The Big Dane’s
World Newsletter

November 2017

Get in touch...
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News from the President down under

This month took Carina and me down under to New Zealand, Australia and Tasmania. In Auckland airport, Phil and Judy waited, they had very generously invited us to stay with them for some days to catch up with the time difference before flying down to Queenstown to explore the South Island. We were well taken care of in Pacey land – a gorgeous house set on a hill side with pasture woods and gardens and a fantastic view down over Auckland some 20 miles away. During our stay in the north island, we went for a scenic ride around Auckland in Phil’s nice and roomy C206. Auckland itself is not in a No-fly zone, so we got a great view of the city center and the surrounding habitats.

After a few nights the four of us went commercial down south for a few days of touristic sightseeing around Queenstown, Wanaka, along the west coast stopping at FOX and Franz Josef glaciers. Both glaciers got inspected by helicopter and landing was made on Franz Josef for a short stay.

Westport IFFR Fly In 6-9 October

In Greymouth we joined the IFFR group arriving from Christchurch by train. A bus was provided, and we set off to Westport, the base of the New Zealand fly in. As the weather was not the best, only one couple came by private plane. Margret and Peter Armstrong provided the excuse for calling it a fly-in as they arrived in Christchurch in their own plane.

On the way to Westport we stopped at Punakaiki to view the pancake rocks on the coast. Westport is a small town with a population of 3900. It was first a gold town and then a coal town. The coal mining museum which we visited provided a glimpse of what it’s like to work underground.
In spite of the moist environment we had a great weekend, meeting lots of old and new friends. Westport is a great base for visiting the gold and coal mine settlements in the area around the town. Although most of the mining has been closed down it was interesting to visit the sites and being educated on the way of life in the days where the activities was at the highest level.

Leaving Westport the bus took us back to Greymouth where we boarded the trans Alpine train which took us through the beautiful mountains all the way to Christchurch. The following day Carina and I left New Zealand for Melbourne Australia.
Australia and Tasmania

In Melbourne International airport we were met by Mike and Sali who had volunteered to house us for a few days leading up to the Australian fly-in.

The following day we toured the area around Melbourne, wine tasting and inspecting Lilydale airport, the base of Roger Merridew air operation. An absolutely great way of spending a day.

Next morning, we went into Melbourne to tour the city. For Carina and me it was great to be back, our last time downtown Melbourne was in 1984.

IFFR Launceston, Tasmania Fly-in

We left Melbourne in Mike’s Cirrus crossing the Bass Strait to the island of Tasmania.

During the Friday afternoon more and more members turned up at the Hotel. A number of main-landers flew in to the local airport others came commercial. Some had been traveling for days – Australia is really a huge country.

The first evening the meet and greet dinner was on and there was some lively conversation in the room. The official part was conducted by President Mike McFarlane and he was awarded some nice decals of our IFFR logo to make his plane an official IFFR presidential aircraft.
Launceston has its own world known Boags brewery and we were invited for a tour of the factory and more important a sampling of the various brews. This time accompanied by Tasmanian cheese. On Saturday morning, we visited the lighthouse at Low Head and visited the maritime museum. Lunch was served in Flinders Centre in Georgetown where a 1:1 replica of the Norfolk is on show.

Dinner was together with the Rotary club of Youngtown. For the meeting they had 17-year-old Oliver O’Halloran as guest speaker who told us about his unassisted solo journey around Australia in a C172. An absolute IFFR candidate. Next ambition, circle around the world solo.

The following day the bus departed for Deloraine to view the silk tapestry made by the locals. After lunch we visited a honey producer and a large local and award-winning farm and cheese factory. The farewell dinner was held at the local Chinese restaurant which was opened specially for the IFFR Group.
Monday morning was departure day and we saw everybody off, Carina and I stayed behind together with Ted and Colleen who hosted us for a few days more in their home in Devonport. Ted took us to the sky in his C182, and even trusted me to land his airplane. On the aerial trip we saw some of the great nature reserve and Cradle mountain still covered in snow and Ice. The next day we did it all again, this time however by car with the possibility to experience the great scenery and the vast nature Tasmania offers.

