Get in touch...

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Guys and girls in the north, that is north of equator, it’s time to dust of the planes and get ready for the coming season. Check all the vital elements, such as insurance, current certificates and medicals. Get those 2017 maps and tune in to the aviation mindset.

I was recently in Los Angeles, and as advised by a fellow Rotarian, went to Camarillo to get my bi-annual check logged to be ready for the Atlanta fly away. It was however not easy – rain kept pouring down and fog and mist was keeping us on the ground. Finally, after 3 days of meeting up doing paperwork and going through FAA regulation we found a hole in the clouds and went up finalizing the check.

A few days later the weather turned, and I had the great experience to attend the first meeting of the South California IFFR squadron. Penelope Cornwall, who is heading the squadron, had gone to a great length to arrange a super first meeting including induction of yet another member. For further see the article borrowed from the American Newsletter.

The Squadron concept is great for sections covering a vast area. We have been running something similar in the Scandinavian section however without calling it squadrons. I do expect the term has come to stay as it offers a new regional focus and provide meeting points in a proximity of the members.

Please have a look at our Atlanta program below, dates and time have been fixed as have location for both the annual board meeting, the AGM not to forget the popular Banquet. The venue for the Banquet is still lacking the final confirmation but it will not be long before that is also in place.
Also, please follow all the programs shown on the international Web under www.IFFR.org. Several of these are already selling out, so plan your season and make those registrations soon.

Carina and I will attend most of the European meetings this year. In September and October, we will be down under for the New Zealand and the Australian fly ins. You will also see us at the Atlanta fly away, and most likely some further American events. We are looking forward to meeting you somewhere on the globe.

A personal request, I am about to install an Avidyne IFD 540/440 in my Bonanza, before hitting the buy button, do let me know if any of you have experience with this equipment good or bad. Do mail me on svend.andersen@c.dk, I appreciate your input.

Fly safe, keep the shiny side up!

Svend Andersen

Southern Californian IFFR Squadron fly-in

EL MONTE, CALIFORNIA - SAN GABRIEL VALLEY AIRPORT (EMT)
MEET AND HOST WORLD PRESIDENT SVEND
FIRST SQUADRON EVENT - FEBRUARY 11, 2017

Squadron Leader Penelope Cornwall (Southern California) did a fabulous job of setting up the event to host WP Svend. She arranged the event, which included the luncheon and a tour of the tower. She had 3 antique planes brought in by a friend for us to see and discuss. She introduced that friend into IFFR at the luncheon. She had huge banners hung in the terminal, poster boards on easels arranged in the terminal, and table tents made for the luncheon, all welcoming Svend. Finally, she had the electronic sign at the airport entrance arranged to welcome IFFR. And a great time was had by all! Here's a few pictures, more are available through our IFFR Americas.org website. And she did this on short notice.

Han’s column - Membership
Dear fellow IFFR fellow-shippers,

It happened to me a couple of weeks back at my home airport. After I pulled my airplane out of the hangar a student from the flight school next door happened to be strolling outside and walked up to me looking at the airplane I was giving the walkaround. He told me he took his first couple of lessons and was "getting the flying fever bug". The airplane he was taking his lessons in was a fine last century build, the plane I fly is definitely a "neck twister" that invites looking inside and inspecting the panel. To cut a long story short, he asked me if I could take him up one day and pay for the ride. Yes, I know that taking passengers for pay is beyond my PPL restriction, but sharing cost and fun is fine. The ride still has to happen, but I made certain I talked about the fine IFFR community that multiplies the joy of flying.

Taking this one level up, flight school populations are another crowd that are of interest to IFFR. Of course, you'll have to devise your own cunning strategy (remember Allo Allo?), but visiting a social evening of your (or any) flight school at your airport with airplane keys in hand or on the bar in front of you, may just produce interesting contacts, as students are eager to immerse in anything related to flying (Remember way back when? And actually, as we still do after tens of years of flying, at least I do)!

Good hunting and keep out of the trees!

