The Kiwi Chiefs
World Newsletter

March 2019

Get in touch...
Phil Pacey
PO box 141, Drury, Auckland 2247
New Zealand
Cell: +64 21 921 280
Email: president@iffr.org

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News from the President

Greetings to everyone from New Zealand where late summer is just starting to turn into autumn.

Firstly let me thank members who have contacted me regarding the tragic events in Christchurch. The whole country has been shocked and saddened that such a terrible thing could happen in our beautiful and peaceful corner of the world.

It has been a quiet few months for us – just enjoying some private flying as we make the most of the last days of summer as those of you in the northern hemisphere look forward to spring and improved flying conditions.

News from Australia – Just before Christmas past Australian VP Alan Grady had a less than successful wheels up “landing” from a ladder with the fuselage, cockpit and one window in bad shape. Next time the spouting needs attention I suggest you send the plumber up the ladder Alan! Thankfully he’s now well on the road to recovery with the help of nurse Maisie as you can see.

London Visit: December 2018

Judy and I were delighted to be invited to the UK Section lunch at the RAF Club in Piccadilly in London. What an amazing venue, many impressive paintings and so many books on aviation it would take a lifetime to get through them all. There was even an English pub in the basement!
We very much enjoyed the special dinner in the stunning library hosted by John and Diana Davy.

The following day we had cocktails followed by a lunch hosted by the UK Chairman Peter Jude and his wife Jashu. We really enjoyed listening to guest speaker Peter Greenyer, who explained how not to stop collecting aircraft (it turns out the important thing is a very understanding wife!).

Judy and I really enjoyed catching up with old friends from the UK Section and meeting some members for the first time.

Upcoming Events:

**Nelson Australia/New Zealand meeting April 2019:** We are really looking forward to the combined Australian and New Zealand meeting in Nelson in the South Island of New Zealand where we will see the local sights and the famous Omaka Airshow.

**Hamburg IFFR Convention June 2019:** In May Judy and I start our journey to Hamburg. We’ll be staying with fellow Rotarians, Alan and Jennie Dias in Los Angeles for a couple of days before going on to Europe to be with Hub and Luciana van Heur for the Benelux 25th Anniversary fly-in. The next stop will be with Han and Gienke Klinkspoor in Holland before joining Svend and Carina who will kindly get us to Hamburg. You will find the Latest news on Hamburg in this Newsletter and we really look forward to seeing many of you there.

**UK Sections fly-in, Isle of Wight, June 2019:** This is where the Sunderland flying boats were manufactured. I recently saw the remains of one of these in a shed in the Chatham Islands of New Zealand so I’m looking forward to finding out more.

All in all we’ll be on the road (or in the air!) for six weeks – when you live 12,000 miles from Europe in either direction you can’t just pop over for the weekend.

Judy and I look forward to seeing many of you on our travels for safe flying and fellowship.

Until then,

Fly Well
Fly Safe
Fly Often

All the best,

*Phil Pacey*
*WP*

**International Fellowship of Flying Rotarians**
Mob: +64 219211280 Email: paceyhome@yahoo.com www.iff.org
**Latest News from the Hamburg Convention | Svend Andersen**

The attendance for the banquet and the Airbus visit is good so far. We are 85 for the banquet and 82 have signed up for the Airbus visit. There are still a few seats available for both events.

Booking may be made by writing to me at SKA@hiflux.dk and pay Ulrich Starke as described in the invitation send out earlier.

The post-convention fly out is fully booked and a few are on the waitlist.
For the Hotel we have managed to occupy 35 rooms with a total of 68 occupants staying at the IFFR Hotel.

We look forward to see you all in Hamburg for the convention and the following fly out.

*Svend Andersen, PWP*
News from Benelux | Hub van Heur

Benelux is Belgium, Netherlands and Luxemburg. For people not living in Europe, it borders on Germany, France and the North Sea.

