



**INTERNATIONAL FELLOWSHIP  
OF FLYING ROTARIANS  
United Kingdom Section**

**THE ROTATING BEACON**

**WINTER 1997 BULLETIN**

**1998 PROGRAMME**

- April 17-19 Iberian Section Annual Meeting - Oporto, Portugal**
- May 9-10 U.K. Section Rally at Shobden for Brecon**
- May 21-24 German Section Meeting, Augsburg, Germany.**
- June 18-25 American Flyround from Indianapolis to Chicago via Dearborn Michigan, Macinac Island, and Sault Ste Marie to follow the R.I. Convention. Early advices requested.**
- August 14-16 Scandinavian Section Weekend at Bornholm, off Denmark.**
- Sept 12-13 French Section 25th Anniversary Meeting - Loire Valley.**

**More details of the above events will be available in the Spring. Phone or Fax the Secretary on 01462-684941 if you would like take part.**

## AUTUMN MEETING - OLD WARDEN

The September Meeting at Old Warden was an unqualified success. No fewer than 23 members accompanied in many cases by their wives flew or drove up to enjoy the flying display by aircraft of the Shuttleworth Collection. Those who arrived first watched with critical eyes the landing by those who flew in after them, and the uneven surface hard after the long spell of dry weather meant that some aircraft touched down more than once !

The Organisers had once more reserved space for us in an enclosure on the railings close to the Tower where the IFFR Wings displayed on high drew attention not only from our own members but from several other visiting Rotarians who had not come across the Fellowship before.

Members came from far and wide. Our Chairman Feroz Wadia brought down from Edinburgh Norman Macleod, that stalwart who received 100 of us in 30 aircraft into his home airfield of Stornoway in June, and Ted Coles from Stevenage had the distinct honour of bringing with him and his wife Ian and Roma Richards from Albury, Australia, who were completing their European tour. For once the numbers coming by air exceeded the ground-borne.

The aircraft themselves would have delighted the catalogue of any aircraft dealer, including in no particular order an Airedale, Citabria, Victor Air Tourer, Vans RV6, Robin 400, Cessna 152 and a Luscombe 8F in addition to a selection of Pipers from PA 28 to 32. Small wonder that the Airpark looked as crowded as the Carpark and took as long to get away at the close. The weather was kind, the company good, the show slightly repetitive but traditional 'Shuttleworth' and all returned home safely. What more could one ask to close the season ?

If you would like a copy of the Attendance List just give me a call.

**REMEMBER** - All IFFR members are welcome at every event, both at home and abroad. We need your support to make them a success. No language problem - English spoken throughout, the Iberian Section even produces its Bulletins in English. For those with limited experience in flying abroad there is plenty of help available from other members, and for those without aircraft there are often empty seats available on a shared-cost basis. Much cheaper and more interesting than Airline flights. For those who rent or share aircraft **MAKE YOUR BOOKING NOW** - Better to cancel than to try to book late.

IFFR SERVICE PROJECT 1997-98

Please remember that the World President of IFFR is a member of the U.K. Section and help to support his project to raise funds for the

**MISSION AVIATION FELLOWSHIP**

MAF is a non-denominational evangelical Christian Charity which operates in all parts of the third world. By using its fleet of aircraft it is able to achieve the aim of bringing education, medicine and care to people living in areas remote from centres of developed communities.

MAF European division operates mainly in East Africa using 32 small aircraft selected for their ability to operate out of primitive bush airstrips. They are used to transport medical supplies, doctors, nurses, and teachers. Access to many villages would take several days by surface transport. By flying the use of human resources is maximised.

MAF Europe had a Budget for 1996 of £6.2 million. 80% was spent on operation and only 1% on administration. 35% of income is raised by fares, charter and freight carriage charges - the remainder by donation. It is IFFR's target to raise £30,000 to fund the cost of specific equipment required by MAF for their operations. Members of IFFR are asked to bring this project to the attention of the International Service Committee of their own Rotary Club. Elsewhere in this Bulletin is a request for fly-in visits to Rotary Clubs next Spring. If your Club can host we can offer a short talk on MAF - if you are a visiting pilot ask your Club to sponsor your flight at 50p per mile return and see what we can raise together while we are enjoying ourselves.

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Pinched from 'PILOT' Magazine :

Heard on the Tower frequency at Nashville, Tennessee :

*Aircraft* : "Hey, that altimeter setting we got put us 15 feet underground". *Tower* : "Well, up periscope and taxi to the ramp".

Clearly that pilot has never landed at Amsterdam, Netherlands on QNH.