Han Klinkspoor

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**Planes, Places & Faces**

**New plane in the fellowship.**

I am happy to announce that Past World President James Alexander has found his new plane. We are many who have been following the painfully long selection process in finding a replacement his Turbo Arrow. James is now the proud owner of a 2005 TB21 GT.
James’s new plan Socata TB-21 Trinidad TC observed at Groningen airport EHGG photo by Peter Bakema

President to come, no comment!

President nominee George Chaffey practicing new leadership methods in Alaska. Wonder whose picture is on the target.

Some use twitter some use their shirts
Past World President Charles Strasser celebrates his 90th birthday in April. When President Svend asked if I would write an article recognizing Charles’s long term commitment to IFFR he gave me a problem! How do I condense 50 years of service to our organisation into a few paragraphs? The answer is that I can’t but what I would like to do is give some of the flavour of that contribution.

I’ll start by being a touch controversial. I believe that Charles sees his involvement with our Fellowship as secondary to his commitment as a Rotarian. Rotary has played a major part in Charles’s life. Not only does he wear his Rotary pin with pride he is a stout defender of its integrity. For him the Rotary Wheel is special and it is something that sets Rotarians apart. Few Rotarians are members of three Rotary Clubs and regular attendee of a fourth. Charles is. His principal club is the Rotary Club of Jersey where he has been a committed member for almost 40 years. He is
an honorary member of his original Club, Newcastle-under-Lyme. He continues to support that Club in their charitable work. Charles was instrumental in founding a second club in Jersey – Jersey de la Manche. This is recognized by him being made a life honorary member of the Club. For some time now Charles has “wintered” in Florida spending 6 months there. There he is one of the “Kingfishers” – the winter visitors from colder climes – at the Marco Island Rotary Club. Charles’s Rotary credentials are, indeed, impressive by any standard.

Always ready to serve

In 1986, twenty years after the founding of IFFR, Charles became the first non-North American member to become World President. The following year the Rotary International Convention was held in Munich. This was before I was a member of IFFR but I am told that Charles organisation of the IFFR involvement was exceptional and that it set the standard for future years. At the annual banquet, in recognition of his service to IFFR, he was awarded a Paul Harris Fellowship.

My first exposure to Charles’s organisational talents was at the International Convention in Nice in 1995. Many of us flew to a pre-meeting at Jersey where we enjoyed a champagne reception on the lawn at Government House hosted by the Governor. From there we flew to Nice by way of Limoges. Charles, as ever, had negotiated a great deal with the management of the hotel where the annual IFFR banquet was held – wine was included so long as the meal was still being served. Charles regularly circled the tables reminding everyone of this – and advising us not to eat too quickly!

Fast forwarding now to 2012, at Charles’s initiative a European Regional meeting was held in Prague. Here he took great pride in welcoming so many IFFR members to his mother country. The programme was extensive with visits to all the important sites including the Royal Palace. The President was not in residence but through Charles’s contacts he had left a message of goodwill for us. For Charles, there was an unexpected honour – at a ceremony in the Defence Ministry he received the Merit Cross recognizing his wartime service with the Czech army. Socially the weekend was outstanding ranging from genuine Czech cuisine in traditional surroundings to a formal banquet. Certainly, a weekend to remember, although I do recall that our immediate past W-P did have trouble in remembering what colour of bus that he should be on!
Charles off to collect the Czech Military Cross

Moving forward to the Jersey weekend in 2016. This he organised in conjunction with Gregory Guida. This was the final event of Alisma’s Chairmanship of the UK section. Charles has great pride in his adopted home and that was evident in the programme that was put together. The privilege of a visit to the States Chamber, to be greeted by the Bailiff of the Island, set the tone for a never to be forgotten weekend. Alisma is particularly appreciative of what Charles and Gregory put into that weekend.

Since 1982 Charles has been a regular attendee at IFFR AGMs held at the time of the Rotary Convention. There he has never been afraid to speak his mind. His counsel has always been valued. His constructive input has contributed to the successful development of our organisation.

What I have written are but a few memories of Charles and his involvement in IFFR. Space did not allow me to do justice to Charles’s service to IFFR over the years. Unique is often a misused word but in Charles’s case it is truly justified. He is unique.

Characteristically I will let Charles have the last word with this quote from his autobiography, “From Refugee to OBE”.

