

# The Rotating Beacon

The Newsletter of the UK Section of IFFR



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June 2016

# *A letter from the Chairman*

*Dear Flying Rotarians*

*How true time flies when you are enjoying yourself. It doesn't seem that we are well over a third of the way through the year. The Fly In to Welshpool organised by David Morgan was postponed because of the weather but those who came a day later enjoyed a relaxed get together. The "Escape to Le Touquet" was well attended. I had hoped that it might attract members who had yet to cross the Channel for a Continental meeting. So it proved. I trust that this will be the first Cross Channel flight of many for them.*

*As I write this Angus and I are just back from a truly inspiring day at Sywell. Roy Bricknell and his team from Towcester Rotary Club are to be congratulated on putting on such a varied aviation event for young carers from Northampton.*

*Throughout the summer months we have a variety of IFFR meetings - from Hilversum in Holland to Bodo in Norway. There is also the major week long Berlin meeting. We should not forget our own Section meeting in Jersey in June. Unfortunately the organisers, Charles Strasser and Gregory Guida, have been the victims of their own success. The "Sold out"*

*notice have been up for some time.*

*It hardly seems two years since I took over as Chairman of the UK Section. It has been great fun. Apart from the flying meetings I look back with great pleasure to the two Christmas lunches where we were fortunate to have had two top class speakers in Polly Vacher and Clare Walker. Who said flying was a man's world? Polly demonstrated a determination that would rival any flier as she attempted to fly pole to pole around the world. The cause of promoting women in aviation has not had a more committed advocate than Clare.*

*In conclusion I would like to thank your committee for their work over the past two years. I would particularly recognise the support of Rodney Spokes, John Bowden, World President James Alexander and, of course, my husband, Angus.*

*Good and safe flying*

***Alisma Clark***

**Front Cover: Alisma Clark and Catherine Alexander beside the largest tyre in the world. Taken at the Michelin factory during the French Section meeting. Photograph - Angus Clark©**

# Escape to Le Touquet

April 21 2016



**Tony and Rosi Flinn getting ready to depart Le Touquet.**

**In a remarkable tale Tony and Rosi Flinn tell of three firsts. The first flight Rosi had with Tony solely in charge, a first IFFR meeting and a first flight to Continental Europe. All the more creditable as Tony is a paraplegic!**

When my wife Rosi and I moved south to Lincolnshire for a new job, the thought of the additional driving back up to the West Coast of Scotland to go sailing on our yacht seemed a little daunting. A light suddenly went on in my head and I thought “why not fly up?” In late 2013 I therefore started learning to fly at Tatenhill aerodrome near Derby with Aerobility. A cycling accident in 2003 had resulted in a spinal cord injury at T5 which means I am completely paralysed from the chest down. However, organisations like Aerobility aim to assist disabled people to become flyers.

It soon became clear that acquiring my own (adapted) aircraft would be the best option and to learn to fly at the local Sandtoft Aerodrome. Sandtoft is

one of the many former bomber bases in Lincolnshire and a mere 5 miles from home. I purchased a Piper PA28 181 Archer II and started training with instructor John Kenning, now a Flybe pilot, with me doing everything except the rudder foot controls. The long wait for a hand control to be fitted began. Aerobility coordinated the design and manufacture of a new rudder hand-control with the CAA and eventually in the middle of 2015 a rudder control was fitted and I was able to fly solo for the first time.

I learned to control the throttle with my left and the rudder with my right hand as the aircraft accelerates to take off then transfer my left hand to the main control at max revs: a little unconventional but a workable solution.

*(Continued on page 4)*

## Le Touquet continued.....

*(Continued from page 3)*

Landing is probably the most difficult manoeuvre as I use only one hand on the main control and the other on the rudder after settling the throttle to idle on the approach. Cross wind landings are certainly particularly tricky for a paraplegic and take some practice. The weather in the latter part of 2015 con-



**Tony and Rosi Flinn**

spired against my training. About 40 lessons in the 4 months to end January 2016 were cancelled mainly due to the weather but I finally passed my test on 29<sup>th</sup> February. This was just in time as a month later I'd have had to repeat all 9 ground school exams again! It had taken me 27 months to get my LAPL and due to various factors I passed with over 120 hours to my credit, rather more than most first time pilots.

