

# *The* Rotating Beacon



## George Ritchie dusting off the cobwebs

Enjoy our reports insides from around UK, Europe and USA

Help us make membership to IFFR awesome

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

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# A letter from the President



## President's musings

When restrictions to flying eased in May this year, we hoped that this might pave the way to a more normal programme of fly-ins and fellowship. Nevertheless, it was a little unnerving to fly again after 5 months absence but a test flight on G-BOMP and several touch and goes reassured me that I still could do it. I never had any doubt really! so the compulsory 3 take offs and landings which are required to carry passengers after a 3+ month lay-off was achieved.

Sadly, returning to normal was not to be. We've had to cancel event after event and in the end managed only 3 IFFR fly ins: Bembridge – me plus 1 other aircraft; Tibenham – 11 aircraft & 23 participants; Dunkeswell – only me! Before restrictions began to close in again. Hey ho! It'll be better next year.

Zoom meetings have taken the place of proper meetings and although we'd prefer to meet in person they have kept us going. When things get back to normal, we may continue with the occasional Zoom meeting.

My bizarre 2 years as President ends in June next year at our main Fly-in to Lincoln (25-28 June). STOP PRESS – we have agreed in principle to fly into RAF Scampton (5 miles north of Lincoln) for this weekend. RAF Scampton is home to the Red Arrows with a considerable history including hosting 617 Squadron (The Dam busters) in WW2. If you only get to one event in 2021, make it this one! Leaflets will be coming out in Q1 next year.

We are seeing a trickle of new members coming in thanks to the efforts of Membership Secretary Rodney Spokes. Welcome to you all.

Rosi and I are starting to think about a 3-week trip to Casablanca next year. Anyone interested in flying alongside us, please let me know.

Remember, the CAA are offering 50% rebate for the purchase of Electronic Conspicuity equipment at present, up to £250. I have just swapped my Pilot aware FLARM for a Pilot aware Rosetta system to complement my ADS B system. The rebate is for the purchase of EC equipment between 1st October 2020 and 28th February 2021, so don't delay.

Keep Safe

Tony Flinn  
October 2020



International Fellowship of Flying Rotarians



# Cinque Ports Talk

Thursday 2nd December 2020 7.30pm

*Stuart had turned up on the night wearing the IFFR cap that had been sent to him after the IOW weekend. He wrote to me after the meeting with the following thanks:*

To say I was taken aback by your generous donation to my Ben Nevis Climb and then your offer to get me airborne is an understatement. I hope my appreciation was clear through in my stuttered thanks.

To give you some background information about my flying experience, I was a member of St Andrews University Air Squadron for 3 years from 1965 - 68. The squadron was based at RAF Leuchars with two Lightning squadrons and a Javelin squadron. We were members of the officers mess which was quite an experience for young 18-21 year olds. At this time of year I realise that in 1940 I could have been flying Spitfires and Hurricanes.

We flew Chipmunks, I didn't get my wings but I had started instrument flying training and did achieve my night solo. The squadron fell victim

to MOD cuts and was disbanded in 1968. What I do remember very clearly is the discipline that was instilled in us at every stage of our training. Happy days and very privileged ones.

Other than commercial flights I have had some helicopter flights with a friend who owned one and my wife gave me a present of a Tiger Moth flight at Duxford - I had control for most of the 35 minute flight.

My good friend Chris bought me a years subscription to the IFFR for my 60th birthday, 14 years ago(!), and I have kept up my membership ever since. I read the Rotating Beacon from cover to cover.

I worked for 40 years in the paper industry in manufacturing and logistics. I retired in 2009 then unfortunately I became progressively disabled due to a rare condition called Amyloidosis. I use crutches and a mobility scooter to get about.

## Stuart summits Ben Nevis in back garden charity climb

ON a warm and sunny Saturday, Rotarian Stuart McVey completed his epic challenge to climb the height of Ben Nevis in his back garden.

On September 5, Stuart reached the summit of the highest mountain in the British Isles without leaving the village of Kingsdown, near Deal.

