The Big Dane’s
World Newsletter

December 2017

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

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News from the President

Carina and I would like to wish you all a “glædelig jul og et godt og lykkebringende nyt år” (A wonderful Christmas and a very happy and prosperous new year.)

2017 has been a great year for us, lots of time with you all around the globe, New Zealand, Australia, Tasmania, Hong Kong, USA, Europe and even more times in England.

It is difficult to single out any one occasion or experience, as there is no dull time when you are in the company of your fellow aviators and their partners. However, you get to do a whole lot of fun stuff when you are a World President in IFFR. But I don’t know if you get to do anything much more exciting than “chartering” a new Squadron which was what we did in Hong Kong in November this year.

We are both looking forward to another busy year of 2018. So far, we have registered for the Toronto convention and the post-convention New England fly away, we intend to participate in most if not all of the European fly-ins up until August. January is reserved to some family business as we are expecting grandson number 2 to arrive there.

Special thanks go out to all we met during the year. Carina and I appreciate your friendly hospitality and all you have done for us to feel welcomed.

Merry Christmas and happy holidays to you all.

Carina & Svend

The Hong Kong, Macau IFFR Squadron Charter meeting.

About two years ago, I was invited to a dinner in Los Angeles by our past world president Peter More. At this dinner I meet Eric and Christine Chin. Eric was in USA for the District governor training course and was joined by his wife Christine. During the dinner the discussion fell on IFFR. Eric had been a great help in arranging the Hong Kong part of the 2012 Bangkok post-convention fly away. Retrospective, I do not really know if it was our great passion for Rotary and flying or the nice wine we had, probably both. Before long
we agreed that “If Eric Chin could find members with genuine interest I aviation I would in the capacity of World President of IFFR come to Hong Kong to charter a new chapter of IFFR.”

Little did I know the conviction, energy and go-do personality of Eric. But I have learned that where he is - things happen.

So, Carina and I were invited to the charter meeting of our new IFFR Hong Kong, Macau squadron in late November, and there we were, including entourage as Vice president of Australasia Ian Jenner joined by Marlene Marsden as well as incoming world president Phil Pacey joined by Judy also attended.

38 new members had joined the Charter meeting and another 30+ members were not able to come. All from HK or Macau. The evening was held at the HK Aviation club. At the old HK airport Kai Tak, which was still in use and the center for the HK Air cadet corps.

The welcome speech was presented by DG HW Fung, who also attended our AGM last year and who now is a genuine IFFR member. Eric Chin had the evening prepared so there was time for both the official speeches as well as fellowship.

This evening we pinned 38 new IFFR members, hard but fun work.

As keynote speaker Controller Captain Michael Chan from the HK Flying services gave some insight to aviation in the Hong Kong area. Both GA as well as commercial and governmental aviation.

Also new IFFR member and part of the Squadron Leadership Lily Fenn told about her experience and enjoyment of GA in Hong Kong. An altogether fantastic fun and cheerful evening perfectly organized by Eric and his new Squadron team. Upcoming events include a visit at the government Air service hangar and center at the new international airport as well as Airshow China in Macau 2018.

Founding fathers and mothers.
At one of our very satisfying European IFFR fly-ins of 2017, I ‘accidentally’ (pun intended) became eyewitness of a communication between one of our pilots and, as it turned out, an officer of the local police in its function of a rescue coordination unit. Some of the observations and results of later research in my opinion merit sharing as part of our regular safety posts, if only to refresh things that we learned during flight school and to develop a better understanding what happens behind the scenes when operating with a filed flight plan.

We were merrily exploring the narrow streets and squares of the hilly heart of Lausanne, when our fellow pilot Andreas Funke received a text message on his mobile cell phone to the effect: ‘Are you aware that you did constitute an INCERFA’. He was about to discard the message - which did not include any meaningful signature - as spam, with a remark like ‘interesting to note what people nowadays make from their watching flightradar24’. Considering, that any outsider would not have had access to his mobile number, we reassessed the situation as potentially more serious and called Swiss ARO (ATS Reporting Office). The lady on the phone confirmed that the flight plan was ‘closed three minutes too late’, that, in consequence, an ‘uncertainty phase’ had existed for this period of time, that this was out of her hands because such a situation was dealt with by the police, that the text message came from the police as a kind of reminder, but that eventually all was over now as the flight plan eventually was closed – even if (too?) ‘late’. In particular, as our Swiss organisers had set up excellent cooperation with the airport operator and had ensured that flight plans were closed correctly, we found the activities by the Swiss authorities as absolutely inappropriate. In consequence, I found myself challenged to research about the background.

