

IFFR

THE ROTATING BEACON

SPRING 1994 BULLETIN

. of the

INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS

United Kingdom Section



THE PRESIDENT'S LETTER

AS we wait at the hold, preparing for a good flying season, I hope a few words from the Tower won't go amiss.

As you will see from the rest of this issue, John Ritchie has done his usual splendid job of keeping us informed of news and events. Thankyou indeed John for all your continuing hard work.

Of course, what makes it all worth while is to see members taking advantage of what is "on offer", and it is sometimes a little dispiriting to have attendance from so few. To amend this year's Rotary theme slightly:-

"Do what you enjoy and enjoy what you do"

is surely appropriate for Flying Rotarians, so let's see more of you at one fly-in this year at least.

For those who haven't yet ventured across the Channel, why not make a point of the French event this September? Bourges is in easy range of South Coast airfields and those of us who have been before will be only too pleased to give you time, advice and encouragement.

1995 will be a big year for us in Europe, with the International Convention being held at Nice. Although nothing is yet definitely planned, it is certain that a fly-in to Cannes will take place, a block of hotel rooms is to be booked for IFFR and a flying Tour de France is in process of being put together in concert with our French IFFR colleagues.

If that all seems too much, then immediately before Nice the UK Section's international meeting will be held in Jersey. American IFFRs are already planning to fly in. Yes, in their single-engined touring aircraft! If they can make it, couldn't you? Hopefully, even if you can't manage both, you will consider one part or the other?

Get your diary out now, book next year's holidays and make JUNE 1995 a great flying month.

Jersey Meeting	7.8.9	June 1995
Fly-in to Cannes	10	June 1995
Convention	10-13	June 1995
Tour de France	14-20	June 1995

I hope to see you then, if not before; watch this space for definite details in the next Rotating Beacon. Until then, fly safely and enjoy your flight.

IFFR is cleared for Take-off.

Graeme Lequesne

WHAT A LOT OF OLD BULL(ETINS)

I have been producing about three of these bulletins a year since 1983, and the earliest one I have dates from Spring 1978, when Charles Purley was President, Francis Willinger Chairman and Phil Pickard was Secretary. It lists 58 members, of whom 11 are still active in the Section.

I would like to complete my collection, if possible; if any members have copies dating from 1966, when the Section was started, up to 1982, I would like to borrow them to copy and return. an you help? John D Ritchie

MEMBERSHIP UPDATE

Since the publication of the details of new members in the Winter Bulletin we are delighted to welcome another batch of members of IFFR. It is most encouraging to watch the growth of the Section at a time when Rotary itself is suffering membership difficulties. In particular we welcome Joanne Clements, the first Lady Rotarian in the U.K. to join IFFR, whose name was referred to us by Ned Poyser the retiring World Secretary, to whom she had applied for membership. She is now a fully paid member of the U.K. Section and we look forward to meeting her at one of our events.

Nevertheless there is always an annual loss from those wishing to retire from membership, either because they have left Rotary (in which case retirement in obligatory) or have ceased flying (in which case it is not). Among them we will miss particularly Ron Piggott, member #165 and a Director of the Fellowship. Norman Brown and David Liddiard have also expressed their desire to resign and there are several more who having failed to respond to two reminders that the annual subscription is due will now have their names removed from the membership list. (Even now belated payment will be readily accepted :Treasurer). The latest members are:

Club Name Occupation Miss Joanne Clements Bromley Sunrise Investment Banker Chris Coope Penge Landscape Designer Keith Edwards Buckingham Reprographic Services Michael Mortazavi Edinburgh Julian Telling **Bristol Breakfast** Investment Manager Edward Veale Stevenage Project Management John Young Lowestoft South Retired B.A. Captain

SUMMER IS ICUMEN IN !

