

The Rotating Beacon



Angus and Alisima Clark

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“A letter from the Chairman”

Dear Flying Rotarians,

How time flies! By the time this letter goes to print we will be into a new year. Let's hope for some good flying weather.

Although I had a good year in 2016, so far as hours flown were concerned, a number of my planned trips were thwarted by weather. I had to make do with Flybe to get to Jersey for the Annual Meeting in June.

One of the most successful informal fly-ins of the year was not even an 'official' IFFR event – we piggy-backed

on the Fenland fly-in in August.

The weather was glorious and we had a good turn-out. The fly-in to Halfpenny Green in September never happened because of fog but we had more success, despite less than ideal weather, in October for the fly-in to Gloucestershire Airport (formerly Staverton) where we visited the Jet Age Museum.

On the 7th December we returned to the RAF Club in Piccadilly for our annual Christmas lunch. It was a great success and we were treated to a most

informative and amusing talk from our guest speaker, Peter Vacher, who told us about the trials and tribulations of restoring a Hurricane which he had found in a very decayed state in India. We were honoured with the presence at the lunch of Svend Andersen, the World President of IFFR, and his wife, Carina, together with a number of other visitors from foreign parts, including Roger and Glenys Leadbeater who had come all the way from New Zealand! My grateful thanks go to Diana Green-Davy and John Davy for making the lunch happen.

Planning is well advanced for the UK Section's Annual Meeting for 2017

which will take place on the 14th/16th July. We will fly in to Hawarden, near Chester. Hawarden is the home of the Airbus wing factory. It has a long history of aircraft manufacture being the site of Wellington production during World War II. Chester is close to the Welsh border so we have arranged a day trip into North Wales for the Saturday. The details will be published shortly.

A fly-in to RNAS Yeovilton is on the cards for 2017 as well as some informal events. Details will be distributed by e-mail as soon as they are available.

HAPPY LANDINGS!

David Morgan

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Annual Christmas lunch



RAF CLUB, PICCADILLY, LONDON 7TH DECEMBER 2016

Our Christmas lunch, at the **prestigious RAF Club** in the centre of London, has become a very popular event of the year.

Attended by over well over 40 members and guests we sat down to a traditional Christmas lunch and the wine flowed freely.

Hosted by our Chairman, David Morgan, who addressed the intrepid pilots and our guests with a warm welcome, and a special welcome also to our guest speaker Peter Vacher.

"It is traditional to welcome the newest member in attendance. That happens to be someone very well known to us. George Ritchie has been an honorary member of IFFR for a number of years. On the 23rd November George took the plunge and became a Rotarian when he joined the Rotary Club of Westminster International. George is now a full member of IFFR.

A very warm welcome, George, from all of us, and many congratulations on joining Rotary.

From the top table, David continued, *"I would also like to make a particular welcome to our World President, Svend Andersen and his wife, Carina for being with us today. Svend and Carina have travelled from Denmark. We know that you have a very busy schedule and we are delighted and honoured that you have been able to join us for our annual Christmas Lunch".*

"I would also like to welcome our other visitors from foreign lands and the Commonwealth. A very warm welcome to Roland Johnsson and Tomas Karlsson from Sweden, Han and Glieneke Klinkspoor from the Netherlands, Peter Mennel from Austria and lastly but no means least, Roger and Glenys Leadbeater who have come all the way from New Zealand. That's a long way to come for a spot of lunch! A warm welcome to you all, and thank you for taking the trouble to travel so far."



Peter enjoying the atmosphere at the Christmas Lunch



Waiting for Christmas Pudding

David now in full flow, refused to acknowledge Scotland as an independent three side Island, echoing the thoughts of 50% of the countries population.

"Perhaps I should include our visitors from Scotland in that welcome but Scotland is not yet a foreign land and nor is it part of the Commonwealth!"

As we were just about to attack our soup, David continued, *"With us today are Colin and Maria Walker. I would like to pass on my congratulations to Colin and Maria on their recent marriage. Many congratulations".*

It is traditional at the Christmas Lunch to announce the winner of the UK Section's Flyer of the Year Award. This year the very worthy winner is Tony Flinn. Tony as many of you will recall overcame severe physical disability to learn to fly with the assistance

of Aerobility. He purchased a Piper Archer which was suitably modified with the help of Aerobility.