Small but beautiful with nearly 40 members and a lot of activities. Let us look at the activities since June 2018:

We had a great Fly In in Groningen (EHGG), with visitors from Switzerland, France, Germany, UK and Scandinavia.

We had a meet & greet in Brasschaat (EBBT) and Seppe (EHSE) with demo flying and classical oldtimers as well as cars and aeroplanes.

In January we had a News Year’s reception at EHSE, the weather was not good, but the lunch excellent.

And last but not least, 24, 25 and 26, a Fly In at Brasschaat to celebrate our 25 years anniversary.

You can find more information in our Newsletter Special. See the column Events.

Many happy landings! Hub van Heur, President of IFFR Benelux
America’s | Tim Freudenthal

Greetings, snow, snow and more snow all across the America’s from California to Georgia and all points north with lots of IFFR pilots wanting to spread their wings and get flying. Our season is getting ready to ramp up and the schedule of IFFR events is constantly growing and new events are in the planning so watch the IFFRAMERICAS.ORG web site.

The America’s group is getting ready to invade Hamburg in June with wonderful convention fellowship opportunities and a spectacular Fly-About. We look so forward to seeing all of our International friends and fellow IFFR members. Interesting fact is that the percentage of IFFR members who attend the international conventions is much higher than the actual percentage of Rotarians who attend. Our group should be proud that we have such a dedicated and enthusiastic membership. (Based on personal observation and extrapolation from a person who reports observations and extrapolation for a living.)

The America’s season will really kick off with the Sun N Fun event in Florida from April 2 through 7 in Lakeland, FL. We have recently put together a gathering on the evening of April 5 sharing the Antique and Classic grounds for their annual Fish Fry from 6 to 8 pm.

We are working on some promotional items and exploring additional venues in which we can spread the benefits of IFFR membership, whether or not an individual is a Pilot.

We give our thanks to Phil Pacey for his dedicated efforts in keeping our organization moving forward and to all of the Officers, Section and Squadron Leaders and support people and members who attend and help to line up and events. We look forward to an eventful and fun 2019 flying season. Please feel free to join us!!

See you in Hamburg, Tim & Linda Freudenthal

Tim Freudenthal, VP Americas
IFFR Hong Kong Squadron Cathay Pacific City Visit and Fellowship lunch | Eric Chin

Led by Squadron Leader PDG Eric Chin, a group of 21 members and family members visited the Cathy Pacific City which was located in the International Airport on Jan 19, Jan 2019.

The visit was led by a senior staff from CX and escorted the delegation to visit:
- Cabin Crew and Checking Counter Mock Up
- Crew Lounge
- Flight Training Centre
- Flight Simulator
A Fellowship Lunch was held in the CX City which is only catered for CX staff only.

Members were all excited for the visit to enrich knowledge on how CX nurtured their pilots and service teams.

*Dr Eric Chin, Squadron Leader Hong Kong*

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**Australasia Report | Ian Jenner**

Australia and New Zealand Sections are having a combined event to attend the Classic Fighters Airshow being held at Omaka, Blenheim during the Easter Weekend 19th-21st April. This promises to be an excellent weekend with the opportunity to see many original and replica WW1 aircraft flying.

The Hong Kong Squadron have been busy, finally celebrating their first birthday in November and then with a group visit to Cathay Pacific City in Hong Kong.

Despite having a very good summer down-under we have not held any special events but hopefully our flying members have managed a few hours in the air.

*Ian Jenner  
VP Australasia*
Germany & Austria Section | Harald Joos
Update on 2018 happenings:

Ruhr fly-in May 10th – 13th
Over 50 friends from Germany, Switzerland, Norway and Great Britain participated in our Fly-In to the Ruhr Area a region with over 5 mio. people and a long history of mining business in Germany.

We visited cities like Essen, Bochum, Duisburg and Oberhausen where we could feel and see a huge transformation from coal mining and steelmaking to new businesses within the last 30 years.

Great weather and best mood supported our meeting. One highlight was the visit of the „Zeche Zollverein“ in Essen a coal mine industrial complex and UNESCO cultural heritage.

