

The Rotating Beacon

The Newsletter of the UK Section of IPFR



June 2013

A letter from the Chairman

Fellow Flyers

On the May public holiday, I and fellow pilot did a trip to Epernay, a grass strip just south of Reims, outbound trip went well, Champagne purchased, and on the following day we returned to Calais for lunch and clearance back to the UK.

During lunch, we filed the flight plan on Sky Demon, and afterwards got into the a/c for the return trip. As Calais tower was unmanned (they are on Sundays at the moment), we had to activate the plan with Lille once airborne, but when we were passing 3,000' on the way to the coast, we were told that they could find no record of our plan, and that we would have to return and file it again.

We duly returned, and somewhat providentially, whilst we were digging out some paperwork, my friend discovered that he had left his case containing log book and licence etc. at Epernay, so it was agreed that we would return there, collect the case, literally touch the wheels at Calais and head home. To avoid any further problems with flight plans, we filled a new flight plan for our expected return time to Calais, handed in the form at the desk, and just to make sure it was sent, watched it going through the fax.

Probably more by luck than judgement, it was mission accomplished at Epernay, and we touched the wheels at Calais right on the 1830 z flight planned time, and once again called Lille to activate the plan. Unbelievably, we had exactly the same conversation with Lille – they had not got the flight plan, and we would have to return to Calais and re-file. This time we were ready for battle with them, as any return to re-file would entail an unwanted night stop due to sunset not being too far away. We argued the point that this was the second time, and we were told to “stand by” whilst they investigated.

Shortly, Lille came back to us very apologetic, apparently the problem was that the chap responsible for handling the flight plans had not turned up for work, no one had noticed, so there was a pile of unactioned flight plans!! All ended well, as they asked London to accept us, which they did, and were promptly handed to London Info where we gave them an airborne flight plan.

French flight planning at its best!

Martin Wellings

**Front Cover: Group at the January visit to the RAF Museum in front of a Lysander.
Photo: Rodney Spokes**

G-IFFR and G1FFR

A rose by any other name (or registration) . . .



G-IFFR did not start life as G-IFFR and G1FFR did not start life as G1FFR. George Ritchie tells how he came to fly and drive these flagship vehicles.

G-IFFR, a PA32 300, was manufactured in 1973 and originally registered N55520. In June of that year it was purchased by European Air Transport in Belgium and registered OO-JPC. By May 1977 it had passed into the hands of the Albatross Air Academy (also in Belgium), where it remained until the second half of 1996 when it was purchased by a UK based aircraft dealer and registered G-BWVO. Following an overhaul, it was purchased by the Brendair group in early 1997, which then comprised my father John Ritchie, fellow IFFR member Kevin Young, my sister Jenny and me. Dad asked us if we minded if he re-registered the aircraft G-IFFR. To his surprise, he had found the registration had not been taken, and the fees for a personal registration were extremely modest.

G1FFR, in contrast, is an Audi 100 – one of the original 5 cylinders, 2.2 litre engine models, made of galvanised steel, and first registered G971SBD in July 1990. Dad had bought it when it was just a few months old. I inherited it in 2008, and the personal registration G1FFR was my wife Caroline's 50th birthday present to me in June 2011. Bucking the usual trend, the cost of the car's personal registration was significantly more than the price of the plane's. But hey, I now have the matching pair. A middle-aged man's vanity, or a bit of fun?

So, how does one go about acquiring a personal (i.e. out of sequence) registration mark?

Planes first. Once you have chosen your preferred registration mark

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G-IFFR and G1FFR continued.....

(Continued from page 3)

(naughty words will not be accepted – although a Lawyers Flying Association colleague did once own G-BOLX), check whether or not it is already taken by searching the G-INFO database at <http://www.caa.co.uk/application.aspx?catid=60&pagetype=65&appid=1>. Note that once a registration mark has been issued, even if the aircraft has been de-registered, the CAA will not issue that mark again, just in case the original aircraft is ever returned to the register.



G-IFFR in its old registration as OO-JPC, taken at Gatwick in July 1974 with a Laker aircraft in the background (note it had lost its main wheel spats in the previous 6 weeks).

After checking the database it is advisable to contact the CAA's Aircraft Registration section direct with your request for availability as some combinations of letters are not used at all and some marks may already have been reserved for future use. Examples of combinations

of letters that are not issued are PAN, SOS, TTT, XXX and ZC. Also note the UK Register no longer uses the letter Q in registration marks.