For Carina and me Tasmania has a special appeal as our Crown Princess Mary was born and raised there. Fun to meet people who had been on the rugby team of her father, getting some insight to the family.

Carina and I are very thankful for all the kind hospitality we have received during our great tour Down Under. Now as we are back “Up and Over” we think back on our trip with great appreciation.
Round the World Charity Solo Flight
Benefitting the Rotary Ambala Cancer and General Hospital, Ambala Cantt., India
By Ravi Bansal

The Rotary Ambala Cancer and General hospital, founded in 2005, with the goal of bringing free healthcare to a very poor and underserved community, began with just an outpatient clinic providing guidance and care to cancer patients. Since then with the help of the Rotarians and citizens of Ambala it has grown into a full service 100 bed hospital. However, as the hospital grows so does its need for funds; establishing an endowment if possible, will ensure the survival and growth of the hospital into the future. However, for an endowment fund to happen the hospital must grow its donor base beyond Ambala.

Assuming that a record setting flight around the world, when linked with raising awareness for early detection and treatment of cancer, will draw worldwide media coverage, potentially providing a platform for me to promote Ambala hospital, I began my round the world flight on July 4th from Buffalo, NY. The primary goal for the flight was to utilize all media coverage received, for raising money for purchase of a much-needed MRI machine now and to create a donor base worldwide for the hospital endowment fund later.

My trip went pretty smoothly, except for some minor glitches. It was a great experience, visited twenty countries, attended Rotary meetings in several countries and made a lot of friends along the way. For details check out the daily blogs on my website; www.raviworldflight.com

Media around the world including India covered my flight extensively. The highlight of the trip was when I landed in Ambala (my hometown and hospital location) on the tarmac of the Indian Air Force base, a rare moment for a civilian pilot.

Lessons learnt and tips for future RTW pilots

• Logistics are the most important, use a professional logistics support company. I used G.A.S.E (General Aviation Support Egypt), they provided excellent service.

• For fuel management, Turtlepac and hand pump essential

• Flights outside of USA are very structured; Detailed Flight plans are required (I used SkyVector). Use of Handheld NAV/COM Radio to get clearances and satellite phone for position reports helpful, know your Navigation system well. Be aware of Nav Data base transition boundaries.

• Flying over North Atlantic/Oceans; Invariably will lose GPS signal/communication; use dead reckoning and relay position reports through airline pilots or use satellite phone

• Hot weather operation; use vapor suppression appropriately, window shades
I accomplished much of what I had set out to do; completed round-the-world solo flight on August 20, 2017, becoming the first person of Indian Origin to have done so, raised awareness for self-exam in early detection of cancer; Rotaract youngsters in Ambala for example, are now making Power Point presentations about early detection and treatment of Cancer in area schools. My wife Pratibha Bansal, MD (Pain Management Specialist) and I also helped initiate Sneh-Sparsh (Touch of Love), a free at home after-care program for poor cancer patients.

Additionally, Rotary Ambala Cancer and General Hospital got well-deserved and much needed publicity, widening its donor base to worldwide. However, my goal of buying the hospital an MRI machine is only partly met. I have only raised $160,000 of $750,000 goal so far. The campaign is still continuing, and I am hoping with your help, I will succeed in reaching my goal. Donations can be made via credit card on my Website www.raviworldflight.com or by checks;

Checks payable to; AICF of WNY
mailed to; Ravi Bansal, 9707 The Pines Clarence, NY 14031
It’s all about safety

After reading Jack Welge’s September safety report, I thought I would add to his comments on airports’ arrivals and departures procedures.

Fortunately, In New Zealand we don’t have hurricanes, but because we are a relatively small land mass surrounded by large oceans, we are nevertheless subject to rapidly changing weather patterns, so when planning cross country flights, careful attention to the weather en route and the destination airport is required.

