

The Rotating Beacon



Club President Tony Flinn & wife Rosi

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



It is with considerable pleasure that I take over the Presidential position of your club for 2019-21. I hope to meet many of you and participate in plenty of flying events over the next two years. You may be curious as the head of the UK IFFR section was previously titled Chairman. This has changed to properly reflect the position, be consistent with other worldwide sections and be gender neutral. I'm not one of the Politically Correct brigade but the latter point I think is relevant.

So far this year I have had the pleasure to attend the Sandtoft, Sturgate, Cark/Grange over Sands, Old Sarum, Zurich and Toulouse Fly ins many with my Rotarian and IFFR UK member wife Rosemary, and the excellent Isle of Wight Weekend. Recently, Rosemary and I and a group of members flew to Blackbushe where we handed over a donation of £2,000 toward the charity Aerobility. We're not a fundraising organisation but excess funds are better donated than sitting unused in our bank account.

I look forward to working with existing and new members of the committee over the next couple of years and hope we are able to increase membership and/or involvement of existing members. I hope many are able to join me in the RAF club in London on 11th December for our annual Lunch.

Please also put next June 26-29th in your diaries as our main event will be a weekend in Lincoln visiting the many attractions including the new International Bomber Command Centre.

I am a scientist (chemistry) and entrepreneur and hold a portfolio of Life Science (pharmaceutical) Non-Executive Directorships. After a cycling accident in 2003 which left me paralysed from the chest down, I took up sailing and was assisted by the local Rotary Club in N Yorkshire. Being very impressed by this help I subsequently joined Richmond Rotary Club and have been an active member since.

I own a mature PA28 181 Archer II which enables me to fly independently. I transfer sideways onto the wing then shuffle up into the P1 seat. A rudder control is attached to the P2 foot controls and braking is achieved using the handbrake with the assistance of a 'dog lead' extension. (see pic below).

I look forward to meeting new Flyers and re-making acquaintances over the next few years.

Safe Flying

Tony Flinn
President



My PA28:

- 1. Rudder control.**
- 2. 'dog lead' strapped to the hand brake**

In praise of SkyDemon

Angus Clark



When I started flying some 30 years ago navigation was more challenging than it is today. A reasonably equipped aircraft had couple of VORs, an ADF, a DME and of course a compass. It was with less than such equipment that we set off on our first Continental expedition. This came to mind when I read an article that I wrote for the Rotating Beacon in Winter 1992. George Ritchie has made virtually all past Rotating Beacons available on the revamped IFFR(UK) website - www.IFFR.uk. I now realise how bold (or foolhardy) we were in setting off on our first Continental trip that took us to the French Section meeting at La Baule in Brittany. We then went on by ourselves to follow the Loire to view the Chateaux before going south to Perigeux. We returned home by way of Troyes and Belgium. For the novices that we were to complete this tour undoubtedly gave us the confidence to go further afield.

The next major challenge that I recall was in 1994 returning direct to Aberdeen from Kristiansand in Southern Norway. At over 330 nms this was our first long distance water crossing and only our flights between Malta and Sardinia have run it close since then. We hadn't planned to do this but bad weather in the German Bight resulted in us looking for alternatives. I remember Alisma remarking on the collection of fishing boats below - well that is what oil rigs look like from 6000ft! By now we had the assistance of an early GPS - a Trimble. It had no database - you created your own. It showed the bearing and distance to your destination, ETA and ground speed. I clearly remember the ETA going out as we encountered increased headwinds over the North Sea. Really reassuring when you are 160nms from the nearest land.

After the Trimble I had knee mounted Skymap II - although in black and white it was a great improvement on the Trimble. This was eventually replaced by the colour of a fitted Skymap III. I still think that this is an excellent piece of kit and retains its place in the cockpit. I use it in conjunction with SkyDemon on a tablet. The tablet has gone blank but the Skymap never has.