This enabled him to complete his training. He finally got his PPL in February this year and less than two months' later he flew with his wife to join us at the UK Section's fly in to Le Touquet. That was not only his first over-water flight but also his first flight with his wife, Rosi. He fulfilled the dream of flight against all the odds, so I think he is a worthy winner of this year's award.

Organising today's lunch is a very time consuming task and David, thanked Diana Green-Davy and her husband, John, for organising this year's event. Diana has put in an awful lot of work to get us all here today and has made a number of journeys to London to sort out the arrangements with the RAF Club.



L to R: Carina and Svend Andersen
Chairman David Morgan, guest speaker
Peter Vacher. Diana Green-Davy



L to R: Mike Cromati, Anne Laing and Roger Leadbetter



David Laing receiving his IFFR wings from WP Svend.



Top table with James and Catherine Alexander



Left to right: Alisma Clark, John Davy
Colin Walker Patricia Bowden



Grace, followed by a very fine meal was filled with catch-ups and making new friends among the lunch dwellers.

John is the sponsor for the use of the RAF Club and without John we would not be able to hold our Christmas lunches at this wonderful venue.

Thank you again, Diana and John.

For the second year, I was accompanied by my brother Patrick and two out of three sons, Mark and John who were entertained by Margaret Cromati and John Bowden. Telling me later in the Running Horses they wish the lunch to become a tradition family annual event!

David thanked Peter, for the fascinating and entertaining talk. He continued *"Everyone owes you a debt of gratitude in not only preserving but bringing back to life an important part of our national heritage."*

Most lesser mortals would have given up at the first hurdle but you had the tenacity to see it through to a

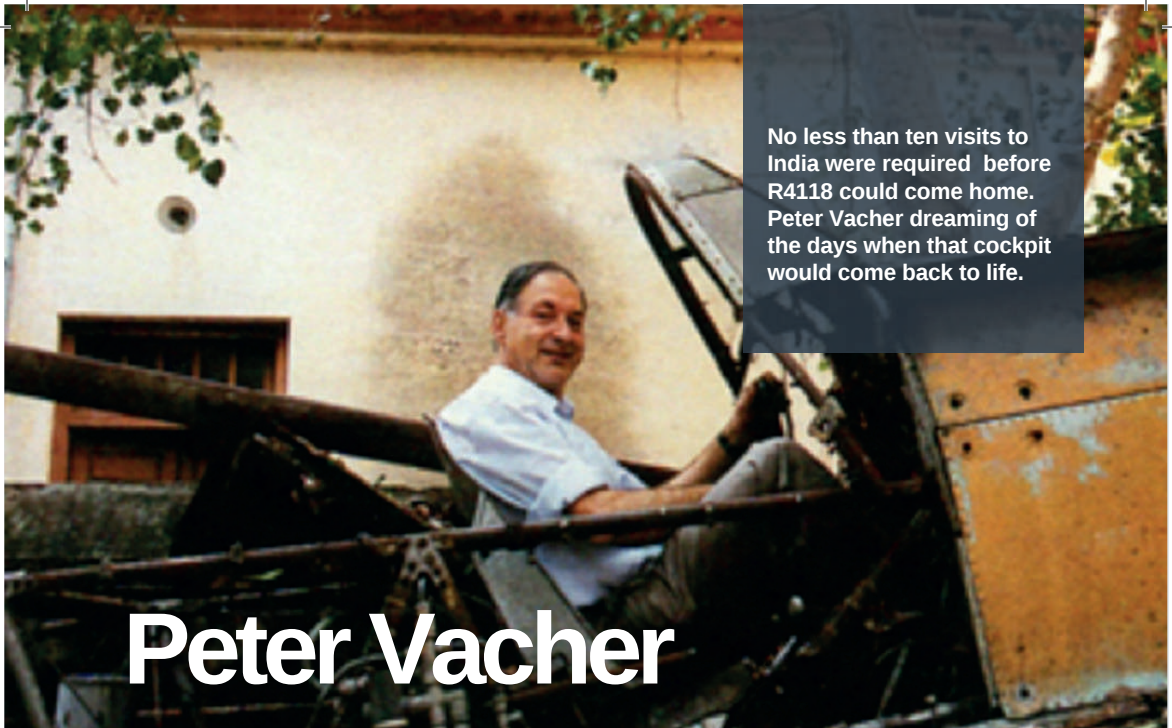
wonderfully successful conclusion. Perhaps on another occasion you will be able to tell us about your current project to restore a Leopard Moth".