The process thereafter is very simple and you can find full details on the CAA's website at <http://www.caa.co.uk/default.aspx?catid=123&pagetype=90&pageid=12953>. In short, you need to fill in a two page form and send it off with all the relevant documents (original certificates, proof of insurance etc). The fee for registration is only £69 (December 2012) and the additional fee for an out of sequence registration is only a further £185!

Securing a personal car registration, on the other hand, involves navigating through a much more complicated minefield, and some special numbers may well dent your wallet hard. Although number plates have been transferable for many years, it was in 1989 (the year of the "G" letter prefix) when the DVLA woke up to the potential for making money from registrations, started withholding from general release registrations numbered from 1 to 20 and

got into the business of selling cherished numbers.

Nowadays, the DVLA's process is slick – and hugely profitable. Twice a year in June and December they release cherished numbers based on that year's prefix with prices (starting at over £400) based on perceived desirability. Registrations put up for sale in June 2012, based on the "62" prefix included RO62 ERT and OO62 BMW.

DVLA also holds around 6 auctions a year around the country with a variety of "old" and "new" numbers. Last year AL11SON was offered for £4,000, whilst for a Cessna Golden Eagle pilot EAG111E, at £450 might have been a better bet. For the young at heart (or adult minded), ERO77IC was a snip for £400, and if you are mad enough to personalise a fuel bowser, GA11ONS came up at an auction in Oxford in February. Don't hold out hope, though, of getting P1PER or P1LOT, or (if you are high wing pilot) any of the recent CE55NA(A-Z) numbers: they are all long gone.

So, where do you begin? Do NOT start with any of the many dealers whose details will appear first if you do a Google search. Go to <http://dvlaregistrations.direct.gov.uk/> to

check if your preferred number has already been issued. If you want a registration around a 1 – 20 number, it will have been held back and only issued if someone has paid the premium price for it. Combinations based on "1" start at £999, but higher numbers are usually much cheaper. We were very lucky to find that G1FFR had not been issued: the only other G XX FFR numbers free now are 5, 12, 13, 15, 16 and 18 – all at £350.



G-IFFR in its old registration as OO-JPC, taken in 1977 (by now it had lost all 3 spats).

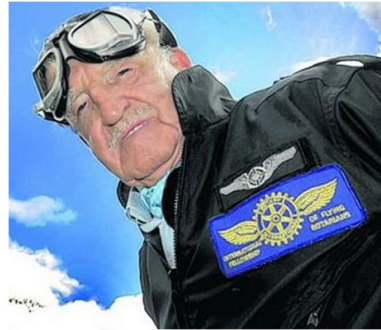
If your chosen number is free, buying direct from the DVLA is the cheapest option. It is a two stage process – firstly you buy the right to that number for the relevant premium price. Then, you undertake the process to transfer the number to your car, for which there is a standard fee of around £80. At that point the DVLA issues you with new paperwork, including a new registration document. Many of the online dealers will offer to do it all

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Wingwalking Tom's next Challenge.....

IFFR's Tom Lackey - the world's oldest wingwalker and inveterate charity fund raiser - is getting ready for his next challenge.

On the weekend of August 24/25th he plans to do the first wingwalk across the North Channel from Scotland to Northern Ireland. We wish him all the best.



Tom Lackey

G-IFFR and G1FFR concluded.....

(Continued from page 5)

for you – but for a price. The forms are idiot proof and the process took no more than a few minutes, so save your pennies there. For the avoidance of doubt, though, once you have your perfect registration, it can be transferred from car to car.

If your chosen number has already been issued, then you will have to use an online dealer who can see if they can find the owner of that registration. You take pot luck then – it's an open market between buyer and seller and your chances of getting the owner to part with it will depend on how much they cherish it, as compared with the size of the payment you may be willing to offer them.

And what about overseas? Could we see D-IFFR or N 1FFR? The former is a possibility, but only on

heavy metal. The German Luftfahrt-Bundesamt uses an intricate system to identify the class of aircraft by means of its registration. The first letter after the D describes the type of aircraft, so all fixed wing planes under 2,000kg MTOW start D-E(XXX). D-I(XXX) is reserved for multi-engine aircraft between 2,000 and 7,500 kg, so maybe some of our wealthier members might be able to apply for it. In the USA, the FAA require that after the N, there be one to four numbers and one suffix letter (N 1000A), or one to three numbers and two suffix letters (N 100AB). So, until they change FAR 47.15(b), N 1FFR isn't going to happen. There is a process whereby rules changes can be applied for in the States, but that is a story for another day. . . .