Having said that the scope of SkyDemon is incredible not only in navigation but in flight planning. This was brought home to me recently

when planning our return from the Post Convention Flyaway in Germany. Alisma and I had always planned to leave before the final leg to Koblenz. We therefore had to plot a route from Speyer back to Netherthorpe. The most direct route would have taken us out of Germany, across Luxembourg and Belgium and into France where we planned to land at Calais with Kortrijk as an alternate. SkyDemon came up with all the NOTAMs and Warnings. Firstly, as Luxembourg was upgrading its Air Traffic Control system its airspace was closed to VFR traffic below 9000ft. Given the met forecast this was clearly a "no-no". A "drag" of the track line north of Luxembourg solved that problem. The next gem was that Kortrijk were re-laying their runway and it was closed. Without SkyDemon's ready access to NOTAMs would I have picked all this up? On the day the weather across our chosen route was non flyable. We sat at the airport all morning waiting for things to improve. With SkyDemon's ready access to up to date METARs we realised that we had got mentally locked into a no-go route. What was clear that a route across Northern France would add only 30nms to our path to Calais. The METARs showed that the weather on the Initial leg from Germany into France was steadily improving. Could we have got all the necessary information in that timescale without SkyDemon? I doubt it. Filing the revised flight plan directly through SkyDemon could not have easier.

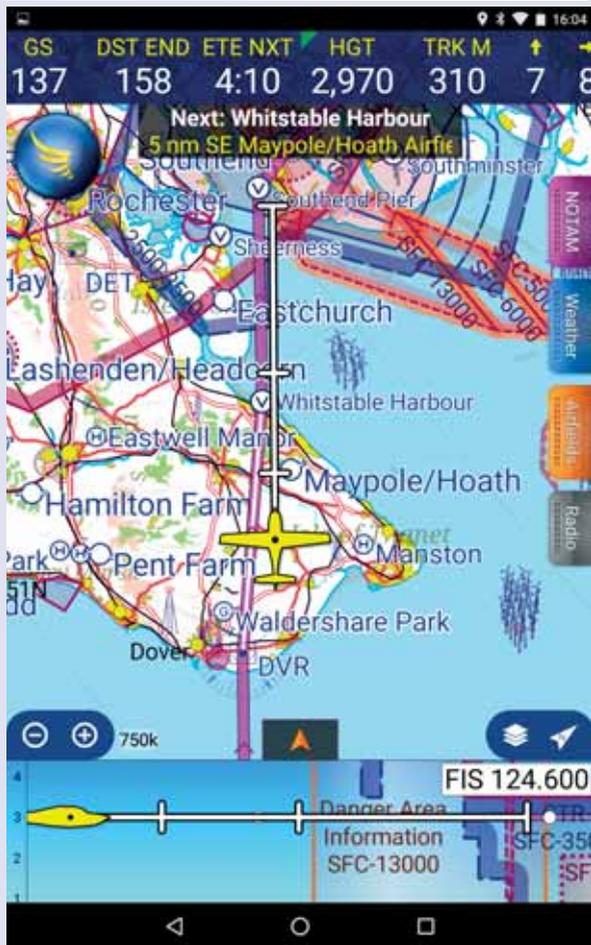


SkyDemon had not finished helping us. One of its facilities is a timer where you can designate the interval between FREDA checks. We think we always remember to do them regularly but do we? We were nearing the French border and flying amongst but not in some puffy cumulus. The reminder came up I pulled the carb heat and got the reaction you never want - a sudden reduction of power. It was clearly carb icing. Resisting the temptation to push the knob back in the problem cleared after some minutes. Without SkyDemon to remind me would I have been as fastidious in doing my FREDA check? The icing was therefore caught before it became a serious problem. In latter stages of the flight the weather closed in and we diverted to Le Touquet. Both SkyDemon and Skymap played their part in accomplishing this. What this one flight illustrates is how far GPS based kit has come to be at the very heart of safe flying.

The next stage of development has to be the refining of the integration of conspicuity kit such as PilotAware into a real time presentation on the moving map. My experience to date indicates that there is more work to be done on it. Representation of this other aircraft and on the moving map has to be clearer. There is also a tendency for aircraft to appear and then disappear. I am experimenting with different positions for the PilotAware kit to see if I can improve matters.

A problem that I see with SkyDemon is that it has the potential to do so much more. The developers will have to make hard decisions at times to limit its scope. If they don't the system capability will out run the ability of the pilot to use it. The pilot will also have to determine how much what is available he or she can handle in the pressure of a cockpit. Having said that as far as I am concerned SkyDemon is indispensable

Angus Clark



Post-Convention Flyaway



After every International Rotary Conventions there is an IFFR organised Flyaway. So, it was after this year's Convention in Hamburg. The tour started some 80nms south of Hamburg at Wolfsburg. Unlike previous events, particularly those in the US, this one at just over 300nms was comparatively short. None of the four flying legs was greater than 100 mms. This had the advantage of ensuring that the flyers didn't have to wait around too long for the accompanying coach to catch with them. Such was the attraction of the routing that the event was oversubscribed at 55 participants.

