

A Letter from the Air Com

So where have the last two years gone... It hardly seems like yesterday when I was handed the baton from Colin. These are some of my highlights from a fun packed reign.

July 2010 Ian Kerr produces an action packed Isle of Wight Annual tastic with a Rotax! Rally. The equal mixture of Brits and Europeans, a New Zealander, and World President Peter More and his wife Shirley from California, made it a memorable meeting. August and off to Lubeck This trip was especially memorable because at 10000 feet for the three hour trip we never went below a 193 knots ground speed. December saw the inaugural Air Com's Christmas Luncheon at the RAF Club with 43 in attendance. Charles was awarded the Air Com's Perpetual Trophy for his adventure to Israel and back.

2011 January and February are traditionally months when the planes are having their annual service but Feroz was flying around the world June - Trier. Catherine and I go to the New Orleans World Rally. July is the Annual UK Rally at Newcastle. Well attended - a big thank you to David Hayes. August to Leipzig. November ... John Bowden's new arrival. The plastic fantastic.... Sorry it doesn't have a Rotax

December saw us again at the RAF Club and this time Chris and Maureen took the money after their massive foray into the old Iron Curtain.

2012 January .. Feroz sells the Bonanza and gets a proper plastic fan-

May and some of the more serious members went to the Far East and attend the World Rally. Four aeroplanes went to Linz with some taking a rather long time to get back. Fancy being stuck in Luxembourg by weather.... It's just over the channel exclaimed CS.

June ... popped over to Texel for the weekend.....and then it's back to where it all started at the Annual Rally in Oxford

On a serious note I must thank all members for their constant support and enthusiasm. Special despatch mentions of course go to Rodney and Pam Spokes, for helping me with the monthly Air Com's newsletter and membership. John Bowden for cooking the books, Ian Kerr and Angus my European special advisors and just good mates. David Hayes for helping me with the annual rallies. For the very special special advice I always gave our man in Jersey a call)

James Alexander

Front Cover: The Thunderbirds display team at Sun 'n Fun. Article on page 10. Photograph — Angus Clark

Southeast Asia Jet-away 2012

Raye Wadia's diary of a memorable trip

After the Bangkok Convention the ritual Fly-About took on the novelty of a Jet-away. Over 50 of us travelled in style by commercial aircraft to Northern Thailand, Cambodia, Vietnam and Hong Kong, gathering friends, goodwill and packages. This challenged our ingenuity when we realised the airline baggage restrictions were stricter than our own planes.

10 May. We departed a steamy heaving Bangkok. Although the city was beautiful and many of us had enjoyed the pleasures of the Golden Palace, Emerald Buddha and many many temples, we were all pleased to leave behind the traffic congestion and bustling heat. A short flight to Chiang Mai in the northern province of Thailand was the beginning of the latest IFFR. adventures. The heat was not exactly left behind and a prominent advertisement for 'storm umbrell'as' opposite our airport coach reminded us that we were at the beginning of the rainy season. However there was a distinctly more provincial feel to this, the second largest Thai city, which had been an independent province for only 80 years. The dialect and customs were different; there was little public transport and a higher proportion of families had new cars. After the Bangkok floods more people were moving into this province and an active building programme was obvious. After a short rest (or swimfor some energetic souls) we were driven to the city resort of Khum Phaya to enjoy typical food and

entertainment Northern Thai style. We were all surprised, charmed to find ourselves in the middle of the launch of many lighted lanterns, each about 4 feet high, borne high by a warm evening breeze. We were mesmerised, watching them chasing each other through the dark sky, to bear wishes and thanks to Buddha. We walked through beautiful gardens adorned with lanterns and orchids to the sound of Thai music mingled with running water. What an atmosphere. Sitting lowlevel we enjoyed never-ending tasty bowls of the local cuisine and were royally entertained by dancers and musicians all evening. Some of us were even persuaded to join in.

11 May. After a lavish breakfast buffet we were coached past the old walled city towards the auspicious Temple of Doi Suthemp, built by the Chiang Mai people to house the ashes of the Buddha at the top of a winding hand-built mountain road. The location was apparently 'chosen' by an elephant sent by the King and is considered the most holy temple for Thai people, 95% of whom are Buddhists. At the top

Southeast Asia Jet-away continued......

