



**INTERNATIONAL
FELLOWSHIP
OF FLYING ROTARIANS**

THE ROTATING BEACON

SPRING 1996 BULLETIN

of the

United Kingdom Section

EDITORIAL COMMENTS

This issue of The Rotating Beacon contains contributions which the Editor is happy to acknowledge. Sometimes the Committee is asked what IFFR does apart from enjoying a series of outings to places far and near. With our limited membership we cannot achieve as much as we would wish, but last year 10% of your subscription went to support the General Aviation Awareness Council, and I am able with their consent to reprint their latest Newsletter giving details of what they are doing on our behalf.

Contacts with other Sections are ever stronger. Brian Condon, IFFR World President will be visiting South Africa and Europe, and will meet some of us at the German 10th Anniversary Rally at Lubeck this month. We shall have a chance to tell him and his successor Graeme Le Quesne where we think IFFR should be going in the next few years. The International Membership Directory is one of the major expenses of IFFR but several Sections are now able to access the database direct and the next issue will be computer printed with consequent savings in cost. Our thanks to Allan & Andrew Chamberlain for their help with this achievement.

A full Summer Programme has been circulated by the European Sections, and the dates and venues of meetings yet to come are as follows :

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|-------------------------|--|
| MAY 17-19
Contact | GERMAN SECTION - LUBECK, GERMANY
Jens-Uwe Peters, 0049-4853-566 (Fax - 550) ASAP |
| JULY 5-7
Contact | SCANDINAVIAN SECTION - BODO, NORWAY
John Ritchie, 84 Broadway, Letchworth, Herts for Booking Form, Programme and costs |
| JULY 26-28
Contact | U.K. SECTION - BIGGIN HILL, KENT, ENGLAND
Ives Branson, (see following pages for details & costs) |
| AUGUST 16-18
Contact | BENELUX SECTION - GENK/ZWARTBERG, BELGIUM
John Ritchie, 84 Broadway, Letchworth, Herts for Booking Form, Programme and costs |
| SEPT 14-15 | FRENCH SECTION - VISIT PROPOSED TO TOULOUSE, to see Airbus Factory. Contact John Ritchie, 84 Broadway, Letchworth, Herts for Booking Form, Programme and costs nearer date. |
| OCT 5-6
Contact | INFORMAL BENELUX IFFR Joint Meeting with International Fellowship of Yachting Rotarians.
Emiel de Maerschalk, Zenobe Grammestraat 58, B-9040 Gent, Belgium Phone 0032-922-82412 |

ANNUAL GENERAL MEETING - U.K. SECTION

It is intended to find a few minutes in the already full programme for the Meeting at Biggin Hill for the formal business of election of Officers, approval of Accounts and Budget (not yet auditted) and any other business. Time and place to be advised to those members attending. If you have something to raise please inform one of us before the meeting.

John D. Ritchie : Secretary/Treasurer

IFFR INTERNATIONAL FLY-IN BIGGIN HILL
26-27-28 JULY 1996

PROGRAMME

Friday 26th

- 14.00-16.00 Arrivals - Refuelling, flight plans, landing fees,
refreshments, viewing of vintage aircraft
- 17.00 Coach leaves for Brands Hatch Thistle Hotel
Informal Dinner at Hotel

Saturday 27th

- 09.00 Coach Departure for Greenwich - National Maritime Museum etc
Lunch at historic Queens House
- 17.00 Coach Departure for return to Hotel
- 19.30 Bar opens at John Foulston Centre
- 20.00 GALA DINNER (Lounge suits) - (Greetings only)
Speaker :Air Commodore David Leppard
- 24.00 Walk back to adjacent Hotel

Sunday 28th

- 09.30 Coach Departure for Chartwell - Winston Churchill house
- 12.30 Coach to Grasshopper Inn for light lunch
- 13.45 Coach to Biggin Hill (arrive 14.00) for departure