George Ritchie

Alan Peaford reports on the IFFR NATS VISIT

Flying Rotarians are urged to make use of the Distress and Diversion (D&D) service by calling practice PANs.

This was one of the key messages to come from a VIP tour of the NATS national air traffic management centre at Swanwick near Southampton, organised for IFFR by Rotarian Tony Palmer.

Some 15 IFFR pilots and guests met for an excellent pub lunch at the Navigator hotel in Lower Swanwick before making the journey up the hill for the special tour of the national centre led by David Pulman, the NATS executive who has been responsible for showing the centre and the organisation's capabilities to civil aviation authorities and governments from around the world.

NATS has been winning contracts in various countries around the globe where the UK ATM system is being replicated – and the IFFR group was able to see just why that is so successful. The D&D cell – operated by the military – demonstrated how well the UK's civil and military service work so well together. The two sectors also sit side by side in the main air traffic control centre where the whole of the UK's airspace is broken into different regions to enable coordinated handovers.

D&D said they welcomed pilots calling practice PANs. "It gives us the chance to practise our skills as well," said the RAF sergeant in control.

The IFFR group also had the chance to see the London Information service in action which handles service across most of the UK and Wales. With the inclement weather that has hampered private flying for most of the winter unsurprisingly there was only one aircraft making use of the service, a German registered Piper heading home via Holland. The lone London Information operator does not have radar service and checks the routing on a map. However, a large screen, linked to the main Swanwick system shows the radar return and the controller was able to see that the pilot was heading right across the Manston overhead and not the Dover VOR as he had called.

Many of the controllers hold PPLs themselves and are extremely understanding of the challenges and pressures that pilots face. Pulman said one of the biggest challenges that NATS faced from general avia-

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NATS Visit concluded.....

(Continued from page 7)

tion traffic was that of infringement of controlled airspace – particularly in the busy southern UK airspace.

Below: The IFFR party

to Pulman the results are impressive with savings of up to 600,000 tonnes of CO2 before 2015 which leads to £120million in savings for the airlines.



The NATS team running the LARS service from Farnborough recently celebrated having helped avoid its 3,000th infringement of the London Terminal Manoeuvring Area (TMA). These infringements are a potential safety risk and cause major disruption to air traffic. Even a 15 minute stop in departures for a single infringement can cause delays that take two hours to recover from, he said.

NATS is also doing its bit for the environment working on optimised flight paths for aircraft entering or departing UK airspace. According

The impressive new building at Swanwick hosts a team of people committed not just to the support of commercial air transport but also a commitment to the safety and the efficient operation of general aviation as well.

There was not one single member of the IFFR group who could not have failed to be impressed by that dedication of the controllers and staff of NATS or by the investment the UK is making in leading the world with its air traffic management systems.

Alan Peafor

Juist May 2013

Angus Clark describes a visit to an island with no cars where the horse reigns supreme.

I must admit that we had reservations about attending the German/Austrian Section Meeting on the Island of Juist. The 11 mile long sand strip, part of the Friesian Islands off the northern coast of Germany, is noted for the “Juist Weather” with its constant wind. No cars are allowed – the main form of transport is covered wagons drawn by a pair of horses. It had all the signs of a back to basics weekend. Not on the surface the “greatest sell”. How wrong can you be?

Setting off from Netherthorpe shortly after 0900 we crossed the North Sea direct from Cromer to Texel. With a nice little tail wind in CAVOK we were back on the ground in less than two hours. This was our first visit to Texel – I had heard very good reports of it –

“friendly” was the word most commonly used. So it proved to be. I had emailed our passport details to the indefatigable “Ed”, the airfield manager, and after a quick refuel we were on our way. Shortly after 1300 (local) we landed in Juist and to our surprise the first people we saw were Air Com James and Catherine Alexander. Our communication had broken down and neither of us had realised that we were going on the weekend.



Lunch time - meeting old friends



The IFFR flight line at Juist

Many had already arrived and we joined them for an excellent lunch with a bit of lubrication. Apart from German and Austrian friends there were others from Switzerland and Norway. The attendance for the weekend was just short of 70 – it

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Juist continued.....