“As with any organisation, you only get out of it what you’re prepared to put into it. I have enjoyed my participation in Rotary tremendously. I’ve always considered it to be an avenue for doing good unto others and as means of good fellowship, fun and enjoyment. And of course, one of the great pleasures I derived from Rotary has been through membership of the International fellowship of Flying Rotarians”.

Charles – a Happy 90th from all in IFFR.
Angus Clark
Meet Christian Denke The European safety committee member

In the September 2016 newsletter, Svend had reported on the establishment of the new Safety Committee. It appears that it is more than due time that you receive some more information about your (brand) new European member in the Committee. Brand new really, as I still regard myself a newbie in the Rotarian world with, however, a definitive aviation background.

I first got in touch with the Rotary world when Thomas Morf extended an invitation to join the Swiss IFFR Fly-in to the airfield of Raron in 2011 with one of the PA28s of his club, the "Motorflugruppe Zürich" - MFGZ, and to attend the associated meeting in Zermatt as guests. An excellent introduction! After the next Fly-in to the Swiss military base of Alpnach near Lucerne, I was cordially invited to join the German-Austrian IFFR group, as I am regularly commuting between Lucerne, Switzerland, second home of my wife since a couple of years, and our main home in Berlin, Germany. Moving from a "friend" to proper Rotary membership could be accomplished thanks to the successful undertaking of Ian Kerr to establish the new "E-Club of Aviation".

My aviation career in deed is longer: This November, I can celebrate my 50th anniversary of admission to the Lufthansa Airline Pilot School in Bremen. My airline career covered charter operations for a subsidiary around the Mediterranean for many years until I could transfer to the global operations on the Boeing 747-400 which I flew until my (forced) retirement in accordance with the legacy rules of our union agreement at the age of 60.
Big office and small office

For many years, I also was active in the Airline Pilot Association’s working group addressing issues related to "Air Traffic Services", including to represent pilots at the ICAO.

Since my retirement from Lufthansa, I intensified my GA flying, primarily now with my (shared) Beech Bonanza F33A - she and my wife have seen most of the "D-A-CH" IFFR Fly-ins of the recent years.

I would hope that all this is basis enough to serve Rotary well in promoting safe flying. To this end, I will endeavor to always live towards the pun included in the motto shown on a giant sign on top of the US Air Force hangars on the southern side of Frankfurt airport, many years ago: "Safety is no accident".

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It’s all about safety

Fuel again - (over-?) regulation versus horse-sense

It appears, at least in the English language, the ability to come to good judgement is attributed to horses rather than to the human brain. Still, while often we all are tired of perceived over-regulation, it sometimes may help to review the rule book to possibly even find some guidance in the legal requirements for developing adequate 'personal minima' in support of 'good airmanship', our common goal.

In an international community like IFFR, a look over the fence may also be helpful to identify 'best industry practices' from more than a domestic perspective. When I started my research on flight planning fuel requirements, it soon became obvious
that some of my old beliefs, and habits, had their roots in the commercial environment of my earlier flight career. While in no way I would like to suggest that these rules should be binding for private flying, I am convinced that their knowledge may be beneficial for the decision process even when flying for pleasure and not for hire.

Why shouldn’t we strive to offer our loved ones the same level of protection the regulators believe are necessary for public transport?

With this in mind, I researched and compared the rules related to fuel planning from ICAO, from the US Code, and the relatively recent European harmonised regulations. May I explain (although many of you probably are aware of it) that the provisions in the Annexes to the Convention of the International Civil Aviation Organisation (ICAO) need to be implemented through national legislation. There is no guarantee that all States do apply these "Standards and Recommended Practices" uniformly, but they are a good start.

For practical purposes, one of the key issues may be the value of the fuel that you still should have in the tank after landing: 45 minutes (at normal cruise), generally. Surprised? If you argue: 'No, it's 30 minutes" - this is correct, but an alleviation for VFR by day only.