"Thank you again and for taking the trouble to be with us today. As a token of our appreciation I would like to present you with this cheque in favour of your chosen charity, Flying Scholarships for Disabled People".

Our World President Svend Andersen gave a report on the membership of the IFFR and the trips he has undertaken, Svend also presented David Laing with his IFFR wings

Finally, David mentioned Christmas greetings from Ron Wright and Joyce Norfolk who were unable to be with us today owing to Ron feeling unwell but making a good recovery.

Report by: Tony Erskine



No less than ten visits to India were required before R4118 could come home. Peter Vacher dreaming of the days when that cockpit would come back to life.

Peter Vacher

“ Our guest speaker at the Christmas Lunch tells us ”
about his restoration work **read on..**

A WORLD-renowned institution links two elements of Peter Vacher's life. This is Rolls-Royce, a name synonymous with precision and quality.

Peter has taken the step from restoring classic Rolls-Royce cars to acquiring, restoring and now operating a Hawker Hurricane I – powered by a Rolls-Royce Merlin III.

After passing his driving test at 17, Peter bought a 1934 Standard Nine for £10 and started to learn about cars by looking after it and repairing it. Restoring motor cars became a hobby for him and he describes the process as *“a real passion”*.

He developed a particular love for Rolls-Royces of the 1920s and 1930s.

In 1970 Peter acquired a bare chassis and completed a restoration – he still has that one.

Another project was a 1922 Silver Ghost which had previously been in use as a breakdown truck.

His last restoration was a 1926 Silver Dowry car, built for His Highness the Maharaja of Bharatpur as a gift for his wife. It was exported through Nepal in 1983 in poor state and described – pretty accurately – as *“automotive spare parts”*.

It languished in store in the UK for a while and then Peter came by it. An epic eight-year restoration has resulted in a work of art.



Peter's 1926 Silver Dowry car, built for a Maharaja's wife, following its painstaking restoration.

Indian connection

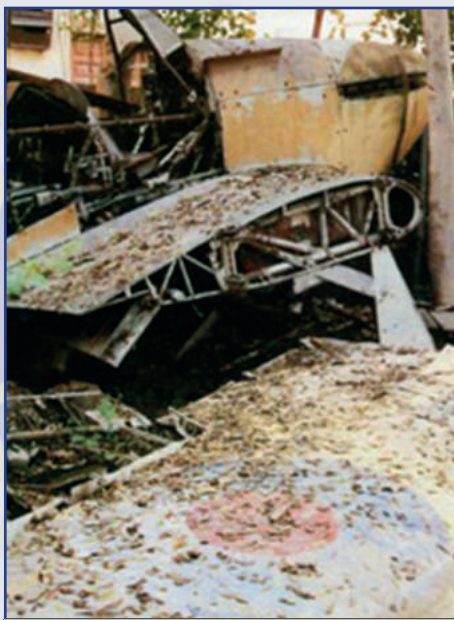
A good friend of Peter's, made many travels in India, seeking out and chronicling Rolls-Royces owned by Maharajas for an impressive book on the subject. Peter joined him in 1982 for a trip from Calcutta to Delhi, taking in princely state by princely state, asking for permission to look into garages, to look, photograph and admire.

At Varanasi, the Banaras Hindu University was on their 'hit list'. It was known that the school had cars for technical instruction. To their delight, they found a Silver Ghost and Phantom I.

Alongside the workshop holding the cars was a walled compound. Just visible above the wall was a cockpit. Inspection found this to be from an intact, but very forlorn-looking Hurricane.

At this stage, Peter had no interest in aircraft and thought no more about it. A job in academic publishing took Peter and his wife Polly to Australia in 1993.

Down there the two of them learned to fly. They returned to the UK after three years – both committed aviators.



