Get in touch...

Svend Andersen
Staermosevej 13, DK-7120 VEJLE, Denmark
Tel: +45 40 581099
Email: svend.andersen@c.dk

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Members from UK, Austria, Scotland, Switzerland and Denmark gathered in Schwäbisch Hall in the southern part of Germany for the first European IFFR section fly in of 2017.

We were blessed with a bank holiday on May 1st so the event gave us plenty of time for fellowship. Schwäbisch Hall first mentioned in 1063 is a well preserved medieval town. Carina and I attended, although not as aviators as the weather was challenging on our day of departure. It was good to see so many familiar faces again and spend time catching up.

Group photo in front of our very central located hotel in Schwäbisch Hall

The weekend was spent visiting a nearby castle, looking at vintage cars, roaming the town and own excursion to surrounding towns and points of interest.
Reto Cavegn from Rotary Club Volketswil is being inducted.

The gala dinner was placed in the hotel with superb food. It also featured an induction of a new member in the Swiss IFFR, Reto Cavegn.

Contemporary Schwäbisch Hall: Dinner at the old Brewery, The old cathedral and lederhosen with punk

Charles Strasser is now officially 90.

The week before I had the pleasure of attending the 18th birthday party of Charles Strasser at the Island of Jersey. 100+ guest were dined and entertained at the Hotel de France. For us flying/commuting to the Island, a small VIP pre-party was given the evening before. Charles only celebrates every 5 years, making this his 18th birthday, but as we all know him, he is still an adolescent. Congratulations to you Charles and thanks for a wonderful treat.
Our next fly in will be to Oostende at the end of May, and then shortly after, off we go to Atlanta for the convention and the great south east fly away.

AGM coming up soon!

Our AGM will be held Monday June 12th at the Convention Center room A408 at 4:00 PM. Prior to that our annual board meeting will be held the same place but at 2:30.

Proposal for change to our Bylaws has been sent out and shortly agenda and proposed motions will also be available both on Member manager and on our website IFFR.org. On our web site, you will find it under the "About IFFR" tab section titled "2017 AGM Atlanta"

The IFFR Banquet in Atlanta will be held Thursday June 13th at 7:00 PM at the prestigious Commerce Club on the 49th floor of the Peachtree Tower only two blocks from the IFFR hotel. Price is US$ 110 and reservations can be made with George Chaffey Gchaffey@littler.com.

MEMBER MANAGER is acting up!!!!

Member manager has been very unstable for a while. We have come to terms with the fact that the technology has moved on and it can be hard keeping an old system up and running. Therefore, we are working on establishing an alternative system where we can handle our member information in a safe and secure environment. As the new system should be with us for considerable time, we like to get the solution which fits our organization. That takes time, and I can only ask for your patience with our old system in the meantime. The aim is to decide and start implementing a substitute system as soon as possible.

Carina and I look forward to the Convention and the fly around and hope to see lots of you there.
Dear Fellow IFFR folks,

Summertime is here! In Europe, we all moved the clock one hour forward. There is a rumour that farmers still object, as they claim that the grass is growing too fast due to the extra hour of daylight....

But, seriously, summertime in the Northern hemisphere also brings invitations from exciting places where Fly-in (or - outs, a matter of perspective) weekends are organised to meet up with old IFFR friends and make new friends. Here is an
opportunity to bring friends along. Who could resist an invitation to fly beyond the €100 hamburger frontiers and explore yet unknown airspace and terrestrial frontiers.

I have heard Flying Clubs complain that members leave after they've taken all their family members and neighbours for a spin around the block twice, because there is this peculiar hesitation or anxiety to talk to foreign (or alien?) ATC. I have been part of a flying club/school that organises across country (mind the "a") outings from a couple of days and even a week. An instructor flew along as a mentor (and to make sure club aircraft could be used again I suspect).

The bottom line: if you have a flying buddy or spot a fellow pilot around you that seems to get a little bored by just boring holes in the local sky, you could give him or her a midlife flying kicker to bring them along to exciting places in other countries (apologies to BIG country IFFR members where it takes a day or more to get to an international boundary, where I fly from in Netherlands, after 45 minutes' flight in any direction I am in foreign airspace......). And who knows, he/she likes to join as a Friend!

Of course, there no objections to bring your partner along, show him or her what flying is all about, and no rocket science, and strengthen the bonding between you by making him/her also your IFFR Friend!

SO: happy flying and we'll see you around at the wonderful IFFR fly-ins that are well organised by the local sections this summer!

And remember: keep 'em out of the trees!
Han Klinkspoor

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**Planes, Places & Faces**

**IFFR NZ donates sum to Scout Flying School**

IFFR NZ gave NZD 6000.00 (six thousand dollars NZ) to the Walsh Memorial Scout Flying School.

They will use it to buy computer equipment to assist with flight planning & scheduling as well as for student lectures.