## MEMBERSHIP

The report of the Scottish FlyRound published in "ROTARY" and the efforts of Tony Erskine IFFR # 4096 who manned the IFFR Fellowship Stall at the District Conference of District 1180 have succeeded in attracting no fewer than six new members - details below. Our thanks to Tony, Ian and Bill who wrote the report. Does YOUR District make provision for Fellowship displays at its Conference ? If so can YOU man a stall for an afternoon to promote IFFR ? The Secretary can willingly provide support material by way of Bulletins both local and European, photographs, IFFR History, application forms etc. A little effort on your part will make it better for us all.

We welcome the following who have joined or rejoined us recently :

<u>Name</u>	<u>Rotary Club</u>	<u>Airfield</u>
William Bowman	Banchory-Ternan	Aberdeen/Dyce
Reg Goodman	Lewes	London Gatwick
Brian Leahy	Douglas IOM	Ronaldsway
David Marks	Bedford	Little Staughton
Jim Mitchell	Bangor N.I.	Newtownards
John Sealby	Bassenthwaite	Kirkbride

We look forward to meeting them at the forthcoming meetings.

### A quick look backwards :

No this is not part of the HASEL checks you should make when practising your aerobatic or handling procedure - just a glance into the old records.

I recently came across the file of the beginning of IFFR in the U.K. Did you know that of the membership in 1968 - 30 years ago and the earliest of which we have details - both Charles Strasser and Ray Stebbings are still members and Charles regularly attend IFFR events throughout Europe.

The 1974 Programme included Fly-in Lunches at Stapleford Tawney in March, Bembridge in May, Fair Oaks in June, and both Bognor Regis and Southend in July, and a weekend trip to Le Touquet in May to the French Rotary Club Evening Meeting. In each case the local member organised transport to his Rotary Club lunch and back to the airfield. Perhaps the time has come for more of these 'low key' events as well as the International Rallies.

Can YOUR CLUB offer a date for us to visit and provide ground transport ? As more of us reach retirement age and can fly mid-week this should enable those members who rent to participate, and help your Speaker Finder to fill his program. Why not show this Bulletin to him and the Club Service Chairman and then give me a call with the date and place and a contact number for bookings. I can circulate the invitations. Dates in the Spring are likely to be the best for weather, but many of us still fly throughout the winter months. Sunrise and Sunset Clubs will have to wait until Summer Time as single engine night flying presents its own problems for many.

# GAAC Newsletter

Issue 10

News from the General Aviation Awareness Council

October 1997

Edited by Jack Wells

## Editorial

### Note to Editors of Association Journals and other aviation publications:

**GAAC news needs to reach a wider audience.**

#### **In This Issue:**

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**Please make use of  
this material in your  
Journal.**

**. . . . . and to all our  
readers:**

As this issue is being distributed more widely than earlier issues it contains some general information about the GAAC for our new readers.

In the event it turned out to be a longer term task and in 1993 the former General Aviation Awareness Campaign became the General Aviation Awareness Council. It was formed into a limited company this year. Our patron is Sir Peter Masefield and the GAAC is supported financially by the constituent organisations, by its prime sponsor, Air-BP, and many industrial companies and individuals. There are 58 organisations in membership, including virtually all the UK GA associations.

## Current Activity

Over the last two years the emphasis has focussed on the third objective as aerodrome planning problems have put a heavy demand on limited resources. This has involved:

- monitoring county structure plans to ensure that as they come up for review provision is made, where appropriate, for the provision of GA facilities.
- responding to requests for advice on countless local problems from the Cairngorms in the North to Lee on Solent in the South.
- completing new planning guidance notes on how to apply for planning permission, how to appeal against adverse decisions, guidance on safeguarding and advice to planning officers on how to handle planning applications for flying sites.
- addressing such professional bodies as the Environmental Health Officers to try to get the aviation point of view across to them.

To encourage pilots to be aware of the need to think of environmental issues, more than 100,000 copies of the leaflet '*Considerate Flying*' have been circulated; currently this small publication is being expanded into a second issue. Another leaflet '*How green is your Airfield?*' explains the value of an airstrip as a home for flora and fauna. It is also being used to educate the young.

[For copies of any of these publications contact the GAAC office.]

The GAAC has running contacts with central Government on planning and operational issues relating to GA aerodromes and airstrips. Currently the Council is seeking to have changes made to national planning policy guidance documents and is making an input to the discussion paper on 'An Integrated Transport Policy'.

