

The Rotating Beacon

The Newsletter of the UK Section of IFFR



September 2015

A letter from the Chairman

Dear Flying Rotarians

The 50th anniversary celebration of our Fellowship was held in style with a picnic under the trees at Oshkosh. The guest speaker, Dick Rutan, held us spellbound with his description of his flight around the world without stopping or refueling back in 1986. It was an object lesson in planning and sheer dedication by him and the team behind him. The real joy to me of the day, however, was meeting so many IFFR friends from around the world that we have got to know over the years. Yes, we have a real friendly Fellowship!

The Goodwood weekend, in June, went off well – we were blessed with excellent weather. Although he was only able to attend the very start of the weekend I must thank Martin Wellings for all his help in securing the hotel and arranging the transport – two vital components of the weekend.

After Goodwood Angus and I went off to the Malta Air Rally meeting up with James, Catherine and Feroz. A short report on the Rally appears on page 17. After that it was off to Oshkosh. When we returned we had planned to attend the Scandinavian meeting however the Robin's engine decided that it

needed a little more than some TLC. Hopefully it will be back in the air in September and will allow us to fly to Biggin Hill and also the French meeting in Lens.

By the time you read this the Biggin Hill meeting will have taken place. I am very much looking forward to this and, in particular, the commemoration of the Battle of Britain. The programme for the day is outstanding. I am sure that the finale of a flying display of Spitfires and Hurricanes will be a very emotional reminder of that critical period in our history.

Finally can I remind you of the ever popular Christmas Lunch at the RAF Club? This year it takes place on December 9th. We are very fortunate to have Clare Walker speak to us on the "Spitfire Women of the WWII". Clare is a passionate supporter of women in aviation and has received a number of awards for this. I know that we can look forward to a very pleasant occasion.

Good and safe flying

Alisma Clark

Front Cover: Aerobatics and stunts at Oshkosh. See John Dehnel's article on PG - Photograph: Angus Clark©

UK Section - Goodwood

June 19/21 2015

Raye Wadia writes: The UK Section's meeting at Goodwood had all the flavour of a quintessential English weekend. Against the backdrop of a warm summer solstice, Alisma and Angus managed to condense into three days an historic and pastoral slice of British life for over 40 participants, many from Denmark, Holland and Germany. I even expected Miss Marple to make an appearance at some point!

Arrivals at Goodwood on Friday were leisurely, although an incident involving Malcolm Hill's plane on take-off left us in gloomy limbo until he contacted Angus with stiff upper lip to let us know all was well. As we were congregating near the Spitfire enclosure, admiring the Stearman and Bulldog formation flying, David Walliams, the well-known TV comic and reality judge, took a bow from his Spitfire passenger seat in front of us.

After a quick romp to the old control tower for copious sandwiches, we split into two excursions to Tangmere air-

craft museum and the nearby Fishbourne's Roman Palace. Feroz went to the first option (of course) which housed aircraft from the second world war and cold war, including Spitfires, Hurricanes, a lightning and a range of jets. As one of the uninitiated, I thought one outside looked like a jet with Robin wings attached. Don't get any ideas Angus! From that description you will surmise I went for the Roman Palace option.

A lively guide talked us through two centuries of mosaic floors and cultural artefacts, and educated us to the point where we felt all we needed were the certificates to show we were part of the Roman empire. The ruins, now protected under cover, lost most of the stonework through pilferage from the third century, and we were advised to keep a lookout for matching stones and majestic columns in the grandest houses in the local neighbourhood. A touch of Miss Marple right enough.

A lovely meal back at our majestic hotel (with local stone and columns, but I am saying nothing) was en-

(Continued on page 4)



Celeb spotting - David Walliams in the Spitfire.

Goodwood continued.....

(Continued from page 3)



Raye on board Victory

hanced by the minimal speeches on the tired first night. Nevertheless, our table was fascinated by the number of older residents meandering through the top of the room beside us, disappearing and never returning. Was there a black hole or was it our imagination?