The Hurricane as found, in the yard at Banaras Hindu University, Varanasi

It was then that Rolls-Royce and aircraft fused, and Peter remembered the Hurricane sitting in a yard in India. But I couldn't possibly still be there could it? Peter went back to Varanasi in 1996. It was still there and they made an approach to purchase it. Peter could not have realised it at the time, but *"undoubtedly the most difficult part was getting it out of India"*. What followed was *"a six year saga of negotiations"* and no less than ten visits to India.

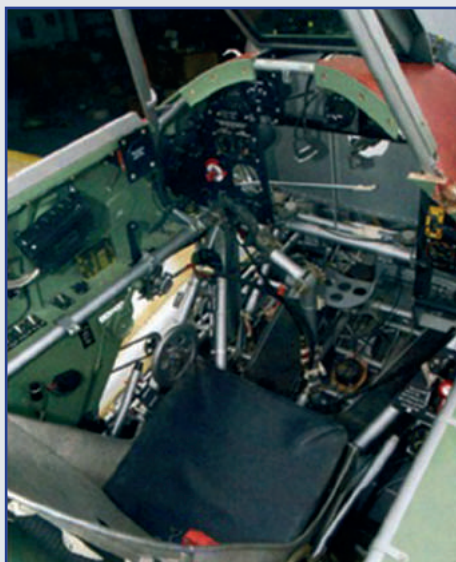
Peter related a delightful story about a lighter moment in the grinding and pendulous process to acquire the Hurricane. He was becoming frustrated at never ending levers of bureaucracy that unfolded with seeming ease time after time. Well miffed with another turn and twist in the process, Peter threw his hands in the air and

bemoaned Indian officialdom. A sage-like voice came from the other side of the desk with a question: "*And who taught us bureaucracy?*" Well, the 'Brits' of course. Touché.

Then, out of the blue, in 2001 came a "*yes you can have it but it must go before the students come back*". Great, thought Peter. Then he was told that would be the following week!



Home at last! The centre section is unloaded



The cockpit during the final phase of restoration at the HRL workshop.

The removal from the compound is a story in its own right and you must turn to Peter's book Hurricane R4118 for details of what became a part comedic, part tragic, wholly traumatic experience. During this the Times of India started a campaign to have the export halted, although this particular airframe held practically no significance to the national heritage, whereas the university certainly stood to benefit from the new equipment the sale would allow.



Hurricane R4118 back to its former glory



Tony and Rosi at Le Touquet with IFFR members last year

Flyer of the year Award 2016



This years “Flyer of the Year Award” was announced at the Christmas Lunch in London. Each year nominations are selected from members who have done something extraordinary, and this year is no exceptions.

The award went to Tony Flinn who’s remarkable feat was high lighted in June issue of the Rotating Beacon.

Chairman David will fly up and meet Tony at Santoft to present him with his award as he could not make it to the Christmas Lunch.

In a remarkable tale Tony and Rosi Flinn tell of three firsts.

- The first flight Rosi had with Tony solely in charge,
- First IFFR meeting
- First flight to Continental Europe.

All the more creditable as Tony is a paraplegic!

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.

Tenacious Tony gained his PPL and spent little time taking to the air, and we look forward to seeing Tony and Rosi at future events.



Tony and Rosi Flinn getting ready to depart Le Touquet.



New Member Profile

“ Recently we caught up with new member **George Richie**, who has been a friend of IFFR for many years finally we were able to sign him up! George tell us something about himself ”

George's Parents John and Mary Richie, played a big part in making the IFFR the successful organisation it is today

What is your day job and do you have family?

I followed my father, John, into the legal profession. But I got out of general practice and joined BT before the internet existed (technically, I joined in 1995 and it was in 1996 that we launched the first dial up internet service for consumers). I have spent the last 22 years keeping the company out of trouble with Ofcom, the communications regulator.

I am married to Caroline, who will fly with me if we are going somewhere nice, and we have two daughters. Katie (23), also a pilot, now works for Manchester Airports Group, and Emma (19) is at Warwick University.

How did you come to start flying?

From childhood, I used to sit behind Dad in our trusty PA28C G-ATAA (which ended its days upside down in a field of sunflowers 1km short of Melun airfield when Ma and Pa were en route to the IFFR meeting in Sion). I remember that when going abroad, we used to fly in to Gatwick to clear customs, using the GA facility at the base of the main terminal and paying 30/- landing fee. With that upbringing, I guess it was inevitable that I would want to take it up as soon as I could. I learnt to fly at Luton Airport, getting my licence in 1979 (aged 18), before I got my driving licence.

