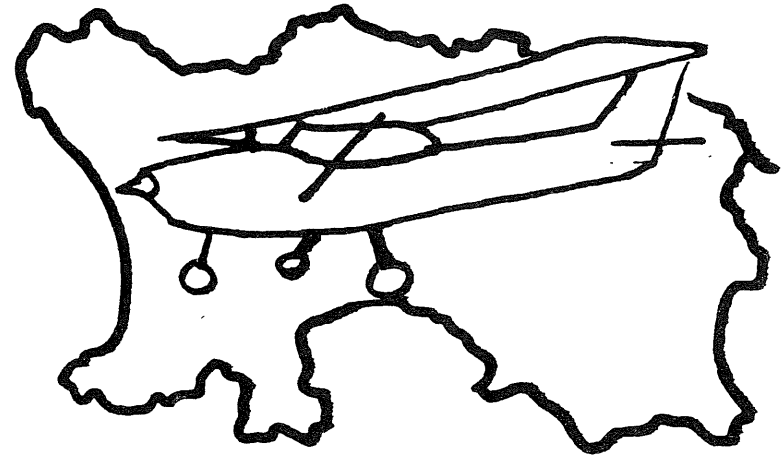


INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS
UNITED KINGDOM SECTION



SPRING BULLETIN
1985

INTERNATIONAL FELLOWSHIP
OF FLYING ROTARIANS

Founded in America in 1965 and open to membership by any Rotarian who is an active or former Pilot I F F R now has a worldwide membership approaching 1,000. The aims are to promote a better appreciation of aviation among non-flying Rotarians through suitable activities and to promote Rotary Objectives through the medium of aviation.

Each member is expected to participate in at least one event each year and to help the spread of membership of I F F R throughout Rotary International. The European Sections have established links providing regular annual assemblies of members in pursuance of the Rotary Objective of improving international understanding.

We were delighted to accept the Invitation from the Jersey Aero Club for the U.K. Section to participate jointly with them in organising this Rally on the occasion of the 40th Anniversary of the Liberation of the Channel Islands. The Invitation and much of the organisation was the brainchild of I.F.F.R. Director, Charles Strasser, who is a member of Jersey Rotary Club and of the Aero Club.

Of a total of 80 aircraft entering the Rally, there were 9 Rotarian entries from England and Wales, 7 from France and 1 all the way from Norway. Bad weather in Europe prevented participation by the Italian and German entrants, but the Jersey weather was kind throughout the weekend enabling the full flying programme to be completed on time. Rally traffic was timed to arrive overhead Granville and La Rocque Harbour Jersey to facilitate the flow into the commercial air traffic circuit and expected to make a spot landing before parking on the wide grass area by the Aero Club hanger. There Customs Refuelling Car Hire and Rotary Club representatives were waiting to ensure that all ground formalities were smoothly completed and the visitors were released to enjoy a generous buffet lunch in the Aero Club building.

That evening the Jersey Rotary Club under its President, Richard Wade held a special dinner for visiting Rotarian Pilots, wives and passengers at the Pomme D'or Hotel. Following an excellent 5 course banquet the President welcomed the visiting Rotarians and in his response on their behalf the U.K. chairman, John Ritchie paid a special tribute to the Principal Speaker of the evening Ken Jesson, the SATCO of Jersey Airport and his staff for the safe and speedy reception of so many light aircraft into a busy International airfield without interfering with the commercial traffic.

SUMMER MEETING

Ken Jesson then gave an interesting talk on the history of the airport at Jersey from the first recorded flight by a Frenchman in the early 1920's through its pre-war days as a grass field, to its current status as one of the busiest single runway airports in Europe. Richard Hawkins of the Aero Club Rally Committee welcomed the other Guests and the ubiquitous Charles Strasser dealt with the announcement and arrangements with the assistance of fellow Jersey IFFR member Graeme LeQuesne.

On the Saturday after a Vin d'Honneur at the Town Hall followed by an elaborate buffet lunch at the Hotel de France, the Jersey Rotary Club provided a coach which took 50 Rotarian visitors on a conducted tour of the Island returning to the Hotel in time to prepare for the Rally Banquet. The principal guest of the Rally was the distinguished Aviation Photographer, Arthur E. Gibson who entertained the assembly with some amusing cartoon type slides on flying topics before presenting the many Rally Trophies to the winners.

Much to the dismay of the more chauvenistic male participants, a lady entrant Miss Tracy Atkinson, flying a Cessna 150 won the Memorial Trophy as best overall competitor, but among the IFFR entrants Trophies were presented to Jean Roussel from Tourcoing France for the best entry from outside the United Kingdom, to Bob Tatlow from Southend for his immaculate Robin which won the Concours d'Elegance for fabric covered aircraft and to your Chairman as the runner up in the spot landing competition. (More luck than judgement in his case!!! Editor).

After a very late night in the Disco, Sunday morning saw a substantial number of aircraft taking advantage of the invitation of the Aero Club of Dinan to visit them and their quaint old town for yet another Vin d'Honneur and Banquet. Others departed directly home or stayed to enjoy the Bank holiday sunshine and Liberation Day Air Display before leaving on Monday with many happy memories and souvenirs of a most successful event.

Wycombe Air Park - Sunday 14th July 1985

The Booker Gliding Club have agreed to us visiting them on Sunday 14th July 1985 which is the second day of the nine day metre National Championships. This promises to be an exceptionally interesting meeting.

