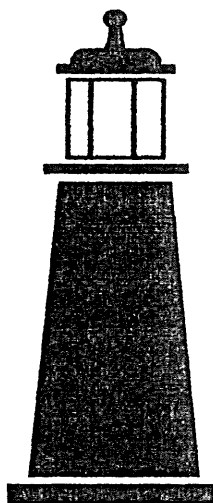


THE ROTATING BEACON



SPRING BULLETIN 1999

DR RICHARD T. ADAMS

It is with great regret that we announce the death of the late Richard 'Dick' Adams, the International Secretary & Treasurer of the Fellowship, who died on 27th December. Although he had been suffering from cancer for many months he never allowed it to interfere with his dedicated service to IFFR and those of us fortunate enough to have attended the R.I. Convention at Indianapolis last June will recall his cheerful spirit and enthusiasm notwithstanding his limited mobility. His passing is a great loss to the Fellowship, and his successor in office, Tomas Surowka a fellow club member from Sarasota, Florida, who was appointed assistant secretary last June, will have a high standard to follow. Our sincere sympathies go to Dick's companion, Sybil, and the members of his family.

IFFR E-mail addresses

An increasing number of our members have provided me with details of their E-Mail addresses and I propose to maintain an E-Mail IFFR Directory as the numbers rise. For the time being standard communication will be by Fax and post, but when I have mastered the intricacies of E-mail use I shall be happy to send Bulletins by that method to those preferring to receive them so. There are already established IFFR sites both in the U.K. and elsewhere on the Wibbly-Wobbly-Web for those who can search. The U.K. page is at :

<http://www.barnard.force9.co.uk/iffhome.htm>

Other U.K. addresses are ;

IFFR	Name	Address
3391	Malcolm Barnard	malcolm@barnard.force9.co.uk
4902	John Bowden	john@chancellors.com
4089	Robert Bowers	ygt34@dial.pipex.com
4825	Allan Chamberlain	AllanC@GlenCare.co.uk
4092	Angus Clark	angus@goldhead\force9.co.uk
3993	Richard Dupee	rdupee4884@aol.com
4861	Ian Kerr	ikerr@grampian.com
5052	Mike Pudney	jr43@dial.pipex.com
2767	John Ritchie	john@ritchieifr.freemove.co.uk
0652	Charles Strasser	strasser@itl.net
3446	Feroz Wadia	ferozwadia@hotmail.com
4931	John Young	jjandp@aol.com

Ern Dawes, IFFR World President is at	edawes@sge.com.au
Laurie Chapman, World Bulletin Editor	laurie@ix.net.au

As you see, not all the surfing in Australia takes place on Bondi Beach

JAA – FLIGHT CREW LICENSING

AOPA recently ran a day Seminar on the subject of the changes in flight crew licensing being introduced across the European Community in order to authorise automatic recognition in each member country of the validity of the pilot licences issued by any other participating country. This has necessitated the harmonisation of procedures in 29 different countries in respect of licences and ratings. The prime purpose seems to have been to facilitate the free movement of labour in accordance with the principles of the Treaty of Rome. Professional licences were tackled first until it was realised that the PPL course forms the basis for all pilot training so that the PPL had to have a place in the process.

It has taken 11 years before an agreed document was achieved and this falls into three parts, namely : 1. Aeroplanes 2. Helicopters 3. Medical requirements. AOPA concentrated on ensuring a favourable regime for private pilots in the light of various national Flight Crew Licensing Authorities who put forward such proposals as:

1. No-one should receive instruction without holding a medical certificate
2. No-one should receive instruction without holding a student licence
3. No-one should occupy a front seat without holding a medical certificate !
4. A requirement to pass a psychiatric test before commencing training !
5. Flight Instructors must hold a University Degree,

and many more of similar value !

Unhappily for VFR pilots the document is limited to Crew Licensing and will not do anything to harmonise

the Rules for VFR flight which vary from country to country. (Just try flying on airways in the Netherlands or U.K. and see how you get on !) It will help pilots by introducing standard flight training, currency and medical standards.