As enthusiastic Rotarians, Rosi and I were keen to join the UK IFFR group and participate in some of the events. My Licence from the CAA didn't come in time to go to Welshpool but we thought a trip to France would be a challenge as well as an impressive early trip. I was rather anxious beforehand as Rosi had never been with me flying solo and I've always found radio telephony one of the more difficult sides of flying – the thought of negotiating the ATCs down the country and a couple of French ATCs was not un intimidating. I attended a Cross-Channel flying school in Bristol in March and Angus Clark also helped reassure me that I had the correct flight planning in place, in principle.

I had long been concerned about long trips over water as, being disabled, my time to exit an aircraft if we had to ditch in the sea would likely be longer than the time it takes for the aircraft to sink. I therefore planned to cross the channel at the narrowest point and fly high enough if possible to glide to land should an unlikely engine failure occur. We did acquire and take with us a life raft as well as life jackets. I did think our sailing life jackets would suffice but they are discouraged as they automatically inflate on contact with water which makes exiting a ditched plane more difficult.

The day before the Le Touquet trip I filed two flight plans, a Customs request and GAR form and was happy the admin side was covered. In the end I found this easier than anticipated, aided by the excellent SkyDemon software on my iPad and printed off the pilot logs.



Rosi and turned up on time at Sandtoft at 8.00 am and as it was her first flight with me, her familiarisation and safety brief was more thorough than usual. We started the engine about 8.40 and re-checked the weather forecasts one last time before taxiing. Unfortunately it was still IFR conditions at the local Doncaster Airport due to early fog, although it was changing from IFR to VFR at other airfields on our route. We decided to switch off the engine and wait for an improvement in the weather. After almost ½ hour Doncaster went to VFR and we decided to take off. The initial climb out through some of the residual scattered rising fog clouds was interesting.

As it's possible now to fly above clouds with a (non-instrument rated) Pilot's licence we chose to fly above the first level of clouds especially as these further thinned out as we went south. Soon we were flying in completely clear air and one by one spoke to the

various ATCs on route. After negotiating a penetration through the Wittering MATZ we kept outside controlled air space between Luton and Stansted Zones.

The French coast was visible well before we crossed the English coast. The flight across the channel followed the 123 radial from Detling VOR to the FIR boundary at waypoint MOTOX. We were able to maintain 5,500 ft – not quite enough to glide clear of water at the exact centre of the Channel but close enough. The White Cliffs of Dover were an impressive sight. Then we transferred ATCs to Lille and then to Le Touquet for a left base join into runway 13. A modest left hand cross wind proved easily manageable and I was proud to demonstrate to Rosi my recently acquired competent landing skills! The 232 miles from Sandtoft had taken us about 2 ½ hours (against a light headwind). The SkyDemon soft-

*(Continued on page 6)*

## Le Touquet concluded.....



At lunch - wine only for the non-flyers!

(Continued from page 5)

ware I used on the aircraft on my iPad was fantastically useful and is strongly recommended for those who use traditional paper charts.

After arranging to be refuelled we were escorted by Angus to the restaurant where we met some of the 21 Rotarians and friends who had turned up in 10 aircraft to Le Touquet Cote D'Opale aerodrome. We had a very pleasant lunch unfortunately without wine for myself, but Rosi imbibed! After all, it is France!



Gypsy Dancer and invite other IFFR members who would like to fly up and sail with us.

Our return journey take-off was only 8 minutes after my planned time and the return journey took only 2 hours for the 240 mile leg. Flying back over the Channel at 6,000 ft. Rosi and I had really enjoyed the day, our first and longest trip so far, met some really nice people, and plan to do much more in the future.

