

# The Rotating Beacon



## The main ingredients of a breath taking fly-in

- Enjoy our reports inside from around UK, Europe and USA
- Help us make you're membership to IFFR awesome.  
There still are some fly-ins to attend,
- What about helping us to make your flying a brilliant experience?  
Take our survey on page 21.

*You provide the transport, we provide the refreshments and the sights!*

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Regards to the February edition of the RB I would like to attribute copyright of the Christmas lunch pictures: Front Cover, page 4,5 7 lower and 9 - Rodney Spokes, remaining Christmas lunch photos - Tony Erskine.



## “A letter from the Chairman”

**This is my first letter as Chairman and what a time I have had so far. I want to begin by saying thank you to all the members of the current committee for their support and encouragement they have given to me and also for the work that many of them are doing to complete this year's programme. We have had two video conference meetings facilitated by Ian Kerr which has I think helped with the communication process, particularly for me as I like to see who I am in conversation with!**

This calendar year we have had mixed flying weather, but have managed two fly-ins, namely Turweston and Peterborough Conington. The visit to

Turweston, my first as Chairman, was very well represented and a great opportunity for me to meet members & guests. (See report). The visit to Conington was on a beautiful day and it was very nice to see three planes from the Isle of Wight. Angus kindly offered to route via Skegness to pick me up as G-GCAT was unavailable that day. First time for me in a Robin with the excellent visibility and to use a stick after so long ( my first plane was a Rallye). This visit gave me the opportunity to present the IFFR “Flyer of the Year” award to Tony Flinn which was much deserved (See report).

IFFR member Rodney Spokes joined me in G-GCAT for the trip to Germany for



the German/Austrian section meeting at Schwabisch Hall. A good turnout from the UK section with excellent fellowship despite a few comments about Brexit(!) which was to be expected. It was nice to meet up with the UK flyers mid-way for an overnight stay. The weather closed in for the return trip and fortunately there was a small window for some of us flying VFR to eventually depart and return to UK (see report of visit).

I also flew to the Benelux meeting in Ostend at the end of May taking a friend with me who has since said he would like to become a friend of IFFR. We had excellent fellowship, a wonderful turnout from UK and the weather was excellent. (See report).

For future trips abroad, Angus has agreed to act as co-ordinator of information to UK flyers. This will enable us to know who is planning to go, is there a spare seat, to look at routes, to be able to consider a stopover destination when required. Therefore we need to inform Angus if we are going to attend an IFFR meeting abroad. Many thanks to Angus.

Early on I also asked Angus to resurrect the UK IFFR clothing facility which he has kindly done.

Well our next big event is Chester 14/16 July to which Jashu & I are looking forward to being at and hopefully flying in to Hawarden. Many many thanks to Martin for picking up on the organising of this event and to Ian who unfortunately is unable to attend, but has helped me in matters concerning

those attending Chester. I am delighted that our world President Svend and his wife will be with us and at the time of writing along with 40 attendees. We are going to have a great time. I also hope that many of you will attend the AGM on the Sunday morning. I will ensure we have a tight agenda and look forward to contributions from our membership.

I want us to have some further UK fly ins from August onwards, and would welcome offers to organise them. I am hopeful we can have the Caernarfon visit along with at least a couple of others. I am pleased that we will be represented at most of the forthcoming section visits abroad. Jashu and I will be at Lausanne, and I am intending to fly to Aix en Provence. At the end of the year we will once again be having our Christmas luncheon at the Royal Air Force Club in London, a very special event. Information to follow.

I am looking forward to meeting as many of you as is possible during my term of office over the next two years



#### BEST WISHES AND SAFE FLYING

Peter Jude



Photo Rodney Spokes

## Turweston trip

“ The first fly-in of 2017 was well attended, Chris O’Connell reports on the event **read on..** ”

**A total of 21 Rotarians and friends attended the March meeting of IFFR. The weather was bright in the South although with a Southerly airflow, Turweston had a tricky crosswind with the grass runway out of action.**

Some 8 aircraft attended with the furthest prize going to Past World President James Alexander from Cork who left in challenging conditions. 3 crews attended by car. The new tower boasted an impressive panoramic restaurant. After lunch, we were treated to a hangar tour seeing old and new aircraft in the process

of restoration or repair.

A nearly completed Hurricane was pride of exhibits. Plain to see was the fuel tank just forward of the windscreen; perhaps the only design fault of the fighter which won the Battle of Britain.

Peter Jude was welcomed as the new Chairman and all crews returned safely.

Chris O’Connell

**MANY THANKS CHRIS FOR YOUR REPORT**

Tony.





