

# *The* Rotating Beacon



## The Forgotten Legend of 'Flying Hobgoblin'

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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## STOP PRESS

Due to the uncertainties of the end of Covid restrictions the committee have decided to postpone the Lincoln weekend to June 2022. It is hoped a fly in to Scampton can be organised toward the end of the summer by way of compensation.



# A letter from the President



## President's musings

As I write this in February 2021, we've just had a particularly cold January. Even so it's still possible to have some beautiful flying weather during the winter in the UK, as I'm reminded of with Facebook Memories popping up and delving through my logbook. With the Covid vaccination in full swing and the number of cases and deaths dropping, hints are for lockdown 3 ending and flying again. We live inside the LH circuit of runway 20 at Doncaster Sheffield airport and watch the training Boeing 737s dutifully passing by. It's clear commercial pilots are being trained in anticipation of travel restrictions lifting sometime.

My PA28's Annual is due in the spring so I'm trying to bring it forward so I have relatively un-restricted flying in the summer. Unfortunately the CAA are due to issue and Airworthiness Directive and my engineers are trying to see to both at the same time, keeping costs down. I'm beginning to think purchasing a 40 year old aircraft was not the greatest idea of all time as I've already spent more on her than originally paid. Wife, Rosi is both a Rotarian and IFFR member so she's bound to read this!

To use a flying analogy, it's 'touch and go' whether we will be able to meet for a full weekend in Lincoln at the end of June but I currently remain optimistic that we can get together again.

Our Zoom meetings continue to generate some interest and this month's was opened to worldwide IFFR members and we had 64 members and guests, from all parts of the globe, listening to ex RAF pilot and Rotarian Bob Maskall talk about his career.

Your committee is still working behind the scenes to facilitate our fellowship and a programme of Zoom meetings and then fly ins is being constructed. At the AGM in June we will be looking for a volunteer to take over the role of speaker finder and volunteers to host fly ins.

Remember, the Fellowship is not just for pilots but for any Rotarian with even a slight interest in aviation. Invite your friends to participate in the best Rotary Fellowship!

Take Care

Tony

President UK Section of IFFR.



International Fellowship of Flying Rotarians



# New Member Profiles

## IFFR UK

*The UK section of IFFR has the highest membership after the USA at 120 and continually welcomes new members. In the last few months we have welcomed 6 members.*

### ***New Member - Richard Baker***

"I have had an interest in aviation all my life. My father was in the RAF just after the war and he worked on both Lancasters and Spitfires in Germany and Binbrook, 12 squadron. His enthusiasm rubbed off on me and I had thought of a career in the RAF. This never materialised as after gaining a BSC in mechanical engineering, I ended up working off shore in West Africa. Starting in the Ivory Coast, I also worked in the Cameroon, Nigeria, Congo and Angola. Latterly I worked in Tunisia, Spain and Egypt. Working four weeks on and two off, it meant a lot of flying on some very suspect aircraft! Helicopters were always used for transfers to the rigs, great fun!

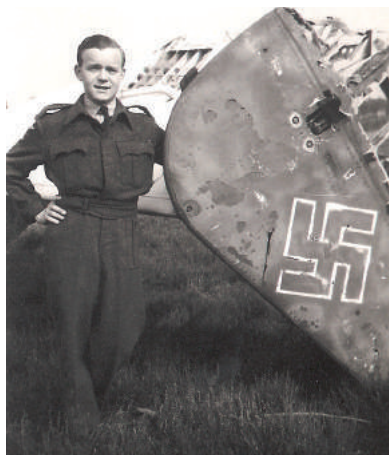
During my short time off, I was always looking for something to do and ended up learning to

fly at Skegness Aerodrome. This started in June 1983 with a trial lesson and I went solo in August after 11 hours. My flying was always a local affair around Lincolnshire in Cessna 150's or 172.

By 1988, I had left the oil industry and settled down with a family. My flying ceased and I have not flown solo since. I ended up as a Finance Director for a multi- international fruit company for 30 years before retiring about 4 years ago.