We are looking forward to flying up to Oban to sail in our Bavaria 38 yacht

### *Tony and Rosemary Flinn*

*Note: Tony is the current Secretary and President Elect of Epworth and the Isle of Axholme Rotary Club. He first became aware of Rotary as members of local clubs acted as helpers at Scaling Dam sailing club in North Yorkshire when he learned to sail after his spinal cord injury. He subsequently joined Richmond North Yorkshire, Rotary Club before transferring to Epworth and the Isle of Axholme Rotary Club in early 2014.*

# SPRING MEETING

## AMERICAS SOUTH EAST

**George Ritchie writes..... We have been visiting Florida for over 30 years now; the same two weeks in April. On most occasions we have taken the opportunity to do some cheap flying in glorious warm sunshine.**

Many years ago we would rent from Huffman Aviation at Venice, but that was the organisation that trained the pilots that flew the 9/11 flights, and sadly they went out of business the following year. Nowadays we fly from Sarasota airport, where the folks at Cirrus Aviation, the GA FBO operator fall over themselves backwards to be helpful to international guests.

Having seen in February, in George Chaffey's Americas newsletter, the details of the IFFR Spring meeting that would start at Jekyll Island Georgia and end at Sun N Fun at Lakeland, Florida coupled with a daughter, Katie, who needs to build some hours, I emailed Cirrus. They were happy to make two instructors and two C172 Skyhawks available for our biennial flight reviews on Monday 4 April, and one Skyhawk, N393SP, for our preferred period Thursday 7 to Saturday 9 April. Come the Monday morning, and with my instructor running about

45 minutes ahead of Katie's, it was rather cool (and a proud Dad moment), when, whilst returning to land on runway 14, Sarasota Tower asked me to turn right by 20 degrees for traffic departing runway 4, only to watch said traffic, namely Katie, fly close past me in her C172 at the same height.



### **Captain Katie in command**

BFRs revalidated, we were good to go. The SkyDemon database now extends to the USA, so flight planning on our tablet was easy. At the hold for runway 32, Katie called ready, to be advised that there was an Airbus 320 on a 4 mile final and

*(Continued on page 8)*

## US Spring Meeting continued.....



*(Continued from page 7)*

we were cleared for take-off. We didn't dawdle getting airborne. A 2 hour 30 run from Sarasota saw us heading up the Gulf of Mexico Coast past Tampa International Airport, then heading north east across the State to Gainesville, from where we could pick up VFR Airway 441 all the way past Jacksonville, over the State Border, and into Jekyll Island.

Event organiser Dale Read and his brother Don rolled up moments after landing to transport us to our hotel in a

hired "Red Bug" – a glorified 4 seat electric golf cart. By 6.30pm our group had all arrived. 14 of us (flying 6 aircraft) assembled beside the hotel pool for happy hour. We Brits certainly didn't take the prize for the furthest visitor. Scandinavian Section Head Rolf Mikkelsen, Tollef Jensen and a friend had come over from Norway, and George Chaffey had flown in commercially from California. Dinner that night was a truly excellent Crab Bisque, followed by Shrimp Diabolo (with Chorizo sausage) washed down by Californian Chardonnay at the island's

leading restaurant, the Driftwood Bistro.

Friday morning, and after dipping our toes in the Atlantic, it was time to head back to the airport for what



**The Gulf Coast after take off from Sarasota**

was planned as a leisurely one hour flight down the coast, past historic city of St Augustine, for lunch at Flagler County airport. Certainly it was CAVOK, but with a strong westerly wind, we ended up having something of a white knuckle ride. I was glad that Katie was there to tune and retune the Garmin 430 radio as we were passed from one Jacksonville Approach Controller to the next.



**Arrival at Jekyll Island**

On landing, I was glad to learn we weren't the only ones who had found the bumps – with several of the Americans saying they had never before experienced turbulence like that on that Atlantic coast. We refuelled the plane with Avgas at the equivalent of £0.58 per litre (yes, that's not a misprint) and the inner man with a hearty Mahi Mahi fish sandwich.