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GENERAL INFORMATION

All Accommodation Bookings and payment direct to :
Brand Hatch Thistle Hotel : Tel (0) 1474-854900 : Fax (0) 1474-853220
Quote IFFR to obtain agreed Special Rates :
Double Room inc full English breakfast £72 per ROOM per night
Single Room inc full English breakfast £46 per PERSON per night

NOTE : Hotel will NOT hold rooms after 15th MAY - Please ensure your
booking is made direct in good time

Participation Cost : £105 per person (Cheques to IFFR-UK) to include
transport - Friday dinner - Saturday lunch - Gala Dinner - Sunday lunch -
Entrance fees to National Maritime Museum, Royal Observatory, the Queens
House, Chartwell, guides, and service charges. Write, phone or fax to :
Ives Branson 59 Yew Tree Road, Southborough, Kent : Phone/fax 01892-529914.
Ask for directions to Biggin Hill Airport or Hotel if coming by road.

KEY WEST '96

January, particularly this January, seemed like a good time to be in Florida. So it was we found ourselves in Sarasota on the Gulf of Mexico coast of Florida. This was the second time Alisma, my wife, and I had visited the area with the intention of doing some flying. On the previous occasion we had only done some local flying - down the Gulf coast for 80 miles to Naples and a 50 mile trip to Lakeland, the home of Sun 'n Fun. This time we planned to be more adventurous and visit Key West, the most southern point of mainland USA, only 90 miles from Cuba.

Previously we had hired an aircraft from the grandly titled 'Florida Flight Academy'. Helpful though the people were, the aircraft was a might scruffy and we had thought of changing. In the event the decision was made for us - they had gone out of business! Jones Aviation on Sarasota-Bradenton Airport had been highly recommended to us so it was there we went. We were not disappointed. A thoroughly professional outfit with a good range of well-maintained aircraft - they even took you from their office / hangar to the aircraft by electric buggy!

A discussion on available aircraft centred on 172s, Warriors and a Grumman Tiger. As I had learned to fly on the Tiger's lesser brother the Cheetah I plumped for that. It had the added advantage that its availability was excellent - everyone, it appeared, wanted to stick with the more familiar and docile 172. The hire rates, by British standards, were remarkably reasonable. Would you believe less than £35 per hour all-in? Landing fees even at a good sized airport such as Sarasota are unknown for a light single.

The check-out a couple of days later was due to take the standard form - a few circuits followed by slow flying, stalls and steep turns. That was the plan, however conditions on the day were barely flyable. Winds at 30 gusting 35 with inevitable windshear are challenging to say the least. The instructor was game so who was I to argue? Off we went to Venice, 20 miles away, for circuits. I have to say, in all modesty, that, in spite of the conditions, my landing was a 'greaser'. At this point the instructor said "That will do" and back we went to Sarasota, check-out complete. Having landed he declared he wouldn't be doing anymore flying that day! I didn't blame him.

We were now free to do our own thing. Our first sortie was a 150 mile round trip down the coast to Sanibel Island before turning inland and completing a triangular course back to Sarasota. The coastal area is most attractive with small islands, harbours and the inevitable golf courses. Inland is rather different - not much contrast - orange plantations and a fair amount of swamp land. The amount of partial development is amazing. Fully constructed golf courses that have been left overgrown. Acres of street patterns forming mini towns but with only a handful of houses on them.

Our plan for the Key West trip was to fly down the west coast, cut across the sea for 25 miles, and follow the narrow string of islands that form the Keys to Key West itself. After a spending a night there we would return by the east coast past Miami before heading west back to Sarasota. The distances were 230 miles there and 310 back. Filing the flight plan could not have been easier. Dial a Freephone number - 1-800-WX-BRIEF, get a weather briefing for the whole trip and lodge your flight plan. The weather on the chosen day was cloudy with a fair amount of haze around but it presented no real problems.

