



International
Fellowship of
Flying Rotarians

Summer 2025

Issue 124

The newsletter of the UK Section of IFFR

The **Rotating Beacon**



Handley Page Halifax Mk III at Yorkshire Air Museum

Enjoy our reports insides from around UK, Europe and USA
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You provide the transport, we provide the refreshments and the sights!

**WE NEED VOLUNTEERS TO BE CHAIRMAN
SEE THE 'FROM THE EDITOR' SECTION**

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From the Editor & our needs for a Chairman

We already have had several excellent meetings this year and we have 4 visits to report on, and more to come. See later in this issue. I am pleased to include Robert Limb's part 4 of his Around Africa in a twin Comanche article. In addition, guest John LeBrun, former Vulcan bomber pilot describes his earlier Canadian experiences with the Harvard trainer. I'm trying to twist his arm to provide something about the Vulcan so watch this space.

Importantly however we don't have a Chairman / Chairwoman / President for 2025-26. Volunteers are sought, or indeed ordinary committee places if you have time. At the last count, the UK section has about 110 members so please stand up and let us know in which role you have a possible interest (Editor: tonyflinn58@gmail.com) as soon as possible. Lots of help will be available and our members will be eternally grateful.

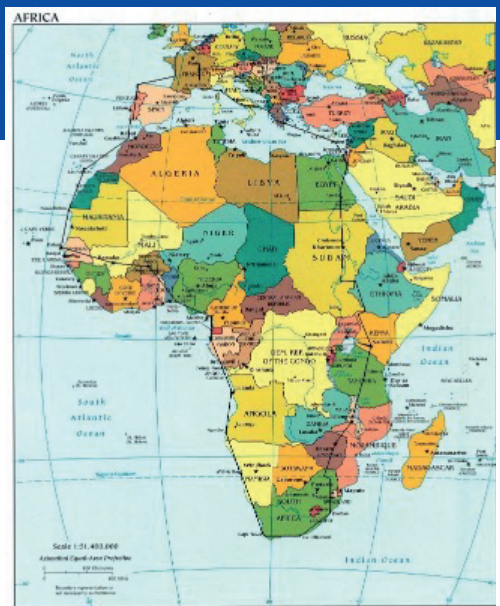
Sean Sadler has agreed to be Treasurer. Thanks Sean.

Thanks to retiring Chairman and Treasurer Kevin Doyle, who has contributed a lot but needs to concentrate on work and other commitments.

Around Africa Part 4

Robert's African Adventure
flying a twin Comanche around Africa.

Climbing out from Malakal I cross the White Nile again and I am soon up at FL100 and on the airway heading northwards to Khartoum. Malakal soon transfer me to Khartoum information, but I am unable to contact them. Another UN organisation assists flight UN767 with an American crew relay my estimates to Khartoum and they instructed me to maintain FL100 and report at RABAK. I thanked the UN crew for their assistance. At RABAK I still can't contact Khartoum but Sudan Air 311 relays my revised estimates and I am asked to call again at SUVRI. This I do and finally establish two-way communications with





Khartoum they tell me to expect the ILS for runway 36 and instruct me to proceed direct to LAGRA. They then give me a squawk and ask for my estimate for LAGRA which is at 15:17. The controller passes me the latest weather which includes: visibility 4000 metres in a Sand Storm!! About 30 miles from LAGRA I requested descent, I am initially cleared to FL080 and then down 4000ft on the QNH 1010. An Egypt Air 737 is cleared for the ILS and I am number 2 with a KLM 777 behind me. The sun is starting to go down. I repeat my approach brief and check all the Nav aids one more time I am then cleared for the approach and asked to keep my speed up. This I do, and I am soon fully established on the ILS using the autopilot for a fully coupled approach. I can see the lights of the city as you fly right over it and at about 2.5 miles pick up the runway lights. Just as I land the KLM 777 reports he is at 8 miles.

With only one fully functional brake I am careful exiting the runway and used differential power to follow behind the ramp vehicle. Khartoum airport is a very busy place and I am parked next to a monster Russian helicopter. After shutting down the marshaller asks me

what time I plan to depart in the morning as he is concerned that the helicopter would blow my plane over. Fortunately, my departure time is well before that of the helicopter. The handling agent and fuel people are soon at the plane.



Blair the mechanic in the pink shirt



Most of the WFP support team that helped me in Malakal

And accompanying them is a soldier with a rifle who stands guard. It is now getting dark, but I am unable to take any photos due to the presence of the security people, I don't fancy a night in jail. I assemble the fuel pump, filter and hose and we are soon refuelling the plane. With the first barrel empty we have a problem opening the 2nd barrel, it appears to be pressurized. I leave the fuel people to sort it out. Eventually it is opened, and we completed the refuelling process, I also refill the two Jerry cans with the remaining fuel.

I dismantle the pump system, repack everything and finally secured the plane for the night. A bus picks up the two handling agents and me and takes us to the terminal building which is quite busy. As I am waiting in the flight crew line for immigration I meet ex-White Walthamite Richard Cambell-White who has just flown in from Dubai in a Hawker Jet. We have a chance for a brief chat and I am also introduced to his Captain, they are both very interested in the trip I am making. They are staying at a different hotel, so we wish each other well and part company. Due to my delayed arrival it's going to be a very short night. Mohammed drives me via a supermarket where we purchase water and juice and on to the hotel. After making sure I am checked in I wish Mohammed good night and we agree that he will be pick me up at 06:00 – it's now gone 9 PM. I am soon in my room and after a long shower, trying to remove all the oil and dirt from the day's exertions, I decide to skip dinner and settle for a cup of tea, juice and some biscuits while checking the weather, NOTAMS etc. on line. I finally jump into bed and set the alarms on my IPAD, IPHONE and the on the hotel phone for 05:15 local time.

Refreshed from a good nights sleep I check out and stand outside the hotel enjoying the pre-dawn air, a few minutes later Mohammed arrives to pick me up. We have a good chat on the way to the airport and I learn he is a frequent traveller to the UK and will be flying to London in a couple of day's time. We go via their office, which is adjacent to the terminal to collect some paperwork and visit the, not very impressive, Met and dispatch offices to get the latest weather and Notams. It appears that most of the night shift are asleep on the floor!! After a little wait I am given a briefing folder, they seem to use the same US government (NOAA) web pages that I refer to on my IPAD but at least it is a hard copy. Back to the terminal building we pass through the crew/employees' channel and after no less than 6 security scanners for my bags and metal detectors we finally arrive at a departure gate and board a bus to take me to the plane. I do my usual pre-flight checks, load the flight plan into the Garmin and get the weather from the ATIS on my handheld radio. I am handed the bill for landing fees, navigation, transportation and handling charges which comes to US \$650.00 which I pay in cash. I thank Mohammed and his colleague for their assistance and call the tower for start and taxi – they wait by the plane until the engines are both running. At 03:40 UTC (06:40 local) I taxi to holding point D which gives me almost 8000 ft of runway and keeps me well away from the big boys. Power checks completed I receive my clearance "N7EY is cleared to HELX via Flight planned route climb and maintain FL100 on take-off maintain runway heading until 3500ft and contact Khartoum Approach 124.70 Squawk 3676" As I read back my clearance an

Emirates Airbus rolls down the runway in front of me and is soon airborne. Khartoum tower confirms read back correct and asks me to line up on runway 36 and wait. After a couple minutes or so for Vortex wake separation I am cleared for take off.

