

# INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS



## THE ROTATING BEACON

### THE SPRING 2001 BULLETIN

## Of the United Kingdom Section

### IFFR MEETINGS - UK & EUROPE 2001

- Wednesday** 25<sup>th</sup> April Sywell, Northampton. Lunch meeting and tour of hangars  
Contact Brian McGraw 01933-225409
- Sunday** 6<sup>th</sup> May Duxford Opening of Rotary Room in the American Air Museum.  
Contact Mike Pudney 01621-772345 and see Programme below
- 12-13<sup>th</sup> May** Kassel, Germany. Talks on electronics, engines & maintenance.  
Contact Dr Wolfgang Teich fax 0049-4832-7202 for registration form
- 12-13<sup>th</sup> May** Reims - French visit to Air Navigation Control Centre & cellars  
Contact Jean-Francois Rapin at [seic@dactyl-buro.fr](mailto:seic@dactyl-buro.fr) for details
- 25-28<sup>th</sup> May** International Meeting, Perth, Scotland. Program in Autumn Bulletin  
Contact Ian Kerr 01569-764989 NOW - see details below
- 24-25<sup>th</sup> June** Italian Section meeting at Capua.  
Contact Cesare Cardani at [cesare.cardani@polimi.it](mailto:cesare.cardani@polimi.it)
- 17-19<sup>th</sup> August** Scandinavian Section meeting at Mariehamn, Aland Islands, Finland,  
the place in Finland closest to the British Isles. Program available on request  
Contact Bengt Hellsten, -358-1812961 or email [bihellsten@alcom.aland.fi](mailto:bihellsten@alcom.aland.fi)
- 31 August-2<sup>nd</sup> Sept.** German Section meeting at Carlsbad, Czechoslovakia. Program  
available on request Contact Wolfgang Teich as above.
- 7-9<sup>th</sup> September** French Section meeting - Biarritz Contact J F Rapin as above

**Members interested in any of these events can contact the Secretary for names of other members likely to be taking part, with a view to mutual flight planning.**

## WHO SAYS THERE ARE NO OLD, BOLD PILOTS ?

A reprint from the Newbury Weekly News of Thursday 16<sup>th</sup> November

### **"Former pilot takes another Mustang spin after 55 years"**

A Hungerford fighter pilot was given a ride in a Second World War plane on Friday, 55 years after he had to bale out of one while flying over Germany. Mr Ray Stebbings (IFFR #65) aged 83, of Bearwater had to bale out of his Mustang following a mid-air collision over the Ruhr in January 1945. Last week Mr Stebbings flew in a Mustang once more, after being invited by his friend Mr Robert Lamplough.

Mr Lamplough, an East Garston based aeroplane enthusiast, had converted the fighter into a two seater. This enabled Mr Stebbings to accompany him on a flight to Bristol. Mr Stebbings said: "It was a great thrill for an old pilot. It brought back memories; it was a marvellous and great event after all these years. Rob Lamplough knows me, and he knew that I flew a Mustang in the war. At my age there's not much chance of me going off in a single-seater unassisted. The last one I didn't bring back!" he quipped.

When Mr Stebbings had to bale out during the war he was knocked unconscious. His plane had split in half during the collision but he managed to escape from the gyrating cockpit. He said: "I must have pulled the release. I then knew nothing more about it until I woke up face down in blood on the ground"

*Your editor would welcome any similar stories from IFFR members who flew aircraft in combat in any theatre of war. We regret that this arrived too late for inclusion in the Winter Bulletin*

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### **SEE SYWELL IN THE SPRING**

#### **You can't rent a plane at weekend ?**

Why not steal a day off during the week and fly over to Sywell, Northampton, for lunch? We have arranged this especially for those who find it difficult to attend weekend meetings, and the extent of the support will decide whether to repeat the exercise elsewhere during the flying season. No speeches, no formalities, bring your partner, family, or friends.