Alisma and I joined the group at the first stop, Wolfsburg. It was great to meet up again with old friends, some of whom we had first met on Flyaways over 20 years ago. Now I come to my problem. How can I do justice to a tour that packed so much in? The answer is simple I will only pick a highlight from each stop over. The tour lasted nine days but, for Alisma and I, it was only six days as we had to be home for family reasons after six. Feroz Wadia describes his highlight for the final Koblenz stop.

Erfurt

Next stop was Erfurt. The first day was spent in the town itself. An excellent guide made its history come alive. Martin Luther, father of the Protestant Reformation, was ordained in the Cathedral of St Mary. The local rotary Clubs had made a significant contribution to the restoration of this Cathedral. It is however the Merchants Bridge, crossing the Gera River that stood out. The medieval Krämerbrücke is lined with half-timbered shops and houses on both sides of a cobblestone street. It is one of the few remaining bridges in the world that have inhabited buildings. As you cross it you totally oblivious to river below as you move past an unbroken run of houses and boutiques.

Wolfsburg

For Wolfsburg it has to the Autostadt or Cartown. This Volkswagen complex is multi-functional with a museum, an educational resource and the delivery point for purchasers of new Volkswagens. Delivering up to 500 vehicles per day it is the largest of its kind in the world. It is the Zeit Haus, one of the world's leading automotive museums that I will particularly remember. On five floors It tells the story of 130 years of automotive history. It presents a remarkable collection of automobile milestones with over sixty brands being represented. The iconic status of the E-type and the Mini is recognised by their presence.

Eisenach

The following day we travelled to Eisenach. Our walking guide explained the association of the town with the giants of German culture. Luther, Bach, Goethe, Wagner, Telemann and Liszt all had connections with the town. The Martin Luther link



Speyer Technik Museum



Wolfsburg Auto stadt Zeit Haus



Erfurt Merchants Bridge

was particularly strong. His mother, a native of Eisenach, sent him to stay with relatives and attend school in her hometown. My lasting memory, however, will be of Wartburg Castle which we visited in the afternoon. Here, in 1522, in only ten weeks Luther translated the New Testament into German. The castle, dominating a hill side near to Eisenach, is a truly stunning pile with its expansive courtyard and towering walls.

Wurzburg

Würzburg is a city known for its Baroque and Rococo style buildings, especially for the 18th-century Würzburg Residence. We had a full experience of the town by a Petit Train tour. For me, being a classic car buff, the unexpected bonus was the start, in the centre of the city, of the final day of a major German Classic Car Rally – the Sachs Franken Classic. Although Porsche, Daimler Benz and Mercedes dominated there was a place for Rolls Royce, Jaguar, Austin Healey and MG among the 175 entries. A great gathering in a stunning setting.

Speyer

Founded by the Romans Speyer is one of Germany's oldest cities. It is dominated by its Cathedral where, beneath the high altar, are the tombs of eight Holy Roman emperors and German kings. The first sight, as you land however is not of the Cathedral but of a Lufthansa 747 suspended in the air at the Museum of Technology. This is surely one of the most extensive museums of its type in the world. Everything that goes around is around is here - aircraft, spacecraft, cars, motor cycles, locomotives, naval craft, military vehicles and even a fun fair organ!

Koblenz

The final stop on this wonderful tour was Koblenz, situated where the Rhine is joined by the Moselle. As well as a Rhine river cruise a highlight was the drive along the Moselle to Eltz Castle. The drive along the river bank through the steep-sided vineyards in great weather was itself then surpassed by the surprising Eltz Castle. Located in a valley the more adventurous were invited to walk down to it whilst the others opted for the minibus. A castle in a valley as opposed to a hilltop was explained by the fact that it was never expected to be attacked and was actually a family home shared by three families for over eight centuries.