Lunch time with James Alexander explaining how a JCB works.



Ron Wright Carrying out an 'A' Check.  
Photo by Rodney Spokes



Group tour of the new Turweston ATC tower. Photo by Rodney Spokes.



New Control Tower.  
Photo by Chris O'Connell



Enjoying the sunshine Left Rodney Spokes Peter Jude and James Alexander.

Photo Angus Clark.

# Ist International fly in of 2017

“ IFFR TRIP TO Schwabisch Hall GERMANY 27-30 April [read on...](#) ”

James and Catharine Alexander kick started the International fly in season and send us their report

## Thursday

It was 7.00 am when we arrived at the airfield, only to discover that the battery

on the fuel bowser was flat. Hurry hurry -position the car so the jump leads can connect to the pump. 230 litres later and the car now safely parked in the hangar, we blasted off to Calais.

The 2017 Flying Season had started. It

started some two or so weeks before when a barrage of emails went around - where do we do customs? are we having a 'halfway' stop-over? and where is the best value hotel, closest to the airport!!

So it's Sedan Douzy LFSJ, two hours out from Blighty and about an hour from our IFFR weekend destination. After the usual afternoon drinks, followed by dinner and more drinks we say *'that's enough'*.

## Friday

Not wonderful weather initially, with low cloud which was no good for the VFR pilots. We arrived at EDTY Schwabisch Hall about 12.00 and were swiftly transferred to our hotel, situated in the centre of this most beautiful Black Forest Town about 50K north of Stuttgart. Champagne was flowing as we arrived, as we greeted friends old and new in the hotel lounge.

Team Leader Peter Jude and 10 other hardy Brits were welcomed by about 40 German/ Austrian Section Members, plus WP Svend and Carina Anderssen.

After lunch, the 'English' speakers gathered on the left and the locals on the right for a two-hour guided walking tour through this most spectacular hilltop town. In mediaeval times, it became wealthy through salt extraction from brine springs; but today is famous for Wurth machine tool manufacturing. It is also the HQ for a massive German based Building Society, and home to many family owned engineering dynasties.

Dinner in the local brewery by the river was typical German fantastic hospitality, too much to eat and yes, we had to have those extra beers!

## Saturday

Today we had a coach trip through beautiful countryside to Langenburg,

a hill top town about 25 miles away. Langenberg Castle is home to the German Royal family, who are of course relations of our own Royal family who last visited in 1965. There were many interesting photos of the visit.

Most interesting to the ladies was a portrait of a family member who had had 24 children, and lived until she was 86!

We had lunch at Unterregensburg, another historic village, where we tasted the local "champagne" made from pears.

## Sunday

In the morning, we enjoyed a beautiful walk through the park along the river, up the hill to visit the Groscomburg monastery. It was built in the 1700s and has a baroque cathedral at the top. There were wonderful views over the town. We were all ready for an ice-cream once we came down the hill.

We had a guided tour of the impressive Wurth art gallery in the early evening. The exhibition was called Water Clouds and Wind.

The day ended with a formal dinner in the hotel, with the usual sales spiels by each country for their fly-ins. Peter Jude made his 'maiden speech'; we all decided that He was a natural leader.

## Monday

Up early and optimistically to the airport. The weather looked rather bad...cloud, rain, headwinds, icing above 3,500 feet.

Some of us got away, some then turned back and stayed another night, some made it back to the White Cliffs.

A great start to the year

**THANK YOU, CATHARINE, FOR A BRILLIANT REPORT.**

Ed.





Enjoying a beer.  
Left Tollef Myrvang-Jensen  
C: Rolf Mikkelsen R: Bob Fields  
Photo Peter Jude.

## “ OOSTENDE ” Our very own Kate Adie was parachuted in to Belgium to give us this report ”

26TH – 28TH MAY 2017

Oostend- my first trip to this city which is always exciting. We met George and Caroline at Henlow promptly at 9am on a beautiful sunny morning. After refuelling and the usual checks the five of us boarded the aircraft- George and Caroline, Ron and I and Mrs Ping who had difficulty with the seat belt! Mrs Ping was really Angus' guest from Florida- a golf club!

Our flight to Oostende took 1 hour

and 20 minutes slightly longer than expected due to a nasty headwind. Our landing was quite eventful as we were given priority over a 737. Arrival at the terminal building was lengthy as each bag and case was opened and inspected. Finally, we arrived for lunch and met old and new friends.