Man and machine were ready for

flight again. We followed Air Norwegian to the hold, and were cleared for take-off immediately after them. Within a couple of minutes we were passing the old junker of a C172 that Rolf and co had hired for the week from Fort Lauderdale, which, as Tollef described, had been lovingly polished with sandpaper.

We headed inland for Leeward Sky Ranch, the home of US and Scandinavian Section members Peter and Ellen Wenk. Some of the group took a slight detour to overfly Jumbolair Ranch, the home of John Travolta. If the Boeing 727 is on the ground, JT is home. With wind of 270/14 gusting 24, we were glad that Leeward's runway 18/36 was long, wide, and grass (far more accommodating to crosswind arrivals than hard runways).



**"Air Norwegian" at rest**

*(Continued on page 10)*

## US Spring Meeting concluded.....



**Prior to departure from Jekyll Island**

*(Continued from page 9)*

George Chaffey was there ahead of us with golf cart waiting at the turn off to lead us, "Follow Me" style, down the street to the green outside Peter and Ellen's delightful home, where there was more than enough room to park all six planes. Katie and I were kindly home hosted by one of Peter and Ellen's neighbours. World VP Svend Andersen, Hungarian Rotary Exchange Student (and fellow pilot) Balázs Magyar and other local IFFR members joined us that evening for the hangar party with ribs, chicken and salmon followed by berries and ice-cream hosted by Peter and Ellen. We were now about 2 dozen in total.

We were then treated to a fascinating talk from Peter and Ellen's friend and air park neighbour – CarolAnn Garratt – an amazing lady

who has flown around the world 3 times in her Mooney. The second time was a speed record, with total elapsed time 8.5 days. She and her co-pilot would fly for 16 hours, have no more than a four hour sleep in the course of an 8 hour turnaround, then do it all again. Only once during the journey did they have a full 8 hour rest.

Saturday morning dawned as bright as ever but the wind had finally abated. After breakfast, the rest of the party left to drive down to the EAA airshow at Sun N Fun. However, Katie and I had to get our rented plane back to Sarasota, so we soon got airborne, headed for the Gulf Coast, and then retraced our route along the shoreline past Tampa, over the Sunshine Skyway Bridge for vectoring (again in CA-VOK) back into Sarasota airport. All in all, 6.3 hours on the Hobbs and just under 6 in the air.

A great trip, several new airports in the logbook, a delightful mix of old friends and new, and typical Southern hospitality. All in all tremendous fun and fellowship.

*George Ritchie*

**(Photographs by George Ritchie©)**

# Volcanic France!

## French Section Spring Meeting

### Clermont-Ferrand

**John and Patricia Bowden tell of trip that started with flashes and ended with a few bumps.**

The French Section Spring meeting this year was set in the Massif Central. As usual we were expected to arrive by late morning on the Thursday, so we left Kent in our RV9A on the previous afternoon and threaded our way around Cb after Cb on our way to Troyes for an overnight stop. This was both challenging and entertaining in equal measure – we were treated to a stunning forked lightning display from one Cb as we flew past.

After a pleasant night in the Golden Tulip hotel close to Troyes Airport, we flew down to Brioude, about 30 miles south of Clermont. This was a late alternative to the programmed arrival airfield of Issoire, which was having work carried out on its runway. Brioude is towards the southern end of the valley and its grass airfield is on a plateau above the town. We arrived shortly after John and Diana Davy in their jet-fuelled Robin and a few other participants who had been to the pre-meeting at Le Puy the day before.

Others, including past World Presidents Strasser, Wadia and Clark, flew into Clermont itself and we met up with those that had arrived early enough when they came down on the coach to join us for at lunch in the café close to Brioude airfield. Here we started our introduction to Auvergnais cuisine.



**Clermont Cathedral**

After a very pleasant lunch, at which enough food was put on the table to last us until the end of the weekend, we departed for the Hotel Lion in the centre of Clermont. After a rapid check-in we had a guided tour of the centre of the town. In the shadow of a show-piece statue of Vercingetorix, a chieftain of the Arverni tribe who co-ordinated the revolting Gauls against the Romans, we learnt about much of the history of the region. We also

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## Volcanic France continued.....