Finally

I would congratulate the organisers on arranging such a varied tour – every stopover had its own character. A special mention must be made of the safety considerations. Some years ago, I contributed to establishment of IFFR safety guidelines for such events. Critical amongst these was the requirement that if VFR conditions did not exist, regardless of individual qualifications, no one flew. On two occasions that restriction had to be applied with the aircraft being recovered later. It was done without hesitation by the organisers and without any questioning by the participants. Excellent – a mature attitude to safety. Thank you.

Angus Clark



Koblenz Eltz Castle



BENELUX

24th - 26th MAY 2019

When I told friends we were off to Antwerp they asked if we were going to buy diamonds or go the Red Light District. We didn't do either. However it was decided to go a day earlier to be ready for the meetup the following day – off we go – we met George and Caroline at Henlow early on Thursday morning and left in sunshine en route to Le Touquet where we met for lunch with other members who were either like us travelling on to Brasschaat or were on a day's fly-out. After a very enjoyable lunch we flew on to Brasschaat after saying goodbye to those returning home. Another pleasant flight through which I slept most of the way and a short taxi to the hotel where after unpacking we joined the others for a drink outside followed by an enjoyable dinner. The name of the hotel was Van der Valk which reminded several of us of the Dutch series shown on UK TV. Interestingly we never knew where breakfast would be served as every morning it was in a different place and invariably on a different floor.

Friday morning after breakfast we walked to the airfield to meet the incoming members. The

walk was delightful through woods banked by rhododendrons where wooden chalets were on offer to buy. Ron was riding his mobility scooter (George had loaded it on to the aeroplane before we left Henlow) and it became very useful to Ron even though it shook him up over the cobbles. I rarely went on it to avoid a recurrence of last year's accident when I narrowly escaped a charge of attempted murder!!!

The sun was again shining and we enjoyed coffee followed by lunch to a musical accompaniment and greeting old and new friends who had arrived by plane or car. We were all given a really fantastic bag full of goodies commemorating Benelux 25th Anniversary which we were all delighted to receive —the bag included a book of photos of various Benelux events over the years, and even a bar of Magic chocolate which some members devoured immediately. I must admit we both used our bags on our next trip to Germany.

Brasschaat is only 10 km from Antwerp and



vehicles, radar equipment mainly used by the Belgium forces. It also included tanks, radar equipment and anti aircraft missiles, some of which dated back from before the first World War but mainly the equipment was used in the first and second World wars and even the Cold War. Surprisingly the Belgians were still ordering military equipment well into the 2000s.

The coach took us back to the hotel — although some of us walked — where after a short rest we returned to the coach to be taken to Strijboshof restaurant where we had drinks on the terrace surrounded by flowers and trees followed by a 3 course meal in the Garden Room.

Saturday morning and the coach drove us to Antwerp to visit the Cathedral and other interesting venues. Just as we entered the Cathedral it started to rain and continued the whole time we were in the cathedral but luckily stopped just as we emerged and the sun came out — isn't there something about the sun shining on the righteous!! (or as Ron says WRIGHTHOUS!!!)

The Cathedral is the biggest Gothic church in the Lowlands and is the pride and joy of Antwerp. It was finished in 1521 after 170 years of construction It has had a very varied career — parts of it were destroyed by fire in 1533.

For five centuries its North Tower which points to the sky like a finger has dominated the silhouette of the City without changing.

covers an area of 3849 hectares of which 2680 is green and half of that is woodland. They are proud to state that in 2006 Brasschaat was elected as the most livable village in the world — I am not sure what has happened since.

The airfield was the oldest military airfield in Belgium but in 2006 all military activities were suspended as a result of shutting down the School van het Lichte Vliegwezen. The airfield then became split between the Motorised Aeroclub and a gliding club.

Another walk from the airfield to the Military museum past gliders being winched off or landing. En route we passed an interesting memorial which I later discovered was to commemorate an execution on on a specific day. Apparently the Germans used the airfield during their occupation as a Prisoner of War Camp and on one particular day decided to execute 80 - hence the memorial.

