

THE ROTATING BEACON

WINTER 1991/2 BULLETIN

of the

INTERNATIONAL FELLOWSHIP of FLYING ROTARIANS

United Kingdom Section

A LETTER FROM THE CHAIRMAN

Dear Flying Rotarians

As you are no doubt aware, I didn't get to many IFFR events the last two years, having spent far more time and money than I intended, trying to get an Instrument Rating. (The story of this you will find on another page in this issue of the Rotating Beacon.) However, all is not lost, since by hanging around airfields long enough you eventually meet fellow IFFR members.

At Lydd one afternoon in the Summer of 1990 there was a little group of unlikely people standing on the ramp, looking into the far distance and indulging in snatches of conversation; I caught the odd word now and then and the most frequent word seemed to be "Lysander". "There it is!" said one of the ladies, "No, that's a Cessna" said one of the men gently. It landed and conversation resumed. "Ah! that's it" said an excited schoolboy (approaching his seventieth Summer) and there in the distance were two small dots, which resolved into a real Lysander and a Cardinal chase-plane. Excitement grew, especially the "schoolboy", as the ancient airplane popped in the turbulent crosswind on the approach and then made an impeccable landing. One of the ladies told me that the "schoolboy" was her husband, who had flown SOE agents into France in Lysanders during World War II and this was the first time he had seen one since those dark days (or rather those moonlit nights).

This aircraft had been rebuilt from a wreck by SABENA engineers in Belgium, in their spare time, over a period of seven years; it was immaculate and as near original as could be achieved. It was flown by a SABENA pilot but the navigation and communication with ATC was done by the pilot of the chase plane. He it was who recognised me and my IFFR tie; he was Freddy Lemmars, a Belgian IFFR member I had met at the French IFFR fly-in at Epernay/Reims a year or two ago. He told me a lot about the Lysander and how it came to be found and rebuilt. I managed to get a look at the book of photographs they had, showing the stages of restoration, a truly remarkable achievement.

We watched as the old-timers excitedly climbed in and relived their experiences of nearly half a century ago. It crossed my mind that it was thanks to him and his contemporaries that the likes of Freddy and the rest of us are able to fly around in comparative freedom; and free to converse in English.

Yours in flying Rotary

David Rowe

Chairman, IFFR-UK

INTERNATIONAL MEETINGS 1992

May 29-31st ITALIAN IFFR Albenga, northern Italy.
May 28-31st GERMAN IFFR Kiel, (Holtenau) North Germany.
Come and try the Luftwaffe Phantom Simulator ! Available on Friday only
June 10-16th ROTARY INTERNATIONAL and IFFR AGM Orlando, Florida. See the World IFFR Bulletin which accompanies this issue for more details of the IFFR programme. Several U.K. members have already booked so help make up a party. Phone Charles Strasser, Graeme Le Quesne or John Ritchie for more information and costings.
August 14-16th SCANDINAVIAN IFFR Helsinki, Finland. Possible sidetrip to Tallin, Estonia. Make a week of it, but see the note on Third Party Insurance if you plan to go via Denmark.
September 11th FRENCH IFFR La Baule, Brittany.

ALL IFFR members are invited to these International events. Efforts are being made to avoid the clash of dates between the German and Italian Sections and any changes be advised with the detailed programme as soon as notified to us. Members are requested to inform the Secretary of any meetings in which they are interested so that particulars can be sent direct, particularly if airfield charts and information may be needed.

HISTORY REPEATING ITSELF ?

Students of English history may recall that King Alfred the Great acquired his title by successfully resisting the demands of the invading Norsemen who had regularly raided the east coast villages demanding ransom. This levy which had been paid under protest by the local inhabitants unable to defend themselves was called 'Danegeld'. It seems that the present rulers of Denmark are trying to repeat the situation some 1200 years later. A report in the January edition of "Pilot" states that since last September no aircraft may enter Danish airspace unless there is a valid insurance in force covering at least 60 million Dkr for bodily injury. At current exchange rates this is about TEN MILLION DOLLARS U.S. And you thought that product liability claims in America were killing general aviation. The Yanks simply aren't trying. Wait until the CAA find out about it - owning your plane will be like letting your teenage son drive your Ferrari; if you can afford the insurance you must be able to afford the car ! Sorry Kjell, we had been thinking of calling on you again en route to Helsinki in August next, but will be overnighing and refuelling in Northern Germany instead unless you can repeal this stupidity. Alternatively on second thoughts perhaps we shall do what Sainsburys and Tesco did with the 'no Sunday trading' laws in England - ignore them and if threatened with prosecution say that we shall immediately appeal to the International Court in Brussels. That would keep everyone busy until we are all too old to fly.