Climbing out maintaining the runway heading I can see the confluence of the White and Blue Nile and track Northwards along the enlarged Nile. On passing 2000 ft I am asked to change frequency to Approach and they request me to proceed direct to GOLPA and climb FL100. I am then asked to track the 010 radial from the KTM VOR they are obviously trying to keep me away from the departing traffic being much slower than the jets they are accustomed to. Twenty minutes after take off I'm levelling off at FL100 and as I am setting up the aircraft for long range cruise Khartoum tells me to proceed directly to Abu Simbel (SML) and report abeam the Merowe (MRW) VOR. Reporting abeam MRW I am then told to report approaching NUBAR which is the Egyptian FIR Boundary and if no contact to call CAIRO on 124.70. The Nile River is now far off to my West but is still a distinct bright blue line in the haze over the Nubian Desert.



The lake in the desert formed by the dam of the 4th Cataract on the Nile at Merowe



Crossing the Nubian Desert in Northern Sudan

After a little over two hours flying I am now approaching the FIR Boundary with Egypt. I sign off with Khartoum and contact Cairo Control who almost immediately asks me to contact Abu Simbel. I am crossing over Lake Nasser and after a few calls the controller in Abu Simbel finally replies by which time I am turning over his airfield. He asks me to report at 15 miles on the 013 radial from SML which I do shortly thereafter he asks me to contact Aswan Approach. Aswan asks me to maintain FL100 and report at BOVAR and gives me a new squawk. On reaching BOVAR I am transferred to Luxor Approach. I have already got the weather from the ATIS 6000 metres in haze, wind 070 01kts, temp 21 C Dewpoint 0 (it's dry) QNH 1018 but from the digital voice I am not 100% about the runway in use (20 or 02). The controller tells me to expect Radar Vectors for ILS/DME runway 20 and report when ready for descent. I run through my approach brief from the plate and load the procedure, set, identify and recheck all the Nav aids and set the alarms. I am now ready for descent and inform the controller who asks me to descend FLO70 and fly heading 020. He then brings me downwind left about 6 miles out from the runway and then further descent to 4000ft.

At about 10 miles from the airfield I am asked to fly a heading of 270 and descend to 2300 ft and then to fly heading 240 and report localiser established. Once established I am cleared number 1 for the approach report field in sight. It's quite bumpy but I manage a reasonable job of keeping the needles centred. Final landing checks and the runway is now in view with DME reading 3.5 nm to run. The airport and apron are enormous, but I only see one other aircraft which looks like an M-registered Hawker! I taxi behind the follow me vehicle at a reasonable distance and then very gentle move to the parking spot indicated by the marshaller. I am still nervous with only one fully functional brake.

As soon as the engines are stopped I complete the paperwork and the ground crew install the chocks. I open the door and greet the handling agent Allah. We discuss the hydraulic oil for the brake which I asked them to try and source and an engineer from Egypt Air also joins in. Unfortunately, his only container with the required fluid is empty!! He can order a new one from Cairo but with a minimum of 20 litres – I only need about 200cL. After much discussion we are joined by two other mechanics on the shuttle bus. I show them the maintenance manual with the brake bleeding procedure, but they only seem to want to take issue with the instructions. After going around in circles for about 30 minutes I thank them for their efforts and bid them good bye. While they are still debating the procedure in the manual I observe a MIG-21 being towed across the apron and took a photograph.

After securing the aircraft the bus takes Allah and me to the terminal building which is large and very modern but empty. After a

little while Allah finds and immigration official and we can exit the terminal and take the taxi to my hotel. Allah used to be an accountant at the hotel and has secured an excellent rate. He has also organized a visit to Karnak Temple for the light show in the evening and tomorrow a guide and taxi to visit the Valley of Kings and a few other archaeological sites. After checking in, I proceed to the hotel restaurant for lunch and the obligatory beer which is most welcome. The hotel is on the Eastern bank of Nile and from my balcony I can see across the river to the Valley of the Kings. After lunch I go to my room for a well-earned afternoon nap.



Karnak Temple Light show

Just before sunset I head down to the pool bar for an early evening refreshment and watch the sunset across the Nile. It cools down quite rapidly as soon as the sun has set so I nip back up to my room to put on some warmer clothes for the light show. At 7 PM Allah and the taxi driver pick me up. They give me a quick guided tour of the town pointing out the various sites such as the Luxor Temple, Avenue of Sphinxes and then drop me off at Karnak Temple for the light show. It is arranged that the taxi driver will pick me up after the show at 09:30PM. The show is very well done, and the temple is extremely large and impressive.

Fortunately for me since the revolution in Egypt tourism is down by at least 85% which means that all the tourist sites are quite empty. After the show the taxi picks me up and I am soon transported back to my hotel.

I am up early next morning and after breakfast the taxi with my guide (Salah) picks me up at the hotel. We cross the Nile and follow the road along the West bank to the Valley of Kings. Again, no queues, I am given a very comprehensive overview of the various tombs and the history by Salah who is an archaeological graduate. Unfortunately, cameras are not allowed in the Valley of Kings, but the tombs are very impressive. I can visit the tombs of Ramses II, IV and Tutankhamen. Thankfully due to the lack of tourists I can take my time and even find myself alone in one tomb. After the Valley of Kings, we go to Hatshepsut to see several tombs constructed for high officials all very interesting and in many ways more revealing about the daily lives of the ancient Egyptians. Following this we go to the impressive temple complex at Medinat Habu stopping for tea in a nearby village.

Much to the amusement of everyone some children have got into the local mosque and are broadcasting across the PA system. For me the most impressive thing about all the monuments and tombs is the richness and vibrancy of the painted murals and columns after 3500 years of exposure to the elements.

Returning to the hotel I spend the afternoon down by the pool reading and relaxing and, in the evening, explore the city centre of Luxor. It's all very pleasant apart from the inevitable hassle from the horse drawn carriage drivers trying to get



Painted Columns' at Medinat Hebu

me to take a ride with them. Back at the hotel I grab a beer in the bar and study the met forecast etc. on my IPAD for the relatively short flight in the morning to El Arish, Sinai on the Mediterranean Sea.



Medinat Hebu Temple complex

Next morning, I wake at 06:00 and when I open my curtains I can see several balloons taking off from the West bank. The air is very still, and the Nile reflects like a mirror. After breakfast the taxi driver and Allah pick me up and we head to the airport. We quickly pass through security and I am soon at the plane. I need to refuel before departure and the bowser soon arrives. I must pay in cash but the price per litre is US \$5.293 which is the highest I paid anywhere. I need to get some more money in the terminal building, BUT they want to charge me \$30 each way for the bus to travel the 150 metres. I not happy but that's the rules!! I go into the terminal and eventually take Egyptian pounds from the cash machine and get them exchanged into US \$. All because the fuel Company will not take Egyptian Pounds! Greenbacks in hand I return to the plane to continue the refuelling process. I uplift 250 litres and handover US\$ 1328 exactly, no tips at these prices. I pre-flight the aircraft and check with Allah that the Flight Plan has been accepted and he says "yes, all good". I then receive the bill for handling which also includes the hotel, guide and all transportation it totals US\$846 AND he needs to charge me another \$60 for the trip to and from the terminal to exchange money. I speak to his boss Mohammed on the phone and ask for a reduction. Eventually they halve the charge but blame Egypt Air as these are their standard charges. To be fair overall the handling service was good. Allah's not the sharpest fellow but friendly and helpful but the Egypt Air charges are excessive.