During lockdown he realised that, as a vulnerable adult, he was going to be confined to his house and garden.

He started climbing in early April and initially had no thought of raising money.

But encouraged by his Rotary colleagues, family and friends, he started fundraising and has so far collected more than £4,000.

The money will go to two local charities - Dover Foodbank and the Citizens' Advice Bureau - that are vital to our local communities at this difficult time.

To reach the 1,345 metre height of Ben Nevis, Stuart

needed to complete 225 climbs of his terraced garden.

This meant 225 descents and, because of his disability, coming down was more difficult for him than going up.

At the end of his challenge Stuart was in good spirits, having improved his fitness and ability to walk as well as raising funds.

While he was climbing he grew a beard, but he will now shave it off.

After his final ascent, Stuart was presented with a medal by Rotary Club of South Foreland president Pauline Goldsack.

This was followed by a celebration with his supporters, to mark his tremendous achievement over the past five months.

Stuart would like to thank all those generous people who have supported him.

■ To make a donation visit [www.justgiving.com/fundraising/michael-taylor17](http://www.justgiving.com/fundraising/michael-taylor17)





# Polish Picnic

24th May 2007

*This is an excerpt from an article by Malcom Barnard "Polish Picnic" that appeared in the Rotating Beacon some years ago following a visit to Olsztyn in Poland. The local Rotary Club were holding a flying day there as a fund raiser.*

Munster seems to be a medium sized regional airport, with very good facilities, used by Air Berlin and what looked like a fairly modest amount of bizjet and GA. As we stopped engines and got out at our parking space, an official soon arrived and greeted us most cordially. "I do not have you on my database" he said, "may I have some details?" The details turned out to comprise a full scale ramp check, viz:

C of A

Radio Licence

Insurance – he wanted it expressed in "Special Drawing Rights", but settled for what looked like the Euro equivalent on Angus' certificate.

(See [http://en.wikipedia.org/wiki/Special\\_Drawing\\_Rights](http://en.wikipedia.org/wiki/Special_Drawing_Rights) if you are interested!)

Flight Manual

Noise Certificate - he wasn't totally happy with the wording, but accepted it as OK, and Angus told him that it had been accepted at Berlin only the week before.

Journey Log

Pilot's Licence

Pilot's medical certificate

Charts – Angus had just bought a complete set of up to date ones.

Weight and Balance calculation.

Angus gleefully produced everything in good order and, although the man's manner throughout was most correct, we couldn't help feeling that it would really have made his day if he had been able to find grounds for impounding us! **So you have been warned!**

I had a similar experience seven or eight years ago when landing at a small German airfield after the Scandinavian meeting on the way down to Empuriabrava.

I asked what the reason was and was told that every airfield in Germany must examine the documents of at least 300 aircraft each year.

After they have done the few aircraft based there, every visitor must comply for them to get their numbers. I was told that if I landed there again they would go through the whole process again until they got their three hundred!

A warning to all our members to carry everything mentioned when we start visiting Europe again...if allowed to after Brexit.

Feroz



# Fly in to Macon

## 3rd - 6th of September 2020

The meeting took place in summer weather with sun worthy of Indian summer. A crowd of 18 participants – those who could make it despite the covid-19 restrictions – all very happy to see each other again. You can say we were kind of all ‘in disguise’ for the public as we all strictly respected the sanitary rules and regulations during the entire trip - so everyone was wearing masks where necessary.

It was a lot of fun and joy meeting up with friends on the Mâcon platform around noon on the 3rd of September 2020. We were 17 IFFR members to start and we were fortunate to end up with being 18 IFFR at the end. In total we were 9 planes and we parked the best we could, avoiding the holes between the lawn and the bitumen.

### Visit of Mâcon

After a restorative meal for our travellers at the airfields “Aero-café” - and this is only the beginning of a weekend where Burgundian gastronomy is not neglected - we are ready to discover the city of Mâcon, the capital of the Mâconnais of the department of Saône-et-Loire, in the Bourgogne - Franche - Comté region.

