

SECURE YOUR SEAT AT THE TABLE (AND ROOM AT THE INN) FOR 29TH IAOPA WORLD ASSEMBLY

5 Reasons to attend the 29th IAOPA World Assembly:

- SHAPE THE PRIORITIES for IAOPA, and make a difference for General Aviation globally
- DISCUSS YOUR ISSUES first-hand with Government and industry leaders
- GET THE LATEST INFORMATION on global initiatives to strengthen membership
- FIND THE TOOLS TO GROW your organization
- KIWI HOSPITALITY, our hosts have arranged a mix of business meetings and social activities that will make this trip one to remember.



Now is the time to secure your [registration for the event and your hotel!](#) Remember that the first cut-off for rooms is November 22, 2017, meaning that a percentage of unsold rooms will be turned back to the hotel for use by other guests. Our hosts have arranged a room price that is unbeatable so don't miss out on this opportunity by delaying.

When you're ready to book your airfare, you'll be glad to hear that AOPA New Zealand has arranged for ***[discount code for travel booked on Air New Zealand](#)***. These rates are exclusively for IAOPA registrants and cannot be booked until the registration form is completed. The discount is available for travel when booked between 1st September and 30th November 2017 for travel between 12th March and 11th April 2018.

BELARUS BECOMES 79TH IAOPA AFFILIATE

The Board of the International Council of Aircraft Owner and Pilot Associations (IAOPA) has approved full membership for AOPA Belarus. Making the organization the 79th IAOPA affiliate member.

AOPA Belarus is headquartered in the Minsk Region of the Republic of Belarus, and has operated as the Belarusian Federation of Air Sports (BFAS) since 1999. The goals of BFAS include; assistance in development of general aviation in Belarus, development of conditions for safe and efficient flights by general aviation, assistance in development of mass air sports and air sports of the highest achievements in the country, and attracting young people to aviation.

Alexandr Tsenter is the elected chairman of the Association. AOPA Belarus will be included in IAOPA European Region and is committed to promoting a better understanding of the importance of general aviation to the public as a whole.

AOPA Switzerland Fly-out 2017

by Roland Kaps-Becker, Vice President AOPA Switzerland (@ photos: Andrea Reiss & Philippe Hauser)



Figure 1: Fly-out participants at Laeso Aerodrome

Each year in the third week of August, AOPA Switzerland has organized a fly-out. With 40-50 participants travelling in 20 or more planes, we discover parts of a lesser known (mostly European) country or region. This year, the choice was on Denmark, where we set records on two islands for the number of planes parked at the same time. From Monday 21, to Saturday

26, August, we experienced moments from Danish aviation history, experienced the delightful peace of a private island with a 630m grass strip. AOPA Denmark president Jacob Pederson's help was invaluable.

One of the longest European fly-outs was held in 2012 to the northern part of Finland, but the time and distance record of the three-week-long 2008 trip to Turkey, Israel, Jordan, and Egypt (also with 20 planes from Switzerland and Luxemburg) will hardly ever be surpassed. Nevertheless, there are so many beautiful, historically or otherwise interesting European spots with an airfield nearby to be discovered, that we always experienced wonderful flights and a great time together.



Picture 1 Aerial overview of the tip at Skagen

This year's fly-out started on Monday 21 August, just north of the Danish-German border in Stauning, where we all met for a light lunch in the aircraft museum. Barely anybody knew

that the Whiskey from a nearby distillery that started 12 years ago, is rated to be among the best worldwide. The day ended with a delicious dinner in a private setting of a small restaurant. On Tuesday, we flew to the most northern part of mainland Denmark where the two waters of Kattegat and Skagerrak meet near Skagen.

Some participants had a “flash-back” since they were here almost 20 years ago, during the last AOPA Switzerland fly-out to Denmark. The following day we experienced another “first” in our fly-out history: flying two shorter legs on the same day to Tåsinge with an intermediate stop on Læsø, where they reactivated the tradition of a salt boiling.



Picture 2: Boiling Salt

On this island of 1,800 inhabitants, we were also the day's attraction for the local newspaper. Without ATC, it all worked out flawlessly and very efficient while still being totally safe. Since Thursday was a planned day off, people were visiting either nearby castles, the Hans-Christian Andersen museum in Odense or just relaxing. Friday's flight to our last destination on the private island of Vejrø



Picture 3: Preparing the gala dinner

was only around 20 minutes. The sandy yet solid grass runway (with water on either side...) was in great condition and even a parallel taxiway was cut just for us. It also was the last time for some “Aircraft Tetris” on a limited parking lawn. Our Swiss hosts (we had only found out about that during a reconnaissance mission in spring) warmly welcomed us with local snacks in the green house. The great finale was a delicious gala dinner with most ingredients grown on the island.

Our greatest token of appreciation was that many participants (also “first timers”) verbally already confirmed at the end of this fly-out their participation for next year's trip. Thank you all for the great group spirit!

We have already started planning for the 2018 edition of the AOPA Switzerland fly-out, which will most probably take us to Romania.

AOPA ASI RELEASES 26th NALL REPORT

FREDERICK, MD - The Aircraft Owners and Pilots Association (AOPA) Air Safety Institute (ASI) released the 26th edition of the [Joseph T. Nall Report](#), a review of general aviation accidents for 2014, the most recent year for which reasonably complete data are available.

The results indicate that the significant improvements and historically low accident rates registered in 2013 “proved not to be a one-time statistical anomaly,” wrote AOPA Air Safety Institute Executive Director Richard McSpadden in his Publisher's View in the Nall Report. “Across the general aviation community, we can take pride that our collaborative efforts appear to be having a positive, sustained impact.”

