President’s World Newsletter

January/February 2018

Get in touch...

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News from the President

Carina and I wish you all a fantastic 2018. You deserve it! Already this year has brought change in our life as Leo arrived on Friday the 19th at 4:10 in the morning after a 3-day struggle to get out of his mom. My son and his girlfriend are now proud parents of this 6-pound heavy wonder. So far, he rules the family and happily steals our attention. For pictures look under planes places and faces.

2018 is going to be another active year with lots of events. Most are already on the website www.IFFR.org. Bo Johnsson is doing a great job keeping up with the news. Do let him know the plans for your section so we all can see what is offered. Carina and I plan to take part in most of the European fly-ins during this year and we will of course go to the post-convention Fly away.

NB: There are still a few vacancies available at the Toronto post-convention fly away. Do however be quick, they may soon be taken.

Christmas in London

Pre-lunch drinks and fellowship

In December we had the great luck to be invited for the UK Christmas Lunch at the Royal Air Force Club in London. For any airman this is a perfect venue to meet fellow aviators. The place has the traditional ambiance of the traditional English club and garnished with the long tradition of military aviation. 60 members including a few Americans and mainland Europeans found their way to Piccadilly for the Lunch.

Thanks to John and Diane for arranging this excellent annual event.
It’s all about safety:

Now that we are in January and pacing the floor for an opportunity to fly more after extended holidays, there is the age-old dilemma of how to safely start back into the sky.

The issue may be a non-issue for those in Cessna 172 training craft, but time out of the left seat becomes increasingly more important if your aircraft is high-performance, or high-performance and complex, and most especially if you fly a twin.

Of course, when time off for the holidays builds on itself into time on the ground due to work that piles up from business or additional family obligations it can easily be 60 or 90 days before you actually get in the air.

At that point, it is wise to evaluate your skills whether in a simulator or with an instructor or a Check Airman. Be sure to log any recurrent training; but I am getting ahead of myself here just as I would caution you not to do.

While the weather is still crummy and under a low overcast, or your obligations have kept you until past the time that you could easily get out to the airplane, use that time to review the logbooks and make certain that you and the aircraft are still current, your equipment (headphones, etc.) have new batteries, and everything still functions the way you remember and is still where you remember.

The longer you have flown, and flown with your particular make and model aircraft, the easier it is to assume. Don’t!

Approach your flight as you used to with all the checklists. This becomes more important the longer you have been out of the air.

It’s easy with a busy schedule to not keep fuel tanks full leading to moisture buildup or to fail to update navigation databases. Are your databases or maps current?

Then, certainly get a full briefing before your proposed flight and do a full preflight on your plane.

Know that when you actually get in the plane and become airborne, you are likely to forget something, so keep using checklists and stay ahead of the airplane.

The Nall Report (https://www.aopa.org/-/media/files/aopa/home/training-and-safety/nall-report/26thnallreport2017.pdf) for the U.S. and other safety publications from the European Commission and EASA, can assist us in finding where we are on the sliding scale for risk of an incident or accident.

Be safe. Enjoy your airplane. Make New Years Resolutions to fly much more often and remember

“Aviation in itself is not inherently dangerous. But to an even greater degree than the sea, it is terribly unforgiving of any carelessness, incapacity or neglect.” Anonymous.

Jack Welge,
IFFR Safety Committee Chair
Convention days:

Toronto Convention: Saturday June 23rd—Wednesday June 27th
The IFFR booth #240 is open at the House of Friendship from June 23rd.

IFFR AGM Monday June 25th

The 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

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 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.
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 Emeralda’s 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.

**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.

Fly-Away POC: Gary Dehnel, Meredith NH Rotary, 603-677-7910, gcdehnel@verizon.net
Which badge is the IFFR Badge?

The following article by the then IFFR (UK) Section Secretary, John Ritchie, was published some years ago in the Rotating Beacon. It explains the background to the logo reproduced on the ties and handbag holder recently sent as gifts to all IFFR(UK) Section members.

Which badge is the IFFR Badge?

The answer? They both are. IFFR Members worldwide sometimes enquire why a different badge is often sported by UK members. This is the explanation.

IFFR was founded in America in 1965 and was brought to the UK the following year. At first membership grew slowly, but by the late 1970s enough meetings were being held for the membership to have spread across the UK. Those attending found that they needed a ready means of recognising other IFFR members among the crowd at a flying event and it was decided that a badge (the logo on the left) combining the Rotary emblem with wings was the most appropriate. As many of the membership had gained their flying experience with the Royal Air Force the RAF style of wings (sometimes described as “Angel Wings”) was adopted.

All went without comment until 1984 when several American members of IFFR flew themselves across the Atlantic to the RI Convention in Birmingham. Here the UK Section held a dinner to welcome them. On seeing the badges, they appreciated their value but challenged their legality as at that time RI was (and still is) insistent that the Rotary badge should not be used in any unapproved manner. However, on their return home the Americans lobbied RI and were fortunate enough to have in office a World RI President who strongly supported Rotary Fellowships. He was willing to approve the badge submitted by the American members.