If you are planning a flight into a busy airport with which you are not entirely familiar, take some time to study the arrival procedures, positions of the reporting points and any of the features you can identify them by. Note any victor/ Kopter lanes, airspace boundaries (both lateral and vertical) and circuit procedures, if any.

Choose your arrival time so that it doesn’t coincide with the busiest times of the day and partially scheduled traffic. If you turn up at these times you are likely to find yourself well down the priority list for an approach and may have to hold for a considerable time. Maintaining the safe legal minimum fuel reserve could become problematic in such a situation.

If it is your first time into a particular airport it can be an advantage to include this information on your flight plan. This will alert the tower controller that you may require assistance with joining and taxi instructions. They always appreciate the notification and will look after you.

To facilitate traffic flow, controllers will sometimes require aircraft to maintain a higher airspeed than normal on approach down to 300’. This helps to ensure there is less speed differential between you and the aircraft behind you. If you know that there are a couple of jet engines behind you it is a good incentive to keep your speed up. As an instructor, I often used to get pilots to practice this at their own airfield so that when they went to a busy airfield where they were likely to encounter this maneuver they were familiar with the procedure.

Study the ground movement chart: have it handy once you have landed particularly if you are given a complex taxi clearance. Be familiar with the aerodrome markings you are likely to encounter. Never hesitate to ask the ground controller for assistance if you are unsure, it can be very embarrassing if you take a wrong turn. (It is easily done!)

Be familiar with the departure procedures, reporting points. It is a good idea to confirm airspace requirements beforehand. Most light aircraft departing from a busy airport usually have an early turn after take-off. This allows the scheduled traffic behind you to depart as soon as possible without compromising separation. If you know that there is a jet waiting to take off behind you with the captain’s hand on the throttles, don’t delay your turn!

Something that can be easily overlooked is wake turbulence from heavy aircraft. Any take-off or approach that puts you below the flight path of a heavy aircraft is hazardous. Those that have experienced wake turbulence say it is sudden and dramatic.

Being well prepared not only helps to ensure a streamline flow of aerodrome traffic but also means a more relaxed and enjoyable flight for you and generally it makes life easier for staff in the control tower.

Michael Bryant
International Fellowship of Flying Rotarians

Toronto Post Convention

IFFR Fly-Away

June 28, 2018 – July 7, 2018

Experience
Historic New York
and
Quintessential New England
Historic New York & Quintessential New England Flyaway

**June 23 – 27 Toronto Convention:** Fly your aircraft into either Toronto City Centre Airport (CYTZ) or Buffalo Niagara International Airport (KBUF). For the pilots staging out of Buffalo, to get to Toronto, you can ask the FBO to drop you off at the main terminal. From the main terminal you can rent a car, take Niagara Air Bus to Toronto or take a taxi / Uber to Buffalo downtown and then take Greyhound bus to Toronto. Amtrak also has a scheduled train service from Buffalo to Toronto. Here again you will need to take a taxi / Uber to the train station. The train service is slow and takes over four hours… the bus is faster. The Buffalo FBO tells us that there are no rental aircraft available at KBUF.

**Thursday June 28:** First thing in in the morning we all will get on our bus at the ‘IFFR hotel’ Westin Harbour Castle and travel the short distance to drop off the flyers at Toronto City Centre Airport. Flyers will then fly to Syracuse Hancock International Airport (KSYR) and clear customs at the airport. The bus will continue on to Buffalo Niagara International Airport, clearing customs enroute, to drop off any flyers who are staging out of Buffalo. The bus will then continue on to Syracuse. Flyers will most likely beat the bus to Syracuse, thus flyers will need to work with the FBO to arrange transportation for the 5 mile trip to the historic Marriott Syracuse Downtown hotel… or wait at the airport for the bus. For those flyers that arrive at the hotel early, you can visit downtown Syracuse (walking distance) or take a short taxi ride to Destiny USA, New York State’s largest shopping and entertainment mega-plex. In the evening we will join Syracuse Rotary Club members at Drumlins Country Club for a casual ‘Rotary social dinner’ - $20 each, cash bar.