On to the Gunfire Museum Brasschaat War Heritage Institute which has a wide collection of military hardware — cannons, armoured



However during that same period the Cathedral was repaired and refurbished repeatedly by the various styles of the times — Gothic, Renaissance, Baroque, Rococo and others without taking on a definite form. It covers the centuries - a marble statue of the Madonna from the 14th century, some of the wall paintings date from the 15th century, The Stately Statue of Our Lady of Antwerp in the Mary Chapel in 16th century — the four Baroque Masterpieces by Rubens in the 17th —2-Century and various other decorations in the 18th an 19th Century and as recently as 1993 a Metzler organ was installed above the South Entrance. The Cathedral actually has two organs - a large one at the back and the one at the South Entrance. They had planned to have two towers but only one was finished — although the lower parts of this tower are very heavy the spire looks like Stone Lace.

There is still a stained glass window depicting the archdukes Albert and Isabella in adoration of the Cross who served as Rulers of South Netherlands in 1598. The neogothic choir

stalls took over forty years to build — 1840 --1883 They are extremely decorative and many well known sculptors worked on the figurines.

There are many paintings inside the Cathedral most notably those by Rubens including four masterpieces — the Raising of the Cross, The Resurrection of Christ, The descent from the Cross and the Assumption of the Virgin.

I could go on about the Cathedral as it was full of so many interesting treasures but as they say `onwards and upwards'

After exiting the Cathedral we boarded the coach (although some opted to walk) to the MAS museum —the building dominates the skyline and can be seen all over the city with its unusual shape and colourful exterior and it attracts people from far beyond Antwerp. The MAS is more than a museum. It is an impressive repository in the middle of the `Eilandge' -a thriving neighbourhood It has 6 metre high glass wavy panels inside the entrance area with small plaques on the floor depicting various areas surrounding Antwerp and the walls are covered in special red bricks. There are 10 floors and 500,000 museum pieces. Each floor depicts different stories about Antwerp over the centuries and its way of life. We were given a guided tour of the various aspects between Antwerp and the rest of the World and on the 10th floor you can see a panoramic 360 degree view of the port, the city and river.

After lunch in the Museum's restaurant we took a short walk to London Bridge (no we haven't returned to London!) where we boarded a boat to show us the harbour — we all stripped off as the sun came out but later we were all donning our jackets as it became cool again. The cruise was very interesting -Antwerp is a major international port, the second largest in Europe (the first being Rotterdam) and 15th container port in the world. It is the economic engine of the region , of Flanders and of Belgium. From wind turbines to carts, from coffee to fruit, an incredible variety of products passes through the port. But the activities are not limited to loading and unloading freight. The port of Antwerp is also home to one of largest





We all sang two songs — both local to Benelux — the words of one of them were written by a previous Benelux President's wife — he has since died.. The singing was led by the UK President Peter Jude who was in very good voice, The Norway President gave details of their forthcoming event

A celebration cake was brought in and a ceremonial cut was made by the President and Stan's widow and we all enjoyed a piece.

We all danced including my 93 year old IFFR member Ron Wright who was on the floor practically more than anyone else and would have been there still if the band had not gone home and left a broom for him to clear up. I must say a good time was had by us all

integrated oil and chemical clusters in Europe. This combination of maritime freight handling, industry and logistics provides work for no fewer than 143,058 people. The port community seeks to achieve this in a sustainable way with attention for people, the environment and nature.

Back on the coach we returned to the hotel to don our finery and prepare for the Gala dinner — always a highlight of the trip particularly this year - the 2541 Anniversary of the Benelux section. A great evening meeting up with more old friends and watching a video taken during various Benelux events over the years with particular reference to their Founder President Stan Jesmiatka who sadly died a few years ago. His widow Mattel was with us as a Guest of Honour. She had been brought to the event by Ian Kerr — World Secretary. The video must have given her some very bitter sweet memories. We were all amused and horrified at seeing ourselves over the years but we remembered very happy times together.

After a delicious dinner during which we were serenaded by a small group the President of Benelux Huub van Heur toasted the dub, welcomed all the attendees and thanked the Organisers Phil Pacey World President followed and made a short welcome speech and presented an IFFR badge to the Benelux newest member — Phil had previously given us all a keyring torch which I find very useful.

Next morning home time - we left the hotel earlier than had been originally planned as the weather was set to deteriorate. We boarded the bus to the airport, said our goodbyes and were on our way stopping briefly at Calais before continuing our journey to Southend in view of the weather but in the event George decided to carry on to Henlow and to their home where we ate our packed lunch with a glass of beer.