After lunch, the coach took us to Middlekerke where we visited the

Museum of the Sea- a history of tourism since its inception to the present day. The building housing the museum was originally the Post Office as is listed, as is the hotel next door. The Post Office itself was on the ground floor and the Postmaster lived upstairs. Inside there were pictures and models depicting Oostende's tourism from its early days, including a picture of Leopold II and his walking stick, as he was involved in tourism from the beginning. The modes of transport were originally horse drawn carriages, then trams (still in use today) followed by trains and finally cars.

We all sat in a model of a tram and watch a video of a tram travelling along the coastline from France to Germany. A sea hospital build for sick children from Brussels was burned down during the occupation in the first world war and never rebuilt. Amazingly in the early days of tourism, people drank the sea water because they thought it was good for them. The best part

of the whole exhibition was when George persuaded Angus to remove his shirt and join the bathing belles to peels of laughter from the audience. I unfortunately missed this but in the photo, he looked almost like one of them! (editor comment. The photo has not surfaced yet!) Images on display recorded the cottages built among the dunes, which are now replaced by beautiful apartments together with hotels they fill the seafront.

On display were buckets, spades and seaside toys over the years together with past times souvenirs, including the old fashion floor camera with plates and a wind-up nickelodeon.

Back on the coach we travelled to the hotel via the airport and could relax until dinner in a private room at the hotel. The Thermae Palace Hotel was originally built as a thermal institute behind the colonnades, and in 1993 it became a luxurious hotel in Art Deco style. It suffered badly in the second



Relax time. photo by Angus Clark



world war and after several renovations it was finally restored in the '90's to its present condition.

Saturday morning, another beautiful sunny day and after a leisurely breakfast we boarded a coach to Fort Napoleon- en-route we passed the Atlantic wall built by the Germans and used in both the first and second world wars to protect Oostende and keep the British and France out- this wall has been preserved and turned into an open-air museum. Unfortunately, there was insufficient time for us to explore the museum, but along its perimeter the bunkers and cannons could easily be seen.

We finally arrived at Fort Napoleon after a tortuous coach journey where our driver had to take a diversion through crowds enjoying the sunshine, the ships in the harbour, and many stalls offering many different types of colourful merchandise and mouth-watering food. We entered the 19th century polygonal fort which had recently been restored and the modern additions had been very sympathetically built. Our tour guide advised us that France had occupied the Austrian Netherlands (roughly modern Belgian) during 1792/3 around the time of the French Revolutionary Wars.

During the war of the Fifth Coalition, Napoleon expected a British assault from the sea on the Port of Oostende, and the fort was constructed in the sand dunes, close to the mouth of the harbour in 1811. The British attack never materialised, the fort was used for troop accommodation and an arsenal until the end of the French occupation in 1814 when it was abandoned. During World War One, the fort was used to accommodate the German headquarters and decorated by

German murals by Heinrich Otto Pleper a German soldier.

After the war, it served as a museum and then a children's playground before falling into decay. In 1995, it became into the care of the Flemish Heritage Association and following a 5-year restoration programme it was open to the public in April 2000!!

It is amazing that one of the most interesting sights to me and others were the stone men on their knees, naked with hands behind their backs, but when I asked a guide the significance? Contemporary art, was the reply- I was most disappointed!!

The views from the roof were incredible, and we rewarded by a flotilla of tall ships sailing out of the harbour in full sail. We were taken into many rooms and inner court yard with walls 2.6 metres thick. Napoleon visited the fort five times, which held up to 500 men on occasions.

After our tour, we had a delightful lunch in a very modern bistro and returned to the coach to take a short ferry ride to view the Amandine and Mercator ships on the other side. Unfortunately, we had to wait 45 minutes for the ferry because of the passenger demand. During our wait, a helicopter entertained by flying very low over the water in front of us and letting a man down a rope to hover over the water and return to the helicopter. Finally, we landed on the correct side of the harbour and after a short walk some of us boarded the Amandine, an Icelandic fishing trawler now a museum. She made her first trip in 1962 and fished the waters around the south of Iceland in the summer and the channel and the North Sea in the winter. At first a lucrative business but things got harder when fishing got more restrictive in



Alisma & Angus Clark with Joyce Norfolk and Egide

the Icelandic waters. The Amandine made its last trip in 1995, and is the last Icelandic trawler to come from Oostende. We could see how hard life was on board. The vessel usually sailed with 8 men caught cod, haddock, ling, pollack and others.

After a good rest, back at the hotel we assembled for the Gala Dinner- ladies looking glamorous and the men handsome in their black ties. After an enjoyable dinner Egide introduced the new Benelux President Huub van Hent, who introduced Luciana, his wife. Following a floral tribute to Mia (Egide's wife) he thanked Natalie and Arie for their contribution.

