

# The Rotating Beacon

The Newsletter of the UK Section of IFFR



February 2015

# *A letter from the Chairman*

*Dear Flying Rotarians*

*Arriving home at Manchester Airport on a snowy January afternoon on a commercial flight from Dublin brought home to me what havoc adverse weather can cause. Even the largest aircraft is not immune! As we taxied to our gate we passed an A380 which had been waiting 2 hours to get into its gate! Manchester Airport had been closed in the morning due to a very heavy snow fall – Netherthorpe, my home airfield was also closed and the 6" of snow there will take some time to clear.*

*The winter months, for many private pilots, are a time for planned maintenance of the aircraft and thinking about the flying trips to be taken in the coming spring and summer. Our Section already has a firm programme of events stretching up to mid year. I would particularly like to draw your attention to the Cosford meeting in March. Given the location of Cosford it is one as much for the non flyers as the flyers. In May we have a rare opportunity to visit a racing stables in North Yorkshire. I would like to thank Rodney Spokes for arranging this for us.*

*In June we have the special one – our main UK Section meeting of*

*the year at Goodwood. A full programme has been arranged stretching from Friday afternoon to Sunday lunchtime. I hope we will see as many UK members there as possible, either flying in or coming by car, to enjoy the fellowship of the weekend. With the South Coast location I am sure we will attract a number of our Continental friends. Put the date in your diary now!*

*Before finishing I would like to thank all those who attended the Christmas Lunch. It was an outstanding occasion. Polly Vacher is an extraordinary person – an accomplished flyer and tireless supporter of Flying Scholarships for Disabled People. If you would like to purchase a copy of Polly's book, "Wings around the World" you can do that by contacting her at [pvacher@aol.com](mailto:pvacher@aol.com).*

*I look forward to seeing you at this year's Christmas Lunch on December 9.*

*Good and safe flying,*

*Alisma Clark*

<p><b>Front Cover: G-IFFR meets the Lancaster at the East Kirkby meeting. Report on Page 10</b></p>
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# French Section Meeting- Quiberon

**Quiberon – “Where is it?” was my question to Ian Kerr when he asked us to join him on the trip to the French meeting in September. Some people said Normandy; some said Brittany so we got the map out and discovered it was a peninsula off the West Coast of Brittany – how exciting.**



**Aircraft came in shapes and sizes**

Leaving Panshanger around midday we arrived in Jersey for a super lunch – after reboarding we were obliged to touch down at St. Brieuc for French Customs who never appeared! We arrived in Quiberon around 5 p.m. Due to our timing we had missed the earlier visits as the meeting had begun at midday. We learned from some of the Group, as they returned from the afternoon’s activities, that they had enjoyed a bus trip around the Quiberon peninsula. During that they had visited a remarkable site of erected stones around the village of Carnac. There were more than 3,000 prehistoric standing stones there which had been hewn from local rock and erected by the local people. They are the largest such collection in the world.

After a quick wash and brush-up we had a short coach trip to the Hotel Europa meeting old friends and new from France, Germany, Switzerland and of course Scotland! After drinks and a delicious dinner James Alexander gave a great welcoming speech – he apologised for speaking in English but since returning from Australia he had forgotten all his French! He said he was delighted Svend Anderson would follow him as World President (unfortunately Svend was not present).

James also introduced Han Klinkspoor from Holland as European Vice President who was helping him on the night with language translations. Our International Secretary Ian Kerr needed no



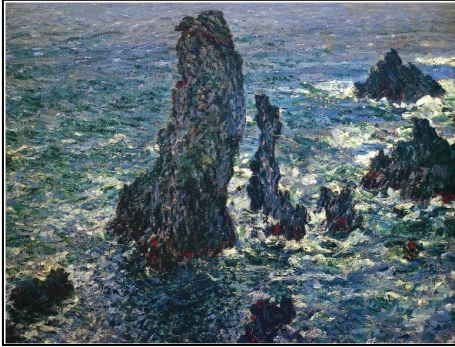
**The stones at Carnac**

*(Continued on page 4)*

## Quiberon continued.....

*(Continued from page 3)*

introduction. James and Catherine had enjoyed all their travels to various IFFR events. James said that it would be quite a novelty to return home after this trip.



looks beautiful in the sunshine in winter the waves literally cover parts of the island at times which give the crops and livestock their unique salty flavour.

