

The Rotating Beacon



Brexit Chancers trying to flog duty free Jersey Royal potatoes and Jersey cheese to unsuspecting pilots

Letter from the Chairman

Dear Flying Rotarians

This is my first Chairman's letter following my appointment in June in succession to Alisma Clark and this letter gives me the opportunity of saying a very warm welcome to you all.

I have a very hard act to follow. We are all very grateful for the way Alisma led the Section with such infectious enthusiasm. Thank you, Alisma. I will try to do my best to emulate you.

The annual meeting in Jersey in June was a fantastic event, superbly organised by Charles Strasser and Gregory Guida. Jersey was blessed with good weather but it was not at all good in the English Midlands which meant I had to resort to Flybe to get to Jersey, rather than go in the comfort of my trusty Arrow.

I am now busy with the help of the Committee organising next year's annual meeting. Details to follow! By the time you read this the Post Convention fly-out in Berlin will have come and gone. Unfortunately, I will not be able to be there. I do hope that those attending had a great time and were able to further Rotary fellowship.

I am organising an informal mid-week fly in to my home base at Halfpenny Green on Thursday 15th September which, of course, is Battle of Britain Day.

Halfpenny Green is a well preserved WWII airfield with many of the origi-

nal buildings still in use, including the control tower and three Bellman hangars.

On Saturday 22nd October we will be flying into Gloucestershire Airport (aka Staverton) to visit the Jet Age Museum which is on the airfield. Whilst being on my door step and where I have my aircraft maintained, I have not yet been to the museum!

Our traditional Christmas lunch will again be held in the magnificent surroundings of the RAF Club in Piccadilly.

Top billing for the Christmas lunch

This year the date is Wednesday 7th December. John and Diana Green-Davy have kindly agreed to do the organisation for which I am very grateful.

Through their good offices they have secured Peter Vacher (husband of Polly) who will be telling us about the restoration of his Hurricane. That's not to be missed!

This is Tony Erskine's first 'Rotating Beacon' as editor since taking over from Angus Clark. Welcome, Tony and thank you, Angus.

And finally, could I offer a warm welcome to Peter Jude who joined the Committee at the AGM.

Happy landings!
David Morgan

UK meeting Jersey

June 2016



**Beautiful
Coastline of
Jersey**

Our Jersey report is written by David and Ann Laing founder members of the Rotary e-club of aviation. Living in Stonehaven, Ann retired 2 years ago from her role as CEO of a charity, Maritime Rescue Institute, and as an Executive Officer of the international charity International Maritime Rescue Federation. David refuses to retire and still thoroughly enjoys working as a Senior Auditor for Det Norske Veritas.

IFFR Jersey Fly-In 2016

1976 since we were last there – would it be the same?

Well, one definite advantage would be that we were flying with Ian Kerr in his Cirrus SR22T – 1976 saw us with a tent, 2 rucksacks and very little else!

Would the weather hold?

Our take off from Perth airfield, Scotland, was perfect but the forecast was not good for south England and onwards to Jersey. So early start, and much to our surprise we had a perfect flight of under 3 hours. It has to be said that some of the German contingency did not make it due to poor weather and George Ritchie's journey was fraught

with bad weather leading to a long wait to see if it cleared, followed by their decision to make their way to Gatwick and fly on a scheduled flight – only to find that it too was delayed by an hour and a half. What a way for George to spend his birthday!

But determination got them there.

This meeting was booked out 6 months earlier and, despite 14 delegates having to pull out, 72 made it.

The island is as beautiful as we had remembered. Excellently organised and hosted by Charles Strasser and Gregory Guida, we were treated to wonderful hospitality, interesting and rich history, beautiful scenery and

(Continued on page 4)

Jersey.....

(Continued from page 3)

again that wonderful friendships that exude within the IFFR.