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MEMBERSHIP RENEWAL 1992

This issue contains a print of the U.K. IFFR Accounts for the year ending 30th September 1991. We adopted this accounting period some years ago as our flying activities are usually completed then and any new member joining from 1st October is treated as paying a subscription for 15 months as the IFFR year runs to 31st December. This simplifies sending dues to the IFFR International Treasurer. He has now indicated his intention to deal with all new members subscription on the basis of covering 12 months from actual receipt, existing members renewing as from 1st January each year. This may be considered further at the World AGM in June. Please renew now for 1992. With this Bulletin comes a print of your current entry in the IFFR Membership Records. Please use this as a reminder that your subscription for 1992 is due, and return the slip amended as may be necessary with your cheque for £15 made payable to IFFR to the U.K. Treasurer John Ritchie, 84, Broadway, Letchworth, Herts SG6 3PH by 31st January.

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ANNUAL GENERAL MEETING 1992

The enclosed World Bulletin give details of the World IFFR AGM in June. Our U.K. Section AGM will be held in June or early July on a date to be advised in the next issue. All Officers save Irwin Rodgers have served for at least five years and nominations will be sought for office willing to serve for at least three years to provide a measure of continuity in management and personal contact with members of other Sections of IFFR.

Getting an Instrument Rating

It was the Autumn of 1988 when group of us at Headcorn decided that the IR would be a highly desirable but difficult thing to achieve. Someone said he was thinking of doing the ground studies correspondence Course from the Oxford Air Training School (OATS), but wondered whether he could keep at it. Someone suggested that if we all worked at it together we might just keep each other's noses to the grindstone. I thought it would be worth while to know a bit more about the theory of flying, so agreed to join in to see how I got on - all knowledge being useful sooner or later. We met every Thursday evening and argued and explained our way through the first twelve sections, helped greatly by one of our friends who had achieved his rating the year before. The final eight sections are more difficult and less suitable for the group approach, but four of us completed them and then three went off to Oxford for the residential brush-up course and then took the exam in the Summer of 1989, which unfortunately they all failed.

With some trepidation I went off for my brush-up course in November 1989 and found I was a class of one! Not surprisingly I learned a great deal and felt I ought to do well in the exam the following week. Unfortunately Oxford had messed up my application and I had to wait until February 1990! Despite "going off the boil" I managed to pass four parts and morse, but failed two sections; Flight Planning badly (I put in the wrong wind) and Met practical by one question. I had to wait until April to retake them, which I did successfully.

Now it was decision time; whether to go for the flying bit or settle for the knowledge gained doing the IR written and an IMC rating, which I already had. An instructor friend, who now flies for BA urged me to go for it and recommended an Instructor, Wally Fitch, who is a past member of IFFR and was then working part-time for SECOAT at Lydd. I put aside three weeks of the summer of 1990 and signed up for the Course. There was another chappy, Brian, from Biggin Hill, doing the same thing. We started on the simulator with John, the ground instructor, but by the second day I was ready to quit; I just could not fly that simulator! However, Brian and I kept each other at it and we more or less mastered the infernal machine. When it came to the real flying things were different; the aeroplane, a Piper Archer was not well maintained and was frequently u/s. We also had problems with the weather; it was very hot that Summer, but the winds were from the wrong direction! Instrument approaches in the UK and Western Europe are usually associated with frontal weather and depressions and these usually give rise to westerly winds and the instrument runways are aligned accordingly. We were suffering under a huge anti-cyclone and the winds were from the east. Now it is not easy to fly an ILS with a tail-wind, especially in an aeroplane so badly rigged that it couldn't be trimmed to fly at 90kts with two stages of flap without a strong push on the yoke to keep it on the glideslope! Progress was therefore slow and we lost days while they tried to sort the aeroplane out. As well as the rigging it was whipped away for a top engine overhaul; the sump had been filled with straight oil, but they didn't have any at SECOAT, so it was topped up with multi-grade, which seemed to lead to misfiring and other problems. My three weeks soon ran out and then the weather broke and I had to steal time from work to try to complete the course, which was not easy.

I finally did a 170A test with the chief instructor, Tony, on Guy Fawks night, which was not made any easier by London ATC Centre changing its mind about the course I was to fly; we were refused a clearance for the previously agreed trip, which meant I had to recalculate a new trip at the holding point, in the dark. Needless to say this was not a great success, although Tony agreed to renew my IMC rating on the strength of it (He said it was the best IMC renewal he had ever seen, which shows the huge difference in standards between the two ratings). Tony's advice was that I ought to be able to do it; he recommended that I stick with Wally, and that I should write to the CAA to ask for an extension of the validity of my "written"; this was granted until the end of April 1991.

Wally, who had been commuting from Exeter, where he lives, was now working full-time with Bristol Flying Centre at Lulsgate. I decided to put aside some time in the Spring of 1991 to finish it off. Whilst there I visited a number of Rotary clubs with Wally, and we unearthed some potential IFFR members among them.

More simulator work followed (too much I believe) until I could "fly" it with ease and precision, but the real aeroplane was proving more difficult. It was another Archer, a much better one, with an HSI and RMI (no resetting the gyros!), but I just could not get to grips with trimming and controlling attitude and rates of turn etc.

