



I F F R

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

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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 is 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 :

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

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SUMMER IS ICUMEN IN I

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 !

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, propellers and airframes. In the meantime the cost of research and shortage of aircraft will cause the problem to remain with us for many years to come.

