



International Fellowship
of Flying Rotarians.
www.ifr.org.nz

New Zealand Newsletter

October 2016

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Secretary

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Events

2016

October

- 21-23 Aust IFFR Fly-in
- 14-17 Gisborne Fly-in

2017

March

- 3-5 Dannevirke Fly-in

October

- 20-22 Westport Fly-in

President Warren

The Phoenix rises. LIFT is back.

We will give you a LIFT quarterly, so put on those thinking caps and get writing. I am looking for reminiscences, travel tales, personal stories or just plain interesting articles. Please send me copy, pictures and on line video clip references.

I hope we will all know a lot more about each other by next fly-in.

We have planned a fun programme for our Gisborne Fly-in this October. Don't wait until the last minute to book in. Much of our program is out doors but the long term forecast is looking good. We do have plan B if needed. May involve a lot more eating and drinking. I trust everyone is in good health with a successful year behind you. It sure has gone fast.

It is good to see Peters plane back in the air. My plane is closer to flying but distractions have slowed progress. Will fly this summer!!!

Jeweline and I look forward to catching up with you all again. Our fly-ins are always fun and memorable.

I hope you all enjoy this one with us.

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News

- **Rotary e-club of Aviation**, District 1010 is now Chartered.

If you would like to join contact Ian Kerr ianmkerr@gmail.com

- Congratulations to...

Phil Pacey WPE 2018-2020

Ian Jenner VP Australasia

- Peter Armstrong is back in the air.
-

IFFR Fly-Ins in Jersey & Berlin by Ian Jenner

Earlier this year Julie & I were interested to see the UK Section were to hold a Fly-In to Jersey in the Channel Islands during June, & then there was the IFFR Post-Convention Fly-In being held in Berlin.

We decided to attend both events as did Phil & Judy Pacey.

A quick flight from Gatwick saw us arrive in St Helier in time for the welcome dinner, whilst Phil & Judy enjoyed a flight over from Kendall with WP James Alexander.

The whole weekend was well organised by PWP Charles Strasser & Gregory Guida with a number of very interesting tours to see as much as possible of the areas of interest. We were particularly honoured to be taken to the States Chamber which is the Parliament of Jersey & also the Royal Court guided by the Deputy Bailiff who with the Chief Bailiff presides over the Royal Court & the State Assembly. We learned some of the history of Jersey including that it has been self-governed since 1204, was part of the Duchy of Normandy until it was passed to the King of England in 1259, although it was never absorbed into the Kingdom of England. Street names are French & the Laws & customs are generally based on old French laws & customs. Other tours took us to The Durrell Wildlife Conservation Trust (zoological park established in 1959), the Eric Young Orchid Foundation to see its premier Orchid breeding programme, the War Tunnels dug by the German Occupation Forces during

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WW2 & now set up as a museum of the Occupation, & the medieval Mount Orgueil Castle. There were approx. 75 attendees mostly from UK & Europe with many flying their own planes but bad weather in some parts of Europe did prevent a few from flying in. Jersey is a beautiful island & well worth the visit, & as usual the great food, the interesting programme & the company of the IFFR members made for an excellent weekend.



The Jersey group outside the Jersey Parliament & Royal Court.

Phil & Judy flew back to UK with James while Julie & I stayed in Jersey for a few extra days to see more of the island & also visit Guernsey. Both islands are interesting with Jersey being only 15 miles from France. Many of the island's roads are very narrow which made for interesting driving conditions especially when witnessed from the top front window of a double-deck bus.



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Julie & I filled in most of the 3 weeks before going to Berlin with a quick circuit of Ireland covering 3000km in 18 days which is another story for another day.

Another EasyJet flight from Gatwick to Schonefeld Airport in Berlin & a taxi into the centre of the city saw us at the Crowne Plaza Hotel where the group was based for the week. The hotel was in the centre of the city & was ideal as a base for seeing the sights. The programme was well-planned to cover both flyers & non-flyers; the first event was a trip on the River Spree to see the sights along the river including remnant pieces of the Berlin Wall.