There are four Regions – Bangor (which takes its name from a monastery in Wales and was founded in the 6<sup>th</sup> century by monks from across the channel), Le Palais (which is the administrative and business capital of the Island and is the most populated region), Lochmaria (founded in 1070 with farming and limited maritime activity) and Sauzon (for many years a thriving fishing port and has Sarah Bernhardt's home and museum). Each Region has its own admini-

**Which do you prefer? - “Les Pyramids de Port Coton” by Monet or by Feroz.**

Up and out early the next morning we boarded a ferry called Bangor (it reminded me of the Isle of Wight ferries) to Belle-Île-en-Mer. The island, which is only 9 x 20 kilometers, used to have a population of 10,000. Now in winter there are only 5000 residents but in summer this increases to 35,000 - 50,000 with tourists. No babies are born on the island as the mothers are taken to the mainland around two weeks before the due birth date. Like many isolated places in the world the young people leave the island as it is impossible for them to find work. To illustrate this point our coach driver was to mention that in the summer he drives a coach such as ours but in the winter he drives a school bus! It is a very interesting island and we were told that although it



stration but there is a central administration for the whole island. There is a small airport where tourists can embark on a 45 minute trip around the island but there are no air links to the mainland.

Industry and farming have deteriorated

during the last few years and the main industry is now real estate and tourism. There were only 20 farms left. The main cash crop is sugar beet. The dairy farms have around 500 milking cows – the milk is sent in bulk to the mainland and comes back in cartons! The sheep farms produce the speciality lamb which we were to enjoy later on our visit. In the 17<sup>th</sup> century the island was famous for sardine production but all the factories have now gone and there are now only 6 fishing boats left on the island.

After an hour's ferry journey (the programme said ½ hour) we assembled on the Quay and were instructed to follow the green painted line along the road to the coach. Ron laughingly said to Dominique (the French Chairman) that she must have been up very early to paint the line!! We managed a quick coffee before boarding the coach and starting our tour of the Island. The views of the quay from the top of the hill where we boarded the coach were spectacular even before we started our journey. Our coach driver gave a commentary in French followed by an English version by European Vice President Han.

The first landmark was the Grand Phare lighthouse which stands 92 metres high and has a diameter of 7.5m at the base and 5.5m at the top – visitors can climb the 247 steps on the iron staircase. On a clear day they will have a panoramic view of the whole island. Next was the village where Monet lived for a short while - 75 days to be exact. During that time he painted 40 canvasses. We passed a hotel where James and Catherine had stayed. This was a very

grand establishment and had had even more prestigious guests - Presidents Giscard d'Estaing and Mitterrand. Both had arrived by helicopter rather than by a Piper!

We then stopped at a particularly spectacular beauty spot with craggy rocks with waves flowing around and over them – a wonderful coastline with many photo opportunities. We were lucky to have sunshine – a real sight to behold. Here Monet had painted "Les Pyramids de Port Coton". Next it was



**Group photograph after lunch**

lunch – a three course meal at La Desirade Restaurant where we enjoyed the speciality of the island – L'Agneau de Belle-ile which was delicious.

After lunch we visited the Sarah Bernhardt Memorial Park at La Pointe des Poulains. This well known actress lived here for 30 years surrounded by family and friends but sadly died in 1923 in poverty. No-one was interested then in taking over the estate and renovating it as there were so many debts. The buildings deteriorated until 2000 when the estate was acquired by the Conserva-

*(Continued on page 6)*



## Quiberon continued.....

*(Continued from page 5)*

toire du Littoral who began its restoration.