The river Saône borders the city and marks the border with the department of Ain.

Also, Mâcon, is the birthplace of Alphonse Lamartine, who was a French author, poet, and statesman who was instrumental in the foundation of the Second Republic and the continuation of the Tricolore as the flag of France.



The St Laurent Bridge dates back from the year 1000 and is little damaged during the various wars.

### Guided tour of CLUNY

The Guide takes us to discover this very vast domain containing the village which moreover has invaded the site of the actual Cluny Abbey.

The Cluny Abbey is a former Benedictine monastery in Cluny. The abbey was constructed in the Romanesque architectural style, with three churches built in succession from the 4th to the early 12th centuries. The earliest basilica was the world’s largest church until the St. Peter’s Basilica construction began in Rome.



This city of Cluny was referred to as the **LIGHT OF THE WORLD** by the Order of the 'Cluniacs'.

Independent and powerful, placed directly under the protection of Rome, the Order played the role of a mediator between the political powers and the Pope. Founded in the year 910 by William the Stake, the Abbey had up to 460 monks. It was as vast as St. Peter's in Rome!

The city was one of the major places of spiritual renewal in Europe, during the heyday of the Abbey and the Order of Cluny. Cluny is the parent company of 1400 outbuildings across Europe. Sold as national property in 1798, the Abbey was dismantled after the revolution, sold and dismantled for the benefit of property dealers. Its church was almost destroyed and only 10% of the Cluny III abbey church remains today.



## Visit of Brancion castle

This fortress is a Mecca of the Mâconnais and of the very rich history of the Dukes of Burgundy. This castle defended the Abbey of Cluny.

Several times besieged, ruined, restored, it is perched on a ridge from which one can discover breathtaking views of the surrounding valleys.



## Tournus, Visit of St Philibert Abbey

As in Cluny, we were amazed: ah this light under the nave! Oh those vaults! These stained glass windows.... On the other hand, the level of conservation of the site is just astounding: the cloister, the chapter house, the cellar, the refectory...

Everything is impeccable.

*Beate Thomsen with thanks to  
Michael Bock - President of IFFR France*

# Dusting off the cobwebs

George Ritchie



RAF Henlow – Bedfordshire. Opened in 1918, as a repair depot for aircraft from the Western Front, over 100 years later it was the RAF's longest continuous serving airfield. During the Second World War Henlow was used to assemble Hawker Hurricanes which had been built in Canada. And for over 20 years, the home for our PA 32 Cherokee 6 G-IFFR, hangered in in one the 4 wooden trussed roof Belfast Hangers – now listed buildings.

Then, on 27 February 2020, a bolt from the blue. An email from the Henlow Flying Club informing us all flying would cease from 11 March (we received the formal notice from the RAF on 10 March)! A mad scramble – where else could we find hangarage at £70 per month, and a similar triangle of long runways? Duxford was the most practical and economical short-term option, albeit with outside parking. But the weather wouldn't play ball. Finally, on 12 March (I called in a favour from the OIC Flying who was tidying his desk that day), the winds abated sufficiently below limits to enable me to say farewell to Henlow and hello Duxford. At least the new location looks cool!

And then came lockdown! The April dates for renewal of my medical and G-IFFR's annual came and went. Two long months later we were good to go, and Brinkley Aviation were happy for me to bring G-IFFR into Meppershall for the annual. Although this was going to be a longer flight than Henlow to Meppershall (the quickest I've done that VFR cross-country from brakes off at Henlow to taxi speed at Meppershall is 2 minutes 12 seconds), it's still not a long trip to go direct.