I pay Allah in cash and thank him for his assistance then call the tower for start and taxi. Engines running, I get my clearance, but it's not as filed. I ask the controller to

repeat the clearance and write it down. I then tell him to standby for taxi while I update the FMS system. I reprogram the Garmin 530 with the new routing which takes me to ASRAB, Hurghada, Sharm El Sheik, TABA and finally El Arish. This routing over Sinai will take me up the Red Sea and very close to the Israeli border. I check the route one more time and prepare a quick PLOG. The requested level is FL100 with the overall route about 50 Nm shorter than the one I filed so that's OK. After 15 minutes with the engines running I am ready to go. I am cleared to taxi for the holding point runway 02. Power checks completed I'm ready for departure and cleared to line up and take off with a right turn direct to ASRAB on passing 2000 ft on the runway heading.



Hurghada Airport

It's almost 10:30 local time and it's quite warm so the climb to FL100 is done at the optimum speed for best cooling this takes almost 30 minutes. At FL100 it is +3 Deg C after a few minutes I am told to contact Hurghada. I call several times before getting a response which is "continue as filed and report overhead the HGD VOR". He then changes his mind and asks me to proceed direct to Sharm El Sheik and contact them. Sharm instructs me proceed direct to the SHM VOR and after

that to Nuweibaa NDB (NWB), report 15 miles North SHM. There is a lot of traffic routing in and out of Sharm, my TCAS has more targets than I've seen for quite sometime. I hear Easy Jet, Thomson, Virgin and a considerable number of German aircraft on the Radio. Despite this I appear to be well away from the traffic and enjoy the views of the Red Sea and St Catherine's Mountain. I am soon 15 miles north and inform Sharm who ask me to contact Taba. I do this, and the controller asks me to route direct to the TBA VOR and report with 10 miles to run. I am now running up the Eastern coast of the Sinai Peninsula and in the haze can make out the Saudi coast on the far side of the Red Sea. I soon report at 10 miles to TBA the controller doesn't respond immediately so I try again (I am quite aware that I am in a very sensitive area and make sure my radio calls are clear as I know they are being monitored by the Israeli's and they have one fighter airborne at all times to reduce response times). At 8 miles to TBA I am told to proceed direct to the ARH VOR at El Arish and report when 25 miles from the TBA VOR.

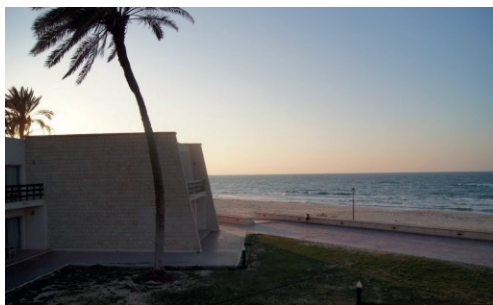
At 25 miles from TBA I am asked to contact El Arish. El Arish gives me their latest weather they are using runway 34 and I am told to expect the VOR/DME approach. About 30 miles from El Arish I request descent and once I confirmed that I am visual with the surface I am cleared to start down. At 15 miles I can clearly see the airfield and request a straight in visual approach for runway 34. The controller clears me for the Visual approach number 1 report at 8 miles. To ensure I am clear of the terrain I follow the VOR/DME vertical profile which works well. I report 8 miles

and fly from the desert over the green oasis which is El Arish. On landing I follow the marshaller to my parking spot on the Apron in front of the terminal. I shutdown the engines and open the door as it's quite warm and say hello to Osman the handling agent. I request that we refuel straightaway to allow an early start in the morning. The fuel is provided by the Egypt Air training school and is dispensed from a fuel pump rather than a bowser. This means calling for the follow me car and taxiing 250 metres to the pump. I could do without all this taxiing with only one fully functioning brake. Once at the pump the tanks are filled, the fuel is the same high price as at Luxor. And after paying \$800 in cash for 150 litres I prepare to taxi back to my parking place on the apron. I ask the people to assist me in man handling the aircraft away from the pumps as there is a post quite close to the wingtip. I am also concerned because of the brake situation but don't let on about this. With the follow me car ahead I taxi the 250 metres back to my parking spot on the apron. Chocks are installed, and I remove my bags from the aircraft. But I can't find the key for the plane. After further searching still no joy. It slowly occurs to me that with all the comings and goings in Luxor I may have inadvertently left it in the door. Up to this point I have been meticulous with a set procedure for the key but this was rumbled by all the hassle with refuelling. The golden rule is: always refuel on arrival. Except for Port Elisabeth where the fuel was closed for the day I had stuck to that rule except in Luxor.

Osman calls the guys in Luxor; they belong to the same handling company, to see if they can find the key. I ask him about



security at the airport and understand this will not be a problem. We then board a bus for the 60-metre journey to the terminal and after a short wait while the immigration official checks my passport Osman tells me that I must have an armed guard and police escort to the hotel due to the security situation as we are close to the border with Gaza. We get in the taxi and with the police escort we proceed at speed to the hotel in town. Every few hundred yards there are tanks, soldiers and some anti-aircraft installations dug in beside the road and about every mile in the middle of the road there are large mounds of sand which need to be slowly negotiated like a chicane while a machine gun covers the area. It all looks quite serious, but the police just wave to their colleagues at the check-points. I am more concerned about the AK-47 that the policeman has in the front seat going off by accident. After 20 minutes we arrive at the hotel and I check in with a bunch of trainee Egypt Air pilots. Evidently El Arish is home to the pilot training academy. The hotel sits behind the beach facing the Mediterranean Sea. Once I am checked in I go for a wander around town and look for a cash machine it's very quiet.



Hotel at El Arish

There is not a lot in El Arish and while the beach is very nice it is not looked after. I find the cash machine and get some more

money to pay handling etc. I am running out of US \$ with the high fuel prices here in Egypt. I go to the hotel bar (no alcohol) and order a diet coke. I am asked by a local family what I am doing in El Arish and explain. They all speak good English and the mother explains that she was a tour guide in Cairo. They ask my opinion of the revolution, I respond that until we see who is elected President and how the constitution evolves it's difficult to gauge. They also correct my geography by explaining that I am now in the Middle East not Africa, I am east of the Suez Canal. I hadn't thought of that - good point.

The bar fills with people from several football teams who have been attending a tournament it's all very lively and they have a trophy and pictures are being taken by the different groups. It's approaching dinner time, so I return to my room to put on some warmer clothes as the temperature is dropping. After more than 4 weeks in sunny Africa I am not used to the cold. The dinner is an excellent buffet spread, freshly cooked I make sure I get my share as the football teams are depleting it at an alarming rate and I haven't eaten anything since breakfast. After dinner I manage to get on the wifi system after some messing around and help from the hotel staff. I do my usual checks for weather, Notams etc. I was also told by Osman that there is no office to provide this information at the airfield. After satisfying myself that everything is OK for my planned trip to Corfu I head to the bar for a Turkish coffee and then to my room for an early night.