Despair was setting in and I felt that just as not everyone can run a mile in four minutes so not every one can fly instruments. However a 170A flight and debrief with Martin, the chief instructor gave some hope and new ideas and I was allowed to take the CAAFU test on 23rd April, St Georges Day. Conditions at Exeter were good and I managed a partial pass, succeeding with the difficult bits, ie Hold, ILS, NDB, unusual attitudes and partial panel, but failing Airways and filling in the Flight Plan form (I put myself down as pilot in command).

Between that day and the retest at Bournemouth I discovered that my problems were largely due to my sitting too far away from the yoke. I have very long legs I so I automatically put the seat back as far as it will go; this meant that I had the yoke at arm's length, which makes precise control difficult, if not impossible; by moving myself forward until the yoke was in "finger control position" (about fourteen inches from my eyes) I found I could trim and control the aeroplane very much more easily and fly it much better! Finally, on 14th May, I passed the Test and the rating was mine.

Using it is a different matter. I think ATC doesn't like PPL/IRs very much. I had decided to fly from Southampton to Dinard IFR in September. The weather was good, but I thought I should get the feel of the system when everything was in my favour, rather than wait till I had no choice. I called that I was ready to copy my clearance, but was told to line up; while I was turning to line up, braking with my (w)rite hand I was given my clearance; the read-back was a mess and had to be repeated. The trip was going well, but between Ortac and Jersey I heard a Danair being told he couldn't climb yet because of a "Jodel" at FL80. "What's he doing up here?" he asked, to be told by Jersey ATC that it was "just getting in the way". So much for my time, effort and expense.

When I was handed off by Jersey I actually apologised effusively for "getting in the way", explaining that I was trying out my brand new IR in decent weather. He said quickly "No problem", but he didn't sound too comfortable.

I cannot finish this without paying tribute to my wife Gill, who not only put up with me and my problems, but who also acted as locum for me in our dental practice. She usually only works part-time, but she went in and saw my patients as well as her own. Without her help it would have been even more difficult and expensive than it was.

Contributed by the U.K. Chairman - David Rowe

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Editors Note ; David soon encountered some of the problems of using a PPL/IR on a single engined aircraft in Southern England. Your Editor who once held an IR but without a twin rating discovered that ATC found difficulty in accommodating piston twins flying at 250 kt and a single at 125 kt at the same flight level. Reclearances became a nightmare when single handed and airborne and for half the year the slow climb rate and lack of capacity to fly in icing conditions made VMC flying mandatory so you soon got out of practice. In 1993 E.E.C. rationalisation will require reconsideration of the present rules and procedures. VMC flight on airways in France does not even require a clearance - just maintain VMC at FL+500ft. In the U.K. it is forbidden. In Germany you can hold a Controlled VFR (CVFR) rating - in the U.K. an IMC. Can anyone tell me whether I may legally fly a U.K. registered plane in Continental Europe on an American PPL/IR, and if not why not ? Comments from any other PPL/IR holders past and present would be appreciated.

INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS
United Kingdom Section

INCOME & EXPENDITURE ACCOUNT 1990/91

	1989/90			1990/91
Income				
Subscriptions & donations	1310.50			1603.00
Less International subscriptions	<u>780.96</u>			<u>731.29</u>
	529.54			871.71
Sales of ties, badges etc	189.15			38.00
Bank interest	<u>15.84</u>			10.78
Registration fees Cambridge Rally				<u>2176.83</u>
Total income	734.53			3097.32
Expenditure				
Meeting expenses	38.80			14.50
Purchases for resale: Badges	98.79			
Wreath				25.00
Printing : Bulletins	256.64			205.41
Postages : Bulletins & Directory	133.59			133.41
Postages phones & fax, secretarial				40.44
RIBI Conference expenses (net)	176.61			
Cambridge Rally expenses :				
Tour Guides		99.45		
Buffet lunch		184.55		
Dinner at Queens College		1450.00		
Souvenir Gifts		177.45		
Refund of registration		<u>80.00</u>		1991.45
Total expenditure	<u>704.43</u>			<u>2410.21</u>
Surplus of income over expenditure	£30.10			687.11

BALANCE SHEET 30/9/91

Balances at Bank				
Deposit a/c	300.77	311.55		
Current a/c	296.40	<u>1092.96</u> †		1404.51
Stock of ties at cost	<u>18.00</u>	-		
Less : Sundry debtors				-115.23
Net Assets	615.17			1289.28

† £600 has since been transferred to deposit account to meet cost of ties

	<u>BUDGET</u>		<u>1990/91</u>		<u>1991/92</u>
Anticipated income : Subs 100 @ £15			1500		1500
Less int. subs 100 @ \$15 @ \$1.75=£1			<u>857</u>	@\$1.70=£1	<u>882</u>
Net income			643		618
UK Bulletins, postages, secretarial			<u>500</u>		<u>550</u>
Surplus			£143		£68

John D. Ritchie
Hon. Treasurer

R J. Harrison
Hon. Auditor