#### **WEDNESDAY 25<sup>th</sup> April.**

This is the start of the season and the first mid-week event for some years. Brian McGraw has arranged a visit to see Paul Morgan's collection of warbirds - Corsair, Mustang, Fury, Harvard, and also a Rapide. It may be possible to arrange an experience flight in Sloan Helicopter's R22 but Please contact Brian by phone on **01933-225409** as soon as possible. He needs numbers for lunch.



## JAR/FCL FLIGHT CURRENCY RENEWALS

The Hon Secretary wrote to the Safety Regulation Group of the CAA to enquire whether and if so on what conditions a pilot wishing to renew his "90 day currency requirement" which had lapsed could in the interests of safety carry another person who was not a QFI, as otherwise passengers are forbidden. We set out below an extract from their reply which has already been circulated to those members with an email address. A photocopy of the original letter from the CAA can be provided to any member on receipt of a self-addressed stamped envelope.

From the CAA Safety Regulation Group

"As you are aware, the flight to renew the "90 day currency requirements", the three take offs and landings, can be flown solo or with a flight instructor on board. However, the flight can also be flown with a "safety pilot" on board subject to the following requirements:

- a) The "safety pilot" is nominated by the aircraft commander to carry out this function prior to the commencement of the flight;
- b) The "safety pilot" is qualified in every aspect of the licensing requirements (including the 90 day currency requirement) to command the aircraft on the flight;
- c) The aircraft is fitted with dual controls which are functioning properly at the commencement of the flight.
- d) The "safety pilot" is carried in a second control seat of the aircraft for the purpose of rendering such assistance as may be necessary to the pilot flying the aircraft.
- e) The "safety pilot" will not log any flight time unless he/she has had reason to take control of the aircraft for reasons of flight safety

You will note that this concept returns to pre JAR-FCL common practice but formalises the requirements. I hope this will clarify the circumstances under which the 90 day currency renewal flight can take place.

G. Morgan-Davies

Chief Licensing Standards Inspector

**MONEY, MONEY, MONEY !**

Have you renewed your subscription for the current year ? If not, please return the enquiry proforma about future meetings with your cheque for £20 payable to IFFR-UK to the Treasurer at 84, Broadway, Letchworth, Herts SG6 3PH. The Accounts for 2000 have now been audited and show a drop of £266 in net funds represented by the cost of a new IFFR Banner for meetings, and the presentation Bannerettes for the Millennium Air Tour of Europe. Copy Accounts are available on request, preferably sent by email to save postage & copying.

BOTTLANG OR BUST !

Pilots - Remember that your subscription includes access to the European VFR Bottlang plates held by IFFR which are updated monthly. Phone, or fax John on 01462-684941 or email [john@ritchieifr.freemove.co.uk](mailto:john@ritchieifr.freemove.co.uk) for those you need.

**HAVE YOU BOOKED FOR PERTH ?**  
**THREE MONTHS TO GO AND IT'S A SELL OUT**

Dates: 25-27<sup>th</sup> May. The registration fee of £80 per head (£40 per child) includes all ground transport, dinner on Friday and Sunday and entry to Scone Palace. If you have not already booked with the Isle of Skye hotel please give Ian Kerr a call immediately on 01569-764989 so that he can try to find alternative accommodation for you. IFFR members from Belgium, Germany and Scandinavia will be there in strength. If you have to cancel tell Ian at once so that someone on the waiting list can be accepted

**Duxford Air Show**  
**Sunday 6<sup>th</sup> May 2001**

Official opening of the Founders' Room for Rotarians in the American Air Museum on the day that the Imperial War Museum will be holding its first air show of 2001

An event is being organised for all Rotarians to enjoy a great day out at this historic WWII airfield. Rotarians will have their own marquee and enclosure close to the Control Tower and American Air Museum where the Founders' Room is located. Designed by Sir Norman Foster, this stunning building was opened by the Queen in 1997. The building houses many historic aircraft and is a tribute to the 30,000 American Airmen who gave their lives flying from British bases during the Second World War.