The Memorial Park is in a beautiful position on a very dramatic coastline. A number of us explored the various paths leading to the church and the other buildings on the edge of the coast be-



**UK Section's Feroz Wadia, Mike Kenny, Jim Hull, Ron Wright, Charles Strasser and Angus Clark wait for the coach**

fore we reboarded the bus to return to the dock and our homeward journey. Once off the coach we retraced our steps along the green line and back to the boat. Back on dry land at Quiberon while some walked back to the hotel we waited for the coach.

We had a quick wash and brush up before drinks and dinner at the hotel which again was most enjoyable. We all felt we wouldn't need to eat very much for a few days! We were each given presents of the local delicacy of thon (tuna) pâté and lollipops on sticks. These were a gift from Bernard Plattner who had organised the event - he was

thanked by us all. There were "thank yous" from the various Chairmen including our own Alisma who reminded us of the lunch at the Royal Air Force Club in Piccadilly in December and also advised us that the UK event next year would be at Goodwood in June. Charles Strasser told us we would meet in Jersey the following year. Our trans-

lator Han Klinkspoor said that he would be President of the Benelux IFFR next year which we all applauded. He knew that we would all send our good wishes to Stan Jesmiaka who is very ill and in hospital.

James ended by thanking the French for a wonderful weekend - we all look forward to the next one. As some were leaving early the next morning many decided to have an early night and said their goodbyes that evening.

On Sunday we left with Ian around 11 a.m. We again had the pleasure of lunching in Jersey this time with Charles Strasser before returning to Panshanger for the last time as sadly the airfield closed on that day. We felt like royalty when we arrived as there was an enormous crowd waiting to see the aerobatics which were due to start soon after we landed. A most enjoyable trip as usual - the friendships renewed and new ones made make IFFR very special to me and I always feel very privileged to be accompanying my member partner Ron.

*Joyce Norfolk*

**(Photographs by Feroz Wadia ©)**

## “A Brilliant Day Out!”

**A member of the Skegness Rotary Club, Pat King, joined fellow member Peter Jude on a flight to the Leicester Mid Week meeting in October. Below is the report he did for his Club. John Dehnel follows this with his post script.**



**The privileges of being Chairman - Alisma gets a push back from John Dehnel and David Morgan**

I was invited by Peter Jude to attend the IFFR meeting last Thursday and my allocated duties were baggage handler, in flight service attendant, navigator and co-pilot for our trip to Leicester Airport. At 10.00 hours we taxied along the approach to Humberside Airport runway to our holding position. Captain Jude was busy strapping all manner of gismos and gadgets to his wrist, thighs, knees and ankles. “What’s all that for?” I asked him. “The one on my wrist tells me the time and I don’t have a clue about anything else” he responded, “That’s why you’ve got the maps!

Air traffic control crackled through the radio advising us to “Hold station Golf, Charlie, Alpha, Tango, flock of birds at

end of runway,” fearful of them interfering with our jet engines no doubt. All clear and off we go ascending skywards to 2,000 feet heading for Gainsborough and the River Trent where we turned left and advanced to our intended destination.

We hit some poor weather and at this stage had to descend to 750 feet but still a very smooth and scenic ride. Leicester Air Traffic had us on their

radar (what radar? Ed.) and advised us to use runway 22 for our landing. “Oh Ch-----!” gasped Peter “That’s the short one. No worries, though hang on to your seat, we’re going in!” A minute later after dipping down, avoiding the tree tops and with a bit of a thud Captain Peter stuck GCAT to the runway like a good’un. I half expected to hear a fanfare of trumpets and an announcement that once again GCAT Air had landed safely, on time and kept up their 95% success rate.

We were hosted by the oldest flying club in the world, Leicestershire Aero Club; they formed in 1909, which is amazing when you consider that the first flight by the Wright Brothers only

*(Continued from page 7)*

took place in December 1906. The members had lots of enthusiasm and ambition but not an aircraft between them.

We were halfway through our talk when we were finally joined by President James who had unfortunately over

shot Leicester by 20nm and landed at Northampton! We were then given a guided tour of the hangars which were choc-a-bloc with private aircraft, aerobatic bi planes and even a couple of beauties that had appeared in the film "Those Magnificent Men in their Flying Machines."