The magnificent Strandhotel Kursaal

was particularly encouraging to see, not only, a number of new faces but, also, the number of young children attending with their parents. After lunch we got on board the horse drawn coaches. The continuous clicking of horses' hooves almost put me to sleep. It immediately dropped the pace of life. We realised that we were in a special place. It was a holiday island the like of which we had not experienced before. After an hour we arrived at our hotel all of 4 miles away. The Strandhotel Kurhaus was in the style of the European Grand hotels – a magnificent building.

In the afternoon we had a walk around the town – there were many small shops all selling quality items – not a “kiss me quick” hat in sight! Another oddity was that,

apart from the hotels, credit cards were not accepted. Isn't that a useful form of budgetary constraint? At the harbour there was a marina and a ferry terminal. The ferry timetable varies with the tides due to the many sandbanks– the other form of transport to the islands is a 5 minute flight in an Islander from the mainland. It was noticeable that the holidaymakers fell into two distinct groups – couples with



The common modes of transport in Juist



On the dunes before dinner

young children and retirees. This may have been due to the time of the year but I would not see this as a place for teenagers. A cocktail reception on the beach preceded a leisurely dinner in the rustic Pier 58 restaurant. This was perhaps a bit too leisurely with the waiters keener to sell more drinks than serve the meal!

The next day the horses and wagons returned to take us a few miles to the Domäne Bill, a dune on the western end of the Island. The more energetic - James included - opted for pedal power. The island lent it itself to this form of transport as the highest point was all of 6 metres. After an hour or so of a gentle trundle we arrived at a wide sandy beach. Whilst it was a bit blowy and cool it was not at all unpleasant. There the IFFR Boccia Championship took place. It is an important sport in the world of Paralympics and for those unfamiliar with it I can do no better than

quote from the official website: "It is similar in principle to bowls or boules with the principal aim to get your balls closer to 'the jack' than your opponent, using a high level of technical skill to apply match winning tactics."

Clearly the Brits are devoid of such skill al-

though Catherine did make the semi-finals. This was followed by a picnic and a few beers.

After lunch James opted to do some more cycling whilst Alisma, Catherine and I walked the two miles back along the wide sandy beach to the hotel. In the evening we had pre



Air Com James shows style at the Boccia

-dinner drinks in the dome that sits on top of the hotel – it gave spectacular views. This was followed by the Gala Dinner – a six course spectacular. As with the previous evening this was served over an extended time – we made our excuses at 11.30, missing the coffee!

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Juist concluded.....

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The next morning we were coached back to the airport. There we visited the Theodore Wupperman Youth Education Centre. Theodore Wupperman, along with help from Charles Strasser and the late John Ritchie, founded the German Section of IFFR 27 years ago. The Centre, which he set up in 1956, involves young adults in the field of experimental education. Jörg Bohn, its leader, gave us a run down on the Centre's work and also a description of his flight to Ghana in his Ruschmeyer. The Centre works closely with major companies such as Airbus giving leadership training to their apprentices. This includes flight experience and training in its own motor gliders.

In the early afternoon we got airborne and made the return flight to Texel for refuelling and passport clearance and then back on to Netherthorpe. Conditions were again CAVOK but with a little bit of a head wind. We arrived back at Netherthorpe at just before 1500 to find that the police had responded to my GAR by appearing at 1400. This was the first time in over 20 years in flying out of Netherthorpe that they have turned up for me. It was also the first time that I had used the new online GAR system available through the AOPA web-

site. It became clear later that their reason for coming was to get my feedback on the new system. The first lesson to be learned is that the GAR gives the return time in UTC but the police had read this as BST. In fairness the email acknowledgement that the police received did not make this clear. I have raised the issue through AOPA and an amendment to the email will be made in due course.



Jörg Bohn with one of the motor gliders

I have often said that one of the attractions of attending a foreign IFFR Fly In is the opportunity to visit interesting places that we would not otherwise have visited. This was especially true of Juist – we would never have dreamed of going there and we would have been the poorer for that. Thanks go to Frank Janser and Ingo Neufert for their organisation. Their stated theme was “Relax and Enjoy” and that is what we did.

Angus Clark

Speaking French to the French!

We all know that English is the international language in aviation, but not quite international, as at small airfields in France, or when there is no air traffic service, French is de rigueur (as they say in France).



One does not need to get hung up on the language issue, and the basic procedure can be boiled down to a few basic phrases, particularly when the requirement to speak French is usually when there is no ATC operating, and you are just advising other French pilots.

The basic drill is to prefix the call “Le Touquet traffic” (or other airfield) and pass the message, so just add one of the very basic phrases.