Many thanks to Norbert Kirchgässer who organized this wonderful fly-in.

Wetzlar fly-in August 17th – 19th
After our meeting into the Ruhr Area in May our autumn destinations were Wetzlar and Limburg

Again under best weather conditions around 40 friends from Germany, Denmark, Netherlands and Great Britain explored Wetzlar an impressive city center with a remarkable unfinished cathedral.
Another highlight was the guided tour through the district town of Limburg an der Lahn. Limburg has a picturesque half timbered old town and a cathedral.

The meeting was closed with a great formal Gala Dinner in Wetzlar. Again many thanks to Norbert Kirchgässer who organized the outstanding event as well.

Coming up in 2019 for the Austria/Germany Section:

**Hamburg Fly-Away June 6th – 15th**

- sorry, we are fully booked already!

**Swiss Fly-In to Zürich August 30th – September 1st (airport Dubendorf LSMD)**

- The German/Austrian section is guest at our Swiss friends in 2019

- You can and should register now under: [www.iffr.ch](http://www.iffr.ch)
  The detailed program will follow asap

And please save the dates for our 2020 events:

**May 1st – May 3rd 2020** fly in to Potsdam (airport Schönhagen EDAZ)

**September 3rd – September 6th 2020** fly in to Baden-Baden (airport Baden Airpark EDSB)

*Harald Joos - Berlin/Germany - Section leader Germany/Austria*
Recently in New Zealand there was a tragic accident when an aircraft, flown by two experienced pilots, flew into deteriorating weather conditions while flying in mountainous terrain. When they had almost reached their destination it appears that, due to lowering cloud and poor visibility, they made a last-minute decision to turn back resulting in the wing tip to hitting the side of a hill.

We must ask how two pilots, both experienced in mountain flying, found themselves in such a position. An all too common aviation accident.

This is a classic case of the Swiss Cheese Model of accident causation. It is well known that the threat of an accident materialises only when all possible defences fail. Those defences are likened to slices of Swiss cheese, with the holes in the cheese representing the weakness in each defence. If the holes align, the threat of an accident gets though those holes resulting in an accident. It can be seen that the holes in the cheese were starting to align early in the flight.

Equally, if just one slice of the cheese, and a single defence remains robust, and the holes do not line up with the others, the accident may be avoided.

In such a situation, there are a number of defence mechanisms that could have been put in place:

1: A met service briefing. Don’t just rely entirely on what you think the weather will be like, particularly so if you know the weather is going to be marginal.

2: A second defence would be the decision to turn back earlier. In the case above the pilots were nearly at their destination and I am sure there would have been some “get there -itis”. We have all been guilty of pushing that little bit further then, on reflection, wondering if it was a wise decision.

3: Maybe there was some discussion between the pilots concerning how far they could push. If there had been a single pilot, they may have turned back earlier.

In New Zealand, and I am sure most other countries will have similar rules, VFR aircraft should remain two kilometres horizontally and 1,000 feet vertically from cloud with a minimum of five kilometres visibility. This gives a good margin of safety. Remember, the two KM horizontal is only about a minute flying time. Research shows that the chances of a VFR turning into an IMC (Instrument Metrological conditions) encounter, increases as the flight progresses with those chances reaching a maximum during the final 20per-cent of the flight distance. This of course highlights the danger of pilots pressing on to reach their destination.

The piece of cheese may not have all that many slices, but if the holes line up at any stage, they could create a situation that wasn’t intended. CAA establishes the rules and provides education for best practice, but ultimately, we pilots are free to make our own choice. Let’s strive to ensure it is the right choice.

Michael Bryant
IFFR Safety Committee
Membership Corner | Hans Klinkspoor

Dear fellow IFFR members!