**Friday June 29:** In the mid-morning we will take the bus for a one-of-a-kind experience lunch-cruise on the historic Erie Canal aboard the double-decked tour boat Emita II. In the afternoon, after the cruise we will return to the hotel for free time for the rest of the day and evening… another chance to visit Destiny USA if you did not do so yesterday or walk downtown to visit the many nearby shops and have dinner in one of the numerous restaurants.

**Saturday June 30:** Today we travel to historic Ticonderoga, NY. In the morning the bus will take the flyers to Syracuse airport and then continue on Ticonderoga to arrive early afternoon. Ticonderoga Municipal Airport (K4B6) is an unattended airport with ample tie-down spaces. The airport is only a little over a mile north of town. The flyers will again beat the bus and could take a local taxi to spend some time at the Industrial Heritage Museum or visit the acclaimed Starship Enterprise at the Star Trek - The Original Series Set Tour. When the bus arrives it will pick up flyers either in town or at the airport to take them to the hotel. Dinner is on your own this evening. A good option is the hotel restaurant – Burgoyne Grill.

**Sunday July 1:** Today we visit Fort Ticonderoga and discover the story that defined North America in the 18th century. Fort Ticonderoga is only about two miles east of town. We will take the bus to arrive at the fort just prior to 10 AM when we will receive a ‘historical introduction’ followed by a musket firing demonstration. We will have an ‘up-scaled’ box lunch in the tent pavilion. After lunch you are on your own to explore the numerous tours, demonstrations, living
history, historic trades, daily soldiers’ life programs, etc. – all included in the pre-paid entrance fee. According to how early we decide to be complete at Fort Ticonderoga, there may be time to go to the Star Trek - The Original Series Set Tour or visit the Industrial Heritage Museum (if you didn’t do so yesterday). We will all go to Emeralds Restaurant at the local golf country club for dinner.

Monday July 2: This is our travel day to New Hampshire’s Lakes Region. The bus will take the flyers to the airport then depart for New Hampshire through the Green Mountains of Vermont. If members so desire we (both bus and flyers) can make an enroute stop at Concord NH’s McAuliffe-Shepard Discovery Center with its collection of innovative, interactive exhibits of aviation and space sciences. The Center is 4 miles from Concord Airport (KCON). Flyers will fly to Laconia Municipal Airport (KLCI) where the FBO has agreed to transport you to / from The Margate on Winnipesaukee hotel, about 2 miles from the airport. The Margate offers waterfront activities such as kayak, canoe, or stand-up paddleboard rentals at your doorstep. The 400 foot private sandy beach is perfect for sunbathing and swimming. Take a dip in the large heated indoor or outdoor pools. Pamper yourself in the oversized whirlpool or coed sauna and massage room. Or just relax at the Gazebo Beach Bar. Our casual take-out pizza, deli-sandwiches or “whatever we decide” dinner will start around 5 PM at the Margate.

Tuesday July 3: Today we climb to the Top of Mount Washington, the highest peak in New England. After a 90 minute bus ride to the base of Mount Washington we will take the world's first mountain-climbing Cog Railway train to the top of Mount Washington. During our 90 minute mountain top stay, if it is really clear, we will take in stunning vistas that extend from the Atlantic Ocean to the Adirondack Mountains, then step inside The Mount Washington Observatory Weather Discovery Center to learn about extreme weather unlike anywhere else on Earth, and have lunch at the mountain top cafeteria. After returning to base camp we will take a short bus ride to the Omni Mount Washington Resort for an afternoon ‘Cider Social’ and tour of the historic luxury hotel. We will end the day enjoying the beach and dinner at The Margate.