Next morning, a busy breakfast room dispelled the black hole theory while the UK section held its AGM elsewhere. A short bus ride to Portsmouth Historic Dockyard, and we were walking through the history of British warships starting with the remains of the 16th century Mary Rose, King Henry VIII's flagship, which was half buried in silt for over 400 years. Next was HMS Victory, which is the most famous British 19th century warship. As Nelson's flagship at the Battle of Trafalgar, a plaque showed the exact spot where he fell. HMS M33 was

a first world war survivor and is Britain's sole remaining fighting veteran of the Gallipoli Campaign. Access to the Royal Navy Submarine Museum, and Explosion of Naval Firepower, the Royal Marines Commando, and a boat trip around Portsmouth Harbour meant that we had to condense our first visit to a few hours. Undoubtedly we could not do it justice. So it's a must for a second and even third visit. The Dockyard was full of innovative restoration projects, developing new methods of preservation over time and creating a programme of traditional training in boatbuilding, maintenance and restoration work. Of course, by the English seaside, it had to be a fish and chips lunch.

A short trip to Chichester and we were being guided on a walking tour on top of this old city's Roman walls, starting at the cathedral. On a perfectly respectable sunny afternoon under the dappled shade of parkland trees, we ambled



Bill Montgomery take aim at Arundel Castle

along the walls looking down on a quintessential idea of English pastoral life. First there was a full and lively children's playground, then a peaceful game of bowls over a carpet of green, and we stopped to admire a cricket match which our guide bravely tried to explain to the non-English party. On the other side of the walk we also looked down on the eclectic mix of back gardens in full bloom. Here again stonework from the city walls had been plundered for later structures, including a nearby church where William Blake may have been inspired to write the hymn 'Jerusalem'. Some of us managed to sneak into the cathedral, tempted by glorious choral and orchestral rehearsals, and sat to absorb wave after wave of magnificent music which filled the cathedral to saturation point.

A short drive to the hotel, a swim and a long rest and we were ready for the gala dinner attended by a surfeit of World Presidents - three previous, one current, one future and one vice-president for Europe. Of course we were happy to hear all Sections' invitations to their own future programmes and were reluctant to climb the happy stairs to bed. We had to have a later start the next and final day - some later than others! A visit had been arranged to Arundel Castle, home to the Dukes of Norfolk and the Earls of Arundel.

It is one of the longest inhabited country houses in England, built by one of William the Conqueror's loyal barons in 1067 to protect the approaches to Sussex. In the late 19th century the house was almost completely rebuilt and the magnificent architecture in Gothic style is considered to be one of the great works of Victorian England.



Ann and Tony Erskine's granddaughter Kate handles one of the owls at Arundel Castle

By luck or design (I am not sure) we landed there when ye olde medieval fayre was taking place. While some of us were happy to join in the archery demonstrations, we all felt the sword fighting should be left to the professionals. We live to fly another day.

A fond farewell to old and new friends and we had to scatter to our various homes. Alisma and Angus - thank you for providing a condensed snapshot of English life and organising a memorable weekend. It was really unfair that you should have had to suffer a train ride home because of a faulty starter. There's no justice!

Raye Wadia

(Photographs by Feroz Wadia and Tony Erskine©)

Oshkosh and the 10,000 Lakes Fly About

Oshkosh is the daddy of them all as far as the world's aviation events go. IFFR celebrated its 50th Birthday there with a picnic under the trees. John Dehnel gives a personal perspective on both his visit to Oshkosh and his participation in the Fly About that followed.

Flying into Oshkosh:

Much had been said about flying into Oshkosh with 14,000 planes coming and going. How crowded would the airspace be? Would it be safe? In the event it proved easy, safe and fun. Svend Andersen and James Alexander had rented a T-tail Arrow for Oshkosh and the Fly About. They decided to take the plane into Oshkosh on the Thursday. They were kind enough to offer me a ride.