Well, not all details of the procedures related to filing and, more importantly, closing of flight plans are obvious from the written provisions; a lot is the result of common practices. While the system operates very smoothly for IFR flights between controlled airports, the closing of an international VFR flight plan, or of the VFR segment of a combined IFR/VFR flight plan can result in problems (don’t ask me how I knew that beforehand). In fact, after landing on controlled (US speak, I believe: ‘towered’) airports, ATC is closing also a VFR FPL. However, when landing on an uncontrolled airfield, it is the responsibility of the pilot to close the flight plan, normally by phone. Generally, this is well known and works reasonably well (if you are not distracted from the required phone call after landing).

But why did the police believe that the flight was overdue (in the ‘uncertainty phase’ and, hence, in a state of emergency) when the flight plan was correctly closed, thanks to the voluntary support from Lausanne airfield? ICAO, in somewhat convoluted provisions, consider an aircraft in the uncertainty phase if it ‘fails to arrive within thirty minutes of the estimated time of arrival last notified to or estimated by air traffic services units, whichever is the later’. It turned out that Andreas was delayed in the final portion of his IFR flight, nibbling off a major part from the defined 30-minute buffer. After he had cancelled IFR, the flight was no longer ‘controlled’, ‘the system’ failed to amend his ETA accordingly and even the near-immediate closing of the plan after landing was ‘too late’ from the ‘system perspective’.

In my opinion, the case did not involve any failure from our (pilot or organisation) side but revealed a deficiency in the cooperation between ATC, AIS / ARO and the police RCC.

I also learned that Flight Information Centers (FIC) may not automatically link a VFR flight using their services with an associated FPL and, hence, do not automatically amend a filed ETA.

The ICAO provisions contain several qualifications that should avoid a proliferation of nuisance declarations of INCERFA, in my opinion:

The quote above, establishing the 30-min arrival margin, continues ‘except when no doubt exists as to the safety of the aircraft and its occupants’.

In addition, the following is part of the Annex 11 provisions on ‘Alerting Services’:
When an area control or a flight information centre decides that an aircraft is in the uncertainty or the alert phase, it shall, when practicable, advise the operator prior to notifying the rescue coordination centre.

Wouldn’t this mean that a text message should have been sent to Andreas’ phone from FIC / AIS / ARO before any police action and retrospective texting?

Air traffic services units shall, as necessary, use all available communication facilities to endeavour to establish and maintain communication with an aircraft in a state of emergency, and to request news of the aircraft.

As long as the actual practices lack full compliance with the ICAO concept of Alerting Service which includes notions of coordination and communications before notifying rescue coordination centres, we as pilots – routinely monitoring the development of ETA – will need to actively notify any significant changes to a filed ETA to FIS for forwarding to AIS / ARO in order to prevent any erosion of the established thirty minute time margin.

Happy landings, Merry Christmas and a Happy New Year

Yours

Christian

Note: Summary quotes from the relevant ICAO provisions below

ICAO Definitions

Emergency phase. A generic term meaning, as the case may be, uncertainty phase, alert phase or distress phase.

Incerta. The code word used to designate an uncertainty phase.

Uncertainty phase. A situation wherein uncertainty exists as to the safety of an aircraft and its occupants.

ICAO Annex 11

Alerting Service.

5.2 Notification of rescue coordination centres.

5.2.1 Without prejudice to any other circumstances that may render such notification advisable, air traffic services units shall, except as prescribed in 5.2.1.1, notify rescue coordination centres immediately an aircraft is considered to be in a state of emergency in accordance with the following:

a) Uncertainty phase when:

1) no communication has been received from an aircraft within a period of thirty minutes after the time a communication should have been received, or from the time an unsuccessful attempt to establish communication with such aircraft was first made, whichever is the earlier, or when;

2) an aircraft fails to arrive within thirty minutes of the estimated time of arrival last notified to or estimated by air traffic services units, whichever is the later, except when no doubt exists as to the safety of the aircraft and its occupants.

b) Alert phase when:

1) following the uncertainty phase, subsequent attempts to establish communication with the aircraft or inquiries to other relevant sources have failed to reveal any news of the aircraft, or when.

Further to the notification in 5.2.1, the rescue coordination centre shall, without delay, be furnished with:

b) information that the emergency situation no longer exists.

Note — The cancellation of action notified by the rescue coordination centre is the responsibility of that centre.

5.3 Use of communication facilities.

Air traffic services units shall, as necessary, use all available communication facilities to endeavour to establish and maintain communication with an aircraft in a state of emergency, and to request news of the aircraft.