The photos are of myself in 1988 in front of the plane I first went solo (please ignore the jumper!) and my dad when serving in Germany."

Richard is current President of South Holland Rotary Club





## ***New Member Profile – Ray Butterworth***

1967 Complete ATC/CCF Flying Scholarship on Cessna 150/172; 1968 Nottingham University Air Squadron flying Chipmunks; 1968-1994 RAF Pilot flying Victors, Vulcans and VC10s including Gulf War 1991 on the VC10 K2/3 Tanker; Fly Cadets in Chipmunks and Bulldogs when Off Duty; 1989 Gain FAA ATPL. Total RAF Hours 5500.

1994-2012 RAFVR(T) as an Air Experience Pilot flying ATC/CCF Cadets in Tucanos; 1994 Gain CAA ATPL. 1995-1996 Airline First Officer on A320; 1996-2011 Airline Captain on A320/1 and B757; 2011 Retire from Airline Flying at age 62. 2012 Retire from RAFVR(T) following deterioration in hearing loss.

Total RAF and Civil Hours 15500.

No further Flying since.



## **Caption Time... Who & Where?**



# The Forgotten Legend of 'Flying Hobgoblin'

## The Only Indian Pilot to Survive World War I!

**A legendary hero in his own right, Sardar Hardit Singh Malik lived and died with the two German bullets that had wounded him, still embedded in his legs!**

The British Military deployed over a million Indian soldiers to fight their battles in World War I, but very few had the opportunity to join the Royal Flying Corps (RFC).

However, Sardar Hardit Singh Malik, an Oxford graduate, was to change this bias and pave the way for other Indians to follow his path.

Born in 1894 in Rawalpindi, British India (now in Pakistan), to a well-to-do Sikh family, Malik was the second-born son of an influential building contractor. He was a spoilt child but would go on to choose a rather tough path in his adult life.

Malik was home-schooled by an Anglo-Indian couple until he was 14, after which he went to England for higher studies.

During his college years, Malik actively played golf and cricket for the Balliol College in Oxford and in county championships.

*When the first world war broke out, most of Malik's classmates abandoned their studies to join the British military and defend their nation.*

Malik also wanted to do the same, but he was denied the opportunity on account of his race and was instead asked to serve as an orderly in the Indian military hospital. No Indian had ever held a commission in the RFC up until then, and the establishment was in no mood to change that.

Rejected by the RFC, Malik decided to complete his studies and then joined the French Red Cross. Here he drove an ambulance and saw World War I from up close. Somnath Sapru, an eminent historian and journalist, writes, "During this time he was attracted by the newly created Flying



Corps, whose machines he would often see flying back and forth, while he carried the wounded. He now tried the French Air Service and was accepted by them."

Malik, who was in touch with his tutor from Oxford, informed him that the French Red Cross had accepted him as a fighter pilot. The British tutor's patriotism got the better of him, and he wrote to Major-General Henderson saying that

*"it was disgraceful for an Indian to be denied the opportunity of joining the RFC, while the French were willing to offer him a commission."*

"That's when I heard from General Henderson, chief of RFC who asked me to see him," Malik had said in a TV interview, adding that "After that meeting, I was sent for training and got a commission in the RFC as a fighter pilot."

Thus, Malik became the first Indian to be deployed as a fighter pilot for the RFC (later christened as the Royal Air Force).

Malik used to wear a custom-made helmet over his turban, which earned him the name, "Flying Hobgoblin." According to the Empire Faith War exhibition, the enthusiastic fighter flew 'solo' in a Caudron aircraft just three hours after his orientation.

In under a month of training, Malik was posted to Squadron number 28 and went to fight in France. Here, Malik's flight commander was Major William Baker, a Canadian, who would go on to earn the Victoria Cross—the highest award of the British honours system.