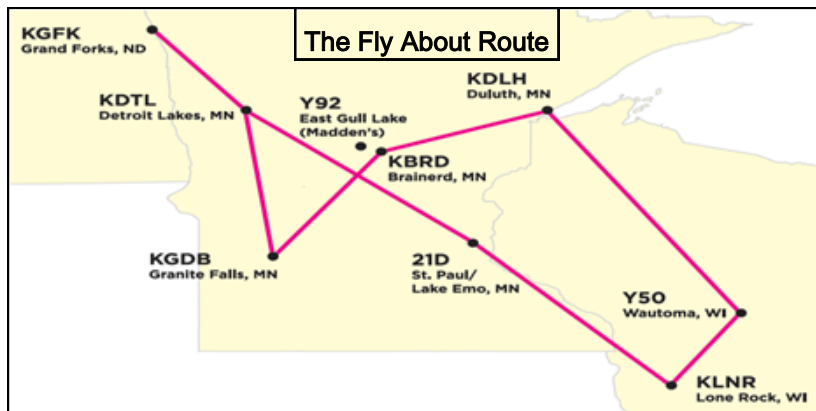


Spectacular aerobatics



**The World's Busiest Control Tower
- no contest!**

The 19nm flight to Green Lake, about 20 miles west of the Oshkosh airfield, was uneventful, bar much chat up front about how best to join the approach. In the event we soon heard a request for us to join a circuit of Green Lake at 2,400 feet, 90 knots and to ensure minimum 1 mile spacing from other aircraft doing the same. We only had to complete one circuit of the lake when we heard, "T-tail white plane, rock your wings." We had understood from other messages that was all that the controller required, certainly no chat from us. "Good rock man" soon came back as Svend did his best wing rock. "Set a course for Fiske then join for 36 right". On the ground we realised the earlier concerns had been for nothing. By positioning the circuit well away from



the airfield they achieved total safety and clarity for pilots, good spacing for landing, yet had a constant stream of aircraft feeding onto the runway. Just as importantly this created the idea for the new IFFR anthem – see later!

For me as a newbie Oshkosh was initially overwhelming but overall was an unforgettable experience. To see the sheer number of planes, to attend demonstrations and lectures on a superb range of aviation topics makes it a must for any aviator. I had initially wondered how I would fill three days, but left knowing there was plenty more I

had not seen or done.

Our departure from Oshkosh had to await the finish of the afternoon air displays. As soon as the display finished we joined the queue to taxi to runway 27. An on the spot controller dispatched us efficiently and with great humour, so that planes were rolling the second the previous plane lifted off. He even managed to intersperse several landing planes.

Saturday: Wautoma to Lone Rock and on to Stillwater (Lake Elmo)

What a treat, to spend the first day of the Fly About in the immaculate cockpit

of George Chaffey's award winning Luscombe Silhouette! As proof that it never hurts to ask George was kind enough to suggest I jump in with him (though he did insist I take my shoes off before doing so). I have not seen another plane so well cared for. It was also a new experience to fly with stockinged feet – great feel for the rudder control. It is no wonder the Luscombe won best of show at the Oshkosh event some years ago.



The new and the old- the very latest F35 with a B52 in the background

(Continued on page 8)

Oshkosh and 10,000 Lakes continued.....



Approaching Stillwater

(Continued from page 7)

Along with 16 other planes and around a total of 51 flyers we set off in blue skies for the short hop south west to Lone Rock (Tri-County airfield). The airfield had little more than a small restaurant, a couple of hangars with a crop duster busy overhead. Breakfast became brunch became an early lunch as we waited for our food. I was grateful I'd had some breakfast in Wautoma before leaving!

A rather longer flight came next, north west to Stillwater, just east of Minneapolis on the St. Croix River. Our routing picked up the Mississippi then up the St. Cloud. The weather was good, allowing excellent views of the increasingly flat lands over which we were flying. Although there was no vertical relief the innumerable lakes (I soon lost count – having planned to count the 10,000 we were promised), townships,

fields and forests made for an interesting flight. The Luscombe being the slowest, not surprisingly, came in last at St. Elmo (I'm used to that as a Super Cub pilot), but I had enjoyed immensely our smooth flight there. Thank you George.

The coach, which was carrying the non-flying participants in the tour, was waiting to transfer us to the hotels in Stillwater.

This town, a quiet spot on the St. Cloud River, was the centre of the timber trade back in the 1800s. Timber was hauled into the town's ports for shipment to sawmills down the Mississippi, into which the St Cloud flows a little south of the town. The old wealth of the town was evident in the quality of the buildings. We ate that evening in one such, Lowell's restaurant, where we enjoyed cheese and meat fondues.

