June 4, 2018

JUNE IS BUSTING OUT ALL OVER!!!

June has finally arrived, and with it comes the Rotary Convention in Toronto, our annual IFFR Banquet there, and our post convention fly about in New England, USA. Lots of events to get us started, and plenty more to come later in the summer. I’m having to leave Lady Bird behind, but Carol and I look forward to seeing many of you in Toronto and later on the fly about.

Remember - Participation in IFFR activities has great rewards - Flying Rotarian friendships!

What’s Coming

RI CONVENTION 2018 - TORONTO, ONTARIO, CANADA
JUNE 23 - 27, 2018

A REMINDER - FLYING INTO AND OUT OF CANADA FOR US CITIZENS

If you’re scratching your head, wondering about or never heard of CANPASS, eAPIS, AOE, and the like, and you’re planning on joining us in Toronto for the RI Convention, now is the time to make yourself familiar with the requirements.

Tim Freudenthal, who will soon succeed George Chaffey as Chair of the Americas Region of IFFR, has recently made the border crossing more than once with PWP Sam Bishop, and has some observations to share with us. Click on: https://1drv.ms/b/s!Ale3QuaXFvC2gYt4T1eZN8J_3kbOBA

These comments are only for US Citizens traveling either way in your aircraft. If you have decided to host non-US citizens in your aircraft for the border crossing either way, that is more complicated and limits your options. Those procedures are beyond the purview of this article, and we strongly suggest you call AOPA to get pointed the correct direction so you don’t have any major inconveniences and expenses when you reenter the USA.

Also, don’t forget to temporarily buy more geographical coverage for your panel
mounted GPS. Charts and plates are easy to come by “on the fly” now, with apps like ForeFlight, but including Canada in your subscription for a short term basis for your GPS certified navigator usually requires some planning and a call to Jeppesen. Otherwise, you will be quite frustrated when you can’t flight plan to a Canadian airport on your box and all that shows north of the border are a few VORs, and no approaches will load. That happened to me when I planned for the Montreal RI Convention 8 years ago. Same thing can happen when you cross the Mississippi, by the way.

More information on border crossing is available at various websites:
AOPA FAQs: [https://www.aopa.org/travel/international-travel/eapis-frequently-asked-questions](https://www.aopa.org/travel/international-travel/eapis-frequently-asked-questions)
Information on eAPIS: [http://eapis.org/](http://eapis.org/)
CANPASS information or Google Canpass: [https://www.cbsa-asfc.gc.ca/prog/canpass/generalavi-eng.html](https://www.cbsa-asfc.gc.ca/prog/canpass/generalavi-eng.html)

**RI CONVENTION  TORONTO IFFR ACTIVITIES**

IFFR activities during, before and after the Rotary International Convention are the pinnacle activity of the year for IFFR, and you surely don’t want to miss any of them. Our “official” IFFR airport is the stunning Billy Bishop Airport (formerly Downtown Island), and once you’ve taken the quick ferry to the mainland, a short taxi ride from our official hotel, the fabulous Westin Harbour Castle Hotel.

All of the 40 rooms we blocked at the Westin have been claimed for at least eight months. Plans do change, so we do have a waiting list if you want to stay at our “official” IFFR hotel. Email or call George Chaffey (gchaffey@littler.com 925-699-3343) to get on the standby list. But don’t let not being able to stay with us keep you from the RI Convention. You can still enjoy all IFFR activities during the Convention if you stay elsewhere.

Meanwhile, get excited! Flying into Toronto’s Billy Bishop Toronto City Airport (CYTZ) is one of the most memorable things you can do in personal aviation. As far as flying into and back out of Canada, see the article above.