***"I was flying next to Barker, very close to him and I saw him smile and point his thumb backwards."***

I looked but could see nothing. Within a few seconds, however, I saw what he had seen before any of the others—a German scout diving on him and firing. Barker had anticipated this, and like lightning, he did a fast climbing turn, got on the tail of the Hun and shot him down. It was all over in a few seconds. Later during the same flight I got into single combat with a German aeroplane and after much manoeuvring, each trying to get on the other's tail, I got him and had the satisfaction of seeing him go down in flames, wrote Malik about his first combat flight on October 18, 1917.

At a time when the life expectancy of fighter pilots in combat was just ten days, Malik went on to shoot down two German planes. The fighter pilots would even shoot each other with pistols and rifles if the opponent was flying too close to them, and even though he was wounded in combat, he survived the war.

According to a report in *Empire, Faith & War*, "On 26 October 1917, Barker took Malik over the lines in an attack on an enemy airfield in poor weather. They were surprised by a large number of German fighters, and although Hardit Singh shot one down, his aircraft was struck by an incredible 450 bullets, two of which pierced his leg.

***Seriously (but not fatally) wounded, and with his petrol tank hit, he crash-landed in France. He survived, having lost much blood and broken his nose."***

After the war ended, Malik followed his initial plan of joining the Indian Civil Services instead of continuing with the RFC in India. He could see there's not much future for Indian pilots in the British Air Force and decided to be an ICS officer instead.

Working actively in London and Hamburg as a trade commissioner, Malik became the first Indian High Commissioner to Canada in 1949. He retired from the ICS (which was later reorganised as the Indian Administrative Services or IAS) in 1956 after which he returned to playing golf till the age of 88.

### ***You may also like: This Forgotten Pilot Was Just 19 When He Became***

India's First and Only Flying Ace

A legendary hero in his own right, Sardar Hardit Singh Malik lived and died with the two German bullets that had wounded him, still embedded in his legs!

The UK government has begun a campaign called "there but not there," recognising the contribution of fighter pilots from the Commonwealth countries like Malik for the British Empire. "Nearly 2 million Indian servicemen served in the First World War...Malik initially failed to qualify for the Corps but went on to be the sole Indian aviator to emerge alive from the war," says a statement by the Foreign and Commonwealth Officer in London.

*(Edited by Gayatri Mishra)*

# A Life of Ups and Downs

## Squadron Leader Bob Maskall RAF (Retired)



During a 30-year career as a pilot in the Royal Air Force (RAF) you fly a number of different types and variants. Most RAF pilots fly a small handful of aircraft during their career as they tend to move to a primary aircraft and stay flying that version. I was luckier than many as due to numerous reasons and certain career choices I have flown a number of different types and on one tour was lucky enough to fly 13 different types in a just over 2 years.

I was also fortunate that my career spanned both the end of the Cold War and the resulting turmoil that this caused all through Europe and the Middle East. This resulted in varied roles and adventures further afield than would have been expected at the beginning of my career and, most importantly, plenty of flying.



After my initial training I was posted to 360 Squadron at RAF Wyton, Huntingdon flying the Canberra T17. This was a variant of the original jet bomber from the 1950s which had been altered to provide Electronic Counter Measures Training for the UK and NATO air defence systems. Extra transmitting aerials were attached around the nose and the tail of the aircraft and the bomb doors were removed to provide additional power for the jammers all of which differentiates it from the original bomber variant.

A very capable aircraft which at the time I flew it, was over 40 years old and still had some years left in service. It had two main problems both associated with the engines. The first was the asymmetric problem if you should lose an engine, especially at slow speed. Just after take-off there was very little time to apply the rudder in the correct direction should you have an engine failure. Sadly, I believe, the RAF lost more pilots practising asymmetric than they did from real emergencies. The second problem was that on these early jet engines there was no anti-icing and if a descent through icing conditions was required, a specific approach had to be flown. The engines would each be set at 6000 rpm. At this position the inlet guide vanes, which guide air into the engine would be at a position they would vibrate (not quite closed and not quite open) this would prevent the build-up of ice around the intake. This RPM would be maintained on both engines throughout the descent until you were absolutely sure of making the runway and only then would the engines be closed to idle. These approaches required delicate handling and careful timing on the selection of undercarriage and flaps to ensure that the aircraft did not get too slow before the final approach. I flew over 1000 hours on the Canberra in the 3-year tour of duty before moving to my first instructional tour.