The World president Svend Anderson thanked Egide and Benelux for a great event, and gave a toast to the

ladies. Various other Presidents gave their thanks including Peter Jude who headed the 19-strong contingent from the UK. The dinner closed with a gift to pilots and presented the hotel organiser with a floral bouquet.

All good things come to an end, and next morning we said our goodbyes and boarded the coach for the airport. Again, with delays at the customs we took off at 11.15 and landed at Henlow after a very pleasant flight. A quick pub lunch with Caroline and George ended our great weekend in Oostende with many happy memories of another IFFR Trip.

Joyce M. Norfolk  
17.6.2017

**JOYCE THANK YOU FOR A GREAT REPORT**  
Ed.

## The International Fellowship of Flying Rotarians is for all Rotarians who are interested in General Aviation.

Each year the UK Section holds a series of one-day events ideal for Private Pilots hiring Club aircraft as well as those who have their own or shared aircraft. But those arriving by road are equally welcome – *you do not need to be a pilot to join, just a Rotarian interested in aviation.*

### Membership of The International Fellowship of Flying Rotarians gives:

- Regular contact with others who share your interests - Rotary and Aviation
- The opportunity to take part with other members in visits at home and abroad, to Air shows, Museums, Rallies, Reunions and other aviation events
- A distinctive IFFR pin badge acknowledged by Rotary International
- A Newsletter telling of past and forthcoming events in Britain and in the rest of the World

“ **Reach for the Sky.** Don't fly in circles ! Join our organisation and enjoy regular fly-ins, gain valuable flying experience, Meet lots of other pilots always ready to help out with planning or sharing trip. ”



## MEMBERSHIP APPLICATION FORM

First (badge) Name: \_\_\_\_\_ Last Name: \_\_\_\_\_

Spouse or Partner: \_\_\_\_\_ Mobile: \_\_\_\_\_

Home phone: \_\_\_\_\_ Business phone: \_\_\_\_\_

Home address: \_\_\_\_\_

Postcode: \_\_\_\_\_

Email: \_\_\_\_\_

Rotary Club: \_\_\_\_\_ District: \_\_\_\_\_ Classification: \_\_\_\_\_

Nearest Airfield: \_\_\_\_\_ Pilots licence (if any): \_\_\_\_\_

Who gave you this form?: \_\_\_\_\_

I apply for Membership of IFFR (UK) Limited and will support its activities to the best of my ability. I agree to abide by the rules & regulations set out in the memorandum and articles of association of the company from time to time and in the event that the company was to become insolvent on a winding up I agree to pay a sum not exceeding £1 towards the company's liabilities. I agree to my details being published for Rotary and IFFR purposes in the IFFR directories. I have completed the Bank Standing Order (below) and confirm that I am a member (active or honorary) of the Rotary Club named above.

To: \_\_\_\_\_ Bank PLC Sort code . . . - . . .

Account name \_\_\_\_\_ Account number \_\_\_\_\_

Full address of bank \_\_\_\_\_

Postcode \_\_\_\_\_

Please pay Lloyds TSB PLC, 177 High Street Orpington BR6 0LJ (30-96-31) for the Credit of IFFR (UK) Ltd account number 3114670, the sum of £25.00 (twenty-five pounds) and debit my account accordingly, now and on 1 January in each subsequent year until cancelled by me in writing.

Please ensure that you quote the reference\* \_\_\_\_\_ when making payment.

Signature \_\_\_\_\_ Date \_\_\_\_\_

\* Reference will be inserted by IFFR

Send by post to Rodney Spokes, Membership Secretary, IFFR UK, 1 The Spinney, Thurnby, Leicester LE7 9QS. Telephone 0116 241 5895.





# My Favourite City Neil Smith

Catching up with Neil Smith, we twist his arm to give us an insight to his favourite City Stoke of Trent. The Potties hold some very special memories for the editor. In a past life, the family had a shop who sold lots of pottery. Our buying trips to Stoke, are legendary.

My favourite city is Stoke on Trent, which may surprise anyone who has visited the area in the last 10 years, as it appears very run down with the pottery industry in sad decline.