What's been your flying highlight so far?

It's hard to name just one. Taking Katie for her first flight (to Jersey) at 6

weeks old, doing the Malta Rally single handed, and (at opposite ends of the US) flying into Key West, Florida and Mackinaw Island, Lake Michigan are all up there. But I think ultimately the no. 1 spot goes to the trip to the Italian IFFR meeting at Lake Como in 2005. Kevin Young and I shared the flying in G-IFFR with Pa navigating. I will never forget spending the Saturday afternoon relaxing in a prototype Riva speed-boat on Lake Como, waiting for the Maule float plane to land and taxi up to us, so we could each have a turn at flying it.

What is the best thing about your airfield?

RAF Henlow (EGWE) is a proud piece of our aviation history. Operational since 1917, the Belfast hanger in which G-IFFR now resides will be 100 years old next year. Until recently, the control tower was made out of packing cases for WWII Hurricanes. For me, as a pilot, the best feature is the typical RAF triangle of grass runways ranging from 711m to 1179m. It's such a large site that even in Winter there will usually be a part of it somewhere that isn't waterlogged. Sadly, the RAF has earmarked Henlow for closure by 2020. All help in helping to keep it open will be much appreciated.

What's been your difficult part about flying? *(This could be an experience you had with weather/ problems with aircraft/ ATC)*

Mechanically – when the engine on our old Arrow started running rough exactly half way between the Isle of Wight and Cherbourg – 30 miles on or 30 miles back. That the only time we have got the life raft out of its bag. A 4 cylinder Lycoming firing on only 3 cylinders is a grumpy beast. We were however given a full fire & rescue service reception when we landed at Cherbourg and after cleaning the oil off the plugs we were on our way again.

Meteorologically – finding myself on top of rapidly building towering Cu at FL95 and needing to get down for the Paris zone. Heading down into it, with the power at idle and nose stuffed down, at times I was still going up at several hundred feet a minute. Ultimately, I came out between layers at FL55, took a breather and then went down through the second, somewhat easier layer.

Emotionally – first flight after the loss of Pa and Kevin on 1 June 2008. Jenny and I flew together – the 5 minute hop from Henlow to Meppershall.

Commercially – sitting in the back of a Pan Am 747 Clipper as it climbed out of Heathrow bound for New York only weeks after the Maid of the Seas Lockerbie tragedy. We all breathed easier when we levelled out at cruising altitude.

What would be your dream flight destination?

My “one day” flight – get a floatplane rating and work my way up the West Coast of Canada to Alaska, hopping from lake to lake and camping out at night. Maybe when I retire. . .



George with daughter Kate

New Member Profile

“The second new member we caught up with is **Lucio Lodi**. Lucio Joined IFFR in the last six months with his local airfield Goodwood, he gives us an insight into his flying career, and ” we can all learn from a very important lesson **read on..**

Lucio tell us about your day job

I'm a Brigadier General (retired) of the Italian Air Force.

Is that how you started flying?

I joined the Italian Air Force Air Academy when I was 21 year old.



The F104 Starfighter

What's been your flying highlight so far? Can you beat a Piper Tomahawk with a cruise speed of 90Kts?

Flying the F104 Starfighter. Exercising aero naval operations with the US 7th Fleet in the Med.

What's been your difficult part about flying?

I was included in an experimental class which started flying school directly on jets. For the first 3 missions I felt airsick and seemed to be vomiting even my soul. After the 3rd mission my instructor asked me if I was having breakfast before flying. My answer was "No". *"Tomorrow have your breakfast".*

Was the reply. I became a fighter pilot.

What is the best thing about your airfield?

My closest airfield is Goodwood but I don't fly from there yet.

What would be your dream flight destination?

Space! Unfortunately I'm too old!

I was fascinated an insight into Lucio's typical day as a 1st line combat pilot.

My First Scramble

As a Second Lieutenant I had been declared Combat Ready the week before.

It was my first QRA duty, my leader a senior Captain.