My first instructional tour, one of many, was on the Jet Provost TMk5a. Another aircraft reaching the end of its useful life but still a good training platform and fairly forgiving. At this time the RAF was of a size that we had 3 basic flying training stations and one advanced flying training unit. I was based at RAF Cranwell and the aircraft shown in the picture





has the traditional pale blue band around fuselage that denoted a Cranwell based aircraft. The other 2 stations were RAF Linton-on-Ouse and RAF Church Fenton, both of which are now either closed or about to be closed. The only remaining fast jet training base is RAF Valley which has both the basic and advanced levels of training. I only did a short 2½ year tour at Cranwell before moving to my primary and favourite aircraft, the Sepecat Jaguar.

The Jaguar was a British/French design originally planned to be a training aircraft. It was found to be underpowered and had too many idiosyncrasies to be used for training, so it was developed as a bomber and reconnaissance aircraft.



I flew the Jaguar TMk1 for 3 tours mostly in the reconnaissance role on 41 (F) Squadron. This was the days of wet film which had to be processed on landing before it could be viewed for intelligence purposes. The Pod, seen on the centreline of this aircraft, housed 6 cameras. 4 viewed from the horizon on one side of the aircraft to the horizon on the other, a forward-looking camera and a camera

looking straight downwards which was gimballed to ensure that it would remain looking straight down even when the aircraft was banking up to about 45°. For training purposes, a reconnaissance sortie would consist of 5 targets, one at least would be a line search of a road covering about 20 miles and the others would be anything from bridges, electronic installations to army vehicles in camouflaged positions. You would be expected to arrive at each target within 5 seconds and the whole sortie would often be of a 90-minute duration. At 500mph you can cover a large swathe of the UK in that time. All the film would then be downloaded, processed and on the light table within 15 minutes of engine shut down. An example is shown here of a bridge taken with one of the side-looking cameras at 500 mph.



After a tour on the Jaguar Operational Conversion Unit where, once again I went back to training, I was

promoted and moved away from the Jaguar to become a Central Flying School Examiner responsible for the training on all fast-jet aircraft in the RAF inventory at the time.

The Examiner role was especially interesting because I had to maintain currency on 3 different types of aircraft: Hawk, Tucano and Jet Stream. The Shorts Tucano had, by this time, replaced the Jet Provost mentioned earlier, in the pilot training role and the BAe Jetstream was the primary trainer for those destined to fly transport aircraft. This was especially challenging for me as I had always been trained and flew as a single pilot and I had to get used to the different techniques employed when you have 2 pilots on board



your aircraft. Incidentally, it was the only aircraft I flew in my career that had an autopilot which was quite a novelty for me.

Although I was familiar with the Hawk from my training I had not, up to this point, instructed on the Hawk. I had the pleasure of training the RAF Aerobatics Team (The Red Arrows) during their work up to become members of the team and also to check them annually to ensure safety was being maintained.

The big advantage of this tour was that the Central Flying School were often invited to foreign air forces to discuss and offer opinion on their own flying training systems. This resulted in me being lucky enough to visit several countries and fly numerous types of aircraft. The visits included Ethiopia, Zimbabwe and South Africa and I flew aircraft including the L39, Cessna Skymaster and the Pilatus Super PC7.