There are many reasons to like the place, but here are three of the most important:-



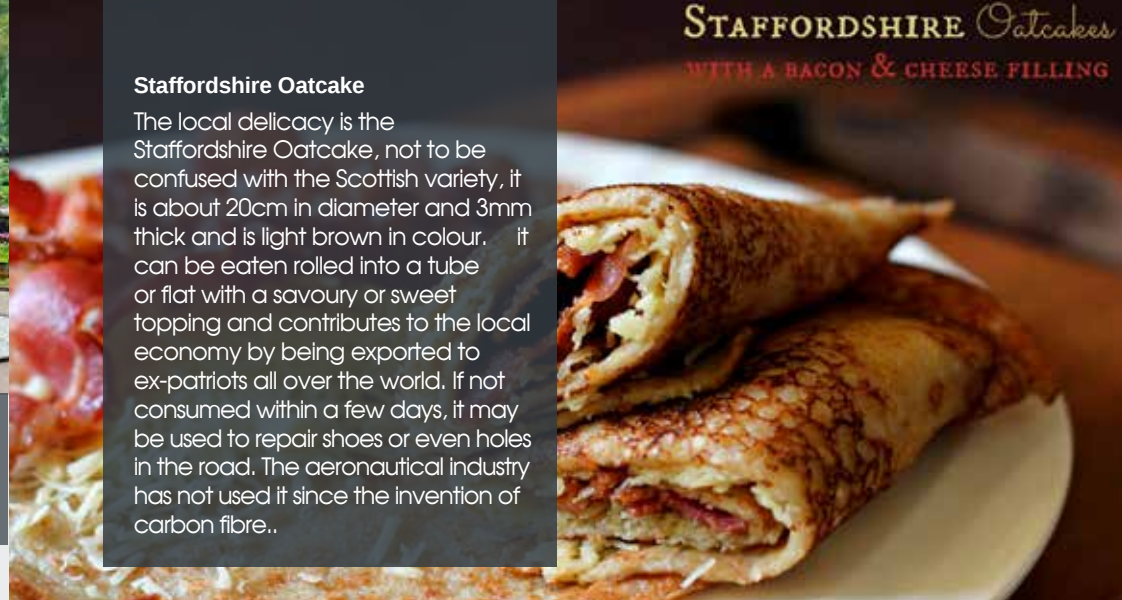
**Reginald Mitchell**, the designer of the Spitfire was born in the area at a place called Butt Lane, just inside the Stoke on Trent postal region of Staffordshire where it borders Cheshire.



## Staffordshire Oatcake

The local delicacy is the Staffordshire Oatcake, not to be confused with the Scottish variety, it is about 20cm in diameter and 3mm thick and is light brown in colour. It can be eaten rolled into a tube or flat with a savoury or sweet topping and contributes to the local economy by being exported to ex-patriots all over the world. If not consumed within a few days, it may be used to repair shoes or even holes in the road. The aeronautical industry has not used it since the invention of carbon fibre..

**STAFFORDSHIRE Oatcakes**  
WITH A BACON & CHEESE FILLING



# Stoke on Trent

Thanks Neil, for a brilliant report, We, (well I) didn't know about her famous Sons and we love Robbie William as well ! Ed



Charles Strasser our past IFFR World President came to live in Stoke on Trent at the age of 11 as a refugee from Nazi occupied Czechoslovakia, and after attending Burslem Technical School, set up a very successful photographic business in the area. His contribution to the Stoke economy, Rotary, and aviation has no equal, no doubt helped by the consumption of many Staffordshire Oatcakes.





Chester Fly-in team -  
Enjoying a drink before dinner

## “Chester report”

**In good weather forty members and guests attended the Chester Fly-in, arriving at Hawarden EGNR in some nine aircraft. We were well looked after by ATC and the ground staff at their excellent facilities which is home of Airbus Industries.**

Buffet lunch was served before the coach left for Chester, its Roman walls enclosing the city invited us to look around in brilliant sunshine. After a walking tour we boarded the bus for the hotel.

The Grosvenor Pulford hotel was very well appointed, and gets its name from a famous near neighbour Earl Grosvenor, The Duke of Westminster one of the riches landowners in the land, with a portfolio including Mayfair in London.

We dined at the hotel on the Friday night, enjoying the warm sunny evening chatting and drinking on the veranda before dinning in the Grosvenor Suite.

Saturday started early, after breakfast in the Roman Villa themed restaurant, we boarded the coach with Eddie as our driver who took us along the beautiful scenic route to Ffestiniog, (a town renowned for Welsh Slate) . He explained on the way all the interesting land marks including the Fairy Glen.

Our trip was to include travelling on the Ffestiniog railway which was the world 1st old narrow gauge line. Opened in 1865 some 150 years ago and many of the present carriages and steam trains

are original! The line served the local slate mines until their decline, where the tourist traffic took over.