Duxford was bizarrely empty, with a skeleton fire crew the only sign of life. It was good to be airborne again, on a wonderfully warm and sunny spring day. A couple of circuits to get my eye back in before aiming for Meppershall's short and narrow runways. Then, as I climbed out, over to Essex Radar and a request for a scenic jolly through the Stansted Zone from East to West over the top of Stansted Airport. Both Essex Radar and Stansted Tower were delighted to have someone to talk to. One quick orbit at the airfield boundary at 1500' to space from a departing cargo flight, then over the top of the UK's 4th busiest airport, chock a bloc with parked Ryanair and EasyJet planes. Only the cargo hub showed signs of activity. When I told Tower that the last time I landed at





Stansted was in 1983 when the space shuttle paid a visit (piggyback on a NASA 747), the controller replied that was before he was born. Ouch!

Next stop Luton (normally the UK's 5th busiest airport). Stansted co-ordinated a radar handover and the first exchange with Luton was roughly as follows:

*"G-IFFR on handover from Essex routing to M1 Junction 8 for the VFR corridor to the Luton overhead"*

*"FR, no need to use the corridor. Enter the zone wherever you like. We have no other traffic".*

*"Thanks, Luton, much appreciated – I learnt to fly at Luton 40 years ago"*

*"FR, really? Would you like to make a low approach and go-around for old-time sake? If so, self-position left base for runway 25"*

And so, 35 years after I last landed there, I made another approach to an airport now equally heaving with parked up EasyJets – although I did eyeball the crew of a Qatar Airways cargo flight from 50' as they were taxiing out. From there, I headed north, arriving 10 minutes later at an equally silent Meppershall.

It was a fun day to be flying, and I had the chance to do what we can't normally do. But I did find myself yearning for the normal buzz of crowded skies. Let's hope those days are here again soon.



# IFFR UK returns to Tibenham



After the topsiest-turviest of summers in all respects, we were truly blessed that on Saturday 8 August, the sun was shining the length and breadth of the UK for our fly in to ex-RAF Tibenham, close to Norwich. Indeed, it proved to be one of the hottest days of the year, resulting in lethargic rates of climb for those at MAUW, even at 11.00am.

Totally fortuitously, UK Section Past President David Rowe had mentioned just days before that he recalled that IFFR PWP John Linford (1988 – 1990) had flown from RAF Tibenham in the last days of WWII, flying for the USAF 445th Bomb Group. So, what might otherwise have been an ordinary day out for us became a special day, a time to pay homage to the past.

Tibenham is now an active gliding airfield, home of the Norfolk Gliding Club, so thorough pre-flight safety briefings were required on how to avoid winch cables in the air and on the ground. In the end 9 aircraft, two cars and 22 members and guests arrived from as far south as the Isle of Wight, and as far north as Perth, Scotland (top prize to Bill and Keith for flights of 3 hours each way in their Vans RV12 G-RMPS, the first one built in the UK). We were delighted to have the opportunity to meet members who we have not seen before at our fly ins – welcome to you, and we look forward to your company again soon.

After an early lunch, we joined our host for the day, long serving military historian Eric Ratcliffe. When we mentioned John Linford's name, Eric's face lit up. He had had the honour of meeting John many years ago. We believe this to have been in 1984 when John had flown across the Atlantic in his Cessna 320 to attend the Rotary International Convention in Birmingham, and flew in to Tibenham for the day.

Tibenham is right in the heart of the mass of ex WW11 airfields in East Anglia: from 2,000', it's possible to see 20 other bases! Built in 1941/42, the first units stationed there were Martin Marauders, but by the end of the war, John's unit was flying B24 Liberators. James Stewart of Hollywood fame flew 10 missions from Tibenham (David believes John Linford

was Executive Officer to him at this time) before moving a couple of miles away to Old Buckenham. But Tibenham is perhaps best known for its role in the infamous Kessel Raid of 27 September 1944 when the 445th Bomb Group suffered the greatest single-day loss to a group from one airfield in aviation warfare history, all within six minutes. All told, only four B-24s of the original thirty-five returned safely to base at Tibenham.

John's role was somewhat more successful. He flew 34 missions, participating in the USAF's last ever bombing raid – Salzburg, Austria – on 25 April 1945, just days before the end of the war in Europe. It appears that in a victory tour of the UK shortly after hostilities ceased, his aircraft made a VERY low pass over Buckingham Palace, resulting in a strongly worded prohibitive directory from Headquarters to all squadrons!