How many people get the privilege and opportunity to sit in the States Chamber with the Bailiff of the Island, William Bailhache Esq, and learn of the history of its home-rule, the makeup of the States Assembly and the Royal Court?

On Saturday we were treated to a tour of The Orchid Foundation. Unknown to us, the collection of stunning orchids is one of the foremost collections in the world.

And then on to The Durrell Wildlife Park giving us all the opportunity to chat 'aircraft', wander and watch the antics of the animals at our leisure.

The honour of being addressed by Mrs Lee Durrell, wife of the founder, Gerald Durrell, accompanied a mouth-watering lunch.

And, hey, the island has even more mouth-watering ice-cream!

On to Mount Orgueil Castle which proved quite an exhilarating but well worthwhile hike.

The views over beautiful Gorey harbour to the coast of France were stunning. Having hiked numerous steps to the top, there is nothing better than a 'pint' at the bottom before returning to the hotel and preparing for the Gala Dinner. What a super way to end a great day – Pimms and sunshine before more appetising food.

The UK AGM was held on Sunday

morning at which Alisma stood down from the Chair and passed the baton to David Morgan for the next 2 years.

Because of closing weather from the West, Ian decided to lodge an early flight plan so we missed the visit to the War Tunnels but know that this would have been as fascinating as the other organised trips.

Jersey had a very successful middle ages knitting trade and is now known for its Jersey Potatoes and its Jersey cows. But for us, Jersey is beauty, seafood and the friendliest people you could

possibly meet. We'll be back! Thanks to Charles, Gregory and all involved.



*NB We learned from Charles that Jersey cows have black lips
whereas Guernsey cows have pink lips!!*



In the Court House



**The Jersey Parliament Mace
(larger than the one in the UK Parliament. L to R: Court officer;
Deputy Bailiff; Chairman Alisma and Gregory Guida**

Report by Ann and David Laing.

Photographs by the Laings and Rodney Spokes

Jersey team 2016



**Tour Guide and
Jersey meeting
organiser**

Charles Strasser

Photographs - Rodney Spokes

©



**Must be 5 o'clock
somewhere..**

**Exclusive tour of
the Council
Chambers**



**Magnificent setting for
Pre dinner drinks**

Post convention Fly out Berlin July 2016

Big Thank you to Mike Cromati for compiling our Berlin Report.



This was the first flight after a major refurbishment on the Aztec. Which Marius was very much looking forward to.

Apart from myself, Marius and Margaret we were taking Raye and Feroz so I had to give up the P2 seat and was demoted to the rear.

Baggage was weighed and loaded on Wednesday for a 11am airways departure on Thursday from Sandown direct to Munster.

If anyone goes there do not refuel there as it is expensive.

Flight plans were filed via Rocket Route along with customs forms and duly approved.

After receiving several emails from Angus it seemed that most of the UK contingent were going to leave on

Thursday and stop overnight at Munster/Osnabruck. It also seemed that as well as Angus several other people were staying at the Hotel Eichenhof, so not wanting be Billy no Mates we all booked in as well. I must say it was an excellent choice the evening meal was superb, as was the company. Thanks Angus.

The flight took us directly over Gatwick at FL080 and then we were asked to climb to FL010 and over the top of Amsterdam /Schiphol, then routed direct to Munster and vectored down the ILS. On arriving we found that James and Catherine, Angus and Alisma had already landed.

Over dinner that evening most of the conversation was about the few of us that had a problem with picking up the 8.33 frequency and the weather front that was coming in during the mid to late morning the following day and deciding whether to leave very early or wait and see if it cleared as predicted later in the day around 14.00.

Some left very early and arrived in Schonhagen for breakfast while we and a couple of others decided that we would file IFR and climb up through leaving at around 11 am.

We arrived at Schonhagen at 12.30 on Saturday along with many other IFR arrivals from various parts of the world.

On arrival we were provided with an excellent buffet lunch. Then off to the Hotel Crown Plaza in the centre of



Berlin. We then had the rest of the afternoon free to explore the city before the welcome drinks and dinner in the evening at the hotel.