The route followed some beautiful welsh country side and eventually into Porthmadog Harbour. Just in time for lunch. The original station platform, (which would not look out of place for the remake of the Railway Children), Is a very popular destination for tourists the trains run east west and north

Our second visit of the day was to Porthmeridon, a colourful village created and designed by Sir Clough Williams-Ellis.



Portmeirion Gardens

The village of Portmeirion has been a source of inspiration for writers and television producers. Noël Coward wrote Blithe Spirit while staying in the Upper Fountain suite at Portmeirion. In 1956 the village was visited by architect Frank Lloyd Wright, and other famous visitors have included Gregory Peck, Ingrid Bergman and Paul McCartney. Musician Jools Holland visited whilst filming for the TV music show The Tube, and was so impressed that he has had his studio and other buildings at his home in Blackheath built to a design heavily inspired by Portmeirion.

Television series and films have shot exterior scenes at Portmeirion, often depicting the village as an exotic

European location. Examples of this include the 1960 Danger Man episode “View from the Villa” starring Patrick McGoogan, the Doctor Who story titled “The Masque of Mandragora” set in Renaissance Italy, and an episode of Citizen Smith in which the eponymous hero visits Rimini. In 2002 some scenes were filmed there for the final episode of the TV series Cold Feet.

We arrived back at the hotel with time or a well-earned rest before departing to Chester Town Hall for our banquet meal.

The evening was a celebration of all things great in IFFR, Fantastic surroundings, superb food, great speeches by our Chairman Peter Jude and World President Svend. The wine flowed, and the conversation filled the great hall from the moment we walked through the medieval oak doors.

We were honoured to see so many other sections represented from Germany, Switzerland, Netherlands, Sweden.

Our AGM on the Sunday morning was well attended and World President Svend spoke about the convention fly around next year in Buffalo New England. Please think about attending all flying is VFR and the fuel and aircraft hire is very cheap.

One of the main topics of the meeting was: Are we providing what our membership want? Please reply to our straw poll with the bulletin so we can give members value for money.

With the meeting drawing to a close at 10am it was time to depart. A big thank you to Martin Wellings for organising a fantastic full weekend.

**REPORT BY TONY ERSKINE**





Tony receiving his Flyer of the Year award for Peter Jude.

Photo Feroz Wadia.

# Flyer of the year Award 2016



It was a beautiful day for flying with 5 planes arriving with 7 members & one guest in attendance. Angus kindly agreed to route via (sunny) Skegness to pick me up. He commented on the well cared for grass airfield & on the picturesque views over the North Sea. He was surprised at how many static caravans cover the surrounding area (most in all of Europe). We had a pleasant trip at 3000' with RAF Coningsby as usual providing a good LARS service.

Three planes came in from the Isle of Wight all arriving by 12:00. Conington is a small but well used airfield with a licensed 800m hard runway. They have training facilities for PPL, IMC & aerobatic courses. There is a small restaurant and drinks available all day. On arrival the wind was variable and gave occasion for one of our members (who shall be nameless) to go around as 800 m hard was apparently a bit of

a challenge. Only joking as we all know that being safe is key to our flying.

Apart from this trip being a get together, the main purpose was to present our "IFFR Flyer of the Year" award to Rotarian and IFFR member Tony Flinn who had flown in from Sandtoft. It was a pleasurable task for me to make this presentation to Tony who has taken on and dealt with major life changing challenges and now has flying alongside sailing for a hobby. We all congratulated Tony and look forward to seeing him at future IFFR events.

After a pleasant lunch and good fellowship we all departed for our various bases. A pleasant day was had by all and thanks to Conington for being so accommodating to us.

**PETER JUDE - CHAIRMAN**

# IFFR clothing

In May I contacted all members of the UK Section advising them that a range of clothing bearing the IFFR logo was available. There was a good response and by the time the closing date came some 40 individual items had been ordered.

All the items are embroidered to special order. No stock is held of any of these so in the words of any self respecting market trader – "Once they are gone, they're gone!"

There are no plans to repeat this offering in the near future. However I have been asked if there was a chance of repeating the embroidered Pilot Shirts that sold some 4 years ago. That will very much depend on the potential demand for them. If you

would like these to become available again could you drop me an email at [clark.claver@gmail.com](mailto:clark.claver@gmail.com)? If the demand is sufficient then I will put something together.

**ANGUS CLARK**

## To all members who dont usually attend our flyins.

Please take our straw poll so we can provide you with the best flying experience. Just email your answer to the following questions to [tonyerskine@googlemail.com](mailto:tonyerskine@googlemail.com). You can add any comments or suggestions to your email. All answers will be treated in confidence. Just answer Yes or No to each question:

1.	I don't have use of an aircraft	5.	I have little experience of flying abroad
2.	I cannot attend mid week meetings	6.	I would be willing to fly with someone else
3.	I cannot attend weekend meetings	7.	The one day flyins are too far from my airfield.
4.	The weekend flyins are too expensive.	8.	I would welcome the idea of a new member mentor





To get all you ducks in order you need a great coordinator.  
Post convention fly about Atlanta 2017.