Continued from page 3

of 306 steps (OK, all but World President Michael took the elevator) there was a kaleidoscope of tourists, locals and young dancers mingling around the very ornate



The Temple of Doi Suthemp
and gold plated Temple buildings.
Incense, flowers and candles were
offered to Buddha in thanks, and
prayer bells competed with the
dancers' music to add to the spiritual experience. The guide explained that the Buddhism lifestyle
is based on successful reincarnation, and that the philosophy of
sharing happiness was an investment for the next life. Families
were happy for young men to be-

come monastic novices to ease their parents' path to heaven while receiving good education and care. However we also heard about the local farming families whose numerous children were needed to work the fields. The lifestyle seemed so alien to ours. A 4.00am start by the mother to feed a family of 12 was a touch too far for me. In the afternoon we were treated to a visit to an outdoor paper umbrella factory. Charles Strasser discovered the freestyle painting area and now has a new IFFR badge, Thaistyle. The next stop was at a gems market where the presentation and service was as polished as the stones. A halfhour stop lasted over an hour with some being dragged back to the bus. Time (and patience) was stretched at the following silk factory before a quick ride back to the hotel for a free evening.

12 May. An early start jerked us into an action-packed day. The scenery quickly flowed from older wooden houses (there were no concrete buildings here until 50 years ago) to newer urbanisations to a gentler pastoral landscape, tropical farmlands and reforestation of teak trees. The first stop was at the Maetang Elephant Park. Asian elephants are about half the size of their African counterparts, weighing around 3500 kilos. They are trained from around 4 years old for 2 years by their 'Mahmout' who has

40 command words. Last century there were around 1 million elephants in Thailand, now there are 6000. We were nicely positioned at the elephant bathing area to guarantee a surprise soaking before moving to a show of elephant football, dancing and painting. We couldn't believe the skill unfolding before our eyes and I doubt we can convince people back home how slick it was. A short bullock cart ride rocked and rolled us through paddy fields and lychee farmland to the Lisu tribal village where we picked up an elephant ride back to the

ever the anticipation was worse than the event and we were punted 4 kms in gentle ripples rather than rapids. The combination of searing heat, full bellies and relief at survival induced a pleasant snooze on the way to the Chiang Mai orchid farm. We were encouraged to walk through pathways of the extended sprays of colourful orchids which hung in the humid air, although a few hardy individuals gravitated towards the shop (again). An early finish anticipated the 5 am roll call next morning.



park. The Mahmouts obviously competed to get as many "Oh my Gods" out of us on the way, through forest tracks, riverside paths and eventually through the river itself. The plodding elephant seemed gentler than the bullock cart, watched your centre of gravity and kept straight and level no matter the terrain. Natural IFFR skills of course. A buffet lunch helped us to realign our paper legs until we saw the bamboo river rafts. How-

13 May. We were not all fully functioning early on, but somehow our baggage and ourselves were whisked away to the airport for two flights - one to Bangkok and the second to Siam Reap in Cambodia. At least that was the theory. The second flight was a low and slow affair - in other words we disembarked and went

back to the lounge when our aircraft had a starter problem. Not too
different from a normal IFFR
weekend, just on a larger scale!
Struggling on to a smaller plane we
arrived safely with most of our baggage. It shouldn't have been a surprise that we were taken to two
Hindu temples on the way to the
hotel - we were at the heart of the
Angkor Empire, thought to be the
greatest civilisation in South East
Asia between the 9th and 14th cen-

South East Asia Jet-away continued.......

Continued from page 5

turies before the King moved the capital to Phnom Pehn. The area was ruled by divine kingship, underpinning political authority with religious foundations. They were the great builders and engineers of their time, with sophisticated irrigation systems, canals, hard roads and over 2000 temples which reinforced the central position of the selfappointed god-kings. A quick visit to the ruined Preah Ko temple, built by the king for his royal ancestors was followed by a walk around the Ta Prohm temple which was in a better state of preservation. By the time we reached the hotel it had the feel and the look of an oasis. It was

a large colonial palace, with an abundance of teak furnishings and floors, and all mod cons. We had arrived! A quick shower later we were wined and dined luxuriously in an open-air restaurant before sinking into divine sleep.