Last year (hm, that sounds long ago, but is was only just before Christmas) I left you in the second installment of the series about “how to further IFFR membership” with “AIDA” in mind. Time to pick up the pace (another P!) and look at other elements of the magic 6P’s. Remember? Product-Place-Price-Promotion-People-Passion. We touched last time on Product and Passion in promoting IFFR membership, now it is time to focus on the remaining P’s. The disclaimer of course is, that I do not have the exclusive insight and wisdom on the subject. I am just sharing idea’s. It’s up to you to pick and choose what works in your part of the world! And that is all I ask from you all.

This time it is PLACE. Where do we look for new IFFR members? To be proactive is key! Just putting up a billboard and banners with a table full of brochures will not work to attract attention!

Where to go out and actively find new members? Remember the “A” in AIDA? Here’s what can be done to attract Attention in the right Place:

• INSIDE Rotary: Find Rotarians (and Rotaracters!!!) that are interested in aviation and do a show and tell about IFFR. That fishing pond may be small, but so what.
  - Speaking at Rotary/Rotaract clubmeetings in your district to talk about the Rotary fellowship concept (which is not generally present in Rotarian minds) with the glowing example of IFFR. Direct eye-eye contact is a good way to raise interest. These opportunities could and should be grabbed by every IFFR member!
  - Book a table at District meetings. See old friends, make new ones!
  - Get mindshare of your District Governor. They are supposed to visit all clubs in their District at least once during their tenure and maybe you can turn him/her into a “ambassador” for a Fellowship that really works. Re-enforce that by publicity through a page in the monthly District letter from the DG, awareness is assured.

• OUTSIDE Rotary: A much bigger pond to do flyer fishing! Look at the outside world and select groups that are affiliated with or have an interest in aviation. Reach out to their membership to make them aware of IFFR and see if they can be lured to become “friend”, or join the Rotary e-club of aviation (“for eligibility under Rotary laws”). A few examples:
  - Cooperate with the AOPA’s. Present in virtually every country. They have a magazine and a membership base, perhaps open for common action. They do the technical, regulatory and defending GA stuff, have meetings, booths at aviation events. We are not competing with them, were in the fun department. We can advertise, speak or undertake joint actions/promotions, which works both ways (I’ll scratch your back if…).
  - Try to work with local FAA’s, CAA’s etc to organize “town” meetings with “takeaway’s” that are of general interest to the all local pilots, individuals or local flying clubs. Subjects galore: local airspace do’s and don’ts, improvements for sectionals charts, etc. When properly announced in cooperation with e.g. AOPA, a local flying club, pilots will participate, eager to remain current and voice opinions. I was involved in organizing a “Tour around the airfields of Holland” and this works!
  - Getting close with flying schools works. Hang out at their bar works. Clubs are encouraging members to fly, as to keep ‘m current and the Club makes money on rental hours.
  - Look at the group of LSA, MLA flyers. This is an increasing group of genuine aviation enthusiasts, that may be interested to play with the big(ger) boys. We share the sky with them, why not the fun?
  - The simulator flyers. A community that take their armchair flying seriously, even virtual airlines and ATC come into play. They meet every month or so and build up their sims to show off their flying skills. These simulators are very realistic, but they would love to get a spin in the real stuff (though IFFR does not have 747’s in the fleet…). I used to give them my obsolete approach plates when these were in paper form way back when.....
  - Owner groups, like Cirrus’ COPA, Mooney owners etc. Advantage is, that they know how the fun works, disadvantage is that the already have a community.

That’s it for now! I’d like to solicit feedback and new idea’s on what works what doesn’t, to share that around the world in the interest in the “IFFR forever” drive...

Keep ‘m out of the trees! Hans Klinkspoor, Membership Committee Chair

PS: Quiz from last time: the French word for landing is “atterrissage”, literary landing on “la terre”. Amerrissage of course is ditching on “la mer”.....
An Interesting & Thought Provoking Article on Membership | Jack Welge

Flying Rotarians -

Because of the importance to our IFFR World Membership, I am shelving a prepared Safety Column for this month in lieu of the below excerpts from the book “Bowling Alone: The Collapse and Revival of American Community,” by Robert Putnam as analyzed by Michael Brand in his article “Why Our Service Organizations Are Dying (and how to fix them)”. http://michaelbrand.org/why-our-service-clubs-are-dying/.