5.5 Information to the operator.

5.5.1 When an area control or a flight information centre decides that an aircraft is in the uncertainty or the alert phase, it shall, when practicable, advise the operator prior to notifying the rescue coordination centre.

Note — If an aircraft is in the distress phase, the rescue coordination centre has to be notified immediately in accordance with 5.2.1.

5.5.2 All information notified to the rescue coordination centre by an area control or flight information centre shall, whenever practicable, also be communicated, without delay, to the operator.

ICAO Annex 14

Search and Rescue

CHAPTER 5 Operating Procedures

5.2 Procedures for rescue coordination centres during emergency phases

5.2.1 Uncertainty phase.

Upon the occurrence of an uncertainty phase, the rescue coordination centre shall cooperate to the utmost with air traffic services units and other appropriate agencies and services in order that incoming reports may be speedily evaluated.

5.2.2 Alert phase.

Upon the occurrence of an alert phase the rescue coordination centre shall immediately alert search and rescue units and initiate any necessary action.

ICAO Doc 4444

PROCEEDURES FOR AIR NAVIGATION SERVICES

PANS-ATM

Chapter 9 — AIDC

9.2.2 Air traffic services units.

9.2.2.1 When no report from an aircraft has been received within a reasonable period of time (which may be a specified interval prescribed on the basis of regional navigation agreements) after a scheduled or expected reporting time, the ATS unit shall, within the stipulated period of thirty minutes, endeavour to obtain such report in order to be in a position to apply the provisions relevant to the "Uncertainty Phase" (Annex 11, 5.2.1) referred whenever necessary to warrant such action.

9.2.2.2 The unit responsible for alerting service... shall:

a) notify units providing alerting service in other affected FIRs or control areas of the emergency phase or phases, in addition to notifying the rescue coordination centre associated with it;

b) request those units to assist in the search for any useful information pertaining to the aircraft presumed to be in an emergency, by all appropriate means and especially those indicated in 5.5 of Annex 11 (Use of communication facilities);

c) collect the information gathered during each phase of the emergency and, after verifying it as necessary, transmit it to the rescue coordination centre;

d) announce the termination of the state of emergency as circumstances dictate.

9.2.2.3 In obtaining the necessary information as required under 5.2.2.1 of Annex 11, attention shall particularly be given to informing the relevant rescue coordination centre of the distress frequencies available to survivors, as listed in Item 10 of the flight plan but not normally transmitted.
Toronto here we come

Convention days:

Toronto Convention: Saturday June 24th—Wednesday June 27th

The IFFR booth is open at the House of Friendship from June 23rd.

IFFR AGM Monday June 25th

IFFR AGM will take place in the afternoon at the convention centre room 803B at 2:00 PM

IFFR Banquet June 25th, 2018

The Royal Canadian Military Institute
426 University Avenue, Toronto, ON, M5G 1S9

Date: Monday 25th, June 2017

Banquet will begin at 6:00 PM with drinks in the Library at 5th floor. Seating for dinner will be at 7:00 PM in the Otter room on 4th floor. http://www.rcmi.org/

Registration for the Banquet will be available from next Newsletter
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](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.

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**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

Dear IFFR fellows,

In tune with the season I found an interesting story in tune with the season:

Santa Claus, like all pilots, gets regular visits from the Federal Aviation Administration, and the FAA examiner arrived last week for the pre-Christmas flight check.

In preparation, Santa had the elves wash the sled and bathe all the reindeer. Santa got his logbook out and made sure all his paperwork was in order. He knew they would examine all his equipment and truly put Santa’s flying skills to the test...

The examiner walked slowly around the sled. He checked the reindeer harnesses, the landing gear, and Rudolph’s nose. He painstakingly reviewed Santa’s weight and balance calculations for the sled’s enormous payload.

Finally, they were ready for the check ride. Santa got in and fastened his seatbelt and shoulder harness and checked the compass. Then the examiner hopped in carrying, to Santa’s surprise, a shotgun.

"What’s that for?!!" asked Santa incredulously.

The examiner winked and said, "I’m not supposed to tell you this ahead of time," as he leaned over to whisper in Santa’s ear, "but you’re gonna lose an engine on take-off."

Seasonal greetings for a Merry Christmas for all of you and your beloved ones. May 2018 bring what you expect from it and a little more.

Happy landings!

Han Klinkspoor
The promotion of Fellowship is seeping through

At the Atlanta convention George Chaffey and I attended the All Fellowship breakout session where we advocated for more focus on the fellowships from RI. We are very happy to see that there is an increasing attention on this from RI and do acknowledge this.