Sunday: Stillwater (Lake Elmo) to



Alisma Clark, Margaret Cromati and Raye Wadia do some "fonduing"



Off on the pontoon

Detroit Lakes

Now for something completely different - this day I flew with Tony and Jane Watson in their Bonanza. Quite a contrast to the Luscombe! It was tempting to hand fly it, but it was all too easy to let the autopilot take over, so I was able to relax and enjoy the scenery. At Detroit Lakes some strong winds were forecast, so good tie downs were essential.

Detroit Lakes is home for our tour leaders Mark and Karen Hagen. That evening was a pontoon party. For the English, American pontoons are boats. So we were not standing on a floating jetty (US = dock) but being chauffeured around the lake in comfort with wine in hand. Mark and Karen clearly have wonderful neighbours. They brought several of their pontoons out, so we had plenty of room for the 60 or so who took part that evening. The pontoons dropped us off at Mark and Karen's where we enjoyed the most memorable garden party. The notable musical event was the first performance of what may become IFFR's anthem, "Rock your wings".

This was composed in recognition of the commands controlling the approach to Oshkosh for those who had flown in.

Monday: Detroit Lakes to Grand Forks/University of North Dakota.

This flight, which I flew with Mark in his Cherokee, was VFR but visibility was hazy with a poor horizon. Nevertheless Grand Forks airfield

was easy enough to find – GPS is wonderful in such flat terrain! The airfield is home to the University of North Dakota flying school. This, the largest school in the University, has its teaching centre on campus but does its flying at Grand Forks. They have over 70 Cessna 172s, all equipped with glass cockpits. In addition they have PA28 Arrows, Cessna 150s for aerobatics training and both Seminole and King Air twins. They do helicopter training in Sikorsky 300Cs and Bell Jetrangers.

We were taken to tour the hangars and admired the order and cleanliness



Zizzling at Zorbaz

(Continued on page 10)

Oshkosh and 10,000 Lakes continued.....

(Continued from page 9)

throughout. We had a close look at the Cessna Citation used by the University for atmospheric research. We then went over to the University campus for a tour of their flight simulators for all the aircraft they fly and of both the sensory deprivation and anoxia chambers. Technology changes have left their atmospherium redundant as they no longer teach celestial navigation. This was reminiscent of a planetarium, but now is only equipped with a top gun simulator!

The evening event back in Detroit Lakes was at the Zorbaz restaurant for Mexican food including nachos and pizzaz. The evening finished with several of our party dancing to a good country muzic guitarist.



The Gull Lake strip set in the trees

Tuesday: Detroit Lake to Brainerd
The day dawned to cloudy skies and stiff winds. The schedule was for planes to fly east to either East Gull Lake, a 900m grass strip adjacent to the resort at which we planned to stay, or to Brainerd, a full service airfield about 10 miles away. There was some delay while we waited for the weather to become VFR at both ends of the flight. We anticipated some gusty cross winds of up to 26 kts and a low cloud base but

found once airborne that we had excellent visibility and a clear horizon. Once we were all comfortable to go, of the 17 planes 11 went to East Gull Lake, the other 6 to Brainerd. It turned out that the runway at Gull Lake was very well sheltered from the winds on landing by trees on both sides, so their landings were no problem at all.

East Gull Lake resort consists of a mixture of individual chalets and larger accommodation buildings spread out over several acres adjacent to golf

courses and a large lake. Boating was available as were several other sports such as tennis, croquet and bowls. There were miles of nature trails around the lakes and grounds of the resort. They had unfortunately suffered

only a couple of weeks before our arrival from a wind cell storm with reportedly 80 mph gusting winds. This had done widespread damage uprooting and snapping down trees. In several places these had fallen onto the resort's buildings causing extensive damage. However the resort staff rearranged things excellently and pulled out all the stops to ensure our visit was unaffected.

The Tuesday evening reception started

at 4:30 with drinks, then on to an open barn for a cook out catered by the resort staff. This was followed by gathering round a camp fire, with smors (for the non-American readers: marshmallows cooked over the fire, eaten with chocolate and crackers), followed by a lively sing song accompanied by Sam Bishop on his harmonica.

Wednesday: East Gull Lake

We woke to a cloudy and very windy morning. I went out birding about 7:30 with Elena Bishop. After a couple of hours we were both thoroughly cold from the wind.