**A Scotsman to the end ..... Angus with the "Pilot" free landing voucher!**

After lunch it was time for our return, the skies had lifted and with clear views all round we set off for home, careful to avoid Waltham mast and a couple of planes whose pilots didn't seem to know where they were going. Circling Humberside we glided down to a silky smooth landing and back to the parking area where we wrapped up and secured GCAT in readiness for her next flight. What a brilliant day out, thank you Captain Peter and Rodney Spokes for organising the day.

*Pat King*

## **A post script from John Dehnel.....**

**.....IFFR members were welcomed to the club by Anne French, a long-standing and dedicated member of the club who is also the editor of the club's excellent "Take Off" magazine.**

.As Pat says, following on from the first "flights" in balloons in 1826, Leicestershire Aero Club was formed less than 3 years after the first successful powered flight. The club had no aeroplanes initially, but formed as a group of people interested in the concept and possibilities of flying, meeting in the Bell hotel. As time progressed they set up at Desford airfield. The first newspaper drop in the country was run from there.

The club sponsored the Daily Mail air race, and in 1911 gave a prize of £10,000 for the race from Hendon to Melton Mowbray. LAC held a major air show at Desford, which led to club being given its first airplane, a Gypsy Moth. At one stage Amy Johnson was a member of club. As flying became more popular and accessible the club grew, reaching 1000 members in the 1930s.



In 1935 the club moved to Braunstone, the only airfield at the time with lights. It soon had a commercial airline, Crilly Airways base itself there. Neither Heathrow nor Gatwick existed at the time and it was thought that Leicester could become a major hub for commercial flying.



**Anne French talks to part of the group**

There was still much politics in aviation and Crilly Airways were refused permission to start a service between Leicester and Ireland as it would have competed with a service the Irish government wanted to run. Its planes, 12-seater Fokker FXIIIs, were the first to run an airmail service between the UK and Portugal. However the Spanish civil war caused this venture to fold, bringing down Crilly Airways itself.

In the 2nd World War all the club's and members' planes were requisitioned for the war effort. The airfield became a substantial RAF airbase. Also at this time the airfield at Stoughton was built, on land leased from the Co-op. (Only in the past year has the Co-op sold out and the land is all now owned by the Wellcome Trust). Stoughton was a

base for Stirling bombers during the war. After the war housing was built at the Braunstone site so the club moved to Stoughton where it is still based. As an airfield with the traditional triangular pattern of hard runways and also two grass runways it is very flexible and welcoming to pilots of all sorts.

Over the past few years a substantial helicopter training school has based itself there too. So the airfield, the control room and the bar are lively and welcoming.

Pat described well the breadth of the variety of aircraft owned by the 500 or so members of the club. With four hangers all full there was plenty of interest for our visitors to see during the short tour of the airfield.

Towards the end of Anne's talk our World President James arrived, having made his way back from his overshoot landing at Northampton on his way down from the Lake District. Someone muttered "PPPPPP", but clearly felt our leader knows the significance of this and did not elaborate.

It was good to have James and indeed so many members of IFFR at Leicestershire Aero Club for the day. Thank you to Rodney Spokes for arranging it and to all those members who came.

*John Dehnel*

**(Photographs by Rodney Spokes ©)**

# Lancaster at East Kirkby

**On a clear Thursday morning last September an IFFR Squadron of 10 aircraft descended on East Kirkby. Helpful instructions from the controllers at nearby RAF Conningsby kept us clear of their MATZ. “Not above 500ft” was the standard instruction!**



**An excellent attendance**

25 members and friends were here to visit the Lincolnshire Aviation Heritage Centre. This Museum is special both in terms of its history and content. It was set up by two farming brothers, Fred and Harold Panton, as a memorial to their eldest brother Christopher and Bomber Command in general. Christopher was shot down and killed on a bombing raid to Nuremberg in March 1944.