I always enjoy IFFR events even though I am not a pilot as the events and people are so great but must admit Benelux is always a favourite wherever it is held. - Next stop Hamburg Once again I am so very grateful Ron is a Flying Rotarian and he knows' I would be kicking and screaming if he decided to leave me at home.

Joyce Wright





IFFR Italia, 23 - 26 August 2019

George Richie

Proving that you don't need to be a pilot or to have access to your own aircraft to enjoy IFFR meetings overseas, this year's Italian section meeting over the August Bank Holiday was a total "jet-away" with all of the overseas guests having flown in to Pisa commercially. And a good job too – this summer's thundery weather would have made life in the Gulf of Genoa extremely interesting!

The Italian section – and General Aviation in Italy generally – has faced all kinds of challenges over the last few years, but IFFR Italia are now firmly back on the scene organising really first rate weekends – and this year's meeting was no exception. We were based in Pisa which has a brand-new Docklands Light Railway style connection running straight from the airport to the station in the centre of the city – right opposite our convention hotel.

Shortly before the weekend, the Italian Prime Minister pulled rank on us, and so the planned Friday afternoon visit to the 46th Aerobrigata (the

Italian Air Force Transport Squadron) based at Pisa Airport was postponed until the Monday morning. Caroline and I had booked flights arriving lunchtime, and so with the planned visit postponed, we took the opportunity to jump on the train to Florence, less than an hour away. Enough time to see the main sites, but not enough time to do the museums, but a great introduction to the city before taking the train back to Pisa to meet the rest of the party who had arrived in the course of the afternoon. Friday evening saw us all in a family taverna in one of the back streets of Pisa, for a traditional 4 course dinner with the wine flowing liberally (well, none of us were flying).

Maintaining the eco-theme, on Saturday morning we took the train to the old Roman city of Lucca for a private guided walking tour of this beautiful walled city. Meandering through the streets, we soon found time for the first gelato of the day as we learnt that Lucca was the birthplace and home of Giacomo Puccini – now commemorated with the statue of him erected by the Rotary Club of

Lucca. As with many of the cities of this region, the architecture is stunning, from the Cathedral of St Martin (beautiful, but a bit lop-sided), to the old Roman amphitheatre, now filled with cafes and outdoor restaurants.

After a light snack lunch (i.e. 3 courses not 4), we had time on our own to explore. Those of who felt the need to work off the lunch climbed the 232 steps to the top of the 45m tall Torre Guinigi for a view over the whole of the city and surrounding area to the mountains in the distance – and in so doing earned the right to another gelato.

Now comes one of the real high spots of my year. Saturday night's Gala Dinner was held in the rooftop restaurant of the Grand Hotel Duomo, just a couple of hundred metres from the Field of Miracles. Being a balmy summer evening, the roof had been rolled back, and most of the glass side wall opened, so that we were eating 50/50 al fresco and indoors. Unforgettably stunning views as the sun went down. Speeches were kept to a minimum, but we were delighted to watch as the daughter of IFFR Italia member Giuseppe Berardo, a keen Rotaractor, was inducted as a member of IFFR by section President Enrico Maranzana. Its great to see young members join our midst – and I believe we should all do all we can to make Rotaractors feel welcome and to take them flying when the opportunity permits.

On the Sunday morning we finally made it to the Field of Miracles for a private guided tour of the Baptistery, the Cathedral, and the Monumental Cemetery, the last of which had been quite badly damaged in fighting in the latter days of WW2, but now painstakingly restored. And of course, the Campanile – the Leaning Tower, which we learned weighs as much as the Eiffel Tower! The work undertaken over the last 20 years or so has corrected the lean of the tower, which by 1990 had increased to 5.5 degrees, restoring it to the lean it had a couple of hundred years ago. So, reassured that it would now be safe to take the combined weight of Angus, Caroline and I, we climbed the 296 steps to the summit. It is truly an odd sensation to be in the tower – Caroline almost felt seasick just standing on the ground at the base, and then as you climb the steps, the angle of them changes from left slant, to downward slant, to right slant, to upward slant as you make your way around and around. But it was truly worth it to get to the top and see the whole of the Field of Miracles before us.

And that trip was of course, enough to work up a thirst and appetite for lunch – this time in the most beautiful home and garden of the niece of Italian member Gianmaria Faggioni – an oasis of peace and Italian elegance overlooking the Tower itself. Following an afternoon at leisure exploring the city our final night dinner was back at the



taverna we had visited on our first evening – definitely no hardship!