However, once the sun came out the temperatures went back to the mid to high 20s.

This was a day for mixed activities. I had planned to take a sail boat out on the lake but discretion overcame valour in deference to the wind strength.

Those not committed to other activities took part in the Flyers' Olympics. The staff at the sports centre arranged for the twenty four or so of us to split into teams of four for a fun competition of croquet, shuffleboard and lawn bowls. The Leicester Tigers team (Pam, Raye, Rodney and John) just gained the overall win in the tie breaker bowls tournament. In the evening there was another cookout, but with an earlier finish, as we needed to prepare for departure the

next day to Duluth.

Thursday: Brainerd to Duluth

The winds had now dropped, so with clear blue skies the flight to Duluth was in good VMC all the way. Duluth is a larger airport, not only handling GA traffic, but is also a regional commercial airport and an Air Force base. As we arrived at the FBO office a flight of 6 F16 and F17s returned from a sortie and did a few circuits and low passes of the airfield. Mark Hagen told us that he arranged for the Naval Reserve to do this immediately after our arrival.

Given the many other amazing feats of organisation that he pulled off during the fly-around we all believed him. The tour of the Cirrus facility on the airfield was another memorable part of our trip. Their mid-west sales director had arranged



The victorious Leicester Tigers team celebrate...

for us to see the assembly operations for the SR20 and SR22s, as well as a glimpse at one of the new Cirrus jets under construction. These will be available from the year end for those with a couple of million dollars to spare. Cirrus is manufacturing about 300 planes per year with a 35 day build time from start to finish. They have recently sold their 6000th SR22. The fuselages and wings are all bonded composites, ini-

(Continued on page 12)

Oshkosh and 10,000 Lakes concluded.....



A line up of new Cirruses at the factory

(Continued from page 11)

tially moulded at Grand Forks, but assembled, fully fitted out and flight tested at Duluth.

Friday: Duluth

This, our last day was our opportunity to see some of the north shore of Lake

Superior, with a coach drive to Gooseberry Falls and Split Rock lighthouse. The whole 10 day event was rounded off with a dinner cruise around Duluth harbour. The camaraderie all evening and throughout the tour was testament to the success of the Fly About, and to the wonderful work done by Mark and Karen, well supported by Ian Kerr, Sam Bishop, and Tim Freudenthal. Of course thanks are due also to our World President James and Catherine for conceiving and promoting the idea. Well done and many thanks to all.

John Dehnel

(Photographs by Feroz Wadia and Angus Clark©)

2015 UK Flyer of the Year

The UK IFFR Flyer of the Year Award was created in 2010, by the then UK Chairman James Alexander. It is awarded annually to the member or members whose flying achievement had been particularly meritorious. The time has come for nominations for the 2015 award.

The first recipient was Charles Strasser. This recognised his 5800nm journey that year to Tel Aviv and back. In 2011 Chris O'Connell was awarded it for a 3000nm adventure which took him as far as the Crimea and Turkey before returning home through Greece and Croatia.

Last year John Bowden was awarded it for his flight of nearly 1500nm from Kent to Kiruna in northern Sweden and

back for the Scandinavian Section meeting. This he did with his son Harry in difficult weather conditions over challenging terrain.

So who should be recognised in 2015? Section Chairman Alisma Clark is asking that nominations be sent to her (alismac@me.com) by November 30 so that the Trophy can be presented at this year's Christmas Lunch.

Lucky Fokker!

In August a Fokker Dr1 Replica, which was running low on fuel, made a precautionary landing under the Strasser Scheme at RAF Halton.

The news then went viral with the story being picked up on web sites around the world. The coverage may be down to the international fame of IFFR Past World President Charles Strasser who devised the scheme. On the other hand it could be due to the pilot involved being Bruce Dickinson of Iron Maiden fame as many of the websites were associated with Heavy Metal music!

The roots of the Strasser Scheme stretch back to 1997. The CAA published a review in that year of fatal accidents for the period 1985 – 1994. It recognised that there was a ‘culture’ of pressing on and hoping for the best rather than accepting the inconvenience and cost of a diversion.