After hearing that history, we took the opportunity to pay our respects, visiting the Memorial on the site with Eric.

And then, aircraft doors open, try to blow in some cooler air before climbing into our small and very hot tin boxes for flights back home in the afternoon sun. All in all, an amazing day out, a wonderful shared experience with IFFR friends, and a special afternoon of flying – and IFFR – history.

George Richie



# What's 101 between friends?

The more eagle-eyed amongst you will have seen that the front cover has leapt up from Issue 11 of The Rotating Beacon in July to Issue 113 now. It's not a misprint, but rather recognition of the long and distinguished heritage of this august publication.

The "real" first edition of The Rotating Beacon was published in Spring 1983. It was 8 typewritten pages, with no pictures, and only a hand-sketched image of a PA28 bearing the logo G-IFFR on the front cover.

The editor, and author of most of the content, was John Ritchie (George's father). He had recently taken over as Chairman of IFFR UK and was determined to drag the UK section out of the doldrums it had been in for the last few years. In a pre-internet age, The Rotating Beacon was pretty much the only way to reach out to all our members. John went on to produce a total of 84 editions before his untimely death in June 2008 – his last being the Spring 2008 bulletin.

In the summer of 2010, Angus Clark picked up the editorial reins, bringing in colour photos and more of a "magazine" feel to the bulletin. In due course, he was followed as editor by Tony Erskine, and the bulletin is of course now in the safe hands of Duncan Moffatt.

The February 2017 Rotating Beacon was hallmarked "Issue 3", and the numbering since then has been sequential. The exact reason for this appears is unclear, but we believe the "new" numbering ties in with the editorial transition from Angus to Tony in 2016.

Are we sure that Issue 113 is correct?

Not 100%! George has retrieved his father's paper copies and scanned them in – and you can re-read them all on the website at <https://iffr.uk/newsletters/>.

# 113

But did John leave a complete set? There are a couple of years in the 1980s where there is only one edition (1984 and 1988) when typically, there were 3 editions per year. So maybe not. But until we can prove anything different, let's go with 113.

And if you have dusty piles of old Rotating Beacons languishing in your attic, could you be our Time Team sleuth and unearth a hidden/missing gem? If so, do please send it to George.

## Flight Maxims

The only time an aircraft has too much fuel on board is when it is on fire.

*Sir Charles Kingsford Smith*

Never fly in the same cockpit with someone braver than you.

*Richard Herman Jr.*

To most people, the sky is the limit.  
To those who love aviation, the sky is home.  
*Anon.*

It takes only two things to fly,  
airspeed and money.

*Anon.*



# Are you a Rotarian?

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first subscription is valid until 31.12.21



# Introducing World President 2020-22

## George & Carol Chaffey

A member since 1992, George flies a 1948 Luscombe ("Lady Bird") which he has owned since 1971, and has flown on many cross country trips around the United States. Carol, a retired elementary school teacher, rehabilitates orphaned baby squirrels for a local wildlife agency.

Following his graduation from law school, Carol and he were Peace Corps Volunteers in Liberia, West Africa, where Carol taught elementary school and George taught at the University's law school. His trips with bush pilots in Liberia prompted George's passion for flying. Following Peace Corps, George directed a legal services program, and for 35 years has been a shareholder with Littler Mendelson, an international law firm representing management in employment matters.

Carol worked on Rotary projects in India, Bangladesh, Ghana, Zambia and Panama. George directed Group Study Exchanges with Brazil, Denmark, Japan, Korea and Israel. They hosted a dozen Rotary Exchange students, including from Brazil, Denmark, Germany, Switzerland, Argentina, Russia, Columbia, Japan, and Mexico.