The first part of the trip was over familiar territory down to Naples. South of Naples the density of development lessened and by the time we passed Everglades we were looking at the sea, mangrove swamps and little else. There were no signs of life - not even a fishing boat. It was at this point I began to regret my failure to make contact with the Flight Following Service at Miami. This is similar to our LARS. I had been given a wrong frequency and with fifteen others listed for Miami I hadn't struck gold.

No matter, the 80 mile leg from Everglades was covered without problems and we joined the Keys at our planned point - Marathon. The Keys are linked by an impressive series of road bridges but I am told, by those who have done it, that these represent 100 miles of very boring driving. The only 'obstacle' on the route to Key West was the adjacent Naval Air Station. A controller speaking at a 100 words a minute told us to stay 3 miles clear and fly below 1000 ft. As a number of F18s were doing circuits who were we to disagree?

The approach to Key West International was over the town with a lagoon just short of the threshold to catch the unwary. Having left the aircraft in the hands of the FBO we took a taxi to town. The guide books describe Key West as a 'funky' kind of town and I think that's just about right. As it was isolated from the rest of the States it developed its own character and became the home for artists and writers such as Ernest Hemingway. Now it is a bit different. Apart from tourists, which are its lifeblood, it is the home to an army of drifters who have nowhere else to drift to. The bars stay open until four in the morning except for Christmas and Thanksgiving Days when they close early - at two in the morning.

The main appeal of Key West is the attractive architecture of its houses. This is similar to that found in parts of Kent and New England. Construction is of wood and ornate balconies abound. It also has an unusual cemetery where the humour of the residents is clear. "I told you I was sick" and "At least I know where he is sleeping tonight" are just two of the epitaphs! Another institution is the street entertainers who perform around sunset - an escapologist, a magician, a performing dog and a pig - yes a performing pig!

Next morning we were up - not quite bushy tailed - for the return trip. Leaving Key West we again avoided the F18s in their circuit and quickly made contact with Miami Centre. I wasn't going to make that mistake again! As we approached Miami International Airport I asked for clearance through their zone. No problem. "Descend to 2000 ft and remain east of the shore line" was the instruction. Which was precisely what we wanted to do. It was then along Miami Beach, past the magnificent hotels, until we approached Fort Lauderdale International. Permission to fly overhead was readily given. We then took a direct track over the rather uninteresting landscape of central Florida for our return to Sarasota.

As ever in the States it was a very enjoyable flying experience. Everyone was most helpful and friendly. Costs are reasonable and the facilities first class. Different accents and procedures on the radio take a bit of getting used to. When activating a flight plan with Tampa after leaving Sarasota, for example, you transmit on a comms frequency and listen out on the VOR frequency. This, however, is a minor matter and doesn't detract from the total pleasure of flying in the general aviation friendly zone that is the USA. Here's to the next time!

Angus Clark.

SPRING EVENTS - 1996

This year is off to a sparkling start, at least so far as IFFR in Europe is concerned. The Benelux and Scandinavian Sections have both produced Bulletins of such professional appearance that your Editor is hard pressed to keep up with either presentation or content. Notice of meetings have been circulated widespread so that as many as possible of the pilot members can plan to attend those of particular interest to them.

The year began with a Winter Fly-in to Kirkbride on the coast of the Solway Firth, so far north that the English members believed it was in Scotland, but within easy reach of the Lowland Scots members for whom the weather relented sufficiently to enable them to fly in for lunch before it turned to vicious snowstorms on the following day. Several of those unwilling to trust the MET Office drove up and all enjoyed the brief re-union.

The next in time was the Rally of the newly established Iberian Section, responsible for IFFR members in Spain and Portugal, who met at Montargil, Portugal, staying at the excellent hotel owned by Peter Neuffert the driving force behind the new Section. Officers were appointed to promote IFFR during the coming months, and anyone contemplating a visit to Spain or Portugal, whether or not using their own aircraft, would be warmly welcomed and might assist in spreading the IFFR Gospel. Our own Past Chairman, now IFFR World President elect, Graeme Le Quesne, flew down in his Lance to attend the meeting and can offer much information and advice to those who would like to follow in his flightpath.