Arrival/join

C182 (a/c type) inbound to you C182 a destination de vos installation
(C182 are destinasyon der vozs instalassion)

Inbound from En provenance (*Oh provydwse*)

Level at 2,000 feet Stable a deux mille pied
(*Starbler ah der meal pee-ed*)

Estimating overhead at 53 Terrain estime a 53 (cinq
trois) – (Terra estimay ah 53 (sank twa))

In the circuit

Overhead Verticale – (*Vertycal*)

Downwind (right hand/left hand) Vent arrière (main droit/main gauche)
– (*Vont arryair (man dwat/man go-sh)*)

Base En base (*Oh bass*)

Finals (for 32/14.) Finale (pour 32/14) (*Feenal*
(*poor tront der/cat-oars*))

Going Around Remis des gaz (*Remy day gaz*)

Runway vacated Piste degage (*Peest daygarjay*)

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UK Section AGM

The AGM was held at Coventry on May 17 2013

The Chairman, Martin Wellings, opened the meeting by presenting his report. The Section had been active both in its own events and also in attending other Sections' activities. He considered the Christmas Lunch a particular highlight.

Membership Secretary, Rodney Spokes, reported that current numbers had increased to 124 making the Section the largest within IFFR. The meeting congratulated him on his efforts.

Treasurer John Bowden presented the Accounts and these were adopted by the meeting.

Alisma Clark, proposed by Rodney Spokes and seconded by Charles Strasser, was unanimously elected Vice Chairman for 2013/14 and Chairman-elect for 2014/16.

John Dehnel and Paul Barnett were elected to the Executive Committee. The meeting concluded with a vote of thanks to the Chairman.

Speaking French to the French concluded.....

Taxi & departure

Taxi

Taxi (*Taxi*)

Holding point

Point d'arrêt (*Pwant darray*)

Backtracking

Remonte (*Remontay*)

Lining up

M'aligne (*Ma-lean*)

Take-off

Décollage (*Daycollage*)

Climb

En montee (*Or monty*)

Right/Left turn out

Virage a droit/gauche

(*Veerage ah dwat/gauch*)

Leaving circuit to north/south

En sortie de circuit dans le nord/sud

(*Or sorty der circy daw ler nor/sood*)

Remember the Cardinal rule – don't let a lack of knowledge of French get in the way of a good French meal over the Channel!

Martin Wellings

Breighton get together

An informal meeting , organised by Colin Walker, took place at Breighton, North Yorkshire, on the weekend of April 6/7th.

The first day was a competition organised by the British Aerobatics Association. The second, a fly-in, which Colin says was absolutely marvellous with a great number of interesting aircraft turning up. He had set up a meals table where members could relax in between looking at the arrivals.



Raye Wadia, Colin Walker, Maria Lapkiewicz and John Dehnel show that it was a chilly day!



Photographs by Colin Walker and Feroz Wadia

Coventry Weekend

The UK Section's principal meeting this year was held in the heart of England at Coventry from Friday 17th May to Sunday 19th May.

On hand at Coventry Airport to greet participants was Chairman Martin Wellings. He was particularly pleased to welcome the Continental visitors - four from France and one from Germany. These included the Chairman of the French Section, Dominique Brice, and Gerhard Wrede who had flown in commercially from Germany. Unfortunately his fellow countryman, Ulrich Starke, had to cancel his flight due to bad weather over the North Sea.

After a buffet lunch at the

familiar aircraft - the Canberra, the Meteor, the Vampire and the Viscount. A number of us had the special experience of clambering up into the cramped space of the Vulcan cockpit. If the crew, apart from



Above: Charles Strasser, Alisma and Angus Clark in front of the iconic Hawker Hunter with a Sea Vixen in the background.

Left: the impressive CMC Leopard

Midland Air Museum at the Airport we toured the exhibits. The Museum's mission is to preserve Coventry built aircraft for future generations. We viewed some very

the pilots, had to evacuate the aircraft from there, they dropped vertically from the floor of the cockpit into the slipstream. The result was that they were bounced along the lower section of the fuselage with certainty of suffering severe injuries. One of the gems of the collection was a

prototype of Ian Chichester-Miles' CMC Leopard. This composite 4 seat business jet with a cruising speed of 470kts was designed in the late 80s. However, for me, the stars of the show were the retired gentlemen, many of them ex RAF, who voluntarily maintained and restored the airplanes in the Museum. They took great pride in their work, even though none of the aircraft would ever fly again.

the cathedral were carved tablets of the great saying of Jesus and were inspired by graffiti left by the Christians in the catacombs of Rome. The dominant feature above the Alter was the Tapestry of Christ Glory, designed by Graham Sutherland and is the world's largest tapestry. A group of us stood for some time, looking at the symbolic figures of Matthew, Mark, Luke and John.