It was really good to catch up with the people we had met in America last year.

Sunday Morning was spent on an escorted river cruise along the river Spree looking at the modern and old buildings along with the history of East and West Berlin. The weather did stop drizzling so we were all able to go up on deck where we had a better view of everything. Our guide was really good and very interesting.

Then it was back to the hotel for a free afternoon for those not attending the board meeting and AGM.

Monday was a lovely day for the fly out to Grossenhain where there was a flying museum, we could fly some of the old aircraft if we wanted to which was really good.

On walking round the exhibits we noticed a board with a poster on it advertising Sandown IOW. Aircraft Museum. On enquiring more to this connection I was told that the owner of the aircraft had originally set this museum up at Sandown on the Isle of Wight but had moved it back to Germany some 16 years ago. There was an alternative bus tour to the Dom Brandenburg for the non flyers.

The late afternoon and evening we went out to explore more of Berlin and found a really good Pasta/Pizza restaurant so a good evening had.

On Tuesday morning we had a tour of the Bundeskanzleramt (Federal Chancellery) which was very interesting along with being ultra modern. Some of the art left a lot to be desired! but the portraits of past Chancellors were really good even though you don't get one until you're dead.

The afternoon we had more time to explore this fascinating city. Then it was off to the Capital Club for drinks and Gala dinner, this Private club is situated on the seventh floor of the Hilton Hotel with a spectacular view over Berlin.

On Wednesday the flyers went to Anklam, we decided not to participate on this one and spent the day at the Luftwaffe/ RAF museum Gatow which was amazing with over 5000 exhibits. Well worth a visit if you are in Berlin. In the evening we had a very nice organised dinner under the trees at "Linde" Wildenbrunch with a communal Ice-Cream that seemed to be passed from table to table!!

(Continued from page 9)



Thursday was spent at the former Tempelhof Airport with a guided tour. What an incredible place considering it was designed in the 1920's and is still a practical airport building today. I am glad that the referendum they had in 2012 the Berlin people decided that it had to be kept as an open space and not pulled down and developed, that would have been really sad.

That evening we went on George Ritchie's advice and followed him with Ipad in hand to one of the best Gay Restaurants in Berlin and had an excellent meal well worth the walk even though it was the longest way round, a really good evening had by all who followed him. Thanks George.

Friday we decided again to take the bus to the House of State Parliament where we had a guided tour, which incidentally cost considerably less to build than the Scottish parliament building according to Feroz. Again this was a very modern

building inside and sparsely furnished not very inspiring really, everything in



Red could be sat on and anything White was strictly forbidden to sit on, a bit bizarre as most of the decoration was in White.

Then it was on to Cecilienhof Palace at Potsdam where the guide gave us an excellent tour of the palace where Stalin, Churchill, and Roosevelt decided the fate of Europe after the Second World War. Our guide had a great sense of humour which made the tour more interesting.

Then it was off past the SS Headquarters building to meet up with the flyers at the Restaurant Fischerhutte for our farewell dinner by the Lake. Once again this was an excellent meal and evening. Then back to the hotel to say our good byes.

We left on the 09.00 bus to Schonhagen for an airways flight to Oostende for lunch and refuel stop before heading back to the Isle of Wight. We landed to a beautiful sunny day which finished the whole trip off nicely

On behalf of Everyone may I say a big thank you to Gerhard and his Team for a most enjoyable time and a really well organised trip. Look forward to seeing you all again on future trips.

Report : Mike Cromati



Berlin By Night



Lunchtime



**World President Elect Phil Pacey
enjoying some famous ice cream**

(Continued on page 12)

Ian Claims Highest flyer award over the North Sea.