**IFFR ANNUAL BANQUET - ANOTHER WOW!**

**The Royal Canadian Military Institute, Toronto, Ontario, Canada**
**Monday, June 25, 2018  1800 Local (6:00 PM)**

We announced in our last newsletter the details on this year’s banquet, and many reservations have already been made by members who know this will be a highlight of the RI Convention for them. If you want to be sure to reserve your place at a table, you need to act today (see...
Once again, IFFR has outdone itself, and the IFFR Banquet in Toronto will be in one of the most prestigious venues in the host city:

The Royal Canadian Military Institute
426 University Avenue, Toronto

- Centrally located near the Convention site, 9 minutes from the IFFR Hotel, it is easily accessible to those staying at our hotel or at any of the central Toronto hotels.
- At this historic and elegant venue, we will have canapes ... with champagne and more ... in the charming “Library”, and we’ll dine in the fabulous Otter Room. Dress is Business / Cocktail attire, or Business Casual.
- Prestigious venue, exquisite atmosphere, fabulous food, and worldwide IFFR company in a world class city. It doesn’t get any better than this. All for just US$90.00 per person.

Reservations: To join us, make your reservations by emailing George Chaffey ... just click this link gchaffey@Littler.com and say you are coming and how many (with names). First come, first served.

Payment: Pay either by check or PayPal. Check (US$90 each) made out to IFFR, sent to Steve Henderson, Americas Secretary-Treasurer, at 561 Auto Center Drive, Watsonville, CA, 95076. PayPal from anywhere in the world, from your PayPal account to IFFR America’s email address ifframericas@gmail.com, sending money to friends or family. Accounts are simple to set up if you don’t have one, just go to www.paypal.com and follow the instructions.

We’ll see you in Toronto and at the Banquet! As we mentioned in our last edition, there are a few artifacts there, too, including the original sear from the Red Baron’s WWI Fokker Dreidecker triplane.

NEW ENGLAND FLY ABOUT
JUNE 28 - JULY 6, 2018

The Fly About after the Convention starts at Syracuse, New York, with initial staging in Buffalo, New York, and Toronto. Beautiful parts of New York, New Hampshire, and other states will be visited. The outline of the trip can be seen in this brochure: [click for brochure]. Gary Dehnel is the primary organizer, contact him at gdehnel@verizon.net. There’s also some more information on the registration form (see below).

Registration fee totals US$900 per person, due
immediately if you want to secure a spot. There were still a small handful of spots as of May 31. More pressing may be the room blocks at the various hotels. The registration includes the bus (and all costs associated with that), at least 5 dinners of various kinds, 2 or 3 lunches, and the fees for several tours. Registration form: [register].

IF YOU’VE ALREADY SIGNED UP: In late March you should’ve received an email with several attachments from Past World President Sam Bishop, who is the “Air Ops Coordinator” for the Fly About. There’s always some paperwork to complete for any group travel, and we have some additional requirements that have grown from our desire to practice appropriate risk management on our travel choices. There are 3 Word files, 2 Excel files, a request for emergency contacts and the most recent copy of the Flyway “Flyer.” Please review and complete as appropriate and return to Sam well before you head for Toronto or Buffalo. If you haven’t received his email, check your junk file first, and if nothing is there, get him to send you another email. Phone Sam at (831) 274-4024 or email him at sambishop@totlcom.com.

FIREWEED AIRSTRIP (0AK8) NEAR McCARTHY, ALASKA (GLADYS THE BUS AND CLAYTON’S DAIRYAIRED STRIP)
JOINT MEETING AND SERVICE PROJECT FLY-IN FLY-OUT
RECREATIONAL AVIATION FOUNDATION, EAA CHAPTER 42, AND IFFR
JULY 13 - JULY 15, 2018

This may be of interest to Flying Rotarians who might like a more rustic experience in a fly-in, and one where a service project is involved in true Rotarian fashion. Alaskan section chair Al Clayton along with air boss Ray Huot and ground boss Bob Waldron are organizing this event.

Preparations will begin on Friday morning the 13th, with invitations to all to come a little early and help, and the main fly-in time will start at 2 pm and continue to about 6.

Saturday the 14th a group will leave for a strip known as Peavine, which is situated about 15 air miles away on Park Service land. They’ll be trimming brush and trees and improving the surface. Also available on the 14th will be a discussion of local historic attractions for those staying in the McCarthy - Kennicott area. On the 15th there will be self guided touring of the Kennicott mine and railroad features. Plan on a midafternoon departure on Sunday the 15th.

There are pancake breakfasts both mornings (and something about a pancake flipping contest) and potluck dinners around a fire-pit in the evenings. Most participants plan on camping at Fireweed, but there are other arrangements that can be made at nearby B&Bs and Lodges through Al. And Gladys? From what I read that’s the closest you’ll come to a terminal building at this strip.