The Lake District, much neglected by the Southerners, is the choice for our Summer Meeting, on 25/26 June. The destination is Kirkbride, about 9 miles west of Carlisle, which offers 1280m of hard surfaced runway 38 ft AMSL but no radio Customs or fuel. It is strictly Prior Permission Only so a call to 0965-51373 is essential. If you can give details in advance tell our Organiser, Irwin Rodgers, phone 061-439-9508 or fax 061-653-9719 he will inform them. IFR aircraft can use Carlisle which is also PPR but has fuel available. Dinner, bed & breakfast can be arranged at around £45 per head, and a coach to visit the Lakes. The programme will include (at extra cost) either Mountain Goating (4 wheel drive vehicles climbing the unmade tracks to the more beautiful but inaccessible lakes, or Hot Air Ballooning if time and weather permits. Please advise your preference to Irwin so that he can plan accordingly. Come North for a change this year!

Report on IFFR Meeting at RAF Museum Hendon

The Section began the year with a repeat visit to the RAF Museum in March, chosen to celebrate the 50th anniversary of the Normandy Invasion, when this time the weather was more kind to those who attended than on the previous year at Milton Keynes. The venue was chosen to enable members to travel either by road or air, as the Elstree Moat House Hotel, who provided excellent accommodation and dinner at a competitive price, is situated on the A1(M) close to the M25 junction. Even so, navigation on the ground proved to be more difficult than in the air for some of the members from the south, and even the Secretary once got lost returning to the hotel.

We met for a snack lunch at the Museum, after which those present made their own way around both the main exhibits and the Battle of Britain Hall, taking photographs of those items which interested them. We then returned to the hotel where a party of 22 sat down to dinner, two having been obliged to cancel through illness. As usual there were no speeches, but in addition to the "regulars" we were delighted to welcome some of the newer members with their wives who were soon convinced that IFFR really does try to make them as welcome as their husbands and trims the programme to suit.

On Sunday morning we watched a video on the subject of Safe Flying provided free by the C.A.A. and an amateur video of the Australian FlyRound which followed the R.I. Convention at Melbourne. Together they were enough to put anyone off aviation, but the audience was tolerant and forgiving. After a light bite those who had come by air returned to Elstree for departure. The windy conditions which had prevailed throughout the weekend and had made landing on the short field exciting for at least some of the party, had strengthened to such an extent that the Vice-Chairman decided discretion was the better part of valour, and that 55kt gusting 90kt was likely to be uncomfortable at Edinburgh. The two Jerseymen who have loyally supported all our events for many years past had less difficulty although I believe that even they crossed the English Channel sideways on. Charles Strasser in particular had found the English Customs Officers less than welcoming. Having brought their sniffer dog all the way from Southend they were going to make the journey worthwhile and Charles was obliged to offer for inspection lockers in G-PLUS which had long been forgotten. The dog showed interest and the Officers seemed almost disappointed irregularity of any kind could be found. This apart, the weekend was a success and a firm decision was taken by all present that we should hold two more meetings this summer, to make up for 1993. The next is on 25th-26th June in the Lake District - see details in this Bulletin.

1995 R.I. CONVENTION

For those who have not yet attended an R.I. World Convention there is a treat in store. Next year the venue is Nice, in the South of France, and plans are already afoot for a strong IFFR representation. Arrangements for a FlyRound before or after the Convention are being discussed at Board level as the highly successful tours in America (1992) and Australia (1993) will ensure good representation from those Sections, as well as from the Europeans. Note the date NOW: 11-15th JUNE 1995: Book your plane early.

GENERAL AVIATION AWARENESS CAMPAIGN

The first open meeting was held at the Royal Aeronautical Club on Valentine Day 14th February to report to subscribers and interested parties on the progress to date. There were more than 50 persons present representing every facet of General Aviation and especially AOPA and the PFA who have contributed much in time and money to the Campaign.

The meeting was opened by the Patron, Sir Peter Masefield, who introduced the Committee and explained their fields of activity in the Campaign. He stressed the need for the Campaign to continue with increasing effort in the light of the impending closure of so many airfields used by G.A. notwithstanding an increase in G.A. activities of 87% between 1980 and 1990. In particular Leavesden closed in March and Hatfield in April leaving a G.A. gap north of London, and Lee-on-Solent is under threat for gravel extraction. Many other airfields are under increasing pressure to restrict their activities such as Southampton and Headcorn, where the Planning Authority had pursued three separate appeals all of which it had lost, but at a cost of over £100,000 to the successful aerodrome owner.