Fresh back from Bodo, above at 2200 hrs, Ian squashes rumours of 37000 feet sector.:

I met with my fellow travellers Alastair and Allison Morgan at Perth Airport early in the morning on Thursday 4th August and before we boarded we put on our survival suits for our trip which would take a few hours over the sea.

I had planned a route to take us over Inverness then past Wick, Kirkwall and Sumburgh before heading more or less due east to Molde in Norway

This first leg took us just under 3.5 hours and we refuelled the plane and ourselves before setting off for the 2 hour flight to Bodø.

The scenery during this second leg was breathtaking.

We arrived around 18.00 local then made our way to the Clarion Grand Hotel which was our base for the weekend and where we dined on the first evening.



A RIB full of Flying Rotarians with guide Henry

(Continued from page 12)

On the Friday morning we attended a seminar at Bodø Airport. The airport was created during the second world war and since the 50s played a very important role as part of NATO.

The flight of the U-2 spy plane with Gary Powers flying, which went down over Russia in 1960, had been heading for its landing in Bodø.

The military use is now disappearing so there are ambitious plans to move the 3000 metre runway slightly south over some existing land previously used by the military and some reclaimed land which will release land for city expansion and will also improve the westerly instrument landing capability.

We also heard from Widerøe Airline Company who have headquarters in Bodø and are a major employer in the area. This was followed by a presentation about the recently opened Newton Flight Academy which hopes to encourage youngsters into aviation.

In the evening we enjoyed a barbecue which was hosted by Bodø Flying club.



Above- A view of the very modern Hotel Seillet in Molde

On Saturday morning we had some free time to see the city and there was the official opening of the Nordland Music Festival.



Ian with passengers Allison and Alastair before donning oxygen masks above 18,000 feet

We then headed off by coach where we ate lunch in a stone age restaurant enjoying fish freshly caught in the Fjord.

Close by the restaurant is Saltstraumen, the world's strongest whirlpool, and most of us elected to return to Bodø which took us through the whirlpool on RIBs

We saw some fantastic scenery and our guide Henry promised a close view of one of the many White Tailed Sea Eagles in the area and he lived up to his promise.

We then had a swift turnaround for a concert as part of the Music Festival followed by the dinner hosted by Bodø Rotary club celebrating the 70th anniversary of their club while the IFFR Scandinavian section celebrated 30 years since its formation. It's a year for special anniversaries because it is 200 years since the founding of Bodø.



Approach to Bode

All too soon it was time to depart on Sunday morning although some remained to spend the day at nearby Lofoten Islands. We had a long trip ahead so set off for Molde and with poor weather over the North Sea we decided to spend the night in Molde. We were joined by Diana Green and husband John whose company we enjoyed for dinner. Diana also decided to join the newly forming Rotary c-club of Aviation so has upgraded to being a full IFFR member from previously being a Friend of IFFR.

Looking at the forecast for the next day Diana and John decided to put their Robin in a hangar and wait for better weather but I decided to use the capability of my Cirrus to fly high to keep above the weather so we planned at 18,000 feet and in the event climbed to 20,000 feet for our flight back taking the same route via Shetland and Orkney back to Perth.



Above - view of Glacier

Report By Ian Kerr

My favourite City

We asked Scott Laurie to name three reasons for his favourite spot in the world



My favourite destination is San Diego CA

My job takes me there various times in the year and I never tire of the city.

Scott is a founder member of the Rotary e-club of aviation which was chartered last month

Working for IWM Group Scott travels to many countries with his job. Many thanks Scott for sharing your favourite spot.

*Scott loving
San Diego CA*

Number one in my selection is the spectacular views on the approach to Lindbergh Field Airport, the route takes you through an array of skyscrapers. This is special in the evening with the sun setting down in the Pacific to the west. Have a look at my video

<https://www.youtube.com/watch?v=9ql5iwIybB8>

My second reason is the chance to Dine al fresco at George's at the Cove, La Jolla. <http://www.georgesatthecove.com/ocean-terrace>

This is a fantastic setting, positioned on the ocean with great food. A very popular venue



Finally The historic Gaslamp Quarter; 16 square blocks of diverse shopping, dining and entertainment within a stones throw of the ocean boardwalk.