The shift started at 14:00 hrs; after the pre-flight and cockpit check I accepted my F86K and left it in ready to start-up condition. The afternoon and night passed uneventfully. During the night a cold front was hovering over the Base.

At 07:30 hrs the scramble bell went off. During the start-up I could hear the Tower giving us the scramble instructions, meteo conditions and the QNH. In less than 5 minutes from the scramble order our aircraft were gathering speed on the runway.

Half way through take off my leader aborted, I carried on and at 200 feet I was in the clouds.

At 33 Angels I intercepted a Warsaw Pact Badger in international waters and followed it to the end of my squadron area of responsibility.

The mission was over and the GCI handed me over to the GCA. At 3000 feet I still was in the clouds which I was told were hugging the ground; the GCA reported that on the Base the cloud ceiling was at 200 feet and the visibility was 300 meters.

I was very happy about my first real intercept and I didn't notice that the precision Radar operator was very late in giving me instructions. I finally saw the threshold lights and landed. I was about to enter the squadron door when the GCA Commander jumped out of his car and approached me saying: *"You declared 3000 feet but you were lower than that"*. A light came on my head and I remembered what happens to the altimeter when crossing an area of low pressure.

We ran to the aircraft and checked the altimeter which was giving a wrong airfield altitude of plus 620 feet. The GCA commander said: *"You have been very lucky, those hills around the Base are at 2330 feet and you missed them by 50 feet"*.

A perfect chain of events which started with the approach of a cold front and fortunately didn't end with a crash. I had relied on the presence of my leader and didn't check the altimeter when the tower gave us the QNH! My career as a Combat Ready Pilot had begun! And I have been lucky enough to have had a Guardian Angel.



30 second update



Adjusting Your Approach In Gusty Conditions

"One procedure is to use the normal approach speed plus one-half of the wind gust factor.

If the normal approach speed is 70 knots and the wind is 10 knots gusting to 25 knots, the gust factor is 15 knots. Half of that would be about 7 or 8 knots. Therefore, an airspeed of about 77 or 78 knots would be appropriate. In any case, the airspeed and amount of flaps should be as the airplane manufacturer recommends.

To maintain good control, the approach in turbulent air with gusty crosswinds may require the use of partial wing flaps. With less than full flaps, the airplane will be at a higher pitch attitude. Thus, it will require less of a pitch change to establish the landing

attitude, and the touchdown will be at a higher airspeed to ensure more positive control.

The speed should not be so excessive that the airplane will float past the desired landing area. Remember that stall speed may be higher with partial flaps which may dictate an increase in approach speed even before adding the gust factor.

Know your aircraft's approach speeds in various configurations and practice using them before you have to employ them in an actual gusty situation."



Botched Go-Around

There have been accidents where a pilot elected to go-around but waited too long. They were too far down the runway and not able to clear obstacles off the end. This is usually a situation where a pilot is high and fast on final.

Now the aircraft floats and floats down the runway, the pilot is beginning to wonder if he will get stopped in time and the longer he waits and uses up more runway, the less his chances of a successful go-around.

If you find yourself wondering if you will make it or not, consider that a signal that it is time to utilize that go-around. So the moral here is to go-around early and often.

Another go-around accident is caused by the pilot who is not proficient in go-arounds and either has directional control problems or stalls the aircraft. I have seen examples of both. The solution here of course is training and practice. How long ago has it been since you practiced a go-around?

Another go-around issue in general aviation is what I call the multiple go-around problem. This is a situation where a pilot makes a series of go-arounds and then crashes on his third or fourth attempt to land. If you are unable to land after two attempts, something is wrong. Perhaps the turbulence is excessive or the crosswind is too strong or the field is just too short. But in my view, after two failed attempts the correct action is to go somewhere else.

So, don't be afraid to utilise this safety tool called a go-around. Make sure you are proficient and don't be afraid to divert if conditions are not up to your skills."

Wake Turbulence On Take-off

"Vortices tend to move outward from the aircraft. So if you are behind a departing aircraft, the vortex from the right wing will tend to move to the right. The vortex from the left wing will

tend to move to the left in no wind conditions.

If we have a crosswind, the wind will tend to influence the movement of the vortices. A crosswind of about 3 knots will hold the upwind vortex pretty much in place at the runway where it was created, while the downwind vortex will rapidly move away from the runway.