To quote the report “There were a number of fatal accidents where a timely diversion or precautionary landing could have avoided an accident. In the UK there is a ‘culture’ of pressing on and hoping for the best rather than accepting the inconvenience and cost of a diversion. This ‘culture’ needs to be changed, firstly by educating pilots and secondly by persuading aerodrome owners that there should be no charge for emergency landings or diversions.”

Since then Charles has campaigned to persuade aerodrome operators to accept that recommendation. 206 have now

agreed to join this potentially life saving measure scheme. Unfortunately Bournemouth, London-Luton, Lydd and Manchester have so far decided not to join. Hopefully they will have a change of heart. The waiver of fees by the aerodrome does not necessarily mean the waiver of ground-handling fees levied by a FBO at the aerodrome.



The Fokker Dr1 Replica

Charles points out that the CAA recommendation starts off “This ‘culture’ needs to be changed, firstly by educating pilots.....” This means that pre-flight planning, including route, destination and alternate weather information must be undertaken. Landings at predetermined alternates, whether filed or not, are clearly not precautionary diversion landings. Landings to drop off passengers or pick up fuel, similarly do not qualify. It is in interests of all that this vital concession granted by airport owners is not abused.

Svendborg 2015

Tales of Travels and Absent Friends

Harry Bowden writes “The August Scandinavian meeting has taken on a great significance for me in recent years. It signifies the end of my summer placement and the start of a few weeks holiday before heading back to law school.”



Svendborg ahead

After the excellent Kiruna meeting in 2014, I had high expectations and Svend(borg) did not disappoint. Here are my thoughts and memories of our trip. We have experienced a traditional British summer, some things never change, and so once again we had to be flexible with our plans.

We left our farm strip in Laddingford a day earlier than originally planned with a different destination in mind. We swapped Lelystad for Groningen where we had planned on meeting James and Catherine Alexander. After receiving an overly zealous Customs ‘interrogation’ from the Dutch officials we found out that James and Catherine would not be joining us after a plumbing issue with their

Arrow forced them to stay in England overnight.

We carried on to Flensburg for a couple of nights. In the full day we had there we managed to fit in a walk round the town, explore a church, take a boat trip round the local area and find a few bars. On Friday we set off for Svendborg, a short 20 minute trip across the islands to land at Tåsinge. We received a warm welcome from our hosts, Svend and Carina Andersen, and were handed a beer on arrival. It is comforting to see that this is almost mandatory. On a personal note, I was glad to see the Andersens’ children and their respective other halves. It is refreshing to see some young faces on these trips.



The MS Helge



Aboard the MS Helge

After lunch, we attempted to take the ferry MS Helge, an old steam boat, to cross the sound to Svendborg. The first boarding was abandoned due to high winds and seas but having recalled the coach to take us to its next stopping point we managed to board. Rolf Mikkelsen tracked down some beers from the onboard vending machine, a very handy retrofitted modification to the 1924 boat. We arrived at the hotel with time for a nap before dinner which consisted of a wonderful Smörgåsbord and great company.

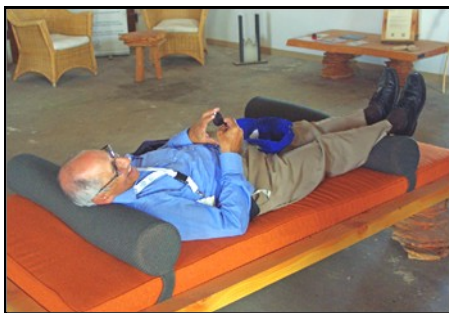
On the Saturday, we were treated to a guided tour of Svendborg. We learned all about the history of the town, the



Egeskov Castle

maritime beginnings and how the city is now based around the Maritime School and the industry associated with that. Most interestingly, we were allowed into the workshop of a wood sculptor. She crafts her pieces using a chainsaw and succeeds in crafting beautiful pieces ranging from tables and chairs to lounge beds. Feroz took a liking to one of the beds and used it to recover from his journey.

After the tour, we took a short coach trip to the Brejninge Windmill for lunch. We were served a variety of



Feroz testing the bed

delicacies to cater for everyone's tastes ranging from brie to raw herring.