The real importance of this article is its relevance to IFFR, not just to the Americas but to the World. And the reason you are seeing it here in my column, is that the numbers of pilots, aviators and airmen are shrinking both within and outside of Rotary, in addition to our home Rotary clubs’ declines in membership.

“Frenchman Alexis de Tocqueville rode all over the United States in the 1830s and was struck by the influence of religious, fraternal and civic organizations, and secret societies, and concluded that they made communities stronger, more interesting, and more engaged.”

“But there [is] ... reason for concern. All of these service clubs, once the backbone of community life [including Rotary], have been in significant decline over the past 2-3 decades. It is not that we have changed. [Our Countries and communities] have changed. Thus, the imperative is for us to reinvent for a new [and changed world].

“In his 2000 book, “Bowling Alone: The Collapse and Revival of American Community,” Robert Putnam documented that attending club meetings, such as those held by Rotary and Kiwanis groups, has declined by 58 percent in the period 1975-2000. This trend continued and even accelerated in the 21st century. Putnam notes it’s part of an overall trend by Americans who also have 43 percent fewer family dinners. Thirty-five percent fewer of us have friends who drop in to see us at our homes.

Pick an organization and the numbers are telling. In the past two decades Rotary is down 20%, Jaycees down 64%, Masons down 76%. Recalling de Tocqueville’s observation about the role our clubs play in a civil society, this decline represents a tangible loss to community. The question remains, ‘Where do we go from here?’

“...Seth Godin is an entrepreneur who ruminates on marketing in the digital age. [An] Author of several best-selling books, Godin argues that digital life has ended traditional mass communication and replaced it with an ancient human social unit, The Tribe. These are groupings of people founded on shared ideas and values. As such, tribes give ordinary people the power to lead and make big change.”

“In the new world, what people desire most is an opportunity to connect with one another. People like bonding with other people. It’s human nature. If we create opportunities for people to connect, they’ll open up and feel more comfortable. As they do, they’ll invite us into their lives and will introduce us to their friends. Then their friends become our family, our tribe. One by one we rebuild our clubs.”

I would argue we as Flying Rotarians already comprise a tribe. We next need to engage in visioning similar to that suggested by Rotary International to determine our future and continue to strengthen our safety culture.

Jack Welge
IFFR Safety Committee Chair
Cell 512.773.5163
Welgelaw@sbcglobal.net
IFFR Switzerland FLY-IN 2019
30th of August – 1st of September

Welcome to Switzerland – Welcome to Zurich.

The organising committee of the IFFR Meeting Switzerland would be very delighted to have you as our guests!

Zurich as the cosmopolitan city by the water combines creative urban life with nature in all its glory. Zurich is abuzz with activity day and night with its countless events, diverse museums, own food festival and Switzerland’s most vibrant nightlife.

The participants beckon a unique, aviative experience that hardly a Swiss could experience so far. The landing will be in Dubendorf (LSMD). The airfield Dubendorf has a more than 100-year history of military and civilian air traffic. From 1948, after the relocation of civil air traffic to the newly created Zurich-Kloten Airport, the airfield Dubendorf was only used militarily. To date, a landing has been reserved for only a few civilian aircrafts. It was our wish to make this unique experience possible for our IFFR guests. It needed the approval of the highest army leaders.
Program – Details and Registration

You find all the details about our exciting program on the Swiss Homepage of IFFR: www.iffr.ch.

There you also find the registration form. But please hurry up: we initially wanted to open the Fly-In for 50 participants only. In the meanwhile, we have more than 60. Unfortunately, we have an upper limit of 70. So if you are interested in being there don’t wait too long.

Nik Ammann  
Chairman  
Intern. Fellowship of Flying Rotarian  
IFFR Section Switzerland

nik.ammann@iffr.ch  
http://www.iffr.ch/