Most days the flyers flew out to places of interest & returned that night while the non-flyers were taken by coach to other places of interest locally including the Dom Brandenburg Cathedral (it has the most amazing acoustics which our guide demonstrated for us). Flyers

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& non-flyers were together for a visit to the German Federal Chancellery building which we were privileged to be given a tour of thanks to Rotary connections. One free afternoon Phil & I plus several other members spent the afternoon seeing the Luftwaffe Museum at Gatow Aerodrome with its amazing collection of planes & helicopters from both East & West plus a great number of smaller items of aviation interest.



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The groups were together again for a visit to Tempelhof Airport which was the major Berlin airport until closed in 2008. The main terminal building was built in 1933 & is an amazing piece of foresight & architecture as it is still as functional today as it was when built. The non-flyers were taken to the Cecilienhof Palace where the Potsdam Conference was held by the leaders of USSR USA & UK after WW2 which resulted in the Agreement on the partitioning & rebuilding of Europe.

As usual on IFFR trips we were well-fed & watered with excellent dinners, & able to enjoy the great company of other IFFR members.

I encourage all IFFR members to join in one of the post-convention flying events. The 2017 Rotary Convention is being held in Atlanta. The IFFR USA Section have planned an interesting programme for flyers & non-flyers following the Convention & I urge you all to plan to attend. Julie & I plus Phil & Judy have already booked our seats so come & join us for 10 days of fun & fellowship.



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Flying in Europe by Phil Pacey

As most members are aware I have been privileged to be elected the World President Elect of our great flying fellowship. Judy and I travelled to Europe to attend the United Kingdom Fly-In in Jersey and the post convention Fly-Out in Berlin with WP James Alexander. The details of these meetings are covered elsewhere in this newsletter so I will give you my impressions of flying in that part of the world.

The Flying

James keeps his aircraft (Piper PA28R Turbo T Tail Arrow) in a hangar at an old WWII RAF Airfield called Grange. Now only two recent small hangars and one runway, all the rest has gone.



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Our first trip was to Jersey for the UK Fly-in. After departure we travelled at about 3,000' below cloud on what I would call a fairly relaxed controlled VFR – ie you tell them where, what and how and they keep a watch on you for separation.

The watch is good and we were informed of traffic on numerous occasions. The aircraft is also equipped with T-Cas which works extremely well when it is “Switched On” (that’s another story).



UK Visibility

I have to say that the visibility in the UK on this day was crap with the cloud base and us getting down to about 1000' with the forward vis not much better. A precautionary landing was made at Stourbridge and decisions made as to what now. Weather cleared enough for us to get to Exeter on the English Channel coast for fuel. It was to be a quick turn around as we could see some massive CB build ups approaching and in talking to local

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pilots, they were to be missed at all costs. So fuelled up and avoiding the CB's we launched out over the English Channel. Not as busy shipping wise as I thought it would be and the further east we got the clearer the weather was. Passed Guernsey for a landing at Jersey.



Flying virtually the full length of Jersey on approach, you could see by the homes that there is extreme wealth on the island.

The return flight 3 days later was proper IFR between layers across the channel only sighting land over the Isle of Wight for a landing at Goodwood for lunch. In the hangar I did spy a P51 and 2 Spitfires that give daily rides despite the English weather. We then flew back to home base at Grange with the weather slowly deteriorating the further north of England we got. We landed at Grange just as the skies opened up, so made it just in time.

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I observed many WWII airfields, some in limited use, others abandoned so during the 1940s it would have been a very busy place.

Quite a few stately homes with magnificent gardens and the odd nuclear power stations.

This is in no way a criticism of James but I did notice on this trip that European pilots give anything remotely resembling a hill a wide berth both vertically and horizontally but will fly further into deteriorating vis further than perhaps we would in NZ. Having said that there is not much terrain to hit anyway and we in NZ of course are used to flying through valleys, provided we can see etc. to get places. Just an observation.



Crossing the Channel

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Visibility in Germany

My next time in the air were three flights from Schonhagen (Berlin) in the old East Germany, as were all our flights. About the size of Ardmore but with a very modern Control Tower and terminal complete with Café and Bar. This was the base for the 25 odd aircraft participating, ranging from a PA 34 Twin to a Lancair IV rocket ship.