As might be expected this was modelled on the USAF style (known as “Eagle Wings”). The UK Section has held on to its own badge as being the original but either style is now accepted at IFFR activities around the world. Do wear your badge or your tie – other Rotarians and potential members may comment on it. It is a great recruiting tool.
Dear Fellow IFFR flyers and friends.

Inspiration is slow this month. The weather is so-so and the new year parties took their toll..... However, as we look into the new year, plans are made in the calendar is filling up with exciting destinations to fly to in what I could label as "The IFFR Flying Circus" (not to be confused with Flying Cirrus...) which offers interesting destinations on the fly-ins and -outs. As we all are marking up our diaries to block out the IFFR weekends, it may just be an idea to list them out, check available seats in your aircraft (if going commercial, this isn't an issue...) put some enticing bullet points on each and every one of them about the program. After having done that, make a mailing list of potential fellow flyers, non IFFR member or Friend and mail them to raise potential interest to join you for the weekend. As I come to think about it: Once you have this list, you may want to use this also for your (regular) scheduled outings during the flying season. If the weather looks good to go cross country for the proverbial €100 hamburger next weekend, mail your groupies and tell them at altitude about becoming your IFFR Friend or else.....

That's it for this month. Remember keep the right side up and out of the trees!

Happy flying,
Han Klinkspoor
Meet Nik Ammann, Head of IFFR section Switzerland

I am delighted to be the chairman of the IFFR Swiss section for the next few years and follow in the footsteps of so many well-respected Rotarians who have held this position.

We as a family have a long tradition in aviation: my father flew for Swissair, my brother and my son do so for the airline Swiss. And myself, I have been flying since 1992 as a private pilot from my home base in Zurich.

I love to fly in Switzerland, in this small but technically very demanding country with its mountainous regions, the highest airfield in Europe and the multilingual challenges. But I also enjoy flying abroad, be it in Europe or at least every other year in the USA. That's where I did my initial IR rating.

Rotary is a wonderful organisation and as a pilot joining IFFR, was yet another great opportunity available to me. I have been to several IFFR meetings in Europe where the fellowship has always been superb.

I've also been involved in the organisation of the Fly-In’s St. Gallen (2015) and Lausanne (2017) - always some work involved of course, but a blast .... I will gladly maintain this biennial rhythm and therefore 2019 a Swiss airfield should again be on the program.

AOPA UK magazine.

Read PWP Angus Clark article in the December issue of AOPA UK with a great article about resent trips to Europe including a number of IFFR events. Enjoy the article and the great photos page 24-29.

Link. https://www.iaopa.eu/aopa/gamag/ga_dec17/#/0

Cut and paste in your browser to read.
Planes Places & Faces

From Mike McFarlane

Folks,

You may find this interesting or terrifying!!

https://www.dropbox.com/s/kgvv5qne8v7bkkh/Go%20Around%21%202017-12-30-VIDEO-00000034.mp4?dl=0

Kind Regards,

Mike

From New Zealand:

Incoming world president Phil pacey and first lady Judy have upgraded their plane with the official sticker of IFFR.

Meet Leo, new grandson to the WP
PP Lily is the first lady pilot in HK qualified to fly both fixed-wing aircraft and helicopters. She has two pairs of wings and is rated on more than 10 types of aircraft and helicopters.

She has an Airbus Helicopter EC120 to fly people around in charity flights for fundraising. She is a Squadron Leader of the Hong Kong Air Cadet Corps, a director of the Hong Kong Aviation Club and Hong Kong Helicopter Club.

Lily also has a master’s degree in aviation granted by Massey University in New Zealand. She is the learned author of the book entitled “Aircraft Accident Investigation: Human Factors & Legal Challenge”. PP Lily is a solicitor by profession.

**Strasser’s corner**

*Happy New Year*

In the latest PPL/IR Forum, a subscriber mentioned a flight planning programme I had not come across before.

It looks interesting and so I thought I would pass it to you.

Regards

Charles

AeroPlus

I am surprised that nobody has yet mentioned AeroPlus. It was recommended to me when I started my IR training and I have used it ever since. It has never let me down and filing a flight plan is the easiest thing. Once filed it will email you a full briefing pack including all the necessary plates (taken from the various AIPs). You really need the subscription version but at £49.99 a year it seems good value to me. I believe the routing engine is in conjunction with Autorouter.
News from the World Secretary Ian Kerr:

By now you should have received a PDF “Membership Listing 2018” which is designed to be used with our database Membermojo. The listing includes, by section, an alphabetic list of all members with partner names followed by a geographic listing of all members. We have not listed details of members in order to comply fully with the European General Data Protection Regulation but these can be found in Membermojo which is permitted as it is password protected.

Use of our 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