George was District Governor in Northern California, but his key Rotary involvement has been training. He has directed programs to train club presidents and district governors for 23 years. While a Training Leader at the International Assembly (where Rotary trains all incoming District Governors worldwide), he was proud to find seven IFFR members among the faculty and District Governors, including Eric Chin (Hong Kong), John Dehnel (England), Steven Quast (the Netherlands), Bill E. Dendy, Bill W. Dendy, Kim Waters, and David Stovall (USA); an impressive showing...but then, IFFR is an impressive Fellowship!

It's an honor to serve as your President; my job is to support you anytime, anywhere. Just ask.

Have Fun, and....Tail winds to ya'



# An historic day for the IFFR Uk

## Was this a World record?

One for IFFR anyway? A Fly Around with 32 aircraft and 109 participants. That is what the UK Section organised in 1997.



Stornoway Gazette  
Saturday 17th May 1997



## Stornoway Gazette

AND WEST COAST ADVERTISER  
GUTHRIE & SONS GALL



## ROTARY FLIERS PLAN TO SET AIRPORT RECORD

LIGHT aircraft piloted by members of the International Fellowship of Flying Rotarians will be landing at the rate of one every four minutes later this year in what will probably be Stornoway airport's largest ever fly in.

A total of 32 aircraft carrying over 100 people from around the globe will be touching down at Stornoway over a two hour period on June 19 for an overnight stay following the International Rotary Club's annual convention in Glasgow.

The Flying Rotarians, who include two International past presidents and the current International and UK presidents, will be greeted by Mr Norman D Macleod, of Stornoway. He is a Flying Rotarian of 15 years standing and has been masterminding the Stornoway leg of the flying regatta for the past year.

The aircraft, a mix of single and twin engined planes, will be flown by Flying Rotarians from Britain, France, Belgium, Germany, Australia, the USA, the Netherlands and Jersey. As well as taking in Stornoway, the "fly about" flight plan schedules in Inverness, Aberdeen and Edinburgh before returning to the Prestwick Airport starting point. With the exception of the Canadian and Australian contingent who are renting planes, all the Flying Rotarians will have flown their own aircraft over to Scotland for the event.

During their stay in Stornoway, the Flying Rotarians and their spouses will be accommodated in hotels and at the homes of local Rotary Club members. It is planned to take the visitors on the West Side circular tour in a fleet of three coaches, show them round the Kenneth Macleod (Shawbost) mill and entertain them at an evening ceilidh, featuring Stornoway Gaelic Choir, in the Royal British Legion.

Retired businessman, Mr Macleod has spent the past 12 months working out the logistics of the Stornoway section of the "fly about" and has been pleased by the enthusiasm and excitement the event has created among all those helping to make it possible.



In that year the Rotary World Convention was held in Glasgow. As is customary the UK Section arranged a post-Convention Fly Around. Organising Committee Chairman Feroz Wadia brought on board myself, as administrator, Ian Kerr and the late Norman McLeod. That was only the start. Rotary International in their wisdom declined to accommodate all the IFFR attendees in a single hotel. Accommodation had therefore to be arranged together with a Dinner Dance.

Among the Section's ranks we were fortunate to have an Edinburgh Member – the late John Donne. John had unrivalled connections in the Scottish hospitality sector. Through him over 60 rooms were secured in three hotels within striking distance of Glasgow. With the accommodation arranged the next task was the Dinner Dance. This was held at one of the hotels with 170 attending.

The Fly Around was however the main event. It started at Prestwick went to Stornoway in the North West, flew down the West Coast of Scotland and over Loch Ness before going to Inverness. It was then on to Aberdeen in the North East. After that Feroz had organised an extension to Edinburgh. The late Norman McLeod handled the Stornoway stopover and Ian Kerr the Aberdeen stay.

Stornoway lingers in my memory. With over 30 aircraft arriving at 4-minute intervals it was reckoned that this was the busiest day the airfield had seen since WW2. It made the front page of the local newspaper. Norman arranged visits to the



World famous Callanish Stones and a Tweed Mill. The evening finished with a traditional Ceilidh with a haunting recital of Gaelic mouth music.

Ian presented the North East of Scotland in all its glory – Balmoral Castle, Crathes Castle and a distillery. The final dinner of the Fly About was a fitting end to the trip.