On the steps of Coventry cathedral

On Saturday we visited the centre of Coventry which was flattened during the Second World War but long since restored. The rebuilt Coventry Cathedral was spectacular and awe inspiring. The modern architecture and the religious art were at its very best. As a group we slow walked around, marvelling at the ten Nave Windows which are only viewed fully by looking back from the altar. On the walls around

A number of us visited the ruins of the old Cathedral adjacent to the new Cathedral. We were drawn immediately to the replica of the Charred Cross and the Altar of Reconciliation. In 1940

as the bombed Cathedral burnt, two of the charred roof beams fell in the shape of a cross. They were lashed together and placed initially in the ruins on an altar built from the rubble. The original is now housed in the new Cathedral. This Altar of Reconciliation is at the heart of the Cathedral's ministry. I remember visiting the St Marien Church in Lübeck with IFFR where there was a Cross of Nails. The Coventry Cross of

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Coventry Weekend continued.....

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The Flying Cross sculpture on the Flèche

Nails is a powerful and inspirational symbol of forgiveness and reconciliation. In post conflict Europe of the 1950s and 60s, the presentation of a Cross of Nails to churches in cities destroyed by Allied bombing, symbolized peace and the growing trust and partnership that developed.

The old Cathedral spire, built in 1433, escaped destruction in 1940. Spires are there to be climbed and Angus suc-

The guide describes the Jaguar concept sports car.

ceeded in doing this in good time. Meanwhile a group of us were more interested in the unconventional spire of the modern Cathedral known as a flèche. It is 80 feet high with a Flying Cross sculpture on top

It was then a short drive to Gaydon where we had lunch at the Heritage Motor Museum. I was impressed with its modern layout. This showed all ages of cars off to perfection, from the early coach shaped cars to a very modern concept car by Jaguar. The hour spent with one of the Museum's guides was particularly illuminating. We learned, for example, the source of the word potholes in relation to roads. This was where householders took clay off the road to create pots – whenever coachmen saw a collection of houses ahead on the road they knew that they had slow down to avoid the hole. Nothing





Rahbid Hardiman, Ian Kerr, Paul Barnett, Gerhard Wrede and Alisma Clark at the entrance to Warwick Castle

much changes!

A short detour then took us to Stratford on Avon, famous as the birthplace of Shakespeare. It has certainly changed since the last time I visited in the 70s. What I had remembered as a quiet grass area bordered by the River Avon and the theatre is now a bustling canal boat marina. Various Chapters of Hells Angels overflowed on to the pavements from the road. Yes - rather busier than it used to be but not so special or am I just getting older?

On Sunday we explored War-

wick Castle, which is one of the best preserved castles in England. We marvelled at the artistry of the medieval workmen, who produced intricate carvings on the walls and the ceilings of the Great Hall. A falconry display in the grounds of the castle with a magnificent bald eagle was a fitting end to our visit. It was then off on our separate ways home. Thanks go to Martin Wellings for organising such an enjoyable and varied meeting.

At the Section AGM earlier in the weekend I was elected Vice Chairman and Chairman-elect for 2014/16. I look forward to the challenges presented by IFFR and hope that we will encourage more members to come and join us either at our one day meetings - weekend or mid week - or next year at the Dundee meeting on the weekend 27th to 29th June.

Alisma Clark



The magnificent Bald Eagle

Coming Events

2013

June 15/22	Portuguese Section - Pre Convention coach tour
June 27/July 7	French Section 40th Anniversary Fly Around
July 27	UK Section BBQ West Newlands
August 16/18	Scandinavian Section Riga - Latvia
August 22/25	Swiss Section Lucerne
August 29	UK Section Elvington
October 9	UK Section Shoreham
December 11	UK Section Christmas Lunch RAF Club (Note new date)

2014

May 2/4	German/Austrian Section	Aachen
June 5/12	Post Rotary Convention Tour	Sydney
June 27/29	UK Section	Dundee

For the latest information on events check www.iffro.org.uk

New Members.....

We welcome:

Philip Cardew from Weybridge
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Stephen Wadman from Southend
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Carl Porter from Leicester
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