After lunch we left for our trip to Egeskov Castle. This was in keeping with the all-inclusive feel to the meeting. Not only was there the castle and gardens to explore but for the petrolheads amongst us there was a classic car exhibition complete with a number of aeroplanes and gyrocopters suspended from the ceiling. Furthermore there was an excellent motorbike exhibition of bikes ranging from the

(Continued on page 16)

Svendborg concluded.....

(Continued from page 15)

1920s up to the 70s that definitely caught my father's imagination as he treated me to a lesson in the development of motorbike design.



A Norton Dominator at Egeskov Castle

After an obligatory ice cream we went to see the castle and grounds. It was interesting to see how the Danish well to do seemed to have exactly the same style as English aristocrats. It was a shame the weather did not match the beauty of the surroundings, but Svend managed to gain some free walking advertising by supplying us with his company umbrellas, which were gratefully received by all.

Harry Bowden

Footnote:

As Harry has mentioned, the weather was not good in the UK when we should have left and the Alexanders and the Ritchies were obliged to cancel as a result of not being able to leave earlier. With the Clarks suffering from a worn out donkey in their Robin the UK contingent were reduced to us, Feroz Wadia and fellow Rotarian Brian Har-

vey from the Isle of Wight and newly joined Friend of IFFR Diana Green-Davy and her husband John.

Feroz's and Brian's journey to Denmark should be the subject of an article in itself; it included cancelling an overnight stop in Wilhelmshaven before eventually arriving there after hours... Happily John Davy had arranged for a taxi to pick them up so they did not have a 5km walk to the hotel that had relet their rooms. A discussion with the airport authorities in the morning modified what would have been an expensive landing fee. I think they were glad to leave!

We all thought that there would be a clear window for us to return home on Sunday until late Saturday night when the forecasts suddenly introduced a large cloud mass over the eastern North Sea. Suffice to say that we had lunch in Midden Zeeland (and a much less officious exit from the Schengen Area than our arrival) and the others had lunch in Texel, before all returned to the UK.

August, Scandinavian IFFR meetings and interesting weather seem to be inseparable! Nevertheless we had a most enjoyable weekend, thanks to the excellent organisation of Svend and Carina, in a most picturesque part of Denmark.

John Bowden

(Photographs by Harry and John Bowden©)

INTERNATIONAL AIR RALLY OF MALTA

The Malta Air Rally celebrated its 47th anniversary this year. Traditionally held at the end of June it is a mixture of competition and social events. James Alexander flew in his PA28R with Catherine and Feroz Wadia while Alisma and Angus Clark went in their Robin.

Deciding the route to Malta is perhaps the first challenge. James routed down through France and then on to Albenga in Northern Italy before going on to Salerno in the South. The final stop before Malta was Palermo in Sicily. Here the trio met up with Alisma and Angus. They had set out a day later and after coming down through mainland France had headed for Figari in Southern Corsica before flying down over Sardinia and making the sea crossing to Palermo.

The first competitive parts of the Rally are the accuracy of meeting a specified arrival time at a point to the west of Malta and then achieving a declared cruising speed over a 15nm timed section to Luqa Airport. This is followed by a spot landing competition. On landing Concours d'Elegance judging takes place. Finally there is an assessment of pre-flight planning and flight log keeping. Prizes are awarded both for the overall competition and also the individual elements.



**Presentation to Alisma by Dr
Gavin Gulia, Malta National
Tourism Authority Chair-
man**

The Rally's competitions are effectively then over leaving the next three and a half days to sightsee and to enjoy the hospitality organised for the participants. This culminates in the final night's Gala Dinner and Prize Giving.

Alisma and Angus were runners up to a French team in the Overall Competition whilst James's PA28R won the Concours d'Elegance.

The day after the Awards Ceremony it

was time to start the journey home. Both aircraft flew directly across to Sardinia and on to Figari for refuelling and lunch. At that point they went their separate ways. James and crew flew to Feroz's Spanish pad for a few days R&R. The Robin flew to Lyon for an overnight stop. The next day it was an early start to beat a band of thunderstorms making their way across Northern France for the flight back to Netherthorpe. The total flying time, Malta and back, had been 23 hours - but importantly this had been in stunningly good weather with few unfavourable winds.

(Continued on page 18)

Welcome to David Morgan

At the AGM held during the Goodwood Meeting David Morgan was elected to the UK Committee.