I sleep well but will be quite sad to be leaving Africa (Middle East) after what has been a great adventure. I pack my bags and head down to breakfast. As with



Military checkpoints in El Arish, Sinai

dinner, breakfast is also good, and several people have already arrived even though it's only 6:00 AM. I notice a few people hobbling around no doubt from injuries sustained during the football tournament the previous day. As I am checking out Osman arrives to take me to the airport, no police escort at this time of day!! He informs me that they have found the key in Luxor and will mail it to my home address in the UK (I received it just before Easter). We then proceed to the airport and I surreptitiously shoot pictures of the soldiers by the roadside using my Iphone. Osman and the driver are oblivious to this as they are chatting in the front of the taxi. This is working well until they spot the immigration official from the airport by the roadside and stop to give him a lift. I place the phone in my pocket and turn it off.

At the airport we are quickly in the terminal building and while we wait for the immigration official to stamp my passport I pay Osman with a mixture of US \$ and Egyptian £'s which he is OK with. All in the bill comes to US\$ 657 with the usual array of Egypt Air excessive charges. We then take the bus 60 metres to my plane as we are pulling along side the driver says something about a flat tyre! I get off the bus and can see that the tyre on the main

gear on the side opposite to the one that blew in Malakal is deflated. What to do? I discuss with Osman and we decide to wait for the Egypt Air training people to arrive. The bus takes us the 250 metres to their workshop. I examine a tyre on one of their 17 new G1000 Skyhawks and it is the same size and type as on my aircraft. Now that's a bit of luck. It's now 7:30 am local time and the training organization starts at 08:00. We wait for them to arrive and pass the time wishing the security team and the other people coming and going good morning. Once the maintenance people have arrived and settled Osman will go and talk to them.

A little after 8 Osman goes to talk to the manager of the maintenance workshop and I have a chat with a few of the instructors at the flying school. They all seem to know I have a flat tyre and we discuss how it could have happened. I don't say too much about the brake situation! A few minutes later Osman returns and introduces me to the manager who is happy to assist me. We go in the workshop and they allow us to borrow their air compressor with its reservoir and hose and pressure gauge. We wheel this across to my plane and in no time have the tyre inflated. However, there is a slow leak and

we can hear air escaping. The maintenance manager comes and has a look along with several of the mechanics after further discussion we all agree that the tyre needs to be looked at and thankfully they are willing to assist. I need to taxi across to their workshop, so we call for the follow me car and request permission from the tower. Once I am on the apron in front of the workshop the mechanics come out with their jack – a proper aviation one and after a little adjustment the wheel/tyre are clear of the ground. I have a discussion with the manager about the type of tyre and show him the details in the maintenance manual on my laptop. He also confirms that it's the same type as they use – I am in luck Enshallah. We inspect the tyre, but it seems in good shape, but the air seems to be escaping from the valve assembly or where the inner tube inflation hose passes through the wheel. We remove the tyre

and they are quickly working the problem and I leave them to it. After a while they call me over and it appears that the air is leaking around the valve itself – they suspect damage to the brass thread or seal.

Osman has a discussion with the manager in his office and he is willing to sort everything for \$300. I am happy with this but need to go and get some more money. Osman tells me he needs to check with immigration if I can leave the airport. Fifteen minutes later he returns but I am not allowed to go in to town. I ask Osman if he would be willing to go to the cash machine for me and he kindly agrees. I hand him all three of my credit cards and give him the pin numbers and ask him to withdraw EGP 2000. Osman heads off to town and in the meantime, we carry on



N7EY on the jack while the tyre is repaired

working on the tyre. A new inner tube is installed, and the wheel reassembled as they are doing this I observe that next to the bench they have a pump for hydraulic oil. I ask the manager if we could also purge one of the brakes as I think it has some air in the line – he is happy to assist. They are soon replacing the wheel and I assist them with the slightly unusual axle arrangement. Like all good mechanics they enjoy a new challenge and one of the younger guys is really very good and taking charge. With the wheel going back together I undo the screws and remove the cover on the nose bay as we need to see the hydraulic reservoir. The avionics guys come out for a look and we are soon discussing inverters and I shown them the panel. The wheel and brakes are now back together, and the jack is lowered and removed. All good and they have the hydraulic pump to bleed the brakes. I show them the procedure and after adding some additional hydraulic oil to the pump the brake system is purged of air.

I reinstall the nose bay cover and I am doing this Osman returns with the cash and returns my credit cards. Then Akmal Tammam the CFI of Egyptian Aviation Academy comes over for a chat. I show him the plane and we discuss the trip I am making, and he asks if he can show the students around. I am soon conducting a tour and shaking hands with everyone. We then have a photo session with the mechanics and I pay the manager and thank him and the team for their help. We move the plane by hand onto the main apron and request the follow me car. I taxi back to my original parking place. Everything is now working correctly. Osman has been calling Cairo Centre, for some reason the flight plan has not yet been

received in the El Arish Control Tower Osman asks me what time I landed the previous day and I tell him 11:15 UTC. It's now 11:10 UTC and Osman tells me that I will have to pay for another 24 hours parking which is \$60!! I also pay him for the taxi to and from town with a tip for his much-appreciated assistance. Amazingly at 11:20 the flight plan has finally been received by the control tower and I am ok to depart. At 11:30 UTC I start the engines and get clearance to taxi to the hold of runway 34 and receive my clearance "N7EY is cleared to LGKR via G183 exit PASOS FL100 Squawk 2713". Power checks completed, I am ready to go. I get several calls on the radio from the instructors and Akmal the CFI wishing me all the best for my trip.



*the maintenance team
and me (yellow jacket)*

At 11:37 I take off towards PASOS and the Nicosia FIR boundary. As I'm crossing the Mediterranean coast El Arish asks me to report at 25 miles from the VOR. I am just passing through FL80 when the DME show 25 miles El Arish asks me to contact Cairo on 124.70. After a couple of calls to Cairo they respond and as I am levelling off at FL100 they ask me to contact Nicosia. Nicosia comes back immediately and gives me a new Squawk and tells me to maintain

FL100 and report at PASOS. At PASOS I am cleared direct to ABILO which is the Athens FIR boundary maintain FL100. There is not a lot to see in the middle of the Med, but I think I can just make out the snow on Troodos mountains in Cyprus. Two hours after taking off I am approaching ABILO and Nicosia asks me to contact Athens on 123.725. Athens gives me a new Squawk and tells me I am cleared direct Milos (MIL) direct Tripolis (TRL) maintain FL100. It's 304nm to Milos across the Aegean Sea and as the miles countdown I start seeing many of the Greek Islands, Karpathos, Rhodes, Santorini and far to my south Crete. I am flying directly into the gradually setting sun. I'm asked to change frequency a few times and the controllers ask for a radio check every ½ hour or so. There's a lot of jet traffic on the frequency routing to/from Europe and the Middle East and the occasional island hopper but not much to interfere with my progress. The sky is very clear above me, so I work out which flight is which as they route overhead. As I approach Milos I am given the rest of my routing which is Tripolis, Araxos, and finally Kerkira on Corfu. I am now reaching the Peloponnese and it's quite mountainous with a good deal of snow on the peaks, it is also getting dark. I switch on the navigation lights and adjust the panel lighting. On reaching Araxos I can see the lights illuminating the towns on the islands in the Ionian Sea, it's quite picturesque. The last streaks of the setting sun have now disappeared.