It is a living memorial to the 55,500 men of Bomber Command who lost their lives in that conflict. Prominent among the Museum's exhibits is a detailed description of the fateful raid on which Christopher Panton lost his life. This was the most disastrous of all the RAF raids of the Second World War. Out of the 795 aircraft on the raid 94 were shot down and 71 were damaged. Over 700 men were posted as

missing with as many as 545 of that number killed. More than 160 of those who participated in the raid became POWs. The RAF lost more men in that single night than they did in the whole of the Battle of Britain. Sobering figures indeed.

The outstanding feature of the Centre is a Lancaster in full running order. Whilst not deemed capable of flight it is regularly taxied at speed. Apart from the Battle of Britain

Flight veteran it is the only Lancaster in running condition in the UK. The long term objective is to get this aircraft back in the air. Rumour has it that it is capable of that already! The museum, spread over a number of the original airfield buildings, has a wide range of high quality exhibits. There are not many places that have an example of the famous “Bouncing Bomb” of Dam Busting fame. In terms of aircraft a Dakota is on static display and two



**The “Lanc” begins its taxi run.**



**Just Jane!**

restoration projects are underway on a Hampden Bomber and a Percival Proctor. There is also the cockpit section of a Canberra bomber – a fine example of the British over engineering. This is evidenced by its over 50 years of service in the RAF. Indeed two of the American variants remain in service today for NASA.

One of the objectives of the Museum is education. While we were there it was most encouraging to see large parties of young school children listening intently to their instructors. We learned that the pupils spend a full day at the Centre. During that time they study a series of modules – civilian jobs in wartime, life at the front for soldiers and airmen and the everyday life for civilians including a simulated air raid. They also have a structured visit to the Museum. On an external tour of the Lancaster they learn about the life of its crew. Whilst the visit to the Centre for the children was focused on it being enjoyable it was not a “jolly”. Teachers’ packs were supplied in advance and these cover the impact of the War on the civilian population – the evacuees, identity cards and ration books. On the topic of rationing I have

to say that I had forgotten that it finally ended as late as 1954!

We had lunch in the restaurant or “NAAFI” as it is appropriately called.. Then it was time to go home but before we did there was a bonus. That Thursday - Vulcan XH558 - based at Doncaster was to make a season ending flight over 10 RAF Stations to commemorate the ending of the Cold War. Nearby

Conningsby was on the route and at the appointed time we craned our necks to see the big bird. A cry went out – “there she is” – and in the far distance we could see the distinctive Delta profile. We thought that we would have to be satisfied with the rather grainy photograph taken with my strongest lens. But no, the Ritchies, George and Jenny, got a close up view over Grafham Water as they flew back home. “Rather closer than we bargained for” said George!



**The Vulcan over Grafham Water**

Thanks go to Peter Jude for setting up such an interesting and thought provoking day.

*Angus Clark*

# Murphy's Law\*

**Ever since the first aviation mechanic crossed a pair of flight control cables, the universality of Murphy's Law has been continually demonstrated. It extends to all systems.**

The logical way of hooking up control or electrical cables, pitot-static plumbing, hydraulic lines or fuel and oil lines, is often the wrong way. The insidious characteristics of Murphy's Law must be brought into focus when considering the billions of man hours spent each year in the maintenance and repair of aircraft.

Murphy's Law was first cast by Joe Chase, Editor of the Flight Safety Foundation's *Mechanics Bulletin* in early 1955. It grew out of the precept developed and published by the Foundation in its Design Notes that "Procedures for adequate maintenance and operating practices established by designers should be consistent with average human effort, ability and attitude."

The Law as coined reads:  
*"If an aircraft part can be installed incorrectly, someone will install it that way."*

Unfortunately, these clever words lend themselves to many variations and interpretations; consequently some people use the label Murphy's Law for things far beyond the original intent.

The concept behind the Law is directly related to the original design of a piece of hardware. The idea is that if the drawing board types design a piece of equipment in such a manner that it may be installed in a way other than intended, some dear soul will surely put it on the wrong way.

When we start modifying the Law to include errors not related to design characteristics, we destroy the effectiveness of the Law. The proper cause of a mistake doesn't get the proper attention and we tend to say, "Oh well, you must expect an occasional blunder like that. After all, there is a 'Murphy' in every crowd."