For less adventurous members the Spring highlight was the Fly-in Weekend held at Old Sarum, the airfield for the ancient cathedral city of Salisbury. There Graham Browning, ably and enthusiastically assisted by his wife Doreen, laid on such an interesting programme that no fewer than 46 members and companions in 13 aircraft came from all directions, to be transported to a delightful hotel for lunch in the gardens on the banks of the River Avon before a guided tour of the city and cathedral. That evening at dinner in the hotel, Chairman Feroz Wadia who had flown down with Rachel from Edinburgh, stopping to collect Tony Erskine from Liverpool on the way, was able to welcome both our oldest and longest serving member Ray Stebbings and his wife Effie and several of our latest recruits who had not previously attended a meeting.

Those who lived nearby or without aircraft drove over and enjoyed the events as much as the many experienced flyers. On the Sunday morning a coach took the larger part of the assembled company to visit the Museum of Army Flying at Middle Wallop, a fascinating combination of the Shuttleworth Collection and the Imperial War Museum at Duxford, while a smaller party visited nearby Stonehenge. The company dispersed into the warm Spring sunshine for the afternoon journey home with sincere thanks to Graham & Doreen for arranging such a successful meeting, crowned by the unseasonably sunny weather which had filled the skies with aircraft in place of the more usual clouds. Our next U.K. event is the International Meeting at Biggin Hill on 26-28th July full details of which appear elsewhere herein. Don't miss it, and book as soon as you can - hotel space will be limited.

◆ GAAC Newsletter ◆

Issue 1996 No.1

March 1996
Edited by Bill Bowker

The Environment

This Issue:

This edition of our irregular Newsletter is concerned with what might be described as the pro-active side of the work of the GAAC. Some of us here at Cambridge Street are retired aviators - relatively speaking - and one of the advantages that we have is time to take a more detached view of the aviation scene.

The Environment

Finances

Honours

Parliamentary

Planning

Concern for the Environment is becoming a major preoccupation. How we in the GA movement can play our part by recognising this concern is something on which we have been reflecting.

In the *November Newsletter* we mentioned that research into the environmental effects of GA activities were being planned. We consider this aspect of our work to be some of the most important to be tackled so far. All human activity has a down-side. The hills are over-walked and the seas are over-fished, but no one suggests that these activities should be suspended, because the benefits they confer are so obvious. In every field of activity all that is needed is a degree of self-discipline and, *only in the last resort*, regulation.

Too many see only the down-side of GA. We have to show that aviation can broaden the mind and stimulate the imagination of young people, that it brings employment and business and that its facilities - its aerodromes - are valuable open spaces that are worth preserving. As if that is not enough, aviation brings with it all the pleasures of an absorbing and satisfying leisure pursuit.

Because flying is a conspicuous activity, there for all to see, we have to work harder even than off-road drivers and water skiers to fit into the 'greener' world of the future. We have to operate with more thought and consideration for people on the ground who may not share our enthusiasms and we must work to make less noise. We must also play to our strengths, which is why the GAAC is attempting to sponsor research to establish the environmental, social and economic benefits of GA.

We believe that a well founded academic investigation into the way our kind of flying fits in with the interests of our neighbours can provide the evidence to convince them that we are as worthy of support as cyclists, athletes and round-the-world sailors.

Money is needed to fund this research - and it will be money well spent. The results could underpin the development of GA for sport, recreation and business many years to come. Some Associations have already contributed. Please also make it a priority for you.

Honours

Congratulations to our Chairman *David Ogilvy* on the receipt of well deserved recognition in the New Years Honours list with the award of an OBE. This follows the award last year to the late Ron Campbell, former Chairman of AOPA. Saddened though we were by Ron's death in January we can take heart for the future from these awards which acknowledge Ron and David's work over a long period on behalf of the General Aviation movement.