I pick up the ATIS from Kerkira (Corfu) airport. Information Romeo time 16:50, wind calm, visibility 10km, Few 1000, Sct 1000, Bkn 2000 Temp 17, Dewpoint 12, QNH 1020, transition level 60, Runway in use 35, expect VOR W approach Rwy 35. I

load the approach into the Garmin 530 and set all the Nav aids and brief the plate. Athens asks me to contact Kerkira Approach on 122.35. I am given a new Squawk and told to Ident. The controller confirms I am Radar identified and it will be Radar vectors for VOR W approach. There's a Citation ahead of me and then a Turkish Airlines 737 reports on the frequency he's some way behind me. I am asked for my heading which is 345. Make your heading 310 and descend FLO80. I read back. At 20 miles I'm asked to descend to 4500ft 1020 and to intercept the 163 radial from the GAR VOR. At 15 miles I'm told to descend to 2900ft cleared number 1 for the VOR approach runway 35 report when visual. As I approach 10nm I can see the runway clearly and the lights of the town. At 9 nm I call visual and get cleared to land. I track along the coast and across a bay. Gear Down – Green light, final checks, flaps and a finally a nice gentle touchdown which is quite satisfying after a long day. I carefully exit the runway onto the apron and the follow me car is there to lead me.

After landing checks completed I follow him the short distance to the GA parking, the Citation crew are just disembarking as I am marshalled to park on an adjacent stand. I complete the shutdown checks and stop the engines. The handling agent (Takis) is there and requests permission to install the chocks. I check everything is turned off with my flashlight and then unload my bags and secure the plane for the night. We are soon in the terminal building the Policeman/Customs have a cursory look at my passport – welcome to Corfu. I arrange with Takis to meet him after the Easy Jet flight arrives in the morning. My wife Tracey will be bringing the spare keys for the plane



The parade in Corfu town

and I'd like to put the cover on as soon as possible. Takis shows me to a taxi and in 5 minutes I am at the Hotel Bella Venezia close to the centre of town. The owner Stelios bids me a warm welcome and takes my bags to my room and shortly thereafter gives me a welcome drink in the bar. Drink finished I head up to the room for shower and change. I then go into town and have a look around I finally end up in Bar Bristol for a few local beers. Feeling weary I walk the short distance to the hotel and in no time I'm sound asleep.

I get up unusually late for my trip and have a leisurely breakfast and order a taxi. Then catch up with some e-mails in my room as I am doing this Takis calls to say the Easyjet flight has landed 15 minutes early. I hurry downstairs, fortunately the taxi driver is early and in 5 minutes I am at the terminal. We pull up just as Tracey exits and I go to meet her. Takis waves at me from inside the terminal. We go to meet him and leave Tracey's bag in the office and then proceed through security and across the apron to

the plane.

With the spare key I soon have the cover and various plugs installed and we head back to the terminal and then to the hotel. It's a lovely warm day and a special parade is just getting going to commemorate the islands liberation from the Turks. After dropping off Tracey's bags at the hotel we find a small square for a lunchtime drink in a bar while watching the parade.

The next couple of days are spent exploring Corfu including a tour of the northern part of the island in a rental car. The tourist season has not got going so many places are still closed but we find some good restaurants and bars to enjoy the relaxed ambience and sunshine.

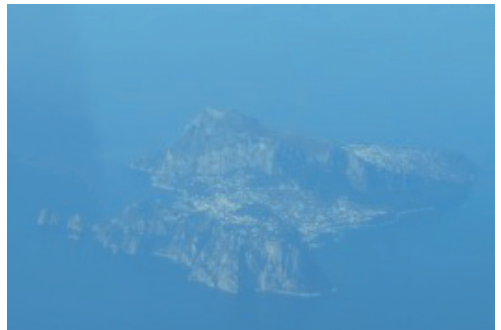
Wednesday morning, we are up bright an early I use RocketRoute to file the Flight plan and get the usual weather, Notams etc. for our flight to Cannes-Mandelieu. We check out of the hotel and meet Takis as agreed at 09:00 at the airport. We are soon through security and at the plane and

by the time I've removed the main cover, plugs and pitot cover the fuel bowser is alongside. We load 322 litres of AVGAS and then Takis drives me to the fuel company depot to pay the bill by credit card. AVGAS is 2.176 per litre but the VAT in Greece is 23%. If I had an AOC there would be no VAT, the total bill 861.82 the equivalent of £2.22 per litre.

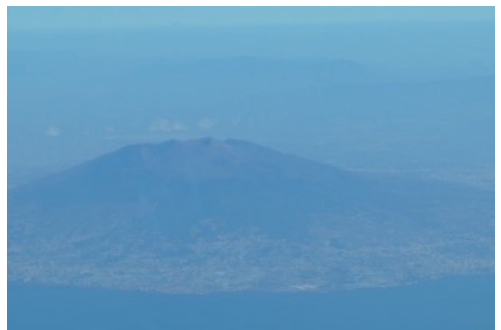
On the way back to the plane Takis hands me a folder with all the NOTAM's Weather etc. all very professional. His handling fee is 100, and the other charges are for parking, communications and the landing fee which is another 70. After Egypt this all seems very modest and excellent value for money!! I complete the pre-flight checks and then spend about 10 minutes loading and checking the flight plan in the Garmin 530. We secure all the bags say thanks to Takis and Tracey managers to squeeze into the passenger seat without dislodging the bundle of cables for the Satphone and interface, tracker, ipad and garmin 296. I close the door and request start and taxi on my handheld radio. Permission granted I start the engines and once warm perform the power checks on the stand, the main apron is very small and it's quite a back track to the start of runway 35. We then taxi towards the holding point and then given permission to back track. I also receive my clearance which is as filed with a Tiagra 2F SID. We are soon cleared for take off and very quickly we are turning over the bay to the north of Corfu town on track to Brindisi.

At our cruising level of FL100, Kerkira transfers us to Brindisi Control. They do not pick us up on Radar until we are within 50 nm of the BRD VOR. As we turn over the VOR we are asked to climb to FL110 and to fly LUXIL then Sorrento (SOR). I put

on my oxygen just in case. As we pass over the mountains to the east of Salerno the winds are changing very rapidly from a sudden 25kt tail wind to a 10kt head wind and back to a 25kt tail wind amazingly it's relatively smooth flying conditions. There is quite a lot of snow on the mountains. Turning at Sorrento to fly across the bay of Naples I have a magnificent view of the island of Capri on my left side and Vesuvius on my right. We are asked to descend to FL100.