Once we become conditioned to this outlook, we cease asking the all-important "why?" and the system for possible correction is bypassed and the pattern for recurrence is established.

For safety's sake please keep Murphy in his proper place and stick to the original Law. Corollaries to Murphy's Law have sprung from all over the aircraft industry. While our aims are to preserve the original meaning of the Law for its intended use, we present these corollaries to illustrate the views of others.



- *If anything can go wrong, it will.*
- *It is impossible to make anything foolproof because fools are so ingenious.*
- *Interchangeable parts won't.*
- *Any wire or tube cut to length will be too short.*
- *Identical units tested under identical conditions will not be identical in the field.*



- *Availability of a part is inversely proportional to the need for the part.*
- *Tolerances will accumulate unidirectionally toward maximum difficulty of assembly.*
- *After an instrument has been fully assembled, extra components will be found on the bench.*
- *A dropped tool will land where it can do the most damage (also known as the law of selective gravitation).*
- *Any safety factor set as a result of practical experience will always be exceeded.*
- *Components that must not and cannot be assembled improperly will be.*
- *The probability of a dimension being omitted from a drawing is*

*directly proportional to its importance.*

- *Any error that can creep in, will. It will be in the direction that will do the most damage.*
- *All constants are variable.*
- *In a complex calculation, one factor from the numerator will always move into the denominator.*
- *In any given computation, the figure that is most obviously correct will be the source of error.*
- *The most logical way to assemble components will be the wrong way.*
- *In any given miscalculation, the fault will never be placed if more than one person is involved.*



- *The more innocuous a design change appears, the further its influence will extend.*
- *The necessity for making a major design change increases as the job nears completion.*

*\*If your name is Murphy, this article was all about Dumkopf's Law!*

*With acknowledgments to "Esso Air World."*



## Christmas Lunch

**As the curtain fell on another year, IFFR members from all corners of the country, and some very welcome foreign friends gathered together for the last formal event in the calendar, the annual Christmas lunch, at the Royal Air Force Club in Piccadilly.**

There was an excellent turn out to celebrate another successful year for both the UK section and IFFR world-wide, with well over 60 guests in attendance, including World President James Alexander, World President Elect Svend Andersen, Scandinavian section Chairman Rolf Mikkelsen and other friends from the Benelux section. Our special and honoured guest this year was Polly Vacher MBE.

This was my first IFFR Christmas lunch, and having heard of the success of the previous occasions I am extremely glad I was able to attend this year (despite a university dissertation presentation in Leeds that same morning!). The RAF Club provided a magnificent setting for the drinks and the lunch, with grand, imposing archi-



**Section Chairman Alisma welcomes the guests**

tecture and artwork as well as excellent hospitality.

After an excellent meal of Terrine of Sole and Salmon, Chicken Supreme and dessert, UK Section Chairman Alisma Clark delivered a short speech before introducing us to the guest speaker, Polly Vacher, a formidable aviatrix and the first woman to fly solo over the North pole and very nearly over the South pole (definitely a day for the female aviator!). Polly recounted several tales of her adventures on her *Voyage to the Ice* north/south global circumnavigation, including some quite informative stories of how to traverse the world's oceans without too many pit-stops!



**Polly Vacher**



**Part of the attentive audience**

She also spoke inspiringly about the charity for which she had undertaken all of these challenges; Flying Scholarships for Disabled People (FSDP), a fantastic charity which aims to empower disabled people by giving them the chance to learn to fly. A cheque for £500 for FSDP was presented by Alisma on behalf of IFFR at the end of the talk.

James Alexander then entertained us in his usual manner with his Vote of Thanks to Polly which was heartily approved. Unfortunately, as time passes, so do some of our dear com-

rades so James then led us in a few moments of remembrance for our late IFFR friends Tom Sheridan and Benelux Section Founder Chairman Stan Jesmiatek. Stan's daughter Eva was with us at the lunch.