The L39 (shown left) was very similar in performance to the Hawk but with heavier controls and the view from the rear cockpit for the instructor was not as good as that in the Hawk. From a professional point of view it was fascinating as many of the ex-British Commonwealth Countries (South Africa, Zimbabwe) had very similar training systems to the UK as they were once run like the RAF. Whereas Ethiopia's system was based on the Russian training system and it was interesting to see the different approaches to flying training. As an example, when the RAF teach aerobatics to a student, they are given the

parameters for entry to the manoeuvre and the amount of pull (g) required to achieve the correct outcome. The Russian system gives them gates at entry, halfway up, over the top and at the bottom and they are marked down if they do not achieve each gate. This results in the student spending a lot of time looking into the cockpit rather than outside and getting a feel for the aircraft's manoeuvres. In addition, RAF students are trusted to go and practice the manoeuvres on their own. The Russian system insists on them going to a specific location and an instructor will monitor them from the ground.

I concluded my career in the training role by spending my last 3 tours at RAF Valley on Anglesey teaching and examining fast-jet trainees and instructors. As with all these things the joy of wandering around the world flying different aircraft has, at some point, to change in favour of the family and children's schooling. I have continued to instruct since I left the RAF and I now carry out my instructional duties on the Hawk TMk1 simulator. Still training the fast-jet pilots of the future.

I was very lucky in my career as the timing was such that I was able to keep flying for most of the time (only 2 ground tours), with plenty of flying hours and lots of variety. The RAF of today is a fraction of the size it was when I joined and the pilots of today do not have the same opportunities. Spending cuts and new technology means that the pilots spend much more time in simulators than they do in real aircraft and the ongoing operations world-wide mean that much of their real flying is carried out away from home on important but relatively mundane sorties over potentially hostile territory. I was able to have a career that was never like work, there was always a new challenge and to be given the opportunity to fly in a fast-jet at low level and fast speed was exhilarating and rewarding.

# IFFR Worldwide Membership



## New Logo on Website

The Executive Committee (including involvement of 6 past/future World Presidents) has decided that our IFFR website will use an updated IFFR logo to conform to Rotary International's rules governing the use of its Wheel.

Here's why:

### 2013 - RI adopted new branding rules.

The Rotary Wheel can only be displayed using the "new" Wheel and the word "Rotary" to the left: The purpose was to have a single, unified, worldwide Rotary "brand". The Wheel is Rotary International's brand (not ours), so Fellowships can no longer change RI's Wheel (e.g., put wings on it, make it an automobile wheel, etc.).



### 2017 - Reminder.

RI Managers sent letters to all Fellowships, including IFFR, reminding them to comply. IFFR waited to see if the rule would be enforced.

### 2020 - Demand.

RI President, Holgar Knaack, personally sent an email to all Fellowships, setting a specific due date to comply... December 31, 2020. We realized RI was serious, and began considering alternatives.

### 2021 (March) - Enforcement.

RI notified Fellowships that they must comply with RI branding rules to have a Convention booth, that we could not link to any website that did not comply, and... that IFFR was not in compliance. Time to act.

### 2021 (March) - Compliance.

The Executive Committee adopted the IFFR logo at the top of this email to be used on our website and on any IFFR Facebook page (public facing documents). It is now on our website, making us compliant. Note: All Rotary Districts worldwide have complied (see your own district's website), and virtually all Fellowships now comply.

We are using the new logo on our website. As before, sections may consider modifications to the IFFR logo (e.g., UK's use of angel-type wings), so long as they comply with Rotary's branding rules and don't jeopardize IFFR's existence as a Rotary Fellowship.

This logo change has no impact on IFFR, and most of you won't even know the difference. We will continue using our IFFR pins and hats (we have 10 years' worth). Continue to focus on what is important to IFFR... (1) holding fly-in events, (2) enjoying fellowship, and (3) building membership.

New Zealand just held a fly in, and IFFR events are being planned in Europe for this summer and fall. I couldn't get to the New Zealand event because of government regulations, but World Secretary Ian Jenner represented me to show World IFFR support for the event. I hope the European events will be held and that I am able to attend to support them. We'll see.

More news is coming soon.

As PWP Phil always says:

Fly Well, Fly Safe, Fly Often.

Tail winds to ya',

George Chaffey, President 2020-22  
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International Fellowship of Flying Rotarians

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*We look forward to meeting you!*

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