14 May. In the blistering heat our first stop was
Angkor Wat, the largest
Hindu temple complex in the world, dedicated originally to
Vishnu and one of the Seven Wonders of the World. Built in sandstone and lavarock in 12th century with no cement or metal joints, this
World Heritage Site is under con-

stant restoration. When the 16th century king converted to Buddhism the temple was modified to reflect the new religious order. Tenets of Hinduism still remain from the early trading years with India and we were assured that locals still today respect and pray to the statue of Vishnu for help, especially with their lottery numbers! The hardier of us made it to the top floor of this 200 hectare site but the heat deflated some enthusiasm for exploring further an air-conditioned lunch was very welcome. Although some elected to take advantage of our hotel's swimming pool in the afternoon, one busload embraced the



Family travel Cambodian style

chance to see the Banteay Srei or 'Lady's Temple', made from pink and yellow sandstone. The carvings are so intricate and detailed that it is acknowledged as artistically first-rate. Again, another quick change before driving to a large buffet din-

ner while watching beautiful and graceful Cambodian dances. By the end of the evening, however, the musicians were competing with an almighty tropical thunderstorm hammering on the metal roof of our open-air hall. On both days we saw the tremendous legacy of poverty in Cambodia from the wars, political unrest, corruption and power struggles since the 1970s, particularly

smiling faces on the statues, bas reliefs and an elephant walk which reflect the order and prosperity of one of the most benevolent kings who also built rest houses for travellers, 102 hospitals and schools. The floors were pock-marked by the carrying holes used to haul stones from a quarry 54 kms away by canal and elephant. It brought the human endeavour closer to real-



ity. A few
miles away the
Ta Promh Buddhist temple
was built by
the same king,
serving also as
a university in
homage to his
mother. When
Angkor was
abandoned as a
capital city in

after the sophistication of Thailand. Although tourism is actively sought in Cambodia it was sad also to be constantly targeted by swarms of children obviously uneducated but well schooled in the art of selling to tourists.

13th century this site was claimed by nature and by the time it was rediscovered several spung (fig) trees had invaded the structures, worming their way through walls and passages. As a film backdrop for the Tomb Raider series it was a God-given set. Yet another thunderstorm accompanied our evening meal and heightening our anticipation of a night flight to Hanoi in Vietnam. In the end it was a calm journey, and a not-so-calm passage through immigration into our next adventure.

15 May. We visited the Angkor Thom temple city, the capital of the Angkor region, where around 1 million people were thought to have lived (the population of London was then only around 30,000). The Bayon temple is at the centre of labyrinthine passages, acknowledged as an architectural engineering masterpiece, famous for gentle

Raye Wadia

(To be concluded in the next edition of The Rotating Beacon)

Every cloud has a silver lining......

Ian Kerr has already written a report on the first IFFR meeting in Switzerland for more than 15 years in the International Bulletin but for John Bowden the journey there was a story in itself, with unforeseen consequences.

Since my Beagle Airedale became a Permit aircraft in 2008, I have enjoyed the benefits of carrying out much of the maintenance myself but have had to cope with the restrictions of flying abroad. I was therefore very happy to accept Troyes for our night stop. The rest of the flight passed uneventfully and we were soon checked in to the Novotel, a short walk from Troyes Airport and a favourite stopping point for us over the years.

James Alexander's offer come down from Cark with Catherine pick Patricia and me up from Biggin Hill to take us the meeting in Zermatt in his Piper Arrow.



Flying up the Rhone Valley

We left Biggin on a standard IFR departure and climbed through some rather lumpy cloud to 6000' before we broke into clear air below another cloud layer that we reckoned would be above the freezing level. Remaining at 6000' took us out of controlled airspace, so London Control swiftly passed us on to Manston on our way to

The next morning produced some early mist which soon dispersed, lifting to broken cumulus as we readied the Arrow for our next leg to our destination in the

Rhone valley in Switzerland, Raron. Before leaving Troyes, James visited the extremely well equipped and helpful Meteo France office and was handed a ream of TAFs for our route, which included 30% probability of thunderstorms for both Geneva and Sion, the nearest airport to Raron and which we had to overfly going up the Rhone valley.