We have to recognise that this was over 20 years ago. There was no email or PayPal. Primary communication was by fax. I well remember the phone ringing in the dead of night with another registration coming in from some corner of the world. Payment was by Credit Card through Feroz's business account or by bank transfer in Sterling. The latter confused some of our American cousins.

The absolute winner and Godsend was the weather. Apart from a glitch with the Aberdeen arrivals it was very flyable. I'll never forget Norman McLeod saying that he had never been more relieved in his life as when he saw the last aircraft leave Stornoway. Never again!!

Angus Clark





## WHICH TIE?



**Does anyone has a different IFFR tie?**

**Does anyone knows which section produced which tie and the year each was produced?**

## Post Scottish Fly About

During the event those who had come from Australia and the United States kept asking me if there was any way the Fly-about could be extended. Immediately my eyes turned to Continental Europe as they had come such a long way. It took a few phone calls but my logbook shows we took four Australians to Maastricht, then Bremen followed by the North Sea islands of Wangerooge and Norderney. We then returned to Norwich before going back to Edinburgh. Everywhere we were hosted wonderfully by our European IFFR members and shown the best of Maastricht, and Amsterdam At Bremen we visited the Airbus facility and the Centre of Applied Space Technology (ZARM). It is amazing what our members are prepared to do and able to organise at short notice. We just have to ask.

Feroz Wadia





# Ramp Check

When flying to Northern or Central Europe I have often used Munster/Osnabruck as a Schengen entry point. I would recommend it for, although it has some scheduled and charter traffic, it is well set up to deal with smaller fry. It has always been a good place to over-night or simply to pass through. I have never had any hassle except back in 2006 when I flew in with two IFFR friends!

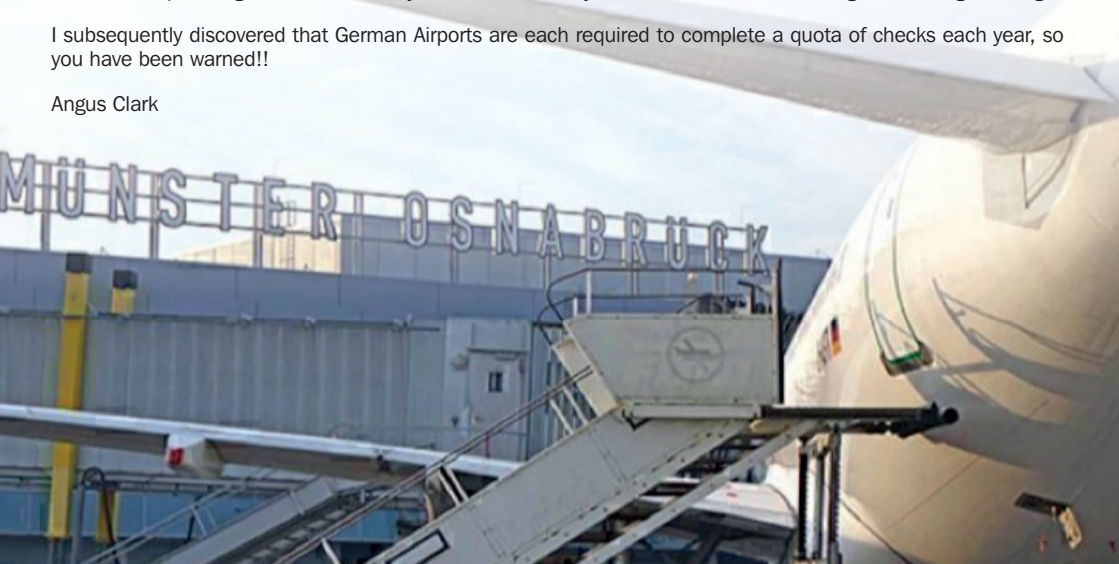
On landing I followed the "Follow Me" car to our parking place. When I stopped the engine an official soon arrived and greeted us most cordially. "I do not have you on my database" he said, "may I have some details?" The details turned out to be a full-scale ramp check. Each item was requested individually.