Alisma concluded proceedings by asking Polly to present the prestigious UK Section "Flyer of the Year" award. This year it went to John Bowden. John, with his son Harry, flew the nearly 1500nm journey from Kent to Kiruna in northern



**John Bowden receives the "Flyer of the Year Award" from Polly Vacher with Chairman Alisma looking on.**

Sweden and back for the Scandinavian section in August. On the way he negotiated some very difficult weather conditions over interesting and challenging terrain.

The 2014 Christmas lunch was a huge success, enjoyed by all – and I hope to see you there in 2015!

*Katie Ritchie*

**Photographs by Rodney Spokes©**



**WP James proposes the Vote of Thanks**



## *Wings Around The World*

in support of  
Flying Scholarships for Disabled People  
Reg. Charity No. 1070281

11 December 2014

Dear Alisma

Thank you for a most enjoyable lunch yesterday. It was great to meet so many interesting people with so much in common! It was also so interesting to hear about all your members' flying exploits.

Thank you, and the members of IFFR for your most generous donation of £500 for 'Flying Scholarships for Disabled People' (FSDP). This is so much appreciated by all at FSDP and the scholars in particular are always so grateful for the opportunity this gives them to re-build their lives through the challenge of learning to fly. With your cheque and the sale of the books, which amounted to £170 altogether, I have been able to send a fantastic total of £670 to FSDP and we can't thank you enough.

As you may have noticed (!) I am passionate about FSDP which uses flying (something that has given me so much pleasure) as a means of helping those less fortunate to make a new life through facing this challenge. The courage and determination the scholars display is both very humbling and an inspiration.

I would like to leave you with another quote. Mandy Pantall was a young and beautiful Wing Walker when she had a horse riding accident. This left her with partial paraplegia. This means she can walk short distances with crutches but she is in constant pain. This is what she said after her scholarship:

*It has been truly the most encompassing, remarkable, challenging, intensive, tiring fun, scary, rewarding and completely inspiring experience I could ever have wished for---*

Her father said:

*Thank you for everything you have done for Mandy. Our daughter was a wreck and now we have her back and she is alive again.*

I think this says it all! On behalf of **The Royal International Flying Scholarships for Disabled People in memory of Group Captain Sir Douglas Bader**, The Trustees, The Scholars, and of course, myself, a huge thank you to you all for your wonderfully generous support.

Yours sincerely

Polly Vacher

# Photo Album

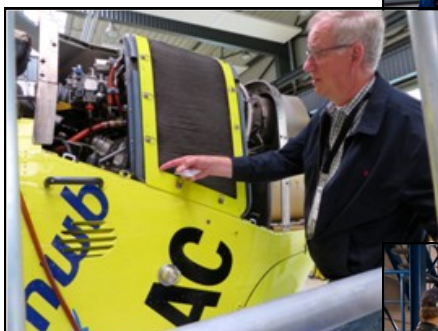
## German-Austrian Meeting

**The German - Austrian Section held their late August meeting in Bonn. Participants enjoyed a varied programme in line with the Section's motto of the year - "Aviation and Culture".**



Left: A welcome drink on arrival at the rustic airport pub at Hangelar - the Tant Tinnen. From Denmark: Kurt Baekgaard and Svend Andersen, and from the UK: James Alexander and John and Patricia Bowden.

Right: Sampling the wares at the Schokoladen Museum - a surprise addition to the cultural programme!



Left: World President Elect Svend studies the "works" of one of the ADAC helicopters. ADAC is Europe's largest service provider in the field of air ambulance.

Right: At European Transonic Windtunnel GmbH, the site of the world's largest cryogenic wind tunnel. It enables realistic simulation of speeds up to 1.35 mach.

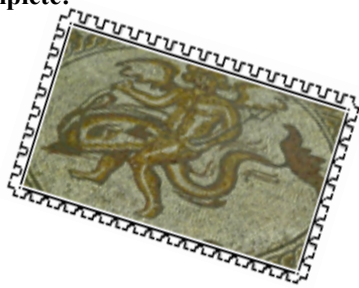


**Photographs by Feroz Wadia ©**

# UK Meeting of the Year

## Goodwood 19/21 June 2015

An Historic Dockyard, a Roman Palace, a Medieval Castle, an Aircraft Museum and a Cathedral City are all parts of the 2015 “UK Section Meeting of the Year”. UK Section Chairman Alisma Clark says “all it needs is you to make it complete!”