**Programme**

|                  |                                                                                                                                                                                                          |
|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 10.00 am         | Marquee open for Registration coffee and biscuits<br>Souvenir Brochure available.                                                                                                                        |
| 10 00 – 11.00 am | Time to look at the American Air Museum                                                                                                                                                                  |
| 11.00 – 11 30 am | Official Opening of the Founders Room [This room will be<br>available for all Rotarians visiting Duxford at any time]                                                                                    |
| 12.30 pm         | Lunch.....Picnic either in the Marquee or the Enclosure if you<br>have brought your own - or by purchase from the many<br>catering outlets serving food and drink both inside and outside<br>the Marquee |
| 2.30 pm          | Air Show commences – viewing from the privileged position<br>of the Rotary Enclosure and Marquee                                                                                                         |
| 5.00 pm          | Air Show ends                                                                                                                                                                                            |

Ticket prices £15.00 adult £4.00 children under 16 Customary landing fees  
Contact Duxford on 01223-833376 for a landing slot as soon as you can, but read AIC

40 Yellow (11/2001) first **IFFR will be well represented. IFFR World  
President Sam Bishop from California is coming over specially.  
Come by air by or car (free parking) but come and support him.**

## HANGAR ASH

(The fag ends of gossip which we pick up from time to time)

Glossary For those who have forgotten, Hangar Rash is the term used by Airfield Operators to explain the dents and scratches suffered by your aircraft while in their care

(This page is intended to give members a forum in which to pass on bits and pieces of information from you of interest to others - please tell the Editor for inclusion in future issues)

- 1 Welcome to our new recruits:
  - a Martin Stratford-Parson from Onchan R.C. Isle of Man.
  - b Don Reynolds from Burnham & Dengie Hundred R C. in Essex.
  - c. Don Ward from Cheltenham North R.C.
  - d. Ralph Rhodes from Kidsgrove R.C.
2. Goodbye to members who have resigned from IFFR.. Keith Harding, Mike Potter & Michael Sparshatt Worley. We are sorry to lose them
3. Have you mentioned IFFR to your fellow aviators ? They may be Rotarians from other clubs. What do they get from membership in addition to the badge and directory ?
  - i. First and foremost contact with other Rotarians interested in general aviation
  - ii. The opportunity to meet them at a dozen different venues at home and abroad, ranging from Sywell to Perth, Finland to Italy, and Texas to New Zealand
  - iii. Four regular World Bulletins telling of activities past and to come - just wait to read of the flight of the German Bonanza from Hamburg to South America.
  - iv. Four regular UK Bulletins telling of past and forthcoming events in Britain and in Europe, all of which you know are regularly attended by your fellow UK members, whether they travel by road, jet, or fly themselves.
  - v Free copies of any Bottlang Charts for much of Western Europe on request
  - vi. A spokesman on your behalf at AOPA and a correspondent regularly in touch with the CAA, GAAC, and various local planning authorities on subject ranging from 'safety pilots' to airfield closures.
4. We lodged an objection to the Medway District Plan at the instigation of AOPA among others as the Plan provided for the redevelopment of Rochester Airfield for industrial purposes. The Plan enquiry began last September and the objections relating to the airfield will be heard during two weeks beginning 24<sup>th</sup> April at the Brook Theatre, Chatham. If you propose to attend please let the Secretary know as we have offered help. AOPA will be represented.
5. Truro Airfield, Cornwall. You will recall that we elected Philip Irish an Honorary Member of IFFR in recognition of his work in establishing an airfield at Truro in the face of extreme opposition. He has the planning consents needed for an engineering establishment but this has exhausted his resources and he is looking for a buyer If you know of anyone interested in establishing an aviation workshop on the airfield please contact Phil direct.
6. Charles Strasser reports that 25 airfields excluding the six largest have so far declined to waive landing fees for diversions and precautionary landings. Six of these are in Scotland where both airfields (and it seems income) is scarce. The 'defaulters' are. Aberdeen, Dundee, Edinburgh, Glasgow, Prestwick & Scatsta in Scotland, and Biggin Hill, Birmingham, Blackpool, Bristol, Cardiff, Carlisle, Crowfield, Earls Colne, Exeter, Filton, Gloucester, Humberside, Leeds/Bradford, Liverpool, Norwich, Plocton, Sheffield, Teesside and Wolverhampton Intl. Anything you can do to persuade the authorities to join the 140 others who have agreed in the interest of safety would be appreciated