If you are interested in going to this event, contact Al Clayton, phone (907) 250-1649, or email Al at either his office email aclayton@cdlaw.pro or his RAF email aclayton@theraf.org.
Many IFFR members, as well as Rotarians who haven’t discovered IFFR yet, attend “Oshkosh” every year. **There’s always a Rotary meeting with a fine program at noon on Wednesday (July 25 this year).** The meeting is usually 3 of the Oshkosh Rotary Clubs having a joint meeting with Oshkosh Southwest taking the lead, and is held in or near the Nature Pavillion outside the ticketed area. If you go to AV, plan to attend. Also, we generally have an IFFR social for dinner sometime during the week. Watch your inbox for announcements, and we hope to have another newsletter out before then.

**CHALLENGE AIR (FOR KIDS AND FRIENDS) FLY DAY**  
**EVERETT, WASHINGTON (KPAE)**  
**AUGUST 18, 2018**

I repeat from our last issue as a personal privilege this event happening in mid-August. I hope a few of you living near Seattle or in the Pacific Northwest might want to get vetted and volunteer for this event. The organization was founded by a Rotarian and several Rotarians serve on the Board of Directors.

Check out the website: [http://www.challengeair.com](http://www.challengeair.com). There you can find out more information, complete pilot information and sign up to volunteer.

--- Tony Watson, Editor

**What’s Happened**

**LEEWARD AND SUN N FUN FLY IN**  
**APRIL 12 – 15, 2018**

Every couple of years or so Peter and Ellen Wenk help host a group of us at the Leeward Air Ranch during the week of Sun N Fun in Lakeland. Sun N Fun takes a day of the event, and we have other fun things to do while visiting this beautiful part of Florida.

Jane Watson, Robbi Read, Carol Read
We arrived a day early so we could visit with some friends, and we were able to include them in some of the events. We returned to Leeward Thursday evening April 12th to enjoy the welcome dinner. It was good to see many of our IFFR friends there – Peter & Ellen Wenk, Rankin Whittington, Tom Johnston, Vladimir Kogan, George Chaffey, Peter & Shirley More, Dale & Robbie Read, Don & Carol Read, and to meet Christer Wretlind of the Scandinavian Section (from Sweden). We also met Parker and Mala Lawrence, who came the short distance from Gainesville, Florida. We stayed with our friends John & Kyril Monts, who drove us over and participated. We had a light but tasty dinner.

On Friday morning after a light breakfast most of us flew our planes to Cedar Key to enjoy a scenic and interesting outing, along with some good local seafood. Joining us for lunch there were PWP Angus and Alisma Clark and George Ritchie of the UK Section, who
flew up from Sarasota. After a walk around the small town we visited the local museum. Much of the wood used for pencils by Eberhard Faber in the late 19th and early 20th century came from Cedar Key. Then it was back to Leeward, but at least one of us circled the Florida home and landing strip of actor John Travolta, who flies a Boeing commercial jet from his strip.

After returning to Leeward, it was not too long until it was time for a fellowship hour as we awaited our caterer for dinner. George Ritchie and the Clarks also made the trip over. Peter and Ellen had enjoyed a Paella creation and that’s what we saw prepared just outside the hangar for the evening’s entrée.

Our host Peter arranged for a program from one of his neighbors at Leeward about flying to Alaska via the continental route. He covered his preparation and trip in great detail, and I’m convinced this is the way I will go when I decide to fly to the 49th state.

The following morning after breakfast the guys headed to Sun N Fun. Peter had a van for the transport to Lakeland. I was to hitch a ride with Dale Read and his brother Don, but Dale decided he needed to beat the cold front and squall line that would be blocking his way to Tennessee by evening, so Don and Carol came by the Monts’ home and picked me up and we went to Lakeland for Sun N Fun. Meanwhile, the “ladies program” hosted by Ellen Wenk took a few of our
ladies including Jane and Kyril to Hawthorne where they toured the Marjorie Kinnan Rawlings Historic State Park.