David Ogilvy, the Campaign Director, then gave a detailed report on progress to date. Many representations had been made both to Government sources and to local and County Planning Officers in order to bring to their attention the benefits which G.A. brings to their localities. One result of these had been that the Ministry of the Environment has now required all County Structure Plans to take into account the needs of G.A. in the area in question, but it has become apparent that the Planning Officers and Councillors have little if any idea of the requirements of G.A. operators and aerodrome owners, and guidance notes are being prepared by the Campaign for their information.

He stressed the need for more funds to keep the Campaign going. Total Oil had given £10,000 and now withdrawn, but happily AIR BP has promised £12,000 for 1994. AOPA and PFA have made substantial contributions in terms of time, travel and administrative expenses borne by them and not charged to the Campaign. To continue the work an annual income approaching £50,000 is needed and he appealed for ideas of how this can be achieved.

Barry Smith of the PFA then dealt with some of the objections to G.A. which the Campaign has had to overcome during the course of the past two years. These arose almost exclusively from the impact of noise, which is the most difficult to quantify in terms of effect on the individual. One man's Heavy Metal is another's Handel's Oratorio. Measurement alone is insufficient, as the background environment may be sufficiently loud to exceed the aircraft sound without making it any less objectionable to the objector. Much of the resistance to G.A. is based on sheer prejudice, as in the documented case of one objector, a retired Colonel who complained of the noise of any aircraft doing aerobatics over his house. When the offending aircraft was identified it was found to be a glider ! Nevertheless most G.A. aircraft technology is over 50 years old, and the hope is that when the market recovers there will be sufficient competition from manufacturers to lead to quieter and more efficient engines, propellors and airframes. meantime the cost of research and shortage of aircraft will cause the problem to remain with us for many years to come.

Sheelagh Bailey of the PFA was then given the opportunity to explain the efforts being made to bring the benefits of G.A. to the notice of the public, including a teaching package for schools including the usual aids and she asked for help in arranging school visits to G.A. airfields where possible.

The meeting was then opened for comment from the floor, numerous speakers telling of the difficulty in raising funds by way of increased subscription from their members, and many G.A. users not being members of any specific organisation. Some further sponsorship may be possible, and at least one major G.A. representative indicated that a seat on the Committee would assist him in bringing pressure to bear on his Company for a worthwhile contribution.

At the close of the discussion the President summed up, making the point that there were three major requirement for G.A. to be able to continue :

- The preservation of existing airfields and resistance to any new restrictions on existing airfields was paramount
- 2. Political pressure both at national and local level on all those with influence on planning considerations must be maintained
- 3. Funding for the Campaign is essential, and he proposed three possible sources of funds for further consideration:
- (a) a contribution by all users of General Aviation
- (b) financial sponsorship by industrial and commercial organisations served by General Aviation
- (c) contributions by aerodrome owners, not necessarily G.A. airfields. As Sir Peter observed, Heathrow could well afford £50,000 from its present income to support the Campaign in order to keep G.A. traffic away. If the Campaign should fail the resulting lack of suitable airfields could lead to irresistible pressure for G.A. to use Heathrow and Gatwick.

Editors Note: By the time you receive this report the Secretary will have spoken of the subject of the Campaign to both Hatfield Rotary Clubs, and to Watford North Club. A further talk is arranged to Watford Club. If any member feels strongly enough to speak to his own or to any Rotary Club whose local airfield is threatened with closure a print of the Secretary's speech can be provided on request, possibly even edited to suit your needs.

ARE YOU COVERED ?

Many personal accident policies exclude aviation except in commercial aircraft. FirstCity Aviation Reinsurance have offered Group Membership Cover to IFFR placed with Lloyds Underwriters and giving a cover for personal injury of £25,000 at an annual premium of £25 per head with a minimum for the Group of £400 (equivalent to 16 members). This is a very competitive rate, and I should be happy to make the arrangements IF enough members are willing to join to cover the premium cost. Names, please, with a cheque for £25 to me by 31st May, payable to IFFR-UK. The cheques will not be presented until we have a minimum of 16 participants, and will be returned if the response is insufficient.

John D. Ritchie