On our final morning, it was up early to be out at the airport for the postponed visit to the 46th Aerobrigata. Arriving in good time for our visit scheduled for 9, it was somewhere after 10 before we were met. It turned out that unfortunately things had not gone as well with the Prime Minister's plans as had been hoped, there had been a lot of rushing around over the weekend, and by Monday morning, no-one was ready to be in work on time! Nevertheless, after that slight hiccup, we had a fascinating visit around the base, to their flight training simulators, and then out onto the airfield to get up close to the transport aircraft. And then, as all good things must come to an end, it was a quick trip back to the civil side of the airport to be whisked home in time for tea by EasyJet, Ryanair, and Jet2.

IFFR Italia is already making their plans for next year in Salerno, near Naples, in September. I'm sure it will be another weekend to remember.



East Meets West



In August, UK Section members George Ritchie and Ron Wright hosted Hong Kong Squadron President Eric Chin and his wife and daughter for dinner at The Farmers Club in Whitehall, overlooking the river Thames. Eric had attended the World Convention in Hamburg and then this year's post convention fly around Germany. He was now back in the UK for the 30th Re-Union of his MBA class at Stirling University, following which he had a couple of days in London.

George and Caroline, Ron and Joyce had a wonderful evening hearing about how the Hong Kong Section is going from strength to strength, (it will soon have over 100 members). Although most do not fly themselves, they have an interest in aviation and have a programme arranged around "behind the scenes" aviation related tours and speakers on aviation topics. Eric is a Past District Governor of a District covering not only Hong Kong, but also Macao, Peoples Republic of China Guangdong Province and Mongolia! That's a lot of air miles.

If you find yourself in Hong Kong, be sure to look Eric up.

Combining two weekend Fly-ins!

A separate review of the Zurich event is reported elsewhere by Catherine Alexander. Diana Green Davy also reports on the Toulouse event.

Rosi and I set out on Thursday 29th August 2019 to Zurich planning to re-fuel at Le Touquet before the flight to Colmar. Given our early window at Dubendorf (Zurich) on the Friday, Colmar seemed an ideal stopover. The first hitch came when we landed at Le Touquet – no fuel! Lesson number one: if you are relying on fuel, confirm in advance! A nervous shortish backtrack to Calais Dunkerque with the fuel gauges lower than we would have liked ended with full tanks of Avgas. We then set off for Colmar. Travelling at 7000' most of the way we could see what seemed to be an impenetrable wall of cumulonimbus clouds keeping us company to the east. On the way, discussions with various helpful ATCs were had which confirmed that Epinal Mirecourt (a possible diversion) was, to our surprise, CAVOK but were even more surprised to learn that the weather was acceptable at Colmar so we continued on our way over the highest points of the Vosges mountains and a beautiful descent through a light shower and rainbow into the Rhone valley at Colmar.

We were able to refuel there and had a very pleasant evening in this pretty Alsatian town with a bottle of pinot gris, a great local wine variety with dinner.

The next morning a short flight, initially in very hazy conditions took us to the military airport of Dubendorf. Flying over the black forest & beautiful Switzerland was a joy. You will hear about the next part of the trip separately but we were then greeted by the organisers and watched the Swiss PC 7 display team perform above the airport in perfect sunshine. After trips to the aircraft museum, lake dinner, tour of the city and dinner in the Runway 34 restaurant the weekend couldn't have been better. What a privilege it is to be part of IFFR. Special thanks to Christian Weber who taxied me around for 3 days as the coaches were not wheelchair accessible.

On Sunday we prepared to fly to Lyon and the team at Dubendorf could not have been more helpful. They even pumped up a slightly flat tyre on G-BOMP, for us.

The trip to Lyon over the Jura mountains was very enjoyable and after landing at Lyon Bron aerodrome Rosi and I settled in for 4 days of sightseeing, eating and culture in this, France's third largest city.

The next leg of our journey was to Toulouse Lasbordes where our second IFFR weekend would begin and our journey (mostly above clouds again) was relatively uneventful. Not many towns between these two cities and half way along our FLARM system on SkyDemon crashed so we had to use a Garmin GPS/WIFI backup.

Grateful for Rosi noting on our paper chart where we were in case of continued SkyDemon problems.