Licensing Changes

Current national licences will remain valid, and you can continue to fly U.K. registered aircraft across Europe without holding a new JAR-FCL licence. These will be issued for a 5 year period but must contain a valid Class or Type Rating and Medical Certificate. Medical Certificates will be Class 1 for all professional pilots and Class 2 for all private pilots. Class 3 disappears. Medical Certificates issued after 1st July next will be under JAR standards. These require renewal every TWO years at ages between 30 and 40. Some relaxation of eyesight requirements apply for Commercial Pilots – no change for PPLs. Flying Training Establishments must register with the CAA by 1st July and all aeroplane flying training commenced after that date will be in accordance with JAR-FCL procedures. A 3 month period is left to complete current training. Helicopters have until 1st January 2000 before the new training requirements come into force.

Aeroplane Class Ratings

As before these divide between Single and Multi-Engined but with endorsements required for Sea or Land and for VP prop, Retractable Gear, Turbocharged, Pressurised, and tail wheel in respect of Single engined only. It seems that there are few if any Multi engined aircraft with tail wheels or without VP props and Retractable gear. Familiarisation or training is required to add type endorsements and if the type has not been flown within the preceding 2 years a proficiency

check will be needed. Additional training shall be entered in the pilot's log book. The IMC Rating is not yet recognised but will continue in force for U.K. licence holders, until replaced by the Instrument Weather Rating (Plus ça change – plus c'est méme chose ?)

Rating Validation Requirements

From 1st January 2000 single-engine class ratings are valid for 2 years and the holders must either within 3 months before expiration of a rating pass a proficiency check with an *authorised examiner*, OR within 12 months preceding expiration complete 12 hours flight time including 6 hours Pilot in Charge with 12 take-offs and 12 landings AND complete a Training Flight of at least an hour with an *instructor* which may be replaced by any other proficiency check or Class or Type Rating test. Multi engine class ratings are only valid for one year but can be validated by undertaking a proficiency test with an examiner within 3 months before expiration and making 10 flights of at least 15 minutes during the year, or flying a sector with an examiner.

Recent Experience Requirements

This will apply to all licences, ATPL, CPL & PPL. A pilot shall not fly as Pilot in Command carrying passengers unless within the preceding 90 days that person has made three take-off and three landings as the sole manipulator of the controls in an aeroplane of the same type or class. A licence holder without a valid instrument rating shall not act as Pilot in Command carrying passengers at night unless he has conducted at least one take-off and landing at night as pilot in an aircraft or helicopter of the same class/type in the preceding 90 days.

(See Editor's Note below)

Conversion of national PPL to JAR-FCL PPL

The holder of a PPL wishing to convert must:

- i. have a total of 75 hours flight time
- ii. demonstrate to the Authority knowledge of the relevant JAA requirements
- iii. demonstrate competent use of radio navigation aids

The above is a Summary only of the forthcoming requirements. Full particulars will be published in a series of Aeronautical Information Circulars in course of issue. These should be read to see how your activities will be affected. The timetable for introduction is as mentioned, but as the CAA representative agreed that amendments to the Air Navigation Orders will be needed to bring the changes into force, in view of the current backlog of more important matters in Parliament such as the abolition of the House of Lords I have some reservations as to whether this can be achieved.

Editor's Note: This is what the proposed regulation says; it makes no provision for the pilot of an aircraft certified for single pilot operation to be accompanied by any other pilot whether or not an instructor. It is well established that 'passenger' does not necessarily mean 'paying passenger'. As at present worded the rule would deprive a pilot not in current practice of the extra pair of eyes and hands at a time when he most needs them. Are you happy to be in the circuit with such a pilot in these circumstances? I have made representations to the CAA and JAA on this matter.

AOPA SEMINAR

The Seminar closed with a Question & Answer Session which cleared one or two items, after talks from Mike Gibson of the CAA Enforcement Branch and Alan Daley Head of the CAA G.A. Department, from which we learnt that there are 60,000 current PPLs of which 36,000 hold valid medical certificates. 85% of all U.K. registered aircraft are not used for commercial air transport, and of the 145 licensed airfields only 25 support regular commercial passenger services. The U.K. Safety record is 400% better than the world average, and the 112 prosecutions conducted in the 3 years 9 months to November 1998 involved 185 charges of which only six charges were dismissed. Penalties varied between conditional discharge, fines up to £7,500 and six month in prison. The majority were in respect of improper documentation, registration, certification, or equipment (53), and 20-22 each for low flying, illegal public transport, or infringements of licence or controlled airspace. In excess of 2,000 complaints had been investigated and the balance had been dealt with as unenforceable or by written reprimand or caution. It was an informative day.