## **JUERGEN TIMM - BONANZA VFR TO CAPE HORN**

*(Juergen Timm is the Chairman of the German Section and this winter flew his Beech Bonanza solo to South America - he sent back daily reports of progress by email which were then translated into English and sent to your editor amongst others. This extract covers the first leg of the trip, as the full report runs to 30 pages. Those members with email can have the full version with photographs on request)*

### **St. Michel - Gerona Jan. 8<sup>th</sup> 2001**

A ridge of high pressure in winter on the route between Hamburg and Gerona means a low cloud lower cover and often even fog. The good message is that mostly the cloud upper cover is so high so that I can easily fly in the sun with my heavy aircraft I've caught such a day Already at a height of 2000 ft I was on top and flew in the shining sun but unfortunately a strong SW blew with 20 kts at that height and so I spurred my Bonni to compensate the headwind From the Ruhrgebiet to Luxembourg the cloud cover dissolved. Nice clean air. I remembered flights in the 70s with a dirty brown air After landing the wing front edges were brown!

Uneventful the flight went on over France with controllers speaking nearly without accent Here are the times over in which you got to hear: „Thiiss iis a iinglish spiiiking Controleeur“ when you asked for one. In the Alpes it accumulated... and so was the Rhone Valley dense Soon ice began to form and the short wave antenna started to swing threateningly. Now it was time to get higher. I still flew in FL 60 because of the headwind In FL 100 I was on top. Then the Pyrenees and Gerona turned up.

Horst came two hours later after an uneventful nice flight and then we first celebrated our reunion and on a good success of our planned flight Also Peter Woelfel took part in the welcome evening but only via telephone. Peter will follow in Teneriffa. We want to fly the long Water routes together because of the safety in the case that... someone is there to organise the Rescue. The weather remains good. Tomorrow we might go to Marrakesch...

### **Gerona - Marrakesch Jan. 9<sup>th</sup> 2001**

The great surprise at the aerodrome today: It has thawed and then frozen. Hoarfrost has covered the aircraft. So we did some morning gymnastics and got cold hands. In shining sunshine we flew over Barcelona, the harbour, the Ramblas. Unfortunately we had a headwind of 25 to 35 kts the whole route to Marrakesch which reduced the speed of 162 kts TAS to 130. The coastal mountains of Morocco are high. We had to go up to 12000 ft, 4000 meters to fly over the snow covered mountains. Then surprisingly a lot of green. Just a bit eastern of Casablanca even deep flooded fields like in the marsh on the North Sea coast The whole time nice to see: The Atlas Mountains. Later on southern of Casablanca the countryside changed as it seemed into a steppe. Marrakesch at the foot of the Atlas Mountains welcomed us with an fragrance of orange and its special Arabic flair. Tomorrow we will take a look around. We are curious...

### **Marrakesch Jan. 10<sup>th</sup> 2001**

After the nice flights to Marrakesch we got bad news. Unfortunately at the bar. First three American friends had wanted to take part in our PANAM flight... now John had to call off because of technical problems. So we were just 3 German Bonanzas. We met in Los Rodeos Teneriffe. A place which went down in history with the crash of two 747. But now Abdulla our city guide stood in front of us in his elegant kaftan and we dived in the Medina, the old town. Oriental tourist articles from the dented teapot to spice From potency increasing remedy to the Berber turban. From the camel leather belt to the used moped. Much more interesting for me the craftsman in the backyards who produced all these articles A forge which made elaborate balcony lattices from old materials. Tomorrow we will fly to Teneriffe