Safely on the Ground at Raron

Neither of us had flown up the valley from Lake Geneva before but we realised that we were going to be flying in the narrow valley and the thought of our way being blocked by a thunderstorm with nowhere to go did not appeal!

As we proceeded en route, we decided to divert to Dijon after hearing that there were still thunderstorms in the vicinity of Geneva so that we could check the weather again and possibly divert to four wheels rather than three. Weather

information was harder to come by at Dijon but Avbrief confirmed that the TAF had not changed. Rather despondent with the thought that we were not going to be flying further, we were even less impressed when we worked out that our proposed drive to Raron would take more than six hours. That was simply

too long for a short meeting.

Happily we then had a call from Ian Kerr, who had arrived at Raron after stopping at Lausanne for Customs and a weather check. On asking the weather man at Lausanne what the weather was like up the Rhone valley, Ian was

rather shocked to see the weather guru look out of his window and say it was "fine". This was then backed up with some radar traces that convinced Ian that it was safe to fly and so it proved. We were in turn happy to act on Ian's actual weather report and returned to Dijon airport for a memorable flight to Raron with some of the most spectacular views captured by Patricia with some memorable photos.

On landing at Raron, we were



The dramatic Alpine scenery

Florida Fun

Sun 'n Fun is a Fly-in and Air Show held annually, at Lakeland, Florida at the beginning of April. This year the South-East Americas Section linked a meeting with this.

It was hosted by Peter and Ellen Wenk at their home on an aviation community — Leeward Air Ranch — in Ocala. The Air Ranch is a superb facility with a flat (it would be in Florida) 2000 yard grass runway at its centre. All the properties have

runway access from their adjacent private hangars. We've got used to two car families — well here they are mainly two aircraft households. Many had a 'practical'

aircraft – such as a Bonanza or a Cessna 182 coupled with an interesting one such as a Stearman or even a Chipmunk.

Having flown into Tampa the previous day Alisma and I drove the 1½ hours up to Ocala. There we met up with a number of IFFR familiar faces. Among them were Peter More, Tony Watson, Michael Graves, Dan and Barbara Nalven, SE Section Chief Dale Reid and, from Norway, Rolf Mikklesen.

After an excellent buffet lunch we were off to, what is claimed to be, the oldest theme park in Florida — Silver Springs. This is billed as 'Nature's Theme Park'. While it is true that the old lady is showing her age a bit it was still a very interest-

ing experience
- sailing
in a glass
bottomed
boat over
the deep
springs
with its
turtles,
fish, and,
of
course,
'gators'.



With IFFR friends at the BBQ

There were very informative 'gator', snake and insect shows in addition to the native animals such as panthers and bears in enclosures. In the evening it was back to Peter and Ellen's for a full scale American BBO.

Next morning we drove down to Lakeland. We have attended the Show a number of times before. Last year we were unfortunate as high winds meant the flying display was cancelled. The many booths selling all things that a pilot might need extend to four hangars and outside market stalls. The static display stretches from microlights to executive twin jets. Last year with no flying we spent most of our time there. This year we had a comparatively brief walk around and spentaleisurely afternoon sitting on the grass watching the four hour air display. Before the display we met up with the rest of the IFFR crew at lunch. We unfortunately missed George and Katie Ritchie who had come to Sun 'n Fun for the day. We did however spend a very pleasant evening with them back in Tampa.



The Two Mig 17s of the Black Diamonds



The Harrier in classic hover mode

The display was, let's say, typically American - over the top commentary and brash music to accompany

the aerobatics. Personally I prefer the aircraft and the pilots, through their skill, to do the talking. The displays by individual pilots — particularly those in propeller driven single seaters - needed none of the hype. They were brilliant.

The star attraction was billed as the USAF display team — the Thunderbirds flying four F -16 Fighting Falcons. They certainly gave a rousing and noisy display. I have to say that, in comparison, I prefer the Red Arrows with their ever changing display, relying more on skill rather than sheer power.

Florida Fun continued......

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The difference between the truly professional teams, such as the Thunderbirds, and the semi-professionals was very evident in a display by the Black Diamonds. The Lakeland based group displayed three L39's and two Mig 17's nicely finished in Arctic camouflage. Although the display manoeuvres were skil ful the display wasn't tight and the gaps between different formations were too long. The 20 minute display sadly almost reached the boredom threshold.