For further information see attached article Kiwi flyer magazine.
Lots of Glass

Provided by Tim Puliz (not his Comanche though)

It’s all about safety

Safety Committee report by Sam Bishop

With the Atlanta RI Convention and IFFR fly out coming up soon, I was asked to discuss the safety aspects of our trips. For those that don’t know, I was one of the original four members of the safety committee when it was formed several years ago. This year I am in an advisory role.

The Safety Committee was formed to help the organizers run our events safely. It starts with the initial planning, so we will assist organizers in the original planning on the trip, especially with items they may not have thought of.

Here are two examples: (1) If events are planned too close together, then a pilot may elect to fly when he or she would prefer to wait, just to try to get to the event on time. (2) On big fly-outs we recommend having a bus (Coach for those outside the U.S.), to have as an alternate in inclement weather, to carry excess luggage so we
don’t stretch the load capacity of the plane and to take those who cannot or prefer not to fly.

Before each segment of a fly out we will have a group weather/planning discussion. Someone familiar with the area will talk about what to expect, what is unique, best approach, parking and so on. Although it is each pilot’s responsibility to check weather, we will discuss it as a group. Regarding weather, the flight must be VFR at the take-off and destination airports and one must be able to fly the entire route VFR. This does not mean a properly rated and current pilot cannot file IFR. Each pilot makes his/her own decision as to whether or not they will fly each leg as long as the above minimum conditions are met. It is not an “everybody goes or nobody goes” issue, because that puts too much pressure on someone that would like to wait a bit. But indeed no one goes if the minimum weather criteria are not met.

If you are scheduled for the coach, but would like to ride along in a plane on one or more legs, let the pilot or the organizer know. The organizer will not assign you to an airplane, but will let the pilots know about your desire and then it is up to the pilot and passenger.

This article is only a very short summary for the sake of brevity, so if you have any questions or would like more clarity, please contact me or the Safety Committee member for your region (below).

Our webpage http://iffr.org/organising-events/ has more detail, documentation and forms which may assist.

Jack Welge, Safety Committee Chair, welgelaw@yahoo.com Americas
Michael Bryant, michael.bryant@xtra.co.nz - Australasia
Christian Denke, brief@cdenke.de – Europe
Sam Bishop Advisor, Safety Committee sambishop@totlcom.com

Meet Peter Jude, Head of IFFR section UK

I am delighted to be the chairman of IFFR UK section for the next two years and follow in the footsteps of so many well-respected Rotarians who have held this position. I have been flying since 1986 as a private pilot and part own a PA 28 GG-CAT with three other friends which we keep at Humberside International Airport (EGNJ).
My family roots are from the rural county of Norfolk which is on the eastern side of England. On leaving school I decided to pursue a career in social care which after training at two universities took me to work in London and eventually ending up in the rural county of Lincolnshire as Assistant Director.

The county of Lincolnshire has a population of 700,000 and like Norfolk is on the eastern side of England. My wife Jashu and I live in the coastal town of Skegness which is a major holiday and leisure centre for the UK. We have one son Charles who is married to Hannah and in October they will be presenting us with our first grandchild.

I am a member of the Rotary Club of Skegness, a Past President, very proud of being awarded a “Paul Harris Fellow” and currently a member of the District 1070 International Committee. I have been involved in rotary projects overseas in India & Kenya which has been helped by my wife’s family connections in both countries.

Rotary is a wonderful organisation and being a pilot and joining IFFR, was yet another great opportunity available to us through Rotary. I have been to several IFFR meetings in Europe where the fellowship has always been superb, but sometimes the flying, demanding (weather)!

Our UK section usually has monthly fly-ins organised by the membership. Our main event this year will be in the beautiful city of Chester 14 – 16 July which Jashu and I hope that as many of you who are able to join us, will do so. (See the website).

I look forward to attending many IFFR events and meeting IFFR members’ partners and their friends. We all have a common interest in the aims and objectives of our Rotary organisation and with IFFR the flying will always be great.

Yours in Rotary and in IFFR
Peter Jude
Atlanta Convention & Post Fly Away

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

For all of you finding your way to Atlanta during the convention. Please do visit us at the IFFR booth no. 2841 in 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

**NOTE!** As member manager is very unstable, Documents for the board meeting and AGM can be found at our web site IFFR.org under top menu “About IFFR” section “2017 AGM Atlanta”

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

The registration for the Banquet has been very sucessfull however, there may still be available seats but be quick and send your request to George.

Thursday June 15th Atlanta Post Convention South East Fly Away.
The tour is still open for registration and a few spaces is available do contact Dale Read at DRead@readwindow.com for further information.

For Flyers, do read the safety notice from Christian Denke Below. It builds on observations and lesson learned from last year’s fly out in Germany as well as a short introduction from our latest German fly in.

**Season is open for Group Fly-ins and –outs! By Christian Denke**

In the last days of April, right one week after spring should have started according to our calendars, we enjoyed the first season fly-in of the German-Austrian IFFR group. Well, spring is not summer, and April’s early spring is notorious for changing weather conditions.