New Member Profile

Recently we caught up new member Jim Howard. Jim joined IFFR just over 7 months ago With his aircraft based at Exeter which he promotes as a very GA friendly air-field

Jim what do you get up to when your not flying ?

I'm the owner of two businesses. The more recent but most exciting of those is a vehicle leasing and contract hire company, formed, ironically, not too long before the bank crash of '08 but still here to tell the tale and growing. The second, and established since 1994, is a daily rental franchise with Europcar, this covering Devon and part of Somerset, operated from three branches within the territory.

Tell us something about your family ?

Divorced for some years, I have two daughters, the eldest of whom is a local radio presenter, married at the beginning of June. The younger has worked for Flybe in marketing since graduating from Plymouth University in 2010. Needless to say, I am a very proud Dad!

How did you start flying ?

Have been fascinated by all things aeronautical from a very early age. First soloed a glider as a sixteen year old Air Cadet and obtained my PPL as a twenty three year old.



G-WIZZ the only one on a G plate !

Marriage, mortgage and kids intervened and flying was placed on hold until 1999 when I went off to Florida and renewed my PPL. On return became a shareholder in G-VIZZ, an RS180 Sportsman. A what I hear you ask! A four seat touring aircraft designed by Rene Fournier and built by Putzer Sportavia in Germany. Lycoming 360 engine. Only 18 built and 'VIZZ is the only example on the UK register of the six or so that are still extant.

What have been your flying highlights ?

I've had Several. Longest and most challenging flight took me down to Gap in the French Alps for a massive Fournier get together to honour Rene Fournier. Routed via Cherbourg and Dijon outbound and returned via Valence, Cherbourg and finally Exeter. A wonderful, confidence building experience.

(Continued on page 18)

Member profile by Jim Howard



(Continued from page 17)

More recently, entering the navigation competition at a Guernsey Air Rally and was flabbergasted to come second overall whilst collecting the Novices trophy too – beginners luck!

Tell us about your airfield ?

VIZZ is based at Exeter which is now a reasonably busy regional airport. Homebase to Flybe, other airlines too are frequent visitors. Air Traffic Control combines the necessary formality with a helpful friendliness. Unlike certain other similar airports GA is still welcome and fuel and landing fees for resident aircraft are quite reasonable.

Iscavia are the local engineers and have been very supportive with the sometime challenges of finding the right components and keeping VIZZ airworthy with the minimum of drama.

What have you found a difficult part of flying ?

Like any aviator I have my tales to tell.

The time, many years ago, when I took VIZZ down to Truro for a business meeting in January which went on longer than anticipated. Needless to say it was pitch dark before

I got as far as Plymouth, and me with no Night Rating and never before flown at night!

Total misjudgment!

Fortunately, the South West peninsula with its coastlines and rivers make useful landmarks, even at night, which helped the navigation. Got to Exeter, tried to sound confident, made one of my best ever landing and quietly put the aircraft back in its hangar – many lessons learned!

A Night Rating followed soon after.

Another time was the day when en route to Guernsey, my radios (both of them) failed on transmit just as I approached Jersey Zone. I could still hear Air Traffic and we worked out a yes /no communication system using the transponder. Entering the Zone clearly a non starter so returned to Exeter who had been pre warned and brought me back into the circuit and a landing using a similar system.



What would be your dream destination?

Can think of many, longer distances around Europe perhaps, but top of my personal list would be an extended flying holiday in the USA with side trips to the Bahamas for example.

***Jim, thank you for sharing your experiences with us
and we look forward to seeing you on a future trip. Ed***

Don't forget ATC are there to serve you

Student pilot unsure of his position overhead an unfamiliar airport:

Student pilot: "Airport with circling Cessna overhead, please identify yourself"

30 second update....