The star of the show, in my eyes, was unquestionably a lone Harrier. It gave its usual remarkable display of hovering, transition to fast forward flight and reverse flying. I must admit to a feeling of patriotic pride when the display received the only standing ovation of the day. This was tempered by the commentator presenting the Harrier as a Boeing creation based on two early British prototypes the Hawker P1127 and Kestrel. Humph!! The flying finished with the Thunderbirds display and this certainly was a rousing send off. This topped off a very successful South East meeting.

Thanks go to Dale Hall for organising it and Peter and Ellen Wenk for hosting it.

Angus Clark

'Every Cloud' continued......

Continued from page 9

greeted by Ian, who had stayed behind especially so that he could greet us in the glorious sunshine with a raised umbrella. Needless to say we were ribbed mercilessly for the rest of the weekend with the comment "Be careful of the CBs", in spite of the cloudless skies! This was, and still is, taken in good part as both James and I are happy to err on the side of caution.

So, what of the cloud with the silver lining? Well, when we were in Zermatt Ian asked Patricia what she thought of James' Arrow, knowing

my Airedale was not her favourite transport. On hearing it was "much better", Ian suggested that I should get another aircraft. I did not hear any objection to this from Patricia, so on our return I set about looking for something that would suit our needs better. With our children now in Liverpool and Sheffield, a two seater that was quick and economical with good baggage capacity was going to fit the bill, and that was how we came to be the proud owners of a Van's RV9-A...

John Bowden

Linz May 2012 by Ian Kerr

I invited IFFR member Ron Wright and his friend Joyce Norfolk to accompany me to the German-Austrian section meeting in Linz, Austria. Planning completed, I set off in my Cirrus SR22 N21UK at 11.00 on 16th May from home base Perth to collect them from Panshanger, just south east of Luton.



The minimum level required for an IFR flight plan to be accepted by Eurocontrol on this route is FL100 but on climb out from Perth I cleared cloud at about 6000 feet so requested a cruise level of FL90 which was readily agreed with ATC. The airway from Perth is south west towards Glasgow then over Dean Cross (DCS) north of the Lake District. After an early turn direct to DCS I was then heading towards Manchester and on towards Daventry from where I descended below controlled airspace and continued VFR to Panshanger.

On arrival I refuelled then Ron and Joyce met me and after a light lunch we loaded up and prepared for departure. From Panshanger we routed towards Detling with a climb to FL 90 then to Koksy on the Belgian coast. From there we

continued towards the Belgian-German border and in no time we were descending into Bitburg, a former US Air Force base now home to 50 local aircraft. We had chosen Bitburg because there is an hotel nearby and John and Patricia Bowden joined us for the overnight stay.

We departed the next morning at 10.30 and a slightly jagged route was smoothed by ATC so we flew in almost a straight line towards Linz. Rising cloud had us climb to FL110 before commencing our descent towards Linz. I checked the log on arrival and the trip from Perth had taken exactly 6 flying hours covering 998 nautical miles.

We were warmly welcomed by members of the German-Austrian section and enjoyed a very tasty

Linz continued......

Continued from page 13

buffet lunch while we caught up with friends. We were then on to the coach and after a 30 minute ride were delivered to the chic Hotel am



Domplatz in the centre of town. We dropped our luggage in our rooms and I was in a delightful room with a stunning glass walled bathroom and a view across to the cathedral, a copy of Cologne Cathedral, immediately opposite.

At 15.00 hours (prompt bitte!) a small tourist train "The Linz city express" whisked us off for a guided tour of the city, different coaches offering German or Eng-

lish. This gave us a great flavour of Linz then it was back to the hotel to unpack and freshen up before dinner in the country at the Gasthaus Exenschlager where we had Linz

dumplings, a bit of a carbohydrate overload but very tasty. I must confess that when we returned to the hotel, while some headed for the bar I headed for bed, completely exhausted after a busy 2 days.