Island of Capri



Vesuvius

We fly up the west coast of Italy being passed from Naples to Rome Control as we turn over Elba we are told to contact Marseille, just as this is happening I get a TCAS alert 400ft above me. A minute or so later a DA42 passes overhead heading northwards. I report the TCAS alert to

Rome, but they have no knowledge of the aircraft. I contact Marseille but they immediately ask me to call Bastia. Once in contact with them they tell us to route direct to KERIT. On reaching KERIT we are instructed to contact Nice Approach and are given a new Squawk and then given a Radar heading to fly. I pick up the latest Cannes ATIS and Nice informs me to expect a LOC A follow by VPT A to Rwy 17. The latter is a visual manoeuvre with defined waypoints mainly to reduce noise. Nice then starts us on a gradually decent to get us below their approach traffic which are landing on runway 22. It's very busy at Nice and the controller is using all the airspace offshore Nice to provide the required separation for her inbound traffic. 12 miles from Cannes we are at 2000ft and closing on the localiser track. Nice instructs us to contact Cannes Tower. I report visual with the field and am told to fly to LUXUS which is the entry point for the visual manoeuvre. We follow the procedure and after a flight of 4 hours 50 minutes land on runway 17. We go straight to the fuel pumps and after refuelling (£1.785/litre) we are requested to park just below the control tower. Bags unloaded we are soon in the taxi heading to our hotel on

the Croisette and then go to the beach for a bottle of our favourite Rose Chateau Minuty.

After an enjoyable two days in Cannes we head to the airport for the return flight to White Waltham. After the usual checks we are soon airborne, the winds up the Rhone Valley are strong as per the forecast and we see up to 48kts of headwind. I am not using the long-range cruise setting so our TAS at FL100 is 172kts, but we are only seeing an average groundspeed of around 135kts. It's quite a long trip as ATC do not give any shortcuts so we must fly to Marseille before heading North up the Rhone Valley and finally around the North West of Paris then to Dover. London does manage to shorten our route a little and leave us up at FL100 until we approach Midhurst. A rapid descent over Farnborough and we are soon handed over to White Waltham for the final landing of the trip on Runway 29.

Very generously (thanks Catherine and David) a welcoming party had been arranged for my return and I am soon enjoying the Champagne.

Landing on Runway 17 at Cannes, France



For the statisticians amongst you the total distance travelled on “Robert’s African Adventure” was 14,233 Nautical Miles as recorded by the Spidertracker. Total flight time was 104.8 hours. Fuel consumed was 5365 litres or 51.2 litres per hour. Average speed 135.8 knots. 24 landings were made AND 24 takeoffs!!!

Amazingly the only problems were a flat tyre on landing at Malakal and a deflated tyre whilst parked overnight at El Arish. Despite being almost 48 years old N7EY never missed a beat, a true testament to the quality of build and design of the Piper Twin Comanche.

Details of flights

Date	From	To	ICAO	Country	NM Distance	Hours Flight Time	Litres Fuel Used
22-Feb	White Waltham	Faro	LPFR	Portugal	1017	7.20	0
23-Feb	Faro	Portamao	LPPM	Portugal	37	0.40	381
23-Feb	Portamao	Gran Canaria	GCLP	Canary Islands	732	5.20	269
24-Feb	Gran Canaria	Dakar	GOOY	Senegal	892	6.80	360
27-Feb	Dakar	Ouagadougou	DFFD	Bukino Faso	957	7.40	359
28-Feb	Ouagadougou	Douala	FKKD	Cameroon	904	7.10	360
29-Feb	Douala	Luanda	FNLU	Angola	827	5.80	211
01-Mar	Luanda	Walvis Bay	FYWB	Namibia	882	6.50	327
02-Mar	Walvis Bay	Cape Town	FACT	South Africa	695	4.70	0
05-Mar	Cape Town	Stellenbosch	FASH	South Africa	13	0.30	212
07-Mar	Stellenbosch	Port Elisabeth	FAPE	South Africa	354	2.40	153
08-Mar	Port Elisabeth	Durban-Virginia	FAVG	South Africa	388	2.80	167
09-Mar	Durban-Virginia	Sabi-Sabi	FASE	South Africa	350	2.60	0
11-Mar	Sabi-Sabi	Polokwane	FAPP	South Africa	133	1.20	213
12-Mar	Polokwane	Lilongwe	FWKI	Malawi	686	4.90	251
14-Mar	Lilongwe	Nairobi Wilson	HKNW	Kenya	776	5.40	281
19-Mar	Nairobi Wilson	Lokichogio	HKLK	Kenya	404	2.80	160
20-Mar	Lokichogio	Malakal	HSSM	South Sudan	534	4.00	0
20-Mar	Malakal	Khartoum	HSSS	Sudan	367	3.00	340
21-Mar	Khartoum	Luxor	HELX	Egypt	624	4.70	250
23-Mar	Luxor	El Arish	HEAR	Egypt	371	3.00	150
24-Mar	El Arish	Corfu	LGKR	Greece	873	6.30	322
27-Mar	Corfu	Cannes	LFMD	France	690	4.70	258
29-Mar	Cannes	White Waltham	EGLM	UK	727	5.60	341
					14233	104.80	5365.00



IFFR fly-in to Düsseldorf

by Tony Flinn

This was the first European Fly in in 2025 and was organised by the German/Austrian section of IFFR. 4 British Flying Rotarians attended, none of us flying with our own aircraft (into Moenchengladbach) this time. After settling into the hotel the group had a tour of Historic Düsseldorf followed by an evening meal in the 1640 established brewery, Im Fuchschen (little fox).



World President Mike McFarlane and German section President Ingo Neufert share a drink

Friday began with a tour of Modern Düsseldorf with a display of contemporary architecture only available in a wealthy

modern economy. The tour started at the market on Carlsplatz, followed by the tour of the Schauspielhaus (Theatre), the Dreischeidenhaus (“threeplatesbuilding”), the Opera House and one of the subway stations! Lunch of seasonal Spargel (white Asparagus), Shinken (ham) and Weissbier (wheat beer) for us at traditional Confectionary Heinemann.

After shopping, the group had a tour of the Media Harbour, Düsseldorf. Sights included the modern K21Museum and the state parliament of North Rhine Westphalia. The city tour ended at the foot of the Rhine Tower.





Saturday was a day of further tours starting with the Classic Remise Düsseldorf, a curious mix of Classic cars owned by individuals and kept in a showroom environment plus more (classic and modern – but expensive) vehicles for sale.



After this we had a tour in the Kunstpalast (Art museum), which was my favourite part especially as we were guided by a very knowledgeable individual.

Next on this busy itinerary was a ruined imperial palace directly on the Rhine in the Kaiserswerth district. In the Middle Ages, the emperor had no fixed residence but moved from palace to palace. A bus ride to neighbouring Wuppertal introduced us to the world-famous British artist Tony Cragg, the son of an aeronautical engineer, who has built his own garden to exhibit his sculptures.



In the grounds of the sculpture park stood the Villa Waldfrieden where our Gala Dinner took place.



Footnote: Rosi and I missed the tour of Historic Duesseldorf on the arrival day as the Baggage handlers had decided to try to wreck my wheelchair. Aided by Ingo Neufert, we visited a wheelchair repair company first thing Friday morning who affected a partial repair. Bizarrely, the Duesseldorf Baggage handlers again did a thorough job on the way back home as we watched them drop the chair 5m onto the apron, after just boarding the return flight. This time completely breaking the wheelchair, making it unusable. For someone who cannot stand or walk, being without a wheelchair is rather a disaster, not assisted by a thoroughly unhelpful baggage company at Duesseldorf.