Ideas for you to consider..

- SOPS.. Standard Operating Procedures. We have mentioned this before in the bulletin. It is a great way of policing your own flying capabilities and currency. Often we are put under pressure to fly, whether its time constraints, passengers, or ATC requests.

Have you reviewed yours recently ? Do you have your own SOPs ?

If you need any pointers in producing your SOPs please let me know and we can give you some ideas to keep you safe.

- When was the last time you practised a distress call on D & D 121.5 ?
- Your initial call should be

Training fix, Training fix, Training fix, G- IFFR Training fix unsure of position.

D&D Controllers need training to, so your call will be appreciated.

- Do you carry ATC phone numbers in case of complete radio failure ?
- ***Avoiding collision in flight when aircraft are:***
- **Converging:** on the right, in the right
- **Head on:** Alter course to the right
- **Overtaking:** overtake on the right

Diary

2016

October 22
December 7

Jet Age Museum
Christmas Lunch

Gloucester
RAF Club

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

FENLAND FLY-IN 10th AUGUST 2016

Following a suggestion from Angus Clark, seven IFFR aircraft and their crews 'piggy-backed' on the Fenland Aero Club's informal fly-in on the 10th August to this immaculately kept airfield. We were blessed with glorious summer weather. We met up for a very enjoyable lunch at the Club's fine club house. It was all very relaxing. Those taking part were:

Myself

Angus Clark plus two guests
Howard Hall and Chris O'Connell

Peter Jude and Ted Colin
Ferguson and Tony Broadbent
Ray Vora plus one guest
Brian Harvey and Feroz Wadia

Report by:

David Morgan
Chairman, UK IFFR



Photographs by David Morgan©

Editors Hello

Hi Everyone.

Welcome to my first attempt at the editors job, but I expect just like a circuit detail I will improve with the more I do.

I joined IFFR in 1994, and although I didn't know it at the time was "mentored" by Feroz who cajoled me into taking part in various flyins, and giving me my first experience into international flying for which I will always be grateful.

I obtained my PPL in 1983 working as an Electrical Engineer, and in 2004 trained as a commercial pilot my current job. I fly single and twins out of Liverpool Airport as a freelance flight instructor and air taxi pilot.

After I gained my PPL I could not see the point in Instructors. They where a necessary evil, their sole aim was to stop you using club aircraft...

I obtained my Instructor rating after gaining my ATPL just to keep my hand in while a position became vacant. To my surprise I both enjoyed the course and teaching students.

An hour with an instructor would help you practice those exercises you rarely get an opportunity to try.

They are always current, so can pass valuable information on the ever changing airspace and procedures.

So off my soap box and something about myself

I live in Cheshire with my first wife Ann. We have 3 children and 4 grandchildren

I took the role of editor not only to support this great organisation but to promote flight safety and the well being of pilots. So I hope you will find our thought provoking tips useful. Please sent me a note if you have any tips you would like to pass on.

If there is sufficient interest maybe we could develop an e-monthly "Beacon NOTAMS"

Stay S & L
Tony Erskine

The International Fellowship of Flying Rotarians (UK Section)

Chairman:
David Morgan (dmorgan9@virginmedia.com)
Tel.

Company Secretary/ Treasurer:
John Bowden (john.bowden@cwj.co.uk)
Tel. 01892 862531

Membership Secretary:
Rodney Spokes (flyer@spokes.biz) 1 The Spinney, Thurnby, Leicester, LE7 9QS
Tel. 0116 241 5895

Bulletin Editor:
Tony Erskine (tonyerskine@gmail.com)

Disclaimer: The International Fellowship of Flying Rotarians is a group of Rotarians dedicated to promoting aviation as an opportunity for fellowship and service. This Fellowship operates in accordance with Rotary International policy, but is not an agency of, or controlled by Rotary International.