There was a farewell dinner at a locally popular Italian restaurant that evening. After the long day for us, our hosts decided they didn’t want to drive to Ocala again, so we missed out on that, but reports are that both the food and fellowship were sensational. No one sent me any pictures!

Sunday morning after breakfast, those who could make an end run around the approaching storm system got going. Checking the weather, it looked like we couldn’t get safely airborne until after 5 pm, so we decided to spend the night at the Holiday Inn Express Silver Springs near Ocala and get a fairly early start on Monday for our return. Rankin spent another night in his lodging at Leeward also; we were the last 2 aircraft left.

We had a wonderful time with both IFFR friends and “tenured” friends and we will look forward to making this trip again in a couple of years.

I’m also including here the report Angus Clark made to the UK Section recently. I think our readers will find it interesting and certainly well written.

--- Tony Watson, Editor

**American Pie or Paella?**

Every two years Peter Wenk and his wife Ellen host a three day event at their Air Ranch home in Florida for the Americas Region. This ties in with the annual Sun ’n Fun event at Lakeland. As Peter and Ellen also have a summer home in Ellen’s home country of Norway they are a regular attenders at European events. Peter knew that George Ritchie, Alisma and I were vacationing in Florida at that time and asked if we would like to join them. That we did, linking up for lunch on day two at Cedar Key some 75 nm north of Tampa.

George had rented aircraft previously at Sarasota but before he could get us going he needed to have his bi-annual flight review. We joined him later in the morning when he had completed this. Despite it being Friday the 13th we had no worries as George is very experienced in flying and handling the radio in this area. It was a pleasure to sit back and let him get on with it. Shortly after take-off we were in the hands of Tampa Control. We were cleared to 2500ft to follow the coast line to the west of the busy Tampa International Airport. In a perfect VFR day we then followed the beaches, with a gentle tail wind, all the way to our destination, the George T Lewis Field, on Cedar Key. At just under 800yds it is the shortest paved runway in Florida. Not only that it is bordered at both ends by water - so you don’t land long and you don’t land short!

With the aircraft parked we took the waiting taxi to the Steamers Restaurant. Here we met up with a number of friends that we have made over the years from the Americas Region - George Chaffey, Tony Watson, Peter More and Rankin Whittington to name but a few.

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Peter & Ellen Wenk, with Peter’s observation tower in the background

Selfie of Angus, Alisma and Tony at Steamers
few. After a very leisurely seafood lunch we set off to explore the town. Surprisingly it is the second oldest in Florida being founded in the 1850s. Its big break was in 1861, when it became the western station on the Florida Railroad. The population has now fallen back to 700 from its peak of 1887 in 1885 but this swells to 1600 with winter seasonal residents. To get the full story of the town we visited the local museum. This took us through the history of Cedar Key from prehistoric times up to the 20th century. The sole industry had been the manufacture of fibres and brushes made from stripping the palm leaves from the indigenous trees. The industry folded in the 1950s with advent of synthetic fibres. Clam and oyster farming now dominate with the town being the principal supplier of clams to the US.

It was then back to the airfield for the short flight to Peter and Ellen’s home on the Leeward Air Ranch. On the way we stopped off at Marion County Airfield to pick up fuel at a mere 70p per litre! The Air Ranch is an outstanding development with homes, each with their own hangar, built alongside a grass runway of over 2000yds.

In the evening Peter and Ellen had arranged a hangar party at their home. A traditional Spanish meal of paella and sangria was set before us. We then had a fascinating, superbly illustrated, talk by one of the residents of the Air Ranch on his, and his wife’s, epic flight to Alaska in a vintage Piper Pacer, the forerunner of the Tri-Pacer. A great night was had by all.

Next morning after the others had left by minibus for Sun ’n Fun we had 120nm to fly back to Sarasota. Here again we found Tampa Control most accommodating as we requested a routing down the coast with a low pass as we flew overhead George’s holiday home not far from Sarasota Airport. Our thanks go to Peter and Ellen for being gracious hosts, the Americas Region for their welcome and to George for chauffeuring us. Thanks to you all.

---Angus & Alisma Clark

Squadron Reports

MASS IFFR INDUCTION AT INDIAN WELLS ROTARY CLUB, CALIFORNIA
MAY 14, 2018

Bob Wilmuth has been a member of IFFR since the early days, and has promoted IFFR in many ways over the years.