Wednesday July 4 (U.S. Independence Day): We start this U.S. holiday with an exclusive morning cruise on Lake Winnipesaukee aboard the Doris E. After the cruise we will visit the quaint town of Meredith on Lake Winnipesaukee for an afternoon of on-your-own lunch and boutique shopping… or, if you so desire, return to The Margate to relax with their lake-side amenities. In the late afternoon we will take a 40 minute bus ride to ‘Castle in the Clouds’ – a 1914 high mountain-side estate overlooking the Lakes Region. We will tour the estate then have dinner in the estate’s Carriage House. Toward the end of the evening we will go out on to the veranda to observe numerous Fourth of July fireworks throughout the Lakes Region.
Thursday July 5: This is another travel day - to New Hampshire’s historic seaport of Portsmouth. Since we will have been up late last evening to enjoy the Fourth of July, we will depart The Margate mid to late morning for the short trip to Portsmouth. Flyers will fly to Portsmouth International Airport (KPSM) where our bus will meet them to take everyone to the Sheraton Portsmouth Harborside Hotel. To get introduced to Portsmouth in the afternoon we will take a casual Walking Tour of Portsmouth. For dinner we will take a 15 minute bus ride to York Harbor, Maine for a lobster bake at Foster’s.

Friday July 6: Today we take a boat trip to the legendary Isles of Shoals located six miles off the coast. The Isles of Shoals have had a diverse history as a mecca for fishing in colonial times, a hideout for notorious pirates, and a resort for intellectuals. We will spend 4 hours on the island for lunch and a guided tour. The late afternoon and evening are free time to explore Portsmouth and dine in one of its many fine restaurants, and even take in a theatrical show.

Saturday July 7: This is mostly a free day to experience the New England coast. Flyers may want to go to Rockland Maine (KRKD) to go to the Maine Lighthouse Museum. Members might choose a bus ride to Kennebunkport, a quaint coastal town in southern Maine. There are still more things to explore in Portsmouth such as the Strawberry Bank Museum, an authentic 10-acre outdoor history museum dedicated to 300+ years of American history or take a sailboat ride on a gundalow - a shallow drafted type of cargo barge, once common in the Gulf of Maine’s rivers and estuaries. For some exercise, take a moderately paced 4 hour guided bike tour starting in downtown Portsmouth and sightsee the coastal communities. We will end our historic & quintessential experience with the Saturday evening IFFR farewell banquet at the Sheraton Portsmouth Harborside Hotel.

Sunday July 8: Today we scatter to the four-winds. Our bus will take members to the Portsmouth Transportation Center where members can take a bus to the Boston Logan Airport or New York City on the C&J bus - https://www.ridecj.com. Then our bus will take the flyers to their aircraft at the Portsmouth Airport. If any members want to take the Amtrak train, our bus will go to the Exeter, NH train station.

Notes

Registration fee is $900 person using a separate two-page registration form. Registration deposit is $100 each by January 31, 2018 with final payment of $800 due on March 31, 2018. The registration form contains details on making your own hotel reservations where we have special rate blocked rooms.

The $900 registration fee includes: Name badges, bus (including tip, driver’s rooms & meals, tolls, and parking), Erie canal cruise & lunch, Ft Ticonderoga tour & lunch, Ticonderoga 2nd evening dinner, Lakes Region 1st evening pizza & deli sandwiches, Mt. Washington Cog RR, Mt.
Washington Hotel cider social, Lakes Region 2nd evening dinner, cruise on Lake Winnipesaukee, Castle in the Clouds tour, July 4 dinner, Lobsterbake in Portsmouth, Isle of Shoals boat trip, and farewell banquet.

**Maximum 50 participants.** One bus full! Book soon—First come first served so be quick.

Remember to bring tie down straps.

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Fly-Away POC: Gary Dehnel, Meredith NH Rotary, 603-677-7910, gcdehnel@verizon.net
Han’s Membership Tips

Fellow IFFR Fellows!