Crosswinds greater than approximately 5 knots will tend to break up the vortices. So stronger crosswinds are good things, as far as vortices are concerned. At least the way we look at it, from our perspective; we want the vortices to begin to break up and decay. So light crosswinds require maximum caution, and I'm talking about a light crosswind of maybe 3 knots.

We need to note the point of rotation of the larger aircraft. That point of rotation is where the vortices will be developed. From that point on, there will be vortices off the wings of that departing aircraft. So it's important that your rotation point occurs prior to the rotation point of the preceding aircraft, because we do not want to be rotating in the vortices of the preceding aircraft. We need to do that prior to reaching the preceding aircraft's point of rotation.

You want to climb upwind of the departing aircraft for the same reason we talked about relative to the crosswinds' effect on the vortices. So if the crosswind will move the vortices to the left, our departure path should be to the right to avoid those vortices."

Diary of Events

Date	Event	Contact Details
30th March	Turweston (EGBT)	Lunch flyin dmorgan9@virginmedia.com
26th April	Fly in Caernarfon Lunch and Museum	Lunch flyin tonyerskine@googlemail.com
28th April/ 1st May	Germany- Austrian Fly-in	Schwabish Hall Germany www.iffr-deutschland.de/events/meeting201604en/
10th/14th June	R.I. Rotary Convention Fly around	Atlanta
26th/28th May	Bennelux meeting Fly-in	Ostend- Belgium iffr.org/events/bennelux-section-ostend-belgium/



Date	Event	Contact Details
14th / 16th July	AGM Chester and North Wales	Hawarden Chester iffr.org/events/uk-section-chester-uk/
10th/13th August	Scandinavian Sec meeting Fly-in	Finland iffr.org/events/iffr-scandinavian-fly-in-finland/
17th/20th August	Switzerland Meeting Fly-in	Lausanne iffr.org/events/iffr-meeting-lausanne-switzerland-2017/
1st/4th Sept	Italian Sec meeting Fly-in	San Marino iffr.org/events/2017-italin-section-san-marino/
7th/10th Sept	French Sec meeting – Fly in	Aix en Provence iffr.org/events/french-meeting-aix-en-provence/
13th/15th Oct	Australian Fly in	Tasmania iffr.org/events/2017-australia-tasmanien/
20th/22th Oct	New Zealand Fly in	West Port iffr.org/events/new-zealand-westport/
TBA	RNAS Yeovilton	Fly -in





My Favourite City



Street Theatre

In 2008 we had a visit from La Princesse, a 50ft mechanical spider, which caused quite a stir after appearing unannounced as part of our European Capital of Culture year. In 2012 an estimated 1 million people flocked to the city and stood mesmerised as two giant marionettes and their faithful dog Xolo walked, jumped, slept and danced through the streets. In 2015 Liverpool hosted the UK's official flagship cultural commemoration of the First World War.

If you look on You tube, you will find some fantastic footage.





Liverpool's Architecture

Liverpool is one of only a handful of UK cities with two cathedrals. The Anglican is one of the largest in Europe and imposes itself on the city skyline. Linked by the aptly named Hope Street the modern Metropolitan Cathedral of Christ the King was completed in 1967 with its modern funnel design earning the nickname 'Paddy's Wigwam'.

Come and visit us

Tony
Erskine



Theatre Land

Liverpool is a major city for the arts, and has four large theatres and a host of smaller theatres. Major London productions migrate to Liverpool. LIPA founded by Paul McCartney, who holds regular workshops for its students produces some of the country's best musicians and actors.

The Everyman Theatre has been instrumental in the careers of some of the UK's most famous actors including Julie Walters, Pete Postlethwaite, Matthew Kelly and Bill Nighy.

**The International Fellowship of Fly-ing
Rotarians (UK Section)**

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International Fellowship of Flying Rotarians

PPL's WANTED

If you enjoy this magazine, why not join our fellowship.
Full membership is open to all Rotarians.

Not a Rotarian?

You can become a friend of the International Fellowship of Flying
Rotarians and enjoy the fly-ins
Organised events are held throughout the flying season and valuable
help is on hand from members if it's your first time anywhere

Just visit our web site for more information
www.iffro.org.uk

We are looking forward to meeting you.

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