Accident causes tend not to vary significantly from year to year, a trend the new report confirmed, noting that pilot-related mishaps continue to account for about 75 percent of all accidents—20 percent of which were fatal.

“The overwhelming majority of these accidents are avoidable, so if we can convince more pilots to access safety information, we can drive the accident rate even lower, and save lives,” he said. “That is why numerous industry leaders and type club presidents are joining the Air Safety Institute in a push to reach more private pilots with safety information in a program we call ‘Find one, bring one,’ which encourages pilots to find a pilot not accessing safety information and bring them to safety.”

When addressing type club leaders in July at EAA AirVenture in Oshkosh, Wisconsin, McSpadden’s call to “join together for a call to action” received strong support as he outlined a three-part safety-building strategy consisting of having pilots bring the so-far “unreachable” members of the aviation community into the safety-awareness fold under the “Find one, bring one” plan; get more pilots to join type clubs; and encourage all pilots to focus their training and study on the specific flight realms that continue to cause the most trouble: landings; takeoff and climbs; low-altitude maneuvering; and fuel management.

The Air Safety Institute also released the [2015-2016 GA Accident Scorecard](#), a brief statistical summary that supplements the Nall Report’s detailed examination of 2014 data. It notes that after arresting a seven-year decline in 2014, noncommercial fixed-wing flight time increased more than five percent in 2015, while the rate of accidents remained at the low level achieved the previous year. The number of fatal accidents declined by two.

In 2016, there was a three-percent increase in accidents, but fatal accidents declined from 20 percent of the total to 16 percent. For the fourth straight year, 2016 had fewer than 1,000 noncommercial fixed-wing accidents, of which fewer than 200 were fatal, “levels not previously seen in the post-World War II era. There were 156 in 2016, 6 percent below the previous record low of 167 recorded three years earlier,” it said. [Read](#) AOPA’s story.



VFR INTO IMC ACCIDENTS—WHAT CAN WE LEARN FROM THEM?

For more than half a century, the AOPA Air Safety Institute has been producing free programs with the goal of helping all pilots fly safer. This concept embraces the idea that pilots who seek and consume safety information are safer pilots. But that also suggests that those who don’t may be vulnerable to accidents—potentially harming themselves and their passengers.

While the danger of continuing a flight under visual flight rules into instrument meteorological conditions (IMC) is a known fact, some pilots—whether instrument rated or not—make the decision to launch, or continue, into weather that is clearly inappropriate for

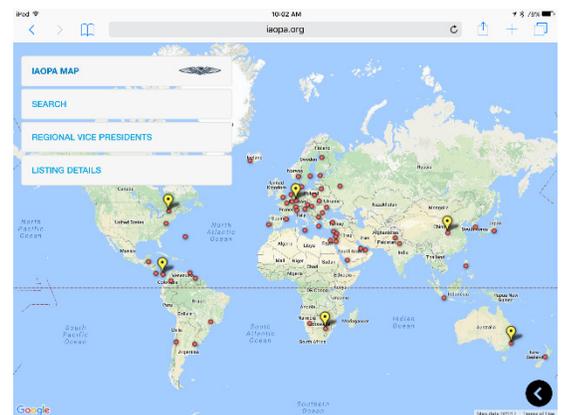
their skills or the flight rules under which they chose to operate. *The question is, why?* Perhaps an example of such a flight can offer insight.

On the morning of November 26, 2011, a pilot, his two college-age daughters, and the younger daughter's boyfriend boarded a Cirrus SR-20 and took off from Indiana's Marion Municipal Airport (KMZZ) to return the older daughter to her college near Chicago. Two hours later and 200 miles northwest, the aircraft exited a low overcast in a near-vertical dive and disintegrated on impact with the ground.

[Accident Case Study: In Too Deep](#) looks at the thought process that caused the pilot to wander into this dangerous territory. The video brings to light events leading up to the tragedy as it pieces together the ill-fated flight with actual audio of the pilot's discussions with air traffic control and factual information from the National Transportation Safety Board report. Please help ASI promote safety by sharing this accident case study with other pilots.

DOES YOUR AFFILIATE HAVE A FACEBOOK PAGE, TWITTER?

It has never been more important than now to make sure that your affiliate information is up to date. The IAOPA website has been updated so that your affiliate information can be found easily via a new mapping table. There is now an opportunity for your affiliate to list several of the most popular social media sites, including Facebook, Instagram, and YouTube. If you would like this information displayed, please be sure to complete an affiliate update sheet and get that information to IAOPA HQ as soon as you can. For more information, or to obtain the affiliate update sheet, please contact [IAOPA HQ](#) for details.



SHARE THIS NEWSLETTER TO YOUR MEMBERS

Nothing can keep existing members, and attract new members, like reminding them of the great work that IAOPA affiliates, and IAOPA, are doing on national, regional, and international levels to keep them flying. Great work is being done in all parts of the globe to advance the interests of general aviation, and the best way to share that message is to make sure that this newsletter gets to as many members, and non-members alike. So, I encourage you to publish this on your website, send on via email to your members, and do what you can to help spread the word.

Our focus with the e-News is to let the world know what IAOPA Affiliate around the globe are doing to keep general aviation flying. Each affiliate of IAOPA is encouraged to submit stories that we can post in e-News to share your successes so that others can benefit. Stories should be directed to the Secretary General, contact [IAOPA HQ](#) if you need additional information or have any questions.