John D. Ritchie

MEMBERSHIP

Since the last Bulletin we are happy to welcome into membership of IFFR Derek Blake, of Aldridge Rotary Club who flies from Halfpenny Green and Graham Rettie from Aberdeen. We look forward to seeing them and their wives at our meetings. Less happily I must report the resignation of George Todd from West Ella, near Hull and Peter Warner from Thatcham, Berks. We shall miss their company.

FORTHCOMING EVENTS

The full programme and Booking form for the International Meeting at Norwich will be out shortly. As this is not until 21st May a Spring Meeting has been arranged to take place at Blackpool on the weekend of 27th-28th March, the day the clocks go forward thus giving an extra hour of daylight for your return flight. The details are all on a Flyer enclosed herein. The hotel has an excellent leisure complex so bring your swimsuit. Please book your room direct with the hotel, but tell Tony Erskine of your attendance and how you will be coming. We hope for the excellent weather and strong attendance we enjoyed at the Isle of Man and again at Shobden last spring. Please contact the Secretary for dates of the events abroad this summer so that he can send you particulars as these are received.

IFFR World Bulletin

In consequence of the untimely death of Dick Adams, some members may not have received their copy of the November IFFR World Bulletin. If you are among them, please phone me on 01462-684941 for a copy and I will send a photocopy by post.

CONTRIBUTIONS

One of the problems besetting the Editor of any Club Bulletin is to get contributions from other members. In this issue I am delighted to include a report sent by David Rowe, a past Chairman of the U.K. on the IFFR Flight through the Caribbean, and an article by Len Smith, past President of RIBI on his hobby of Air Racing. If you have flown anywhere which might interest our members please let me know and I will happily include it in a Bulletin.

IFFR FLY-IN to St LUCIA
November 1998

Of all the reasons to join IFFR the one I value most is the friendships we have made around the world. Those who take part in IFFR Fly-ins, not only those held in conjunction with RI Conventions, but also local and regional Fly-ins and Fly-abouts know that this is where friendships are made and cemented. Among our friends are Herman and Doris Hassinger from the Rotary Club of Moorestown, New Jersey - very near Philadelphia Pennsylvania - whom we first met in 1993 at the IFFR AGM/RI Convention in Melbourne Australia. We got to know them better when they flew with our friends John and Mary Ritchie in their P-28 "Arrow" to the 1995 AGM at the RI Convention in Nice, France, and on that year's IFFR Fly-about, which visited Elba, Sardinia and Corsica.

John and Mary were due to fly with the Hassingers in their Beech "Bonanza" to the IFFR AGM at the RI Convention in Calgary Canada in 1996, but when they found they were unable to go the Hassingers kindly invited us to fly with them instead; we had a great time, visiting the famous Oshkosh Air Museum in Wisconsin on the way to Calgary and enjoying great Rotary fellowship, including Rotary home-hospitality in Calgary itself, as well as the freedom of flying in North America.

Most IFFR sections hold a fly-in or two each year, but the Caribbean Section - which until very recently seemed to consist of just Peter "Pedro" Barnard of the St Lucia Rotary Club - held its first Fly-in during October 1994; our friends the Hassingers had taken part and thoroughly enjoyed the experience. In 1997 we flew them in our DR400 Robin "Regent" to Glasgow, Scotland for the Convention and subsequent IFFR Fly-about round the Western Isles to Stornaway, through the Great Glen to Inverness, then to Aberdeen and Edinburgh, and finally back to Headcorn.

At the Glasgow IFFR AGM Pedro promised to organise another St Lucia Fly-in for November 1998; Herman and Doris were very enthusiastic and invited us to fly to St Lucia with them; it looked like fun, so we accepted like a shot. They

suggested we flew commercially to Florida, where they would meet us and then we would fly round the Bahamas and other Caribbean islands to St Lucia. However, during the intervening year we gained a couple more reasons to visit Philadelphia; our son started his MBA course at Wharton Business School in Philadelphia and some English friends went to live and work very near to Moorestown, so we arranged to fly with the Hassingers from Philadelphia.

The Fly-in was scheduled for November '98, a time when New England is celebrated for the beautiful Autumn colouring of its tree foliage - something we had long wanted to see - