IFFR BEATS MOTHER NATURE & KEEPS ON GOING!

There were unprecedented storms throughout half of the United States and Canada during January and February. But .... Mother Nature can slow us up, she can detour us, but she cannot stop us! The IFFR kept coming, and we didn’t miss a beat. It’s still winter, but the Flying Season is on! We’re celebrating the IFFR 50th anniversary... all year long. We’ve now already held 2 fly-in events to celebrate our 50th.... and we have many more to come during 2015. Read on!

What’s Happened

FIRST JOINT 99s – IFFR EVENT – FEBRUARY 21, 2015

On February 21, IFFR had its first joint Fly-In event with the 99s. The event was headed by IFFR member Susan Royce, who is also the immediate past president of the Rotary Club of Mill Valley and the current Chair of the Marin County chapter of the 99s. Because Susan had her foot in both organizations — IFFR and the 99s—she initiated the 99s’ event and proposed that it involve both groups. For those who may not know, the 99s is an international organization of women pilots that was founded in 1929, and whose first President was the famous aviator Amelia Earhart. It was named for the fact that it had 99 charter members, and it now has thousands of members in over three dozen countries. According to Amelia Earhart, the 99s was for women who wanted to fly “for the fun of it.” http://www.ninety-nines.org/

As with other fly-in events around the country, weather intervened... but the IFFR/99s adjusted, prevailed, and had a great gathering. The event was planned for Half Moon Bay, a picturesque, seaside community southwest of San Francisco, with wonderful seafood restaurants just a block away from the airport. But ... weather again intervened ... thick fog prevented planes from getting into Half Moon Bay, so according to well-laid plans, the pilots diverted 90 miles inland, to their alternative airfield ... historic Woodland-Watts (O41), a great little strip in the Sacramento Valley, not far from the State Capitol of Sacramento. The weather was gorgeous, the strip inviting, and the One service project of the 99s is painting these beautiful and useful compass roses at airports around the country.
camaraderie over lunch at the Yolo Fliers Club great.

IFFR member Bob Tucknott flew in with his border collie co-pilot Mack-a-Doodle. Susan flew with her daughter, Amy, and several other planes and a half dozen other 99 members filled out the Half Moon Bay to Woodland-Watts Fly-in event. Susan’s daughter, Amy, will be the third generation female pilot in their family (see the details in the following article). This was Susan’s first fly-in event as Chair of the 99s Marin County Chapter, but it won’t be the last…. and we’re looking forward to many more joint events during the coming years. In the group picture, Bob Tucknott and Sue Royce are at the left with Mack-a-doodle, and Amy is on the far right.

THREE GENERATIONS OF WOMEN PILOTS

Our most recent fly-in on the west coast was a joint fly-in with the 99s, and one of the Rotarians responsible for that was Mill Valley (in Marin County) Rotarian Susan Royce. Susan’s mother and daughter are both pilots, too (Daughter is a student Pilot)! Susan writes: “My daughter, Amy, lives in Santa Barbara and is working on her private pilot certificate. She coordinated her visit with me so she could join
Yesterday, Amy and I visited my mother, Beth Fuhrman, age 88, at her hangar at Buchanan Field, Concord, to check on her Turbo Arrow. My mother got her Private Pilot Certificate in 1967, continued on to get her Instrument, Commercial, CFI, CFII, served on the Civil Air Patrol, Angel Flight, Buchanan Air Advisory Board . . . and has over 6,000 hours. Mom is my hero.

“I got my license in 1976, just in time to race in the last Powder Puff Derby with my mom same year (Sacramento to Wilmington, Delaware) and in 1978 raced with her again in the Angel Derby (Dallas Love Field to Freeport, Bahamas).

“I’m hoping Amy and I can compete in the Air Race Classic in 2016. Would love to keep the mother-daughter racing tradition alive.”