# Continental co-ordination!

**In May Peter Jude asked me to co-ordinate the participation of members of the UK Section in Continental European Section's meetings.**

Individuals would still be responsible for registering themselves and making any associated hotel bookings. They are, however, asked to inform me of their plans. That will allow me to let all those are going to a particular event know who else is going. Planned routes could be exchanged. Where these might entail a stop on the way or an overnight

stop there could be link up at the same location. This could facilitate refuelling, hotel selection etc. The exchange of local knowledge, based on past experiences, could be a most valuable.

By doing this we would hope that those who have limited or no experience of flying in Continental Europe might be encouraged to take the plunge, although not literally! They would do it in the knowledge that there will be others with more experience to help them in, both, the formal and informal planning

that goes with such flights. Another important benefit of co-ordination is the opportunity to put those who may wish to participate, but who do not have access to an aircraft, in touch with those who might have seat available. Don't be hesitant about registering an interest.

At the end of May many of us enjoyed the Benelux Section meeting in Ostend. There we had an exceptionally strong representation with 19 from the UK attending. It was particularly good to see some new faces.

Looking ahead there are meetings in August and September in Turku, Finland; Lausanne, Switzerland; San Marino; and Aix-en-Provence, France. Details of all of these are on the IFFR.org website. Could anyone who is thinking about attending any of these meetings, and who has not already done so, please get in touch with me at [clark.calver@gmail.com](mailto:clark.calver@gmail.com)? Participation in the Continental meetings really does open up another dimension to the membership of our Fellowship.

**ANGUS CLARK**







Left to Right James Alexander, Catrina Anderssen Catharine Alexander and Svend Anderssen on the Atlanta Fly around.

Photo Svend C

## IFFR ATLANTA FLYOUT

**JUNE 12 -23RD 2017** 11 Days of flying around the southern United States, sharing a plane with our World President Svend and his wife Carina. Trip organised by Dale Read of Knoxville.

### What was the most enjoyable part of the 2017 flyout?

Was it the IFFR dinner on the 47th floor of a an Art deco sky scraper in downtown Atlanta, where we caught up with many flying friends made in America over the many years of fly-outs there..

Was it the thrill of setting off with Svend and Carina in our rented Cessna 182 – with a coveted glass cockpit? Listening to the US traffic controllers, and enjoying their stylish, free airports, mostly with enormously long runways?

Was it a tour of Chattanooga in torrential rain, and our first encounter with the civil war battlefields and cemeteries? 670,00 people were killed between 1861-1865.

Maybe it was the Cirrus distribution centre in Knoxville Tennessee, where amazingly the pilot of a new jet Cirrus said “hello James”... he had given him an IFR checkout earlier this year in Denham. No free samples sadly....

Could it be Lexington, Kentucky where we took in a quick Air museum at the airport before arriving at our wonderful hotel? And enjoyed mint juleps and fried green tomatoes? There was time to draw breath here, as this was our base for the next three days. Day 1 included the historic Buffalo Trace distillery, which is one of the few which survived the years of prohibition. Followed that evening by a thrilling visit to a Rodeo, complete with bucking broncos and huge bulls, and the children chasing calves with ribbons on their tails. Health and Safety here is not a consideration! Day2 was horse day - The Keeneland Race track, which had a Royal box in the stand built for the queen’s visit in 1988 - followed by

the Magdalena horse farm. Every horse has its own hanging basket of flowers to look at outside its stall, and there is a “honeymoon suite” to help with breeding new generations of winners. Back to history in the afternoon at a Shaker village, which was both beautiful and fascinating. The Shakers originated in Manchester, and were a breakaway from the Quakers. (We tend to remember them for their elegant chairs). There is now only one left alive in the world! Their belief in celibacy – even in marriage – made it difficult to keep the numbers up. Next we took an hour’s paddlesteamer riverboat ride along a peaceful limestone gorge covered in beautiful woodland. The day ended with a Shaker style dinner in a beautiful Shaker building.

Was it our longest and most eventful flight next day to Charlottesville, Virginia? This involved dodging the weather at various heights; the clouds miraculously clearing just when required... Hearing our fellow pilots on the radio is a thrill special to IFFR trips..