We had a very civilised start at 10.00 the next morning when we were on the coach and off to ARS Electronica centre. This is a very modern building housing a fascinating range of electronic exhibits both past and futuristic. One exhibit took a picture of your retina and emailed it to you. We then had lunch in the centre following which we had a free afternoon so I strolled round the city centre with John and Patricia We turned to the hotel and enjoyed a

returned to the hotel and enjoyed a swift refreshment before heading off to our rooms to scrub up for the gala dinner. It was on the coach again and off to the 4 star Schloss Muhldorf Hotel for a fine dinner with classical guitar entertainment.

On Saturday it was again a relaxed start with the coach departing at 10.00 to deliver us up stream of the River Danube for a short lunch cruise back towards Linz. The bus

drove to collect us then we were off to visit Voest Alpine, a huge steel company with origins from 1881. Pilots are by nature interested in things technical and this was a fascinating tour viewing the smelter from close quarters and seeing long strips of steel compressed down to much longer, thinner sheets. The coach returned us to our hotel



Ron and Joyce on the ground at Deventer

where we had a very relaxing final dinner.

Suddenly it was Sunday and time to leave. The bus departed at 10.00 and we were in good time for an 11.15 departure. We flew at FL80 to Deventer airfield which is about 40 miles east of Amsterdam. Interestingly that route has 26 waypoints on the airways routing there but we only had to fly to 6 of them (who ever said IFR flying was complex!).

After a 2 hour stop with a nice snack in the airfield restaurant we lifted off at 15.45 for Panshanger (or so we hoped). Our track took us immediately over Schiphol at FL80 - what a view we got. Part way across the southern North Sea it was clear that the TAF promising a cloud base improvement from 400 feet to 1400 feet at Panshanger wasn't happening as forecast so we diverted to an ILS into Cambridge.

Thanks to the Strasser
Scheme there was no charge
for our weather diversion. As
soon as we arrived I filed a
flight plan for my last leg of
the day and about 90 minutes
later climbed to FL80 en
route to Dunkeswell in Devon
while Ron and Joyce waited
for their taxi home. I had one
final flight, a quick circuit at
Dunkeswell with nephew
Colin and his kids, Cameron
and Grace who were suitably
excited. Then a drive home,

supper and bed for a well earned rest.

On Monday morning we were up bright and early, waved the kids off to school with Mum Jo then Colin and I were airborne at 09.00 for a 36 minute flight to Gloucester where the Cirrus was booked in for a 50 hour check with RGV, a Cirrus Platinum service centre. Service done, I finally got airborne at 16.00 for my flight back which was totally uneventful in fine conditions

Flying Lessons by Martin Wellings

In the September 2011 'Rotating Beacon' I said that my flying lessons are lessons that I have learnt as I have gone along usually by silly things that I have done, but shouldn't have. Only last month, I made the sort of mistake that should be absolutely elementary, and certainly annoyed me for doing something so seemingly obvious.

Wrong Way

Whilst I have been waiting for my own aircraft to be back on line, I have done a reasonable amount of flying with a friend in his C172 based in Fairoaks, and so that airport has become pretty familiar to me over the last year or so. Coming back from Le Touquet, routing via Biggin last month, we had excellent viz and a good tail wind all the way, and with about eight miles to run, called Fairoaks Info to be advised the runway in use was 06. With the field in sight, I positioned for left base and started to slow the a/c, when my co-pilot queried why I was positioning the way I was, which was just as well, as I was in the process of perfectly positioning the a/c to land on runway 24 by mistake.

On landing, I did ponder how come one could make such an elementary error, but I think it was because the landing R/W was usually 24, and despite being told that it was 06, I just did not take it in and prepared for landing in the direction I usually did. My big learning point here, was that however familiar I am with an airfield, check the landing R/W with the DI before the actual join.



Taxiways

A few years ago, in the States, I was very nearly guilty of a runway. incursion due to not copying the taxi clearance properly. I can often find the R/T in the States not that easy, due to the non-standard speech at a very high rate of delivery, and on this particular occasion, I was told to follow another aircraft and cross certain runways until the holding point. I did not copy down the exact taxi clearance, as I thought that all that was required was to follow the leading aircraft, but in fact, slavishly following without giving it much thought, led me to the wrong position, and crossing an area through which I had not been cleared. Remedy, particularly on a large field, is to have the airfield chart out and available, write down the actual taxi clearance—not just "taxi to hold X1", and to check the chart before proceeding. It has in fact only been a relatively recent change in R/T procedure in this country, to require ATC to clarify taxing instructions to include such phrases as "Cross runways 14 and 02", so it should be more difficult to go where you shouldn't