*The weekend begins Friday lunch time at Goodwood Aerodrome. After lunch the afternoon choice is yours. Fishbourne Roman Palace houses the largest collection of mosaic floors in Britain. Many were laid when the Palace was constructed around AD75-80. The other choice is the Tangmere Military Aviation Museum. This has a unique collection of aircraft and memorabilia stretching from the First World War up to the Cold War. In the evening we have a relaxed meal at our hotel – the Hilton Avisford Park.*

*Saturday morning will be spent at the Portsmouth Historic Dockyard. At the new Mary Rose Museum we will learn how the Tudors managed to navigate without the benefit of the naval equivalent of Sky Demon! There will then be ample time to explore some of the iconic vessels moored at the Dockyard including HMS Victory. In the afternoon we move on to the Cathedral City of Chichester for a guided walk*



**Full details and Registration Form available at [www.iffrr.org.uk](http://www.iffrr.org.uk)**



# Diary

## 2015

March 24 (note date change)	RAF Cosford	Museum tour and lunch
April 23	Sherburn in Elmet	Fly in for lunch and a chat
May 1 - 3	German /Austrian Section	Kassel
May 6 - 10	French Section	Corsica
May 24	Mark Johnston Racing Stables	Middleham
May 30 - June 1	Benelux Section	The Fields of Flanders - Kortrijk
June 19 - 21	UK Meeting of the Year	Goodwood
July 21 - July 24	50th Anniversary IFFR	Oshkosh
July 25 - August 1	10,000 Lakes Fly About	Wisconsin
August 14 - 16	Scandinavian Section	Svendborg, Denmark
August 28 - 30	Swiss Section	St Gallen-Appenzell
September 19 - 20	French Section	Lens
December 9	Christmas Lunch	RAF Club, London

**For the latest information on events check [www.iffir.org.uk](http://www.iffir.org.uk)**



*of the city walls before we have some free time for browsing, shopping and perhaps afternoon tea. In the evening we have our Gala Dinner.*

*On Sunday morning we are off for a tour of nearby Arundel Castle and its Gardens. Founded at the end of the 11<sup>th</sup> Century the castle has been the family home of the Dukes of Norfolk and their ancestors for nearly 1000 years. It is one of the longest inhabited country houses in England. Among the items of special interest is a rare collection of paintings by renowned artists including Van Dyck, Gainsborough and Canaletto. At noon it is back to Goodwood Aerodrome for the journey home.*



## *Coming Events*

**Two special one day meetings are coming up. Firstly there is a visit to the Museum at RAF Cosford on March 24 . In May there is a Fly-In to Mark Johnston's racing stables in North Yorkshire.**

The last IFFR visit to Cosford was in 2009. A return visit to this unique collection of the UK's military aircraft is certainly overdue. We have booked guides to take us around selected displays in the morning. After lunch we will be free to wander as we wish.

Flying into RAF Cosford requires individual PPR from Air Traffic Control. In making such an application pilots should be aware that "Training Flights" receive a price concession. Details of the day will be circulated to Members and Friends towards the end of February.

Rodney Spokes has arranged with Mark Johnston that we can fly into his stables on Sunday May 24 for a guided tour. Details of Mark's operation are on the web: [www.markjohnstonracing.com/](http://www.markjohnstonracing.com/)

The stables are near Leyburn and have their own landing strip. A full briefing on the strip and landing procedures will be issued to those coming. As this is an active 7 day a week operation it is essential that these are strictly adhered to. Rodney will be issuing full details in due course. This outing should be a winner!  
(Sorry!! Ed.)



**94 year-old Tom Lackey's latest Wing Walk around the "Rock" was featured in the Channel 5 TV programme broadcast in December - "Gibraltar - Britain in the Sun".**

### **The International Fellowship of Flying Rotarians (UK Section)**

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