For those wondering what the Air Race Classic is, Susan explains: “The Air Race Classic, formerly known as the Powder Puff Derby, is an annual transcontinental air race for female pilots. Route lengths are approximately 2,400 statute miles (3,900 km). All flights are conducted in day visual-flight-rules (VFR) conditions. Each aircraft is handicapped for speed and engine power. The goal is to have the actual ground speed be as far over the handicapped speed as possible. This women’s-only air race was originally started by pilots including America Earhart back when women pilots were banned from competing against men. The route for the 2016 race has not been determined.

“Photos show: Beth Fuhrman, Amy and Susan Royce in front of Beth’s Turbo Arrow on February 22, 2015; Beth Fuhrman, Pilot, and Susan (Fuhrman) Royce, Co-Pilot, just finished the Powder Puff Derby in Wilmington, Delaware in 1976; and Beth Fuhrman and Susan (Fuhrman) Royce preparing for take-off for the 1978 Angel Derby from Dallas Love Field to Freeport, Bahamas in 1978. Photo taken at Oakland Airport.

“It was so great having Bob Tucknott join us. Bob and I go back to 1996 with the Lake Merritt Breakfast Club - another service organization.”

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**RETURN OF THE $100 HAMBURGER (AND IT’S DELICIOUS!)**

South Central IFFR Chair Jack Welge is planning a fly-in event on the last Saturday of every month. If you can’t make one, or it gets cancelled due to weather, there’s another one just a month later to consider.

Jack planned events at Amarillo, Texas in late January and Conroe, Texas in late February. Unfortunately, weather considerations caused these events to be
SHAKE OFF THE FROST 2015 — SNOWED OUT

We shook off the frost... but not the snow. If you had an airplane, you couldn’t make it. If you had a snow plow, your choice.

But the Northeast section is undaunted. Watch for other upcoming events.

What’s Coming

ON TO BRAZIL … PRE CONVENTION TOUR & IFFR GATHERING

The IFFR will have a 6-day Tour before the Brazil Convention. This is a chance for pre-Convention IFFR fellowship ... as we visit the two most sought-after attractions in Brazil ... pulsating Rio de Janeiro and the spectacular Iguacu Falls on the Brazil-Argentina border.

The initial 40 available places have been filled and there is now a waiting list. However, to check as to available space, check out the information at www.ifframericas.org. If you have questions, check with Howard Tours, or with me (George Chaffey).

http://www.howardtours.net

http://www.ifframericas.org/events/2015BrazilTour.PDF

There are 4 things you need to do:
1.) Complete the application form postponed. But we will be back! And we’re headed for Lubbock, Texas at the end of March (see article below).
downloadable from our website:

2.) Write “IFFR” somewhere on the application

3.) Photocopy the personal info page of each person (as directed by instructions)

4.) Send all in with your $500 per person deposit.

This is just the first step. The documents direct you to Howard Tours for answering questions about this pre-convention tour. You may also contact me (George Chaffey) or webmaster Peter More (peter@petermore.com, (310) 474-1328).

Housing: It was not possible to get a satisfactory “official” IFFR hotel this year. So everyone who is going to the Rotary Convention in Brazil (from the Americas and around the world) should make their own individual arrangements for housing. Go to the Rotary International Website, where you can find lists of RI-approved hotels, and alternative hotels, and check on availability. http://www.riconvention.org/en/2015/Pages/ridefault.aspx. You can book online HELPFUL TIP: For those of you going on the pre-Convention Tour, the Tour Company has a small block of rooms at the Staybridge Suites and you may easily and quickly get a reservation for any remaining rooms by contacting Howard Tours directly (Jolene Bortz at 510-834-2260 or toll free at 800-475-2260). However, the block of rooms are only available to those going on the Tour, and only available until the small block of rooms are used up. FURTHER TIP: If you wish to seek a hotel in the general vicinity of the Staybridge Suites, the following hotels are clustered somewhat close (this list gives the name of the hotel, and its number on the RI Reservation Form): (1) Clarion Faria Lima; (26) Radisson Faria Lima, (29) Staybridge Suites, (39) Melia Jardim Europa, (48) Adagio Sao Paulo Itaim Bibi, (58) Mercure Vila Olimpia, (65) Tryp Sao Paulo Iguatemi, (66) Tryp Sao Paulo Itaim, (67) Tryp Sao Paulo Jesuino Arruda. The foregoing is just for your information, and it is not necessary to stay in this area or any of these hotels. We don’t know availability in these or other specific hotels, so you should check on them as quickly as possible. You may also check availability of hotels at www.onpeak.co/rotary.

IFFR Booth: Lynn Miller is in charge and she has been working with the IFFR Secretary and they have reserved our traditional IFFR Booth for the House of Friendship. So, IFFR members will again have their traditional gathering place at this Convention. Lynn Miller will have more information to report as we get nearer to the Convention.

Banquet & AGM: The banquet is being planned for Sunday, June 7. Details will be emailed to all members in a few weeks, and will also appear in the next newsletter.

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2015 “$100 Hamburger” Event - South Central IFFR

SILENT WINGS MUSEUM

LUBBOCK INTERNATIONAL AIRPORT (KLBB)

LUBBOCK, TEXAS – SATURDAY, MARCH 28TH

Join us for fun, food, and fellowship at our March 28th South Central Americas IFFR gathering.

Dust off the rust and fly in to join us for our IFFR monthly Fly-in the last Saturday in March for lunch at noon at Lubbock’s Silent Wings Glider Museum, open from 8 a.m. to 3 p.m. Lunch is $12 per person, so send your checks in now to reserve your space.
Transportation will be provided from the airport. PWP Michael Graves has graciously offered bunks and beds for early arrivers, late departers near KPVW just 31 NM away.

Plan to see all of us personally this year, fly more, share Rotary, and explore more local fly-in destinations the last Saturday of each month. See you there!

Contact: Jack Welge, Chair, S C Americas IFRF
P. O. Box 3624
Longview, Texas 76506-3624
Telephone: (903) 753-5683
Mobile: (512) 773-5163
Internet: Welgelaw@yahoo.com

**SPECIAL CHALLENGE AIR EVENT - AS PART OF DISTRICT 5810 CONFERENCE**
**APRIL 18, 2015 - KERRVILLE, TEXAS (ERV)**

Current DG Bill Dendy (an IFRF member) is asking for participation from pilots outside his district as he helps host a “mini” Challenge Air Fly Day on April 18, 2015 at Schreiner Field in Kerrville, Texas. The Challenge Air organization has about 20 disabled (in various ways) kids lined up to get rides with their families during this event. We’ll need at least another 4 aircraft to help besides those already committed to keep the per pilot workload down.

Pilots flying in the event will need to be vetted along with their aircraft by the Challenge Air organization. More information will be on the www.ifframericas.org website. For more information or to sign up, please contact Tony Watson, tony.watson@mac.com, cell (214) 354-2060.

Pilots flying in the event will need to be vetted along with their aircraft by the Challenge Air organization. More information will be on the www.ifframericas.org website. For more information or to sign up, please contact Tony Watson, tony.watson@mac.com, cell (214) 354-2060.

**IFFR AT AOPA REGIONAL FLY-INS**
**MAY 16, 2015 - SALINAS, CALIFORNIA (SNS)**
**OCTOBER 10, 2015 - TULLAHOMA, TENNESSEE (THA)**

IFFR Americas regions will plan on some kind of event at many of the Fly-ins recently announced by AOPA. Southwest chair Vicki Puliz wants to put something together for the event in Salinas. You can expect at least a fellowship dinner.

Southeast chair Dale Read will do something similar with the fall event in Tullahoma. Rotary Clubs in the Tullahoma, Tennessee area are offering home hosting to Flying Rotarians coming to this event.
Tentative plan will be for IFFR members to arrive around 11:00 on Friday the 9th. We would drive into town for lunch with the Tullahoma Rotary club. We could have later arrivals, too. We would then be driven to the member homes to get settled in and relax. We would return to the airport around 5:00 for evening activities.

Our group would be housed in Rotarian homes and returned to the airport Saturday for AOPA activities. We should have more information within the next couple of months.

Expect that most of the AOPA Fly-ins will have an IFFR presence and some kind of event like a fellowship dinner.

**IFFR NORTHWEST SECTION AT ARLINGTON FLY-IN JULY 10 – 12, 2015**

More details later, but section chair Bev Fogle is planning to have some IFFR participation at the Arlington, Washington Fly-In this summer. Now’s the time to get this on your calendar.

More information will be coming as the event gets closer. Check out our homepage at:

[www.ifframericas.org](http://www.ifframericas.org)

**OSHKOSH 2015 ... IFFR’S 50TH ANNIVERSARY CELEBRATION**

IFFR World President James Alexander (devoted husband of Lady Catherine) has planned both a single destination fly-in to a town near Oshkosh (Wautoma) followed by a weeklong fly about, with a great time to be had at EAA Airventure in Oshkosh and then a visit heading west from Wisconsin into Minnesota.

The details and sign up information are available at the IFFR International website, [www.iffr.org](http://www.iffr.org). At the very least, plan on joining with fellow IFFRs while you attend the greatest fly-in of all at AirVenture.
During 2014, we’ve introduced all of the section leaders and leadership in each of the IFFR Regions. We intended to introduce the world IFFR leadership this month, but have decided we’ll wait one more month, after we are into the full blown flying season around the world. That’s because these are the folks around the world who are responsible for coordinating the worldwide activities of IFFR ... and for helping put “International” in IFFR. These are your fellow pilots, aviation enthusiasts, and just plain nice folks ... in Europe, Australia / New Zealand, Asia, Africa, North & South America, and everywhere in between ... who work to make IFFR what it is. So, stay tuned.

This month, we’ll focus on leadership at the Rotary Club and District level.

IFFR is a Rotary Fellowship... it is a fellowship based on Rotary. Rotary and flying have been linked since the invention of the airplane.... Orville Wright, the first person to “fly”, was a long-time member of the Rotary Club of Dayton, Ohio. Since the founding of IFFR, members have stepped up to play leadership roles at the club and district level. This is just a quick, and still very incomplete, report on what our members have done and are doing. In just the first week, we learned that at least 45 Americas members have served as Club President, and at least 15 Americas members have served a District Governor (two of them this year, and one for this coming year). Members have served in many other very important ways, but we are starting with these two offices. If your name has not yet been captured, let us know. If you know of someone whose name is omitted, let us know. George Chaffey (925) 927-4502. gchaffey@littler.com . Meanwhile, this is the first pass of names of Americas members who have served:

**Club President**

Alaska: Craig Bledsoe, Phil Livingston, Diane Livingston, Dick Sutliff.
North Central: Brian Andersen, Mike Close, Mark Hagen, Ginger Scott, Phil Zepeda.
North East: Burt Dibble, Dave Flinn, Ian Lancaster, Gerd Wengler, John Judson, Tom Johnston
North West: Craig Clarke, John Leber, Greg Luring.
South Central: Dave Daniels, Bill Dendy, Michael Graves, Karen Hicks, Dave Robinette, Tony Watson, Jack Welge, Mike Pinson
Southeast: Dale Read, Dennis Reeves, Barry Smith, Rick Stevens, Rankin Whittington, Mark Crotts
Southwest: Sam Bishop, Dave Brown, Buddy Burke, George Chaffey, Mike Forney, Steve Henderson, Steve Lewis, John Massey, Peter More, Tim Pinkney, Vicki Puliz, Sue Royce, Bob Tucknott, Sam Wilbanks, Larry Wolfsen.

**District Governor**

Alaska: Phil Livingston, Dick Sutliff
North Central: Brian Andersen
North East: Dave Flinn, John Judson
Northwest: Greg Luring
South Central: Bill Dendy, Michael Graves, Dave Robinette, Mike Pinson
Southeast: Barry Smith, Mark Crotts
Southwest: George Chaffey, Mike Forney, Steve Lewis, Vicki Puliz, Sam Wilbanks

**Past Director, Rotary International**

South Central: Mike Pinson
Something to Think About

FAR PART 91 RAMP CHECKS
By Jack Welge, IFFR South Central Americas Chair

A ramp check involves being approached on an airport by an FAA inspector, requesting your pilot and aircraft paperwork, and perhaps wanting to inspect your aircraft. Pilots are not keen on the prospect, and for good cause. The FAA regulations are voluminous and complex and even the most knowledgable and safety-conscious general aviation pilots can get caught in an inadvertent violation. The inspection can lead to FAA administrative or enforcement actions.

But if it happens to you, heres what’s required (and suggested).

**Inspection.** If an FAA inspector approaches for a ramp inspection, ask to see the inspector’s FAA credentials. The FAA inspector is required to have identification available, and should not be offended by the request. If the inspector shows his or her FAA picture ID, then you are obliged to show the inspector certain requested paperwork. If the inspector does not show you an FAA picture ID, which could happen, then I believe you are not required to show anything, citing the failure of the inspector to properly identify.

**Pilot.** Assuming the Inspector’s credentials are produced, you should be prepared to “present...for inspection” your pilot and medical certificates and a photo ID (usually a driver’s license or a passport). The inspector should promptly return them, and should not leave the area with them.

**Logbook.** You may be asked for your pilot logbook. You are not required to have your logbook with you when flying (except student, recreational, and sport pilots) and there are a number of valid reasons why you should not fly with your logbook, but if you have it and it is requested, you are required to present it for inspection.

**Charts.** Since a pilot is required to be familiar with all available information for each flight, an FAA inspector may also ask to see the aeronautical charts (whether paper or electronic) you intend to use on your flight. Make sure the charts you intend to use are current and appropriate to your flight.

**Aircraft logs.** You may be asked for the aircraft logbooks, i.e., maintenance records. You are not required to have these records onboard the aircraft, but you are required to have them available for inspection by the FAA. If they are handy and requested, you should produce them.

**Aircraft.** The regulations require that an aircraft carry a registration certificate, an airworthiness certificate, and a flight manual. Older aircraft do not have manuals or complete manuals. If you fly an older aircraft, the requirement is for approved manual materials, markings, and placards. An FAA inspector has the right to inspect these documents upon reasonable request.

The inspector may also ask to see a current logged VOR equipment check that is required for operation under IFR.

I recommend that you personally remove these requested documents, as able, from the aircraft and hand them to the inspector. More on this below.

An FAA inspector may also inspect the exterior of the aircraft, and may ask to board the aircraft, but here you need to remember your rights. The Fourth Amendment to the United States Constitution protects persons...
(pilots) and property from warrantless searches.

If you refuse access to the aircraft, the inspector must first consult FAA legal counsel before proceeding. An FAA Inspector does not have the authority without your consent or a warrant to enter your plane, hangar, or other private property.

So know your rights, comply with the FARs, be respectful and courteous, but avoid creating an inadvertent violation.

Jack Welge is an attorney with the AOPA Legal Services Plan (Pilot Protection Services). He is a Past Chair of the Aviation Law Section of the State Bar Of Texas. He currently serves on the IFFR Safety Committee and as the South Central Americas Chair of IFFR.

Story of the Month....

From the FAA Newsletter (Oakland Office), February 1971:
A student pilot on a solo cross country became lost. After flying aimlessly for some time, he exhausted his fuel supply. In the loud silence after the engine quit, he recalled his instructor had once said that, in a forced landing, putting the fuselage between two trees would cause the wings to absorb the force of the impact and the fuselage would decelerate slowly and lessen the chance of serious injury. Putting this valuable information into practice, the student executed a masterful landing and striped the wings off by guiding the fuselage between two or the only three trees in a forty-acre pasture.

Observation from your Wing Leader: We all lead pretty stressful lives; but when a crisis arises and we have to deal with it, it’s important that we don’t fixate on the minutiae and lose sight of the big picture.

Or, as Han Klingspoor recently reported: **Wear your wings on the ground, but stay out of the trees.**

Tail winds to ya’,

George Chaffey

IFFR Vice President, Americas Region
Wing Leader, Low & Slow Squadron
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925.946.9809 fax
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Treat Towers, 1255 Treat Blvd, Suite 600, Walnut Creek, CA  94597

Webmaster: PWP Peter More
Newsletter Editor: PWP Tony Watson

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