Landing at Lydd

This time no errors – or if I did make any, I did not notice! Lydd has the advantage of supplying duty free fuel, so it makes a useful stop on the way to France, and on this particular occasion, the viz was not brilliant, and the cloud base around 1,200', so I thought it would be better to do the ILS rather than a visual join. All went well, and cloud base was nearer 1,100' so I thought that the ILS had been a good decision, which aeronautically it was, but not financially. When I checked into briefing, I was told that using an ILS for training purposes was chargeable, and when I said that I was not training, I just wanted to use the ILS for landing, I had to speak to the tower for the reasoning. To cut a long story short, I was told that the only time one is not charged for an ILS approach, is when the cloud base is 1,000' or below, so remember when landing at Lydd, whilst it may well be safer to use their ILS in poor viz and low

cloud base, it is cheaper to ignore best aviation practice!

Lookout

A good lookout is taught at a very early stage when learning to fly, but I find that when flying with some quite experienced pilots, there is a lot less lookout than there should be, and in fact the amount of lookout seems inversely proportional to the amount of electronic goodies in the cockpit. Over the years, I have certainly been closer than I would wish to other aeroplanes, and on a few occasions have had to take some positive avoiding action which includes whilst working a radar unit.

My lessons from this, are that the best course is to spend the minimum amount of time with head inside the cockpit, and a Basic Service when working a radar unit can only lead to a false sense of security, and in fact even when working under a Traffic service, one needs to keep the same standard of lookout; in my view, the only safe radar service is the Deconfliction Service.

....and finally

That's my lot for this edition, and I will continue to make notes of my "could do better" flying points, and now have a completed eleven pages of A4, so have plenty of material from which to draw in the future — and unfortunately growing!

Martin Wellings

Congratulations Air Com James!

At the Annual Meeting of IFFR International held in Bangkok in May James Alexander was voted World President Elect. 'Air Com' James will take office as World President for the period 2014 - 2016. He also becomes Vice - President Europe for 2012 -2014. If his track record as the UK Section Chairman is anything to go by lively times are ahead.



Coming Events

June 15 - 17	UK Section Meeting	Oxford
July 8 - 16	Ukrainian Adventure Contact	Angus Clark
August 17 - 19	Scandinavian Section Meeting	Oslo
August 23 - 26	European Meeting	Prague
September 14 - 16	French Section Meeting	Aubenas
September 28 - 30	Portuguese Section Meeting	Santa Cruz
October 31	Mid Week Lunch	Elstree
December 10	Christmas Lunch	RAF Club

Linz continued

Continued from page 15

at 10,000 feet. Pictured are the Forth Bridges as I passed by .

What a trip - 2263 miles in 14 hours. I was called on Tuesday by Ron to tell me that while I was at Gloucester he had a successful flight re-

view with an instructor at Panshanger so he can fly for a further 2 years. Nothing exceptional other



than the fact that at 86 Ron must be one of the oldest pilots in the UK.

Jan Kerr

Photo Album





Photographs by Rodney Spokes

Sywell April 2012



European Fly-in Prague 23rd to 26th August 2012

Charles Strasser has put together an outstanding programme for the first ever European Region organised Fly-in to the beautiful city of Prague Full details are available at www.iffr.org



A buffet lunch will be provided on morning will see a visit to the Czech Hotel. In the evening there is a Fes- ing flying with a budget airline? tival Dinner in the hotel

On Friday morning there will be a coach tour to Hradcany Castle and Cathedral followed by a walk down to Charles Bridge and the Old Town. After lunch and a cruise on the VItava River there will be sightseeing in the Old Town Square and Wenceslas Square. The evening meal will be at the "U Kalina" Svejk Restaurant for a typical Czech dinner and ambiance.

On Saturday a coach tour will take us to a Bohemian Glass factory followed by a visit to the Karlstein Castle for lunch. A gala dinner will take place in the evening. Sunday

arrival on Thursday at Prague Let- Army museum followed by a buffet nany (LKLT). A bus will run to the lunch prior to departure. If Prague is Kbely Aviation Museum and the abit far for you what about consider-

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