Bob managed to recruit 40 members in his area recently, and after conferring with IFFR leadership, everyone thought it would be exciting to make a big deal out of this, because it IS a big deal.

Past South West IFFR Chair Vicki and Tim Puliz supported this by
picking up IFFR Americas Chair George Chaffey as well as San Joaquin Squadron leader Jim Bell in their Twin Comanche and flying to Palm Springs for the meeting. Past World President Peter and Shirley More drove in from Los Angeles in their Tesla, stopping off in Banning to pick up Past South West IFFR Chair Bert Vos, a long time friend of Bob Wilmuth. Southwest Squadron Leader (Squadron which includes Indian Wells) Penelope Cornwall also attended the event. Many of us sent our personal greetings to this special induction ceremony, held at a meeting of the Indian Wells Rotary Club on Monday, May 14, 2018.

I think the pictures say much about the event. Thanks, Bob, for being such a supporter of the IFFR fellowship over the years and for still taking initiative to move things forward. It was also good for our organization to reconnect with Bert Vos, who along with his late wife Greta were strong supporters of IFFR for many years.

**It’s Great to be a Pilot!**

**An Eventful Five Days for Tim Puliz**

In the last article we mentioned Tim Puliz and his Twin Comanche. The IFFR support flight was just one of several events, 3 involving charitable flying, spaced within a few short days, and Tim was brimming over with grinning. George wanted us to share Tim’s comments here in the newsletter.

**Date: Saturday, May 12, 2018**

**Subject: Lots of flying**

Yesterday, my friend, Tim Rowe, invited me to join him in the right seat of a Citation Jet. KCXP, KMOD, KMRY, KMOD, KCXP. It was my
first time in a corporate Jet. What a thrill! It was a great opportunity for me to learn more about Jet propulsion and pressurized cabins. Tim’s a great pilot and a terrific teacher. I had a blast but getting in and out of that tiny cockpit was quit a chore...

Today, I was able to participate in the EAA Young Eagles Flight Day. I took gave three 1/2 hour flights in the Twin Comanche with a total of 7 kids and 1 mom. It’s a great way to share the joy of flying with kids.

Monday, Vicki and I fly to Concord, Ca to pick up George Chaffey, then to Bakersfield to pick up Jim Bell and then we all fly to Palm Springs, CA to visit the Indian Wells Rotary Club for lunch. We will meet with other IFFR members to assist George as he plans on inducting about 40 members into the International Fellowship of Flying Rotarians. We return home after lunch.

Tuesday, I meet 2 Carson City Sheriff Deputies at KCXP and fly to North Las Vegas to transport a prisoner back to Carson City.

It’s great to be a pilot.

---Tim Puliz

PDG Eric Chin Promotes IFFR in Hong Kong

Hong Kong is not part of the Americas Region, but thanks to connections through Peter and Shirley More, we do have several IFFR members in Hong Kong, functioning according to the Squadron concept, and IPDG Eric Chin promotes our fellowship there.

On a Friday in early May this year, 10 Rotary Clubs with 175 Rotary members came together to celebrate the 1st anniversary of their charters, all coming during Eric’s term as DG. Eric was of course one of the main speakers at the event, and did promote IFFR during his talk. “I promoted IFFR and got 10 new members!” Now, that is good news to share!
IFFR Goes Low & Slow

What better place to host an IFFR gathering than with the Continental Luscombe Association on May 18-19 in picturesque Columbia, California, nestled in the heart of the historic Gold Rush country. Led by the Wing Leader of IFFR’s Low & Slow Squadron, George Chaffey, we gathered for great flying and great fellowship. Contests for short field take off, flour bombing and spot landings (none won by an IFFR member) were followed by more fellowship, hangar talk, good food and lots of time to walk around admiring the array of beautiful aircraft, including a vintage Monocoupe and the very rare Luscombe Phantom. We also bought young people up close and personal with our airplanes, as we interest the next generation of pilots.... and potential Rotarians. Tail winds to them!

Tail winds to ya’,

George
George Chaffey
IFFR Vice President, Americas Region
Wing Leader, Low & Slow Squadron

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