The programme will include an introductory talk, attendance at the competition pilots briefing, the opportunity of flying in a two-seater glider, lunch at the restaurant on the airfield and a conducted tour of the hangers, which house an amazing collection of Aeroplanes

It is hoped for a good attendance at this event and if you intend flying in you are asked to get there by 10.30 a.m. at the latest. This should ensure that you are on the ground before the gliding competition starts, but as always KEEP A GOOD LOOK OUT.

As our attendance at this event will involve the Gliding Club in a certain amount of additional planning we have been asked to give them some idea of numbers. You are therefore asked to let Peter Gresham know by the 5th July 1985 if you will be attending when he can give you the final arrangements. His office telephone number is 0892-29183.

1985 EUROPEAN PROGRAMME

June 29th/30th - The Italian Section have invited us to their meeting at Venice Lido. This is a beautiful long grass strip away from the International Airport and only a short boat ride from St. Mark's Square. Please contact Ives Branson, Tel.No. 0892-29914 for more details if you can participate.

14th July - Enquiries are in hand with a view to a combined gliding and power flying visit to Booker Airfield, High Wycombe. After watching the commencement of the National Championships, there will be an opportunity for visiting IFFR members to enjoy the pleasure of silent flight in dual controlled Gliders. Please contact Peter Gresham on 0892-29183 for further information.

7th/8th September - We are invited to the French IFFR Meeting at Strasbourg which is within easy reach of South Eastern England. In view of the strong participation by the French in the Jersey Rally and the choice of Venue in North Eastern France, a record presence from the United Kingdom is confidently anticipated. Enquiries to John Ritchie on 04626-4941.

5th/6th October - U.K. Annual General Meeting at Bournemouth or Cheltenham. Full details of Venue and arrangements to be circulated later, but please note the date.

AMERICAN PATROL

We have news from the U.S.A. of their forthcoming events this Summer. Any IFFR Members visiting America would be most welcome at any of these events:

<u>26/30th May</u>	Rotary International Convention Kansas City
<u>13th June</u>	Napa Valley - Rotary Fly-in Napa County Airport California
<u>26th July/ 3rd August</u>	E.A.A. Convention Oshkosh, Wisconsin

The recent World Bulletin contains news from South Africa, plans for a visit to Mexico and reports of the European

MEMBERSHIP INFORMATION

Any Members who have not paid the Annual Subscription for 1985 are reminded that this is the last news Bulletin they will receive until subscriptions are paid up. By arrangement with IFFR in America, we are collecting \$5 International dues as well as our own £5 subscription, making a total of £9 in all payable N O W to the Membership Secretary, Peter Gresham, Bedford House, Bedford Road, Southborough, Tunbridge Wells, Kent.

As many members have joined since the issue of the 1984 European Directory, a Supplemental Membership List is included in this Bulletin. We are happy to welcome among them Rotarian Pilots from Norway and USA who joined us in Jersey.

Remember that it is up to you to promote membership. Show this Bulletin to fellow Rotarians - they may support our aims and introduce Pilot members of other Clubs. Pass it to your Club or District Bulletin Editor who is usually short of copy. Membership Application forms are readily available from Peter Gresham.

I F F R MEMBER HONOURED

The oldest member of I F F R, Francis Clarkson who at 85 may be the only Rotarian Pilot left who flew during the First World War was honoured recently by the presentation to him of a Paul Harris Fellowship by his Club. His recollection of early flights in a Monosoupape and a Salamander were a revelation to the younger Rotarians to whom Concorde represents powered flight.

PHOTOGRAPHS

The Editor of Rotary Magazine has requested copies of appropriate photographs to illustrate the report on the Jersey Rally.

The Italian I F F R Meeting at Venice should also provide opportunities for an aerial picture suitable for the cover.

Please submit prints as early as possible.

MODERN GLIDING COMPETITIONS

The three international gliding classes for competitions are the Open Class with no limit to wing span. Increasing the span is the simplest way of improving glide angle so the Nimbus 3 with a span of 24.5 metres (80ft) has been measured at 1 in 60 glide angle. (That will get you across the English Channel from 2000 ft in nil wind!!) However as you might expect such machines are very expensive - a fully equipped machine and trailer being over £40,000

The other two classes are limited to 15 metres span. The Standard Class gliders are not allowed flaps and the 15 metre Class are. Whereas the Power Pilot thinks of Flaps mainly as a landing aid, the glider pilot thinks of them also as an ability to climb fast in thermals (positive flap) and to cruise fast between thermals (negative flap)

The Competition is to fly a pre-set task round at least one turning point and back in the shortest time i.e. a race. The machines are timed over a start line not above a certain height, the pilot photographs the turning point or points in the right order and is timed back over a finishing line

The optimizing of the rate of climb, cruise speed, amount of water ballast to carry and perhaps above all the actual bit of the sky flown through is where the skill lies. The gliders are the ultimate state of the art in aerodynamics and will include no doubt blown wings (boundary layer control) winglets (vortex control) and all will have wing profiles correct to Thou's of an inch. The instrument will include the very latest of computers telling the pilot everything he wants to know except where the best thermals are ahead of him.

And finally the finish of the race. Obviously excess height towards the end of the flight is converted to speed and the finish can see gliders doing 180 odd m.p.h. 5ft above the ground! A sight not to be missed. So see you at Booker July 14th.