Our first trip was to Grossenhain airfield which had been in operation since 1913. Many old hangars and blast shelters were visible as it had been used by the Luftwaffe until 1945 when the Russians took it over. Old Russian helicopters were in various state of repair on the field and also two bunkers which housed the nuclear weapons for their fighter bombers. There is a small museum on site with all aircraft in there quite flyable and available for rides which a number did. The Storch was very popular.

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Our next trip was to Anklam, an old WWII base now used for GA and crop dusting. Some very interesting Soviet aircraft and helicopters were on static display including a huge Antonov biplane and helicopter with counter rotating blades and no tail rotor.



A very smart Corporate Airliner. One of a kind I am told, was the Gate Guardian. We were

bussed from there to a very gracious old
Manor House for a magnificent lunch.

The third flight was to Heringsdorf on the shores of the Baltic up against the Polish Border. Again Luftwaffe and Soviet involvement very evident. A splendid museum with German, American and Russian WWII aircraft on show including a ME 109.



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A Control Tower and Café attached to the Museum were modern but other buildings were straight out of WWII and so were Security Staff in attendance - but that is another story.



Upon leaving Heringsdorf we travelled along the Baltic Shore to overfly a V1 and V2 launch site. What with this and the nuclear bunkers seen earlier, it does bring a kiwi down to earth in seeing what, up until now you only read about.

The flying in Germany is similar to the UK with a type of semi controlled VFR so you get handed from one advisory controller to another. They will give you conflicting traffic updates, weather and advise on whether you are about to bust a parachute zone or danger area etc.

The vis in Germany was much better with about 50nm on most days but navigation by sight is difficult. With the absence of hills or a close coastline all the patchwork fields and small towns look the same, you really have to use navigation aids and the GPS.

There was a surprising amount of traffic about, not just the IFFR aircraft and unlike NZ where most flying is roughly north and south, in Germany traffic comes from many directions and you have to be onto it.

So there you have it. I do recommend flying in other countries to gain this type of experience whenever the opportunity presents itself.

You will find it educational.

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IFFR NZ Gisborne Program 2016



14th Friday Evening.

5pm Meet and greet at the Emerald Hotel

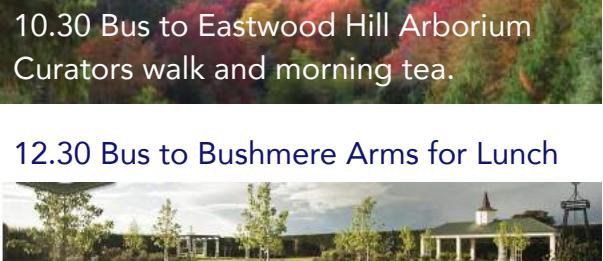
15th Saturday

7 - 9am Breakfast

9 am Walk to Market and Museum



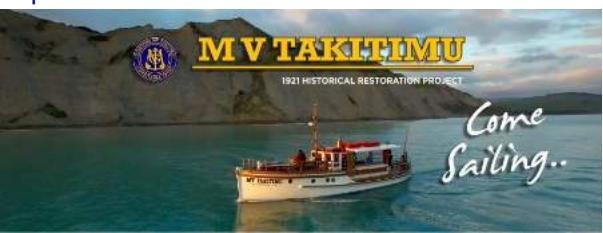
10.30 Bus to Eastwood Hill Arborium
Curators walk and morning tea.



12.30 Bus to Bushmere Arms for Lunch



2pm Bus to Takatimu for harbour cruise



4.30 Walk to Hotel (10mins)

6pm Combined Dinner with
Gisborne Rotary Club.
Guest speaker Mayor Meng Foon

16th Sunday

7 - 9am Breakfast

9 - 10 AGM

10 .30 Bus to Wrights Vineyard

Winery tour,
Wine tasting
and Lunch



12pm Bus to Dive Matapouri



2.30 Bus to Airport Museum



3.30 Bus tour of Kaiti Hill lookout

17th Monday
Departure. Bon voyage