Was it our visit next day to Monticello, the home of the third president of the United States Thomas Jefferson ? (1743 to 1826) He wrote the declaration of Independence as well as designing his own house.

He was an advocate of freedom, but kept 200 slaves and only freed 5 when he died...and also had 5 children with one of his slaves after the loss of his wife of 10 years in childbirth.

Was it our next dose of History, at Williamsburg, the capital of the Virginia colony from 1699 to 1780? This is a living museum which gave an insight into the lives of the early settlers. One could spend days there as there are actors

everywhere who live out the history of the time.

Was it flying into Mannassas airport for our visit to Washington DC.

Our pilots had to take an online test on the joining instructions for the airport; if you get it wrong, you will be forced down by two F16s. Sadly everyone got it right!

Next day we went to Washington in 90 degrees of humid heat. This did not dim our interest in seeing all the sights. We walked up the Mall from the Lincoln memorial all the way to the Capitol Building, enjoying much to see on the way. I was seriously tempted to dive into one of the fountains it was so hot.

We watched the police stop the traffic to allow a cavalcade of motor bikes, limousines and police cars to drive into the White House. Was Trump the VIP in the car with a flag fluttering from its bonnet? The police wouldn’t tell us. Then we popped into a couple of Smithsonian museums; all free and quite mind blowing.

So – thank you all the organisers for such a great trip. James and I were the only Brits flying; it was good to have Rodney and Pam Spokes join us for half of the trip, by car.

Svend was the only European Pilot, unless we count Peter Wenk who has a Norwegian wife.

This report only gives a brief outline of the trip – but enough to make you realise that if you want a local’s insight into the USA, they are not to be missed.

### CATHERINE ALEXANDER

PS Washington was the highlight for us!

# 30<sup>second</sup> up date



## Checking your Prop.....

"This is a common question among pilots and in fact, there is no such thing as an OK nick or dent in the propeller.

Advisory circular AC-20-37E Aircraft Propeller Maintenance is the guidance provided by the FAA for maintenance technicians and it says in part...

A propeller is one of the most highly stressed components on an aircraft. During normal operation, 10 to 25 tons of centrifugal force is pulling the blades from the hub while the blades are bending and flexing due to thrust and torque loads. A properly maintained propeller is designed to perform normally under these loads, but when propeller components are damaged

by corrosion, stone nicks, ground strikes etc., an additional unintended stress concentration is imposed and the margin of safety may not be adequate.

According to the CAA all nicks are potential crack starters. This small scale damage tends to concentrate stress in the affected area and eventually, this high stress area may develop a crack. As the crack propagates, the stress becomes increasingly concentrated, increasing the crack growth. This growing crack can result in blade failure.

What this means to us as pilots is that any nicks, dents, gouges or cracks are cause for a more thorough inspection by an aircraft mechanic. In many cases, this damage can be repaired quite easily if it is minor, but you must get the propeller inspected and/or repaired prior to flight. Flying the plane with even minor propeller damage can start that crack that could cause failure on a subsequent flight. So preflight that prop like your life depends on it because it very well could."



# Diary of Events

Date	Event	Contact Details
Wednesday 23rd August	Fly-in Caernarfon	Contact <a href="mailto:tonyerskine@googlemail.com">tonyerskine@googlemail.com</a>
10th/13th August	Scandinavian Sec meeting Fly-in Finland	<a href="http://www.iffir.org/events/iffir-scandinavian-fly-in-finland">www.iffir.org/events/iffir-scandinavian-fly-in-finland</a>
17th/20th August	Switzerland Meeting Fly-in Lausanne	<a href="http://www.iffir.org/events/iffir-meeting-lausanne-switzerland-2017">www.iffir.org/events/iffir-meeting-lausanne-switzerland-2017</a>
1st/4th Sept	Italian Sec meeting Fly-in	<a href="http://www.SanMarino.org/events/2017-italian-section-san-marino">www.SanMarino.org/events/2017-italian-section-san-marino</a>
7th/10th Sept	French Sec meeting – Fly in	<a href="http://www.Aix-en-Provence.org/events/french-meeting-aix-en-provence">www.Aix-en-Provence.org/events/french-meeting-aix-en-provence</a>
13th/15th Oct	Australian Fly in	<a href="http://www.Tasmania.org/events/2017-australia-tasmanien">www.Tasmania.org/events/2017-australia-tasmanien</a>
20th/22th Oct	New Zealand Fly in West Port	<a href="http://www.iffir.org/events/new-zealand-westport">www.iffir.org/events/new-zealand-westport</a>
TBA	RNAS Yeovilton	Fly -in





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