In spite of the forecasts, about 10 aircraft found their way to the general aviation airfield of Schwäbisch-Hall (EDTY), located in a slightly hilly area north of the “Swabian Alb” range north of Stuttgart and not far east of the Rhine river valley. After two sunny albeit cool days in the culture rich environment, the arrival of a front with heavy precipitation from the south-west was forecasted which made everyone hurry up for departure. My personal plan was to head south in the Rhine river valley as far the approaching weather would allow, drop my wife for her to continue by rail to Switzerland, and I myself would turn back and fly my Bonanza home to Berlin, ahead of the weather, into a CAVOK situation.

For the ‘point of return’ I had selected Freiburg (EDTF), just 30 NM north of Basel (LFSB) as my optimistic 1a choice, and had prepared an additional ‘realistic’ alternate - #2 (EDTO), a further 30 NM north. Mannheim (EDFM), a nice airfield close to well-known Heidelberg and even north of our departure field, was regarded a worst-case scenario – option #3. During the pre-flight check, the clouds from the southwest appeared to move in, earlier and lower than forecasted. After our departure, we heard one of our group members announcing to AFIS that they were returning because of weather. It turned out that the ceilings were ragged and getting so low just miles to the west that even my intended bad weather route along a major highway was closed at my pre-calculated minimum safe altitude (I am strategically planning to honour 1000 ft. height). When another attempt “westbound” for the Rhine valley, but further north, also turned out impossible, eventually we set up course away from the front and I dropped my wife at Würzburg (EDFW), doubling the time on the train, but: Safe.

I had assumed my planning was ‘realistic’, but it turned out that you better ALWAYS keep one option open for escape. Don’t get caught by ‘get-home’-itis; fly safe.

The next IFFR activities hopefully will meet better, warmer weather, but one of the big events will be the Atlanta fly-out that might bring other areas where caution should be exercised.

The safety team and the organisers at last year’s Berlin fly-outs unfortunately had to note some of these, in particular, as related to the larger groups normally attending.
To avoid any issues of spacing and to mitigate against sometimes inevitable 'bunching-up' of several aircraft, the Safety Committee would like to encourage strategic planning with due regard to the specific circumstances:

- When planning group flights on relatively short legs, aircraft should depart on the basis of their speed: fastest first, and slower planes should follow.

On longer legs this may not be relevant as there is sufficient time spent en-route to space out the aircraft. Slower pilots deserve to get to the destination before the food runs out!

However, in the second case, the group pilots may be forced to 'self-organise the chaos' of random, uncontrolled arrivals. Imperatively, this means: Flying correctly in the traffic circuit / pattern or whatever term is used in your local idiom. Language may vary, but the principles of operations ‘in the vicinity of an aerodrome’ are pretty much standardised globally:

- Preferably enter the circuit on a 45 degrees’ angle on mid-downwind, level at circuit altitude
- Do not plan on entering via base leg; if this option appears to arise, double-check that there is no other traffic already established on downwind
- In any case, traffic already in the circuit should be regarded as having right-of-way

Note that the foregoing is deemed best practice, following an interpretation of the provisions regarding avoidance of collisions in general and right-of-way for landing aircraft specifically:

- An aircraft in flight ... shall give way to aircraft landing or in the final stages of an approach to land.
- When two or more heavier-than-air aircraft are approaching an aerodrome for the purpose of landing, aircraft at the higher level shall give way to aircraft at the lower level, but the latter shall not take advantage of this rule to cut in in front of another which is in the final stages of an approach to land, or to overtake that aircraft. ...

There are endless (and in my humble opinion, fruitless) discussions going on whether an aircraft on a straight-in final has the right-of-way over an aircraft on base leg (or vice versa). In fact, the answer may vary depending on the circumstances. I would tend to believe, fairness can be exercised by joining downwind, at least when the airfield is already busy.

Remember, cutting in or overtaking is definitely 'against the law', but also other manoeuvres sometimes observed to resolve bunching, for example 360-turns, probably are not consistent with an orderly and safe flow of traffic. In particular, once having started the descent for landing on base leg or on final, offsetting to the right to keep conflicting traffic in sight and continuing another pattern at circuit altitude may be considered a safer solution.

In conclusion, observing the written and unwritten ground rules for operations in the vicinity of an aerodrome in a defensive manner may best establish a basis for demonstrating good airmanship and, most important, safe group flying.
American Newsletter

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

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

13TH 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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<td>Norbert Kirchgaesser</td>
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<td><a href="mailto:norbert@company.com">norbert@company.com</a></td>
</tr>
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<td>Section Head</td>
<td><a href="mailto:peter@company.com">peter@company.com</a></td>
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<td>Fernando Henriques</td>
<td>Section Head</td>
<td><a href="mailto:fernando@company.com">fernando@company.com</a></td>
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<td>The Big Cheese! Section Head</td>
<td><a href="mailto:thomas@company.com">thomas@company.com</a></td>
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