A recent example of this was David Ogilvy's attendance at the Inspector's Post-Inquiry meeting on the future of *Lee-on-Solent* which was called to hear the views of those with an interest in keeping the historic airfield open for flying. Although the findings of the public inquiry are not expected until the early autumn the Ministry of Defence has jumped the gun and given all operators - including the police, a powered flying club and a naval gliding club, notice to quit by 3 May.

Planning

The work of the GAAC continues to make a significant impact in planning circles. Another urgent task for our Chairman is to present a pro-aviation paper in March to a meeting of planning officers from 6 East Anglian counties.

Almost by the same post came a letter from the Department of Transport asking for details of County Structure Plans which have been identified by the GAAC as lacking any reference to the provision of facilities for GA.

The Department has also indicated an interest in our proposed research projects into the environmental effects of GA activities, projects which at present lack firm sponsorship.

Parliamentary

At a recent meeting of the Parliamentary Aerospace Group at the House of Commons the GAAC participated in the exhibition that preceded the meeting. GAAC material was displayed and the opportunity was taken to discuss General Aviation's problems with Members of both Houses of Parliament. The GA case was also made during the discussion that followed the address by the Secretary of State for Transport.

At the end of 1994 a detailed policy paper, entitled 'General Aviation: A Case for a Government Policy', was submitted to the House of Commons Select Committee on Transport. The GAAC was not called to give evidence before the Committee, but the same paper has since been used to meet two other needs. The first was to respond to a request to AOPA from the Labour Party spokesman on Transport for a contribution to their aviation policy review. Shortly afterwards there was a reshuffle of the shadow cabinet. It appears that when Clare Short took over the responsibility for transport the review was put on ice.

The same paper has recently been re-submitted to the Transport Select Committee in the context of their review of airport capacity. In sending the paper to the Committee their attention was drawn in particular to:

- "1. The impact of the growth of air transport at the larger airports on General Aviation activity.
2. The need for more smaller airports/aerodromes from which business and other operators can fly directly to other parts of the country and, in particular, to continental Europe, thereby cutting out the intermediate stages of using large international airports. This has a considerable time saving and can provide some relief to the larger airports and the associated air and road traffic congestion.
3. General Aviation aerodromes should be regarded as an essential part of the national transport infrastructure and treated as such in transport and town planning."

Finances

Further donations to the work of the GAAC have been received from The Popular Flying Association, the British Gliding Association, the British Medical Pilots Association, the International Fellowship of Flying Rotarians, the Stampe Club, the Gloster Strut of the PFA, Edgar Hamilton Aviation, the British Balloon and Airship Club, the British Model Flying Association, the Helicopter Club of Great Britain, M Jones (Rollason Aircraft & Engines), I J A Charlton, M C Redfern, D Lee, W R T Humphries, D G Esp, R Bailey, A C & P Pinkstone, J M West, C Fairhurst, R G Yates and M Holliday.

GAAC Annual Meeting

The GAAC Annual Meeting will take place at 2pm on Monday 11 March at the Royal Aeronautical Society, 4 Hamilton Place, London W1. Details have been sent to all supporting organisations. If you would like to attend please contact the GAAC office.

Finally, some encouraging words from Mr Gummer's *Rural White Paper* of last October - described in one newspaper as 'The Dream of Gummerus':

On Leisure in a Green and Pleasant Land,

'Leisure activities have diversified in recent years, with an increasing demand for activities such as golf, hang gliding and mountain biking. Other increasingly popular activities, such as clay pigeon shooting and motor sports, can cause disturbance to residents and visitors. Our objective is to enable a wide range of pursuits to be enjoyed in ways which minimise noise and disturbance to others. We seek to ensure that an appropriate balance is struck through the planning system and by encouraging Codes of Practice.'

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