Svend Andersen

Dear GNG Officer,

I am writing as Chair of RI’s Global Networking Groups (GNG) Committee, overseeing Rotarian Action Groups (RAGs), Rotary Fellowships, and Vocational Service. Our committee recently had its annual meeting. A significant outcome was to recommend raising awareness about RAGs and Fellowships among district and club leaders. These programs can offer a real value proposition: attracting new members, engaging current Rotarians, and improving membership retention.

It’s exciting for me to tell you that RI President-elect Barry Rassin agrees. He has decided we will have a GNG booth in San Diego at the International Assembly this coming January to promote RAGs and Rotary Fellowships as member attraction, engagement and retention programs. This booth will replace the RAGs booth that has been at IA in recent years and will be staffed by the GNG Committee.

Our goal is to provide general information to DGEs without getting into specifics of individual RAGs and Fellowships. We want them to share this information with their club presidents at PETs, District Assemblies, District Conferences, etc. We will be using the following two flyers and encourage DGEs to use these at their district events. These are online and updated monthly:


Please let me know if you have any questions. Have a Happy Holiday Season

Robert Hall, 678-429-2799
[www.HRHRecruiting.com](http://www.HRHRecruiting.com), Principal
Past Director Rotary International
Chair Global Networking Groups Committee
Christmas greetings:

Merry Christmas and Happy New Year from SC Americas!

We hope your holidays are bright and your New Year is filled with Joy!
To members of IFFR around the world from Peter Jude Chairman IFFR UK Section

Jashu & I wish you all a very happy Christmas and hope we all have a prosperous and great 2018.

We have just had our first grandchild, Eliza Grace Rani Jude and at the time of writing, she is just 6 weeks old. It will be a very special family Christmas for the Jude family. I can’t wait to take her flying and hopefully she will be another fanatical aviator.

Since I took over in March this year, the UK section has had several “one day fly-in events” within the UK when the weather has allowed. Our representation at European events has been exceptional and has enabled us to have great fellowship as pilots and for our partners and friends. Long may it continue. Some of our members have visited across the globe, and we look forward to seeing many of you coming to visit us. We were delighted to have representation from across the world at our annual weekend event in Cheltenham this year. Next year we will be holding this event from June 7th – 10th in the historical city of Norwich which is in the county of Norfolk on the eastern side of England. An excellent programme has been arranged and we hope many of you will be able to attend. Information will shortly go out on the website.

I look forward to enjoying our Rotary fellowship which we all have through IFFR and of course more safe flying next year.

Best wishes
Peter Jude

WPE Christmas Message

Well it has been quite a year after meeting many of you again in Atlanta and on the Fly Away. I see there have been many fellowship events enjoyed throughout the world since.

Down here in Australasia we had the pleasure of Svend and Carina accompanying us on our Fly-In at Westport and then to Launceston in Tasmania for the spring Australian Fly In. Both Fly Ins were well supported and enjoyed by all.

At the end of November, along with Svend, Carina and joined by our Australasian VIP Ian and Marlene, we officiated the Charter of our newest section in Hong Kong. We were hosted by Dr Eric Chin, the President and experienced amazing fellowship from some of their 78 Charter Members.

Looking forward, Judy and I are very excited by our impending new role starting in Toronto and look forward to travelling to as many Sections as possible during our two years.

Before Toronto the New Zealand Section is chartering a Convair to take us to the Chatham Islands to the east of New Zealand and the Australian Section have a Fly-In in Orange in New South Wales.

So with Toronto fast approaching Judy and I wish you all the very best for this festive season.
Christmas greeting from the German Section

Wishing you a happy holiday season and a new year filled with peace, prosperity and gentle landings.
I would be happy to see you in May for our Ruhr Tour.

Norbert Kirchgaesser

The Squadron idea is spreading:

From: Rankin Whittington, Southeast Americas Section Chair
Subject: Update on Squadron Leaders
Recruitment of 2018 Squadron Leaders for the Southeast Section is almost complete. Here are our leaders thus far:
Tennessee/Kentucky—Paul Lamb
South Carolina---Bob Oetjen
Alabama/Mississippi---Joe Sloom
Georgia---Hector Colon
North Florida---Robert Coble
South Florida---Mark Ackerman

Leaders for North Carolina and Bermuda/Caribbean Squadrons have yet to be recruited. I had wonderful conversations with our new leaders, as one might expect, because they all have that special combination of interest in Rotary and Aviation.

Section head Scandinavia Rolf Mikkelsen at another district conference in Norway.

Young pilots

From Niels Rasmussen:

Cut and paste into your browser https://www.youtube.com/watch?v=IJsl0gUmbJc&sns=em
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