my time in the industry. There is nothing quite like the satisfaction of boarding an airliner and finding that a former student is in the cockpit. I retired at the end of 2015.

Over the years, I have had some interesting experiences and being a flight instructor, I know how important it is to be alert and ready for the unexpected. The following incident shows how one small oversight can result (and in this case, **did** result) in quite an expensive repair bill!

One of our IFFR members recently experienced an engine failure after take-off due to the "Standard Operating Procedures" (SOP) not adequately covering all cockpit checks and with an accumulation of unfortunate circumstances (Swiss cheese model effect).

It was a very hot day. The pilot from experience, and to assist in starting up an already hot engine, turned off both electric fuel pumps. This particular aircraft does not have a mechanical fuel pump. The engine was successfully started and the line-up checks completed as per the check list. There were a number of other aircraft taking off at the same time. The take-off roll and climb out began. At 400 feet AGL, as per the aircraft SOP, the secondary fuel pump was turned off. The engine stopped! The pilot then made a forced landing 1.5 kilometres from the runway end, with damage to the aircraft but fortunately no injuries.

So, let's analyse what went wrong and what could have been done differently.

After starting... the primary pump was not turned back on (it was not on the check list!) The pilot concentrating on his pre-take-off checks completely overlooked it (this happens). He was also focussing on taking his place in the take-off sequence with the other aircraft at the holding point. This meant when the secondary fuel

pump was turned off there was no fuel being delivered to the engine from the low wing aircraft.

What was the hurry to turn the secondary fuel pump off? Certainly, the SOP said it could be turned off at 400 AGL. But at 400 AGL you have limited time to take corrective action once you have established best glide speed and selected a suitable forced landing place.

My criteria for the level at which fuel pumps might be turned off is 1,000 AGL and then there is the saying “fingers linger.” I tell my students “keep the fingers on the switch for at least 10 seconds so if things start to go wrong the pump can go back on immediately.” The pilot on reflection admitted that because there was so little time between the engine failure and the ground, his checks were hurried and he missed the fuel pump off switch.

So, what can we learn from this...

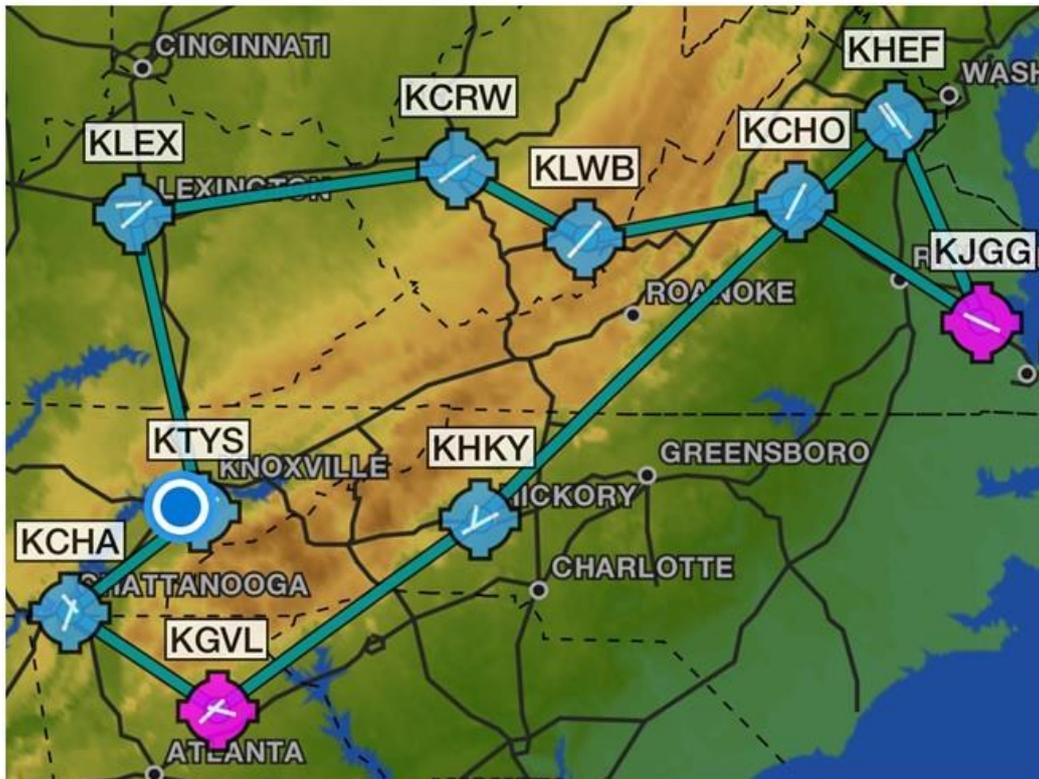
- Pre-take off checks: take your time, double check that the switches are in the correct position, especially in low wing aircraft.
- Don't be distracted by other aircraft that are at the holding point.
- SOP are written with the best intentions, but if you feel that something is not in your best interest, question it!
- There is no hurry to turn fuel pumps off. If you set your minimum for pumps off at 1,000 AGL, then you will more time if something goes wrong. The time difference you will have between turn off at 400ft and 1,000ft is about 90 seconds. Not a lot but enough to ensure a better outcome in the case of a fuel pump failure or finger trouble!

Aviation has a habit of coming up with the unexpected. Always be ready with your common sense at hand.

## Basic flying theory from Tim Puliz



## Atlanta Post Convention South East Fly Away.



### Now with return to Atlanta from Manassas.

By request, Dale Read has organized the return trip from Manassas to Atlanta.

The bus will leave the hotel as described in the program. After setting off the flyers, and a short stop at Dulles international airport, the bus turns south towards Atlanta.

The bus trip back is long and there will be an overnight stay in Hickory, NC at the Hilton Garden Inn. The flyers who like to follow the path of the bus can land at KHKY. The bus will swing by the Airport, to pick up the flyers. The destination of the Bus will be Atlanta Hartsfield airport around 3 PM June 25th.

A full updated hotel list is attached to this newsletter including contact details for Williamsburg and Hickory. See Hotel list below.

There will be no extra charge for the return trip on the bus, however dinner snacks and hotel are on your own account.

The tour is still open for registration and space is available. [Click here for the Program](#)

HOTEL LIST

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## American Newsletter

DOWNLOAD NEWSLETTER

## New Zealand Newsletter

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## 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 password changethispwd

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

3RD - 5TH MARCH

**Dannevirke Fly-in, New Zealand**

28TH APRIL TO 1ST MAY

**German-Austrian section - Schwäbisch  
Hall, Germany**

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

1ST TO 4TH SEPTEMBER

**San Marino**

7TH TO 10TH SEPTEMBER

**French section, Aix-en-Provence**

20TH - 22ND OCTOBER

**Westport Fly-in, New Zealand**

7TH DECEMBER

**IFFR UK Annual RAF Club Luncheon**

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## The World Scoreboard

AMERICAS	466
UK	139
AUSTRALIA	106
GERMANY-AUSTRIA	98
SCANDINAVIA	93
SWITZERLAND	66
FRANCE	47
BENELUX	44
NEW ZEALAND	38
ITALY	40
JAPAN	27

PORTUGAL	16
OTHERS	14
<b>TOTAL</b>	<b>1193</b>

[CLICK HERE FOR A FULL BREAKDOWN](#)

## 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](#)

The International Fellowship of Flying Rotarians is a group of Rotarians dedicated to promoting aviation as an opportunity for fellowship and service. This fellowship operates in accordance with Rotary international policy, but is not an agency of, or controlled by Rotary International.

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