- C of A
- Radio Licence
- Insurance – he wanted it expressing in "Special Drawing Rights", but settled for what looked like the Euro equivalent on my certificate. If you are interested see [https://en.wikipedia.org/wiki/Special\\_drawing\\_rights](https://en.wikipedia.org/wiki/Special_drawing_rights)
- Flight Manual
- Noise Certificate - he wasn't totally happy with the wording, but accepted it when I told him that Berlin had found it OK only the week before when I had landed at Schoenefeld
- Journey Log
- Pilot's Licence
- Medical certificate
- Charts – fortunately I had bought a complete set just a few weeks previously
- Weight and Balance calculation. I must confess when Alisma and I are flying together this is not always repeated. On this occasion I was flying with two friends so had done it to calculate our luggage allowance,

I had great satisfaction in producing everything in good order. The man's manner throughout was most correct but I couldn't help feeling that it would really have made his day if he had been able to find grounds for grounding us.

I subsequently discovered that German Airports are each required to complete a quota of checks each year, so you have been warned!!

Angus Clark



# Lincoln Fly-In

## 25-28th June 2021

We are delighted to invite you to our main weekend Fly-In in 2021. We are hoping to fly into RAF Scampton, home of the Red Arrows which was an important wartime airfield well known for the "Dambusters" raid by 617 Squadron in the 2nd world war.

We hope to have a tour of the RAF Scampton Heritage Centre before a short coach ride to the Hotel in Lincoln at 4pm. The cost for Landing (free) and Parking is £20 per aircraft. Lunch (food) is £5 pp.

### Pilot information:

Flight Plan and General Aviation Report (GAR) are required for international incoming flights. Both SkyDemon and RocketRoute have the facility to file a GAR. These should be submitted 4 hours in advance for arrivals from an EU country, 24 hours in advance for non EU countries and 12 hours in advance for the Channel Islands, Northern Ireland and the Republic of Ireland. If this is done there is no requirement to land at a "Customs Airfield" prior to landing at RAF Scampton. For those wishing to come by commercial airline, East Midlands, Humberside or Doncaster Sheffield Airports are all within range and transport from these hubs may be arranged. Further information is available on request from the organisers.



### Friday 25th

Dinner will be held at the Doubletree Hotel.

### Saturday 26th

On Saturday 26th we get a coach up the Hill to the historical centre of Lincoln. Rotarians may wish to walk rather than coach up but Steep Hill is not inappropriately named! We begin with a tour of the Cathedral Quarter before visiting the magnificent Cathedral, which commenced construction in 1072 and was the tallest building in the world for 200 years.

The Lincoln Imp is a 'grotesque' on a wall inside Lincoln Cathedral and it has become the symbol of the city. A legend tells of it being a creature sent to the cathedral by Satan, only to be turned into stone by an angel.





Steep Hill

After independent lunch we suggest you might wish to visit the castle. Lincoln Castle dates back to 1068 and provides a chance to see a copy of the Magna Carta, a document written in 1215. 'The Great Charter', is one of the most important documents in history as it established the principle that everyone is subject to the law, even the king, and guarantees the rights of individuals, the right to justice and the right to a fair trial, written well before the much lauded US declaration of Independence.

After a period of free time in the afternoon we reconvene for Dinner at the Doubletree Hotel.

### **Sunday 27th**

On Sunday 27th the UK section AGM will take place at the Doubletree Hotel. We then will visit

the International Bomber Command Centre on the southern outskirts of the City. After a tour of the facility we will have a buffet lunch and a talk.

The Battle Tank was invented in Lincoln during the First World War and a Mk IV female tank is on show at the Museum of Lincolnshire Life for those who wish to cram even more into their spare time on either Saturday or Sunday:

The Gala Dinner on Sunday 27th will be held at Washingborough Hall.





# **The International Fellowship of Flying Rotarians** (UK Section)

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**International Fellowship of Flying Rotarians**

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