Doing fundamental research in what IFFR is all about and what it could do to attract new Fellows or Friends, I made a couple of observations. First, this is a great Fellowship as is evident in the participation and “being together” at the various section fly-ins that are in full swing in Europe and around the Globe. Taking a prospective Fellow or Friend along is, IMHO, a sure fire to sign up the individuals for IFFR membership.

However, it also, and that is my second observation, is not a done deal for everyone to participate and bring along potential friends. Flying to/from meetings takes time and money, and not every enthusiast is in a position to make the commitment from the household budget and days-off at work, when still active professionally.

So far, the less than good news. But, the good news is around the corner!

The third observation told me, that some sections are working around the “barriers to entry” by scaling the IFFR fun down to geographical manageable size. Two examples: The big country approach is to form regional “squadrons” that organize “fly and town” meetings at airfields that have within a radius of say 2-3hrs driving of sufficient IFFR members and prospects to make it attractive to spend a Saturday or Sunday to have hangar talk over lunch, inspect the local airfield and the flying hardware present with perhaps a spin around the block. Add an invitation to local Rotary clubs (find them in the directory!) that meet within shouting distance of the location and a round-up of interested Girls and Boys looking at Toys is assured. Expensive? A couple of hours during the weekend and a tank of gas (or petrol if you live outside the US), that’s a winning proposition for the family budget for a family outing!

I understand these kind of (“local scale”) initiatives are underway in the USA (“Squadrons”) and in Benelux (“Meet and Greet” at airport around Holland and Belgium), and perhaps elsewhere too.

So, think about it and adopt your own program in your section based on the ideas above. Obviously, I am aware of the scale of the sections involved. Cross-country in Benelux is on average 40 minutes until you change culture, language, morals and what have you, while in the US you’re only half way over the Los Angeles area, BUT I’m sure you’ll get the idea!

Go for it!
Han Klinkspoor
**Plane Places & Faces**

**Newsflash:**
Your world president is now officially a grandfather.
On September 22, our daughter gave birth to a gorgeous son; Max.
Max has already been introduced to Rotary as he went with his parents to his first Rotary Institute conference in Riga, Latvia a few days after being born.

Left: Max 1 week already a committed IFFR follower. Right: Niels with Max, Søs and Janis Andersons

**Angus goes vintage**

Angus Clark got the flight of his life in mid-October 2017.
Marlene Marsden

Marlene as we know her.

The text under the picture says:

Marlene Marsden will give a wing-walking demonstration on a Tiger Moth at the Taupo Gliding Club’s. The picture is with Marlene doing her thing!

Section head Scandinavia Rolf Mikkelsen at district conference in Norway.
News from the World Secretary Ian Kerr:

Please check your data in Membermojo.

Use of our new IFFR database of all members - it’s called Membermojo

Firstly, from a computer or tablet

1. Go to iffr.org
2. Press the tab at the top on the home page with label 'Membermojo'
3. On the next page enter your email address and select 'Sign in with email'.
4. Within a minute you will receive an email - in the email message press 'click here to sign in'.
5. Scroll down to 'My details' and select 'View or edit details' to see your own entry. If you select
   'Edit' at the bottom you can amend any of your details, then press 'Save' at the bottom.
6. Now go back to the top and select 'Your membership'. This then shows the earlier page and if you
   go down to select 'Member directory' you can enter a name of any IFFR member in the world in the
   box, using last name followed by first name, and when it displays in an orange color press on the
   name and you will see the member’s details. You can return to 'Your membership' page at any time
   to select another member.
7. Please ignore the ‘Payments’ option as payments are made via your section.
8. If you wish you can select ‘Set password’ but this is not necessary as you can simply sign in using
   your email address. However, if you are a regular user, a password saves a few seconds.

Secondly, from a mobile phone

Go to iffr.org
Press the button with lines on the right side of the blue bar at the top
Press the word 'Membermojo'
Continue as from number 3 above

Ian Kerr