Photo credits predominantly to Ingo Neufert.



Italy September 2024 Reggio Calabria

by Mike Cromati

This article was written by Vulcan pilot John LeBrun originally for Lincoln Aero Club. Reproduced here by kind permission of the author, who now lives in Lincoln and is an active volunteer at Newark Air Museum, Notts. The museum houses inter alia Vulcan XM594.

"Surely once we get airborne, the cowling will vibrate itself off its mountings and hit me smack on the nose after going through the windscreen". So I thought on my first close encounter with the Harvard sitting behind a 550BHP engine. As it turned out, the cowling stayed firmly in place not only on my first flight but also in the 2000 flying hours I experienced flying it during the subsequent 6 years.

But my first meeting with the 'Yellow Peril' was back in my childhood. With a friend, I had cycled some distance to the nearest RCAF station, St Hubert on the south shore of the St Lawrence River near Montreal. There I stood transfixed,

holding onto the chain-link fence at the end of the runway as an all yellow aircraft at full power overflew us at, what I swear, was no more than 6 to 8 feet. To this day, notwithstanding the roar of the mighty Olympus-equipped Vulcan, to me this is the loudest noise I ever heard. It was 7 years later that I learned to fly on the "North American T-6" trainer, the Harvard.

Some of the models in use in the RCAF were built by the 'Canadian Car and Foundry' Company of Montreal; a firm whose usual products were railway locomotives and rolling stock, much to the same strength as the aircraft. The engine was by Pratt & Whitney (Canada) under licence by the American parent. The massive 9-cylinder radial engine was supercharged and drove a constant speed (variable pitch) propeller whose diameter was just enough to get the tips supersonic at take-off RPM, hence the incredible row.





Being a tail wheel aircraft, the pilot was preceded by a large part of the airframe, a substantial weave was needed for taxiing. Fortunately, the tail wheel was steerable making the job fairly easy. But if steering limits were forced, the wheel became freely casting, which at times had spectacular effects particularly on landing. It is fair to say the Harvard possessed classic ground-loop characteristics although these needed strong provocation to manifest themselves.

Reduced forward visibility made take-off line-up interesting. As long as an equal amount of runway edge showed on either side of the nose all was well. In any case line-up accuracy, or otherwise, was soon apparent as the tail wheel lifted off at 40-45 Knots (Kts). The combination of torque and slip stream often caused one or two heart flutters when the improved forward view revealed the runway edge rushing up at the aircraft at an incredible angle. How so much deviation from the straight and narrow be achieved in such a short distance, I still cannot work out. However, a quick heave on the elevators at 65Kts would ensure being airborne before going onto the grass.

Once the undercarriage was up, power was reduced to 28 inches of manifold pressure and 2000 RPM - a manoeuvre often referred to as changing gear by those unfortunate enough to live at the end of the runway. On the climb things settled sweetly at 80 Kts with just enough rudder to keep the slip indicator in the centre. Flaps for take-off were seldom used and its effect during retraction was slight. Ailerons were lively at climb and cruise speeds although elevators could be heavy particularly toward the maximum speed of 211 Kts - a speed that could only be attained in a steep dive with the engine roaring its head off. This was a manoeuvre not often indulged in.

Fuel consumption was 15-18 gallons per hour at a normal cruise speed of 120 Kts for an aircraft weighing 5500lbs and of course in the days of cheap fuel. Without doubt, concentration was required to fly the Harvard accurately. Western Canadian weather was so good that instrument flying did not come naturally nor was it often needed in anger. Heading and height wandering was common particularly in the early learning stages. After all, who cared about the heading if you could see base from 60 or 70 miles away. As far as the

height was concerned, it was all free airspace in any case.

Instrument flying lessons were done underneath a canvas hood that enveloped the rear seat of the tandem configuration. From there many a sweaty hour was spent from an initial instrument take-off - once or twice with the Direction Indicator still locked - to landing under close talk-down by the instructor in the front seat. I remember having great problems with losing height in steep turns. My instructor took control and descended to an indicated 3000 ft on the altimeter. However, with the appropriate setting on the instrument, and since the general ground height in the Western Prairies was about 3000ft, the altimeter indications were very much at variance with the real height. He popped the hood so I could see out. There we were, some 100 or 200 feet from the ground. At that height, my steep turns improved remarkably: I might have gained a few feet but lost none.

There were some 85 aircraft at the Flying Training School in Southern Alberta, RCAF station, Claresholm. Sometimes, it felt like all of them were airborne at the same time. Rubber necking was a constant occupation, which, if not practised, could soon have some frightening results. To my knowledge, away from the circuits, only one mid-air collision occurred. Sadly, it resulted in a number of fatalities since an Air Canada (then called Trans Canada Airline) DC3 Dakota was the other aircraft.

Stalling the Harvard was a straightforward exercise. At 50-55 Kts, classic stall symptoms and characteristics developed with the exception that the starboard wing always dropped. Ailerons were useless at the stall and if used would only exacerbate the problem and provoke a

spin. Rudder therefore was used to stop the wing dropping further at the same time un-stalling the wing with down elevators and increasing to full power. Occasionally due to mishandling, a spin would develop but this was quickly stopped using standard spin recovery. Intentional spinning was good fun with the aircraft settling fairly flat at about 6 to 8 turns a minute. Recovery took 2 to 2½ turns. A friend used to speed up recovery by using into spin aileron and neutral rudder. This would result in a spiral dive that could be confused as a speeding up of the rate of spin rotation by a novice. This method was neither recommended nor taught.

The Harvard was not overpowered when it came to aerobatics. Most manoeuvres in the looping plane would result in loss of height, sometimes substantial. Stall turns were only satisfactory more by good luck than judgement and the RCAF slow rolls were entirely by the use of ailerons letting the nose track downwards as the manoeuvre progressed. Only ex-RAF instructors - and there were quite a few around - performed proper slow rolls: these were damned uncomfortable as well as difficult to do.

Circuit work was always exciting, both because the aircraft was awkward and the sheer volume of traffic. The airfield was equipped with parallel runways in a triangular arrangement with respective left and right-hand circuits. There were at times 15 to 20 aircraft in the circuits and all controlled by common sense and a keen-eyed runway caravan controller. No R/T was used except when approaching the airfield to request runway and wind information. The aircraft was equipped with a 10 channel fixed frequencies VHF.

Access to the runway for take-off was also via good lookout and Aldis lamp signals. Lamp signals were also used for approach and landing sometimes supplemented by red Verey flares as last resort to overshoot an approaching aircraft. To my knowledge, only two accidents occurred in the circuit as a result of congestion. Both involved one aircraft landing on top of another. By some miracle, no one was hurt.

Normal landing was a three-pointer - main wheels and tail wheel simultaneously - with the flare into the landing altitude so arranged that touchdown was at the stall with the stick just about fully back.

Occasionally, students would flare too high and due to ground effect the right wing would not drop but the whole aircraft arrive very firmly. Once I saw an aircraft taxiing in looking rather odd. As it came close, we noticed both undercarriage top mountings protruded some 9 inches above the wing surface as a result of a heavy landing. The propeller was no more than 6 to 8 inches above the ground. The solo student was quite unaware of his predicament and he stopped on the apron, shut down, and clambered down quite normally. As he did so, he tripped on the protruding undercarriage leg and fell off the wing which, by then, was only a very few inches above the ground by then.