## HISTORY

In 1990 the serious shortage of General Aviation aerodrome capacity led six of the associations most concerned, including the Airport Operators Association (AOA), the Aircraft Owners and Pilots Association (AOPA) and the then Air Taxi Operators Association (ATOA), to combine to form an Aerodromes Protection Agency, but as this was not representative of the whole of General Aviation activity it made little impact on those concerned with General Aviation policy either at local government or national government level. In 1991 however, with the encouragement of the General Aviation Safety Council (GASCo), the aviation associations came together to support a campaign to make the policy makers in local and central government, users of GA facilities and the public at large aware of the value of GA to the community in order to correct the misapprehensions that seemed to exist at all levels. It was envisaged initially that a campaign lasting about two years would suffice, but this turned out to be unrealistic when it emerged how much work had to be done to achieve the objectives.

In summary these were and remain:

- to explain the nature of General Aviation;
- to promote its purpose and value;
- to protect its facilities (eg aerodromes);
- to ensure its future.

Successive Ministers in the previous Government welcomed the fact that the GA movement had assembled a collective act, which is much more effective than a series of individual associations making isolated approaches. This stance is being maintained with the new Government. Happily officials move around rather less frequently than do Ministers.

In general, individual planning and operational problems are handled by appropriate associations, although some have been dealt with directly by the GAAC. Information about all planning applications, enforcement notices and appeals is maintained by the GAAC and currently the records cover more than 260 UK flying sites of all kinds.

So, if there are any isolated headless GA chickens flying on uncertain headings, perhaps they should join the GAAC circuit. Initial help is available to all in GA who have problems relating to flying sites, even if - shame on them! - they are not members of any association. The GAAC exists to secure a better future for all light aviation in the UK. Its appeals are being heard in places that matter.

## ***Aerodromes & Planning***

A formal response to the **SCDC Local Plan** has been submitted by the GAAC and other associations.

Assistance and advice have been given concerning planning and operational problems at many aviation sites including Lee on Solent, Bideford GC, Eshott, Hatfield, Inverness, Newtownards, Aberporth, Manston, Bridport, Rednall and White Waltham.

Representations from the GAAC and other bodies have resulted in major revisions to the proposals contained in the initial consultation document from the **Cairngorms Partnership**. The objections to light aircraft in the area have been withdrawn completely.

Another success can be notched up. Essex & Suffolk GC have won their appeal and the restrictive conditions that were to be imposed at Wormingford have been removed completely. This was possible only because financial support was available from the BGA's planning and environment fund. This is available to all gliding clubs. Are other associations similarly switched on?

## ***The Airports Policy Consortium (APC)***

The September issue of *'Planning'* magazine refers to efforts of the APC to co-operate with other bodies to adopt a joint approach to forward planning which 'combines the efforts of the aviation industry and those of affected local communities'. The APC is a body formed by local authorities to the west and south of London. Their major interest is in the London airports. Nevertheless we shall be touching base with them to establish whether we have any common interests.

## ***The Political Scene***

The Government [Dept. of the Environment, Transport and the Regions - DETR] has recently circulated a paper entitled *'Developing an Integrated Transport Policy' - an invitation to contribute*. The paper focusses mainly on public transport, car use and road versus rail. Just two paragraphs out of fifteen pages relate to Aviation and Airports. The paper is available from DETR and on the Internet.

The GAAC will, in consultation with its constituent bodies, be responding to this *invitation*. Comments on the paper have to reach DETR by 15 November.

The Liberal Democrat party has mounted an aviation policy review and the GAAC has submitted evidence to ensure that the needs of GA are not overlooked.

The Transport Sub-Committee of the House of Commons Select Committee on Environment and Transport is conducting an inquiry into UK air traffic services. Evidence on the privatisation of NATS has been submitted.

Representatives of the PFA and AOPA have met Glenda Jackson, the Aviation Minister, to discuss planning and other issues.

## ***Publicity***

Carolle Doyle has joined the GAAC Working Group to assist with Press and Publicity matters.

An Internet web site is being developed by AOPA for the GAAC as part of the *Education Initiative*. Until its own home is established it will be located at [www.aopa.co.uk](http://www.aopa.co.uk) soon.

## ***Noise & the Environment***

ICAO is reviewing noise measurement criteria. Annex 16 and Chapter 10 standards will be tightened and applied to newly certificated aircraft from 1998. GAAC is keeping in close touch with developments.

## ***Finance***

Further donations to the work of the GAAC have been received from the Shadow Owners Club, the Stampe Club, Sywell Aero Club and Richard Blennerhasset.

An application, supported by Air BP, for funds from the *Sportsmatch* scheme has been rejected..

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