*(Continued from page 11)*

learned about the local black lava stone of which many of the older buildings were constructed, including the magnificent cathedral.

Dinner that evening was in the hotel, for which we were joined by WP James and his lady Catherine. They had travelled down by train from London as James was still recovering from his debilitating pneumonia. It was delightful to see him back on form.

Friday saw us in the coach for the short drive to one of the three Michelin tyre factories in the town. After a group photo in front of one of the largest tyres in the world, normally fitted to enormous dumper trucks used in open cast mining, we were given a tour of the visitor centre and museum. The very knowledgeable guide took us through the ages of tyre from Michelin's invention of the quickly replaceable pneumatic tyre to hi-tech tyres for motor racing and aviation. We then boarded the coach again for a trip to Thiers for lunch with more typical Auvergnois fare.

Thiers is a town that now gives the impression of being in post-industrial decline but is becoming the chic place to live. It is built on the side of a steep hill with a plentiful water supply that was used to power the many knife fac-



**'Chic' Thiers!**



**The powerful River Durole at Thiers**

*(Continued from page 12)*

tories and finishing workshops that were the mainstay of the town. The factories have now moved to the plain where plentiful electric power and easy access for trucks make much more sense for modern production.

On Saturday morning we left for an extraordinary visit to Vulcania, a cross between a theme park and educational establishment. It has been built on the top of the hills above Clermont. We found out that these were all part of a chain of volcanoes that have not been active for six thousand years, but that might change! There did not seem much chance of fire and lava flow when we arrived as we sat in the coach waiting for the park to open in a blizzard. Happily this dissipated before we walked to the

main building. Here we had a fascinating tour learning about volcanoes, the formation of the Massif Central, tectonic plate movement and much more scientific information. This was interspersed with some state of the art full motion simulators in which we experienced anything from an underwater eruption to the flight of eagles over the surrounding countryside.

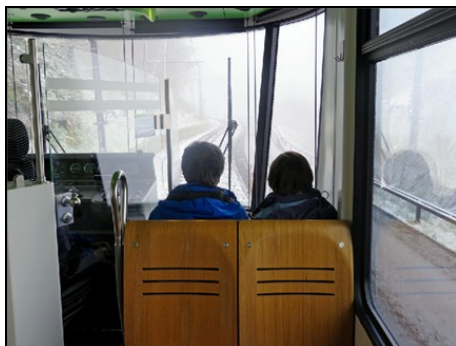
After leaving Vulcania in slightly better weather we made the short journey to the base of another volcano, the Puy de Dôme, the highest peak in the immediate area. Whilst it is possible to climb on foot to the summit, we took the very modern cog railway. This was similar to a two car tram and by the time we were half way up we were very glad we had not walked as we climbed into the cloud and another blizzard. By the time we reached the top, it felt that we were well above the freezing level and we all made the short walk to the café for a coffee and to watch the snow falling before it was time for our return trip to the warmer and drier ground at lower level.



**A snow covered Puy de Dôme**

*(Continued on page 14)*

## Volcanic France concluded.....



**John and Patricia enroute to the summit**

Visibility and cloudbase were not a problem, but we did have to endure a 35kt headwind for the first hour or so, which made for lumpy progress in the hills. We only made contact with the cockpit roof twice... We had checked that Deauville was open, so we stopped there for fuel, Schengen exit and a comfort break before a very pleasant fifty minute flight back to Laddingford to complete a most enjoyable weekend and start to the IFFR flying season in Europe.

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On our return to the hotel, we checked the weather for our trip home the next day and found that while the poor weather should have cleared Clermont to the east by morning it was likely to be still affecting north east France. Angus's revelation that both Troyes and Calais were going to be closed (it was May 1 and it seemed most larger airfields' staff were taking the day off) coupled with the poor weather made it a simple choice to re-route to the west of Paris for the trip home.