This principle is transposed near verbatim into US C.F.R §91.151 and §91.167, and into Regulation (EU) 965/2012 NCO.OP.125 (for those that want the 'legal' reference), including the need to take into account the meteorological conditions. However, the following related pre-conditions or considerations from the ICAO Standards appear to be mirrored in the European provisions only; I did not find a reference in US C.F.R. Part 91:

The flight preparation (ICAO Annex 6, Part II, 2.2.3) from which it is determined that at the end of the flight you still have the 'final reserve' in the tanks) shall take into account any delays that are expected in flight and shall include the planning of an alternative course of action to provide for the eventuality that the flight cannot be completed as planned, because of weather conditions. Also the obligation for an 'in-flight fuel management' (2.2.4.7 in the ICAO provisions), to 'monitor the amount of usable fuel remaining on board to ensure it is not less than the fuel required to proceed to an aerodrome where a safe landing can be made with the planned final reserve fuel remaining' is referenced in EU NCO.OP.185 (NCO stands for non-commercial operations) but not in US Part 91.

I personally find it also interesting (and surprising, when I detected and confirmed this during the recent research) that ICAO and EU address the issue of 'eventualities' in high level language as shown above, but the notion of 'contingency fuel' is catered for with respect to commercial air transport only. For our purpose, I do not want to go too much into detail, but in commercial operations a certain amount of 'contingency fuel' needs to be added to determine the 'minimum take-off fuel' to 'compensate for unforeseen factors that could have an influence on the fuel consumption' (EU definition). In contrast, the pilot in command is required to use
his authority to add 'extra fuel' for any foreseen factors that are not covered in the fuel calculation.

Last year, a beautiful antique aircraft (Dornier 27) was destroyed - luckily without any fatalities. From the preliminary short accident report it appears that in this case the amount of fuel was not the principal cause; probably rather a SOP - awareness/distraction - issue, but again one fuel related accident too much.

My personal conclusion from all the above, using KISS:
I am normally planning with 45 min 'final reserve fuel' and 15 min 'contingency' fuel which lays the ground for an enjoyable leisure flight. If a situation arises where I need to consider to draw on my personal reserve buffers, the more these are compromised the better the other elements of the operating environment need be. 'Your miles may vary' - I hope I could provide some food for thought.

Christian Denke

Strassers Corner

In the Far East, In Pouring rain, Charles still manages to find an ice cream

Read this amazing true story by Jim Rutherford brought to you by Charles Strasser.
Meet Norbert Kirchgaesser Section Head of IFFR Germany/Austria

Norbert Kirchgaesser leaning against his Cessna 210

Born on: 25.05.1951
Rotary Club: Ratingen
Aircraft: Cessna 210 N, D-ECSY
Airport: EDLE (Essen-Mülheim)

Without being an IFFR member, I visited my first meeting at Rostock-Laage in 2006 together with our dear Rotarian friend Winni Aufterbeck who unfortunately passed away three years ago. At Rostock I was so cordially received, that I decided to become an IFFR member immediately. From that time on, I tried to join in every fly-in of the German/Austrian section whenever my job or my wife Elke allowed participation.

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Aviation humor by Tim

US and Canadian officials toured the Dakota Pipeline route yesterday, spokespersons said: “All went well”

Atlanta Post Convention South East Fly Away.

Atlanta Convention Program Saturday June 10th—Wednesday June 14th

Convention days. The IFFR booth no. 2841 is open at the House of Friendship.

Monday June 12th

IFFR Board meeting will be held at the convention Center room A408 at 2:30 PM
IFFR AGM will take place in the afternoon at the convention center room A408 at 4:00 PM
**Tuesday June 13th**

**IFFR Banquet** is planned to be within the walking distance of the Convention center and the IFFR hotel. Banquet will be at 7:00PM
Registration for the Banquet with George Chaffey at cell phone: (925) 699-3343 or E-mail to gchaffey@Littler.com
Please register before May 15th. To secure your seat at the banquet.

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

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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

10TH TO 13TH AUGUST 2017
IFFR Scandinavia Finland weekend

17TH - 20TH AUGUST
Lausanne, Switzerland

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

The World Scoreboard

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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

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Guenther Hayn
Section Head

EMAIL GUENTHER

UNITED KINGDOM

Awaiting New Section Head

ITALY

Giuseppe Berardo
Section Head

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EMAIL DOMINIQUE

PORTUGAL

Fernando Henriques
Section Head

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BENELUX

Huub van Heur
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