David is a retired Solicitor, having been a partner in a large firm of Solicitors in the West Midlands for many years before retiring in 2013. He was also a non-executive director and, latterly, chairman of a local building society for more than 12 years.

He has held a PPL since 1979 to which he has added IMC, night and multi-engine ratings over the years. The multi-rating has long since lapsed! He has owned G-LBRC, a Piper Arrow Mk IV, affectionately known as 'Romeo Charlie', since June 1991. He says that was a special month, as only a couple of weeks before he acquired 'Romeo Charlie' he joined the Rotary Club of Kinver and has remained a member ever since, albeit in the capacity of



honorary member for the last 12 years. His aircraft is based at Halfpenny Green in rural Staffordshire which is only 10 miles from his home. He flies between 80 and 100 hours per annum.

He has been a member of IFFR for almost as long as he has been in Rotary and was a founder member of the Lawyers' Flying Association until that folded a few years ago. Having retired he says that he is looking forward to being more active in the UK Section of IFFR.

Malta Air rally concluded.....

Although the various competitions add a bit of spice to the Malta Air Rally it is first and foremost a most enjoyable and well organised social gathering with an aviation emphasis.

Chairman George Kissaun and his organising team deserve much credit and thanks for achieving this. This was our second experience of the Rally having participated in 1999. We might even consider a third trip!



Dr Gavin Gulia, Catherine and James with the Concours award

Angus Clark

Diary

2015

October 22
December 9

Sherburn in Elmet
Christmas Lunch

Fly in for lunch and a chat
RAF Club, London

2016

March 24
April 21
June 17-19
July 16 - 23
August 19-21

Welshpool
Le Touquet
UK Meeting of the Year
Post Convention Fly-Out
Scandinavian Section

Fly in for lunch and a chat
Fly in for lunch and a chat
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WANTED!

A Bulletin Editor

I will step down as Bulletin Editor next June. By that time I will have edited the Bulletin for six years. Prior to that I edited the World Newsletter - "The Rotary Flyer" - for two years. I think that my pen and typing finger have earned a rest and the readers a change.

A volunteer is far better than a pressed woman/man and I would welcome a chat with anyone who might consider taking on this role. My contact details are on the final page.

In the meantime I would emphasise that all contributions to the Bulletin whether factual or humorous are more than welcome. Please keep them coming in.

Angus Clark

Correction

On Page 3 of the June edition of the Rotating Beacon the aircraft below was described as a Shackleton.



Lockheed P-2V-5 -Neptune

Thanks go to Roger Stenson for pointing out that it was a Lockheed P-2V-5 known in the RAF as a Neptune. Roger wrote that he spent many happy (???) hours in them. He tells me that we "borrowed" some from the Americans in the 1950s until the Shackleton was ready.

Christmas Lunch

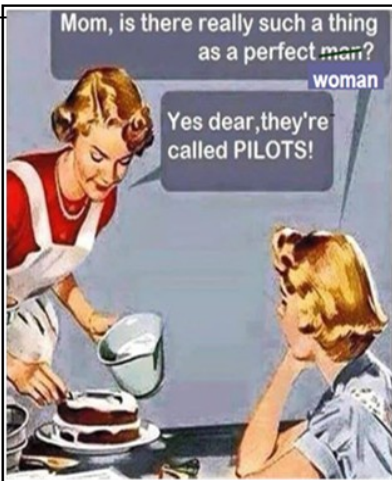
The annual Christmas Lunch takes place at the RAF Club, Piccadilly on December 9. This year we are once again fortunate to have secured a fascinating speaker - Clare Walker.

Clare Walker is a Companion of the Royal Aeronautical Society and Chairman of the Society's Women in Aviation and Aerospace group. In 2010 she received the Jean Lennox Bird Award from the British Women Pilots' Association for her service to aviation. In 2013 she was awarded the Sir Robert Hardingham Presidential Sword from the Royal Aeronautical Society for services to the Society. Clare came to aviation later in life gaining fixed wing, rotary wing and multi-engine qualifications. At the lunch she will speak about "The Spitfire Women of WWII" and the vital, but unheralded, role that this group of ladies performed.



Clare Walker

Registration forms for the Lunch are now available. Last year it was a sell out – early application is strongly recommended.



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