**Over the Loire - a placid sky but lumpy conditions on the way home**



**The iconic Château de Chenonceau captured by Feroz**

As always, these meetings do not just happen and we must record our grateful thanks to Jean-Luc and Dominique Brice for all their excellent organisation.

*John and Patricia Bowden*

**(Photographs by John Bowden© and Feroz Wadia©)**

# YOUNG CARERS AVIATION DAY

**On May 21 members of the Rotary Club of Towcester, led by IFFR member Roy Bricknell, ran an aviation day for young carers. In this they were supported by the Sywell Strut of the Light Aircraft Association and Northamptonshire Carers.**

Unfortunately the weather decided not to play its part. With low cloud and blustery conditions, the closest the youngsters got to flying was taxiing in a Rockwell Commander. Nevertheless a jam packed programme of events kept the 15 guests fully occupied morning and afternoon.

Sywell's fire truck was a particular attraction with its siren going off more than once.

Model aircraft building with precut polystyrene sections kept everyone busy. At the end of the day there was a mass launching of these craft with some



**Some of the 15 young carers at Sywell**

very impressive distances being attained. While the flight simulator would have been a challenge for many aviators some of the would be pilots

achieved impressive results.

Could this be the result of their PlayStation training? A visit to the extensive Sywell Aviation Museum attracted many questions. A hangar walk around and lunch completed this very full day. In running the event the Club were assisted by Andre Faehndrich of the Youth Education branch of the LAA.



**Three would be fire fighters**

There was a spin off, or rather  
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## Young Carers Aviation Day concluded.....



**John Dehnel, Alisma Clark and Roy Bricknell with some of the guests**

*(Continued from page 15)*

four spin offs, from the Sywell event. The Rotary club of Aviation having heard of it decided to run similar events on the same day. In Scotland club Founder President Ian Kerr and one of his group colleagues took 9 young carers to the skies over the Forth Bridges whilst in Liverpool Tony Erskine flew 6 young carers over the city and arranged a trip to Liverpool control tower. Out in the Gold Coast, Aus-

tralia Lance Weller looked after 6 youngsters with learning difficulties, taxiing them in his Cirrus SR20. In Zurich, member Nik Ammann took 3 young carers flying and organised a visit to Zurich control tower.

What started as a local initiative went much wider – congratulations to those who made this happen.

IFFR Member John Dehnel, who, in July, becomes Governor of the District that Towcester is a part of, commented how worthwhile the day had been. “I believe strongly that it



**Roy does some model building**



**Total concentration at the Flight Sim**

is something that other IFFR members either singly or as a group should consider running. It really develops our membership of a Fellowship as an avenue of Rotary service.”

*Angus Clark*

**(Sywell photographs by Angus Clark©)**

## Photo Album



**Left: The mass model launch at Sywell**

**Below: At the Aviation Museum with the Hawker Hunter**



**Above: Ian Kerr and the Perth team**

**Right: Tony Erskine with the Liverpool flyers**



**Above: Three carers at Zurich**

**Right: Lance Weller with his group at the Gold Coast, Australia**



## Kassel - follow up

**Last June's edition of the "Rotating Beacon" contained this footnote to the article on the German/Austrian Section event at Kassel.**

*"After landing back at Netherthorpe from Kassel Alisma and I taxied to our hangar. We then saw four uniformed personnel in hi-vis jackets walking up to greet us. It was Border Force. This was the first time in over 20 years of flying back into Netherthorpe from the Continent that anyone had turned up to check us. The check was conducted with good humour and politeness. Passports were presented, luggage was opened and examined and the contents of the aircraft given the once over. There were no issues and the encounter was over in 10 minutes.*

*Two members of Border Force also turned up at John Bowden's strip in Kent to meet him and Patricia on their return. This appeared to be a part of a co-ordinated effort as James and Catherine had a similar experience on arriving at Southend. Perhaps we will never know what initiated this."*

**Now we know! Kassel had acquired a dubious reputation. The item below appeared in the press in February.**

## Pilot called Biggles jailed for 19 years after plot to smuggle £33.3m of cocaine into the UK

**A pilot nicknamed Biggles has been jailed for 19 years for smuggling £33.5 million worth of cocaine into Britain.**

Andrew Wright, who took his name from the fictional aviator and adventurer, imported some 268 kilos (591lbs) of the Class A drug in eight trips from Brighton Airfield in Selby, North Yorkshire, to Kassel, Germany and back over three months in the autumn of 2014.