You will read more about this weekend in Diana's article but in short, we joined the French Rotarians and firstly visited nearby Space City, had an enjoyable tour of the city and a few more museums including the excellent, if under resourced, Les Ailes Anciennes (lots of military aircraft on display). This trip was turning into an air enthusiast's dream. President Dominique Brice carted yours truly around in her car as the coaches were not wheelchair accessible. Many thanks to her.

Rather than extend the weekend to Empuriabrava (Spain) and Andorra we decided we'd been away long enough so departed for Deauville on the Normandy coast on Sunday 8th September. This was another good journey (the longest leg at 361nm), with some lovely flying through cumulus clouds to Deauville Normandie airport, a super strip hidden away in woodland.

Most things went according to plan except our hotel booking had gone awry. From the comfort of a Café with beers in hand we were able to find a wheelchair accessible room in Trouville and ate fantastic seafood in a local restaurant.

The final leg from Deauville to Sandtoft started off in benign conditions but rapidly deteriorated as we left the French coast. From there through an overhead transit to north of Southend I had to fly in IMC conditions, grateful for my recently acquired Instrument Rating (Restricted). Had I not gained the IMC rating we would have had to postpone this leg. 328nm in this final journey.

All in all, 2 superb weekends, many fine rotarians, 1800nm flying and 8 airports over 11 days. It doesn't get much better than this.

Tony Flinn - IFFR UK President





Welcome to Zurich

30th of August – 1st of September

We arrived at the Military Airport of Dübendorf, the airport is situated very close to the international airport of Zurich.

We were welcomed at the Restaurant of the Air Force Center where we had lunch and the military commander of the airfield personally introduced us to the secrets of the place.

The subsequent tour of the Aviation Museum gave us a fascinating insight of the history of Swiss military aviation and defence. The aircrafts literally came alive: In over 40 aircraft and helicopters you can see how fast technology has changed, from the wooden biplane to the interceptors flying at sonic speed.



After checking in at the hotel we later enjoyed dinner on a sunset cruise on the lake.

Most everyone who visits Zurich will come across the lake at some point. Perhaps the best way to fully appreciate Lake Zurich's scenic beauty is on a boat tour.

This cruise provided the perfect end to a delightful day. As we watched the setting of the sun on the distant horizon, Lake Zurich's natural sights and sounds never fail to fascinate.

With the evening sky in all its captivating colours, the cheerful chatter of water birds, and a gentle lake breeze, it's no surprise that this is one of our most popular Zurich highlights.





Isle of Wight Meeting

June 2019

The annual weekend meeting to include the AGM was held at the end of June. We were blessed with wonderful weather on this lovely island. Many thanks to Mike, Brian & Feroz for organising a very successful event. The UK membership were delighted that Phil Pacey IFFR World President & his wife Judy attended along with 4 Past World Presidents.

The AGM was well attended with our Chairman Peter Jude completing his term of office and handing over to Tony Flinn. Our long serving Treasurer John Bowden had decided to step down & we were pleased that Paul Howell offered himself for election which was then approved. World President Phil spoke about the Fellowship and its objectives being to focus on the fun which is achieved through flying events, Fellowship and the common link being Rotary. He thanked Peter for all his work during his term of Office and hopes Tony has a successful period in office with the UK Section.

Friday 28th June 2019

We arrived at Bembridge airport and had buffet refreshments at The Propeller Inn and then made our way to the Bembridge Coast Hotel, overlooking the Solent.

In the afternoon we took a short walk to tour around the new life boat station.



Saturday 29th June 2019

We board the Catamaran to Portsmouth to visit the Historic Dockyard.

Sunday 30th June 2019

We travelled by coach for Osborne House, a former royal residence in East Cowes. The house was built between 1845 to 1851 for Queen Victoria and Prince Albert who designed the property himself, as a summer home and rural retreat.



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International Fellowship of Flying Rotarians

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

Not a Rotarian?

You can become a friend of the International Fellowship
of Flying Rotarians and enjoy the fly-ins.

Organised events are held throughout the flying season and valuable help is
on hand from members if it's your first time anywhere.

Just visit our website for more information

www.iffr.org.uk

We look forward to meeting you!

Disclaimer: The International Fellowship of Flying Rotarians is a group of Rotarians
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