This picture was taken in the mid to late 50s when I was a flying instructor. It's me in the back. I suspect I was about 19 or 20 and the photo was likely to have been taken in southern Alberta when I was at RCAF station Claresholm. Of the little of the background you can see the flatness of western Canada. Claresholm was

just on the edge of Rockies' foothills. But going east from there the first worthwhile hills were some 1500 miles in eastern Manitoba/western Ontario. The flat land was divided by section lines every mile. From about 5000 ft above ground on an east or west heading, looking at a section line, one could see the curvature of the earth.

IFFR Benelux Fly-In Dinant

30th May - 2nd June 2025 - Linn Selby



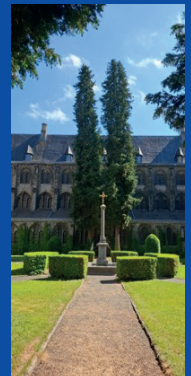
The IFFR Benelux Group organised a fabulous Fly-In to Namur Aerodrome, staying in the beautiful & picturesque town of Dinant, located along the Meuse River in the Belgian Ardennes.

we enjoyed an interesting and informative talk by our guide, followed by the opportunity to sample locally brewed Beer and the famous matured cheese.

This is a beautiful Abbey and the weather was glorious for us all to enjoy the visit and sample the local Beer and cheese.



Over thirty-five aviation enthusiasts from various backgrounds attended the trip. We also had an excellent selection of aircraft attending and enjoyed a pleasant and sociable lunch at the airfield before transferring to the coach (Thanks to Kris De Keyser) for our first excursion to the Benedictine Abbey of Maredsous. Here





After our tour and refreshments, it was time to hop aboard Kris's coach, for our transfer to the beautiful hotel Castel De Pont a Lesse, where we enjoyed excellent service, great food and very comfortable accommodation throughout our stay.

We enjoyed catching up with everyone with pre-dinner drinks and then enjoyed a fabulous meal in the hotel restaurant, where conversations and enjoyment continued into the night.



After a great first Day, we all went to bed looking forward to meeting for what was a very hearty breakfast the next morning; and to continue the itinerary that had been organised for us.



His began with Coach Ride into the Centre of Dinant, where we split into groups for our walking tour of Dinant, where the Citadel towered high above us. We learned about the story of Adolfe Sax, which was quite a surprise and enjoyed seeing both he Saxophones on the bridge which were decorated to represent the





different countries around the World, and also the visit to the Saxophone museum too. We even saw Bill Clintons Footprint in the Paving to commemorate his visit there some time ago, as he was an avid Saxophonist.

We also learned about Charles De Gaulle and saw a Plaque and Statue Commemorating him at the Charles De Gaulle Bridge. After that, we ventured into the beautiful Church, where we were able to see the wonderful Stained Glass Window and ornate Décor throughout.

After our visit to the church, we headed along to the river, where we boarded “Le Sax” which was to take us on a trip down the river, whilst enjoying a lovely lunch and refreshments. We were able to also sit up on the deck as the weather was so warm and sunny, whilst admiring the scenery, going through the lock and just having a nice relaxing time.

After Lunch we moored up alongside the stunning Chateau de Frey, where we all

disembarked for a guided tour of the Chateau and the Estate with its French Style Gardens, Fountains, Maze, statues and 300-year-old Orange trees. An exceptional example of a 17th Century Chateau and beautifully maintained.

It was then back up the river, where we disembarked for a gentle stroll along the riverside, taking in the atmosphere and many local produce stalls that were lining the route. We were met at the end by our Coach which we boarded for our return to the hotel for afternoon drinks, before getting ready for the gala evening reception, meal, Speeches, and dancing.



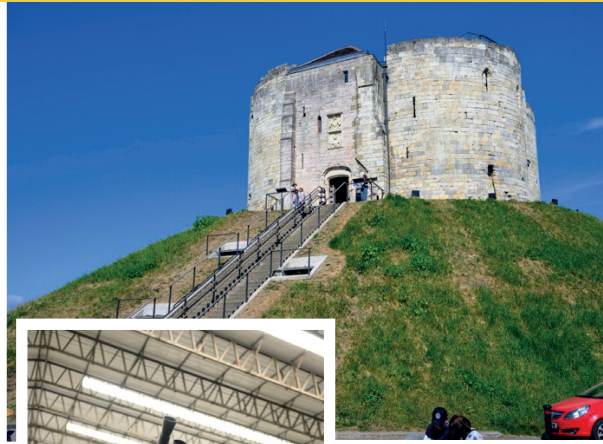
There were some special presentations at the Gala Evening, which were very much deserved to George Ritchie, who was honoured with a presentation from Kris De Keyser ; Ingrid Witvoruwen for her excellent organisation of the Benelux Fly-In and Kris De Keyser and his Whole Family were brought up onto the stage for a presentation too.

The whole evening was thoroughly enjoyable and finished off with some traditional IFFR Benelux Music and Dance Moves.

Thank you to all of those involved in the organisation of this trip and we look forward to seeing everyone next time. A Great Weekend, Fabulously Organised Itinerary and Brilliant People. Thoroughly Enjoyable Event & Lots of Fun.

York visit

As no volunteers agreed to write up the York visit, we show here only a selection of photographs taken by Ingo Neufert.



Visit our website www.iffr.uk for application form

Rotary E Club of Aviation



The Rotary E Club of Aviation is a worldwide group of 40+ Rotarians with an interest in aviation. Members are either Full or Affiliate members. The latter also belong to a more traditional local Rotary club and most are also IFFR members.

The Club meets twice monthly by Zoom with an aviation related talk plus general and occasional business discussions. The club is actively involved in funding worthy causes around the world.

Members hail from all around the globe including the USA, New Zealand, Australia, UK, Germany, France, Andorra, Denmark, Norway, Sweden, Switzerland, Belgium, Austria, The Netherlands, South Africa, Argentina and Italy. Meetings are conducted in English.

Follow the E Club of Aviation via Facebook (Rotary e-club of Aviation, District 1010) or the regularly updated website at rotaryclubofaviation.org for information about future meetings. Request an invite to the meetings via FB and/or join us as an Affiliate member.

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Remaining 2025 Events



There are a number of UK and European events scheduled which should attract members or guests whether to travel commercially or by GA.

UK Events

- 19th July** Fly or Drive in to Enstone organised by David Sibthorp. More details nearer the time.
- 20th August** RAF Syerston Airshow
- 4th October** Drive in meeting to RAF Museum (North Holt) for the Battle of Britain guided tour and the Bomber command tour. Each tour is 1hour with lunch in-between

December Christmas Lunch @ the RAF Club.

Mainland European Meetings

- 6th-10th August** Latvia
- 5th-8th September** Dijon
- 19th-21st September** Wroclaw (Poland)



The International Fellowship of Flying Rotarians (UK Section)

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Watch this space

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We look forward to meeting you!

Disclaimer: The International Fellowship of Flying Rotarians is a group of Rotarians dedicated to promoting aviation as an opportunity for fellowship and service.