The 52-year-old along with the plot's mastermind Mark Dowling, 43, and his trusted lieutenant Jamie Williams, 38, were handed stiff deterrent jail sen-



**A Cessna used in smuggling the drugs**

tences at the Old Bailey. Wright's co-conspirator Jamie Williams would travel to mainland Europe to get the drugs from Holland then drive to Kassel airport in Hesse, Germany, to load them on to the plane before returning to the UK overland, the court heard.

# Diary

## 2016

June 17 - 19	UK Meeting of the Year	Jersey
July 16 - 23	Post Convention Fly-Out	Berlin
August 4 - 7	Scandinavian Section	Bodø
September 1 - 4	German Austrian Section	Kitzbühel
September 9 - 11	French Section	Annemasse
September 15	Halfpenny Green	Fly in for lunch and chat
October 22	Jet Age Museum	Gloucester
December 7	Christmas Lunch	RAF Club

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

## Welshpool Mid Week Meeting

**David Morgan put together the arrangements for a mid-week meeting at Welshpool on March 24.**

However the nearest long TAF, that for Birmingham, issued on the 23<sup>rd</sup> read "BECMG 2409/2412 BKN012 TEMPO 2412/2418 4500 RA BKN008". With this forecast it was obvious that the meeting could not go ahead .

With a quick scratch of the head it was decided to delay it by a day. Unfortunately this took it to Good Friday when some of the planned attendees had family commitments. Nevertheless three aircraft flew in with David arriving by car. A convivial lunch was enjoyed at a nearby Garden Centre. There the party were greeted by Neil Benbow a Past President of the Welshpool Club.



**Photographs by David Morgan©**

## *And Finally .....*

**This is my last edition before handing the editor's pen to Tony Erskine. I would therefore like to seek the readers' indulgence while I make some comments.**

Over the last six years one thing that has become patently clear is that the success or otherwise of a bulletin such as this is not down to any skills of the editor but to the quality of the contributions. I have been very fortunate in that regard. I never have had to resort to anything more than the gentlest of arm twisting. I cannot recall anyone who declined to write an article or submit photographs when asked to do so. I am sure Tony will experience the same cooperation. So to the following many many thanks:

*James Alexander, Catherine Alexander, Harry Bowden, John Bowden, Patricia Bowden, Graham Browning, Alisma Clark, John Dehnel, Tony & Rosi Flinn, Jim Hull, Bill Jevons, Peter Jude, Ian Kerr, Pat King, Richard Lowe, Dusty Millar, Alastair Morgan, Ann Nonimous, Joyce Norfolk, Chris O'Connell, Bob Patterson, Alan Peaford, Michael Pudney, George Ritchie, Katie Ritchie, Neil Smith, Rodney Spokes, Cyrus Wadia, Feroz Wadia, Raye Wadia, Colin Walker and Martin Wellings.*

A special additional thanks goes to Ian Kerr who has been the most assiduous of proof readers – particularly of the items that I have written! Finally an apology to Neil Smith. Neil wrote an excellent article back in 2011 covering

his building of a Sting carbon fibre aircraft entitled “A Sting in the Tale” or rather it should have been. Either the editor or his spell checker did not appreciate Neil's subtlety and changed “Tale” to “Tail”. Neil has never forgiven me – so once again “sorry, Neil”.

Finally I would like to thank the readers for their forbearance and, in particular, those who, on occasions, have taken the trouble to send me notes of appreciation or encouragement. That, as they say, has made the whole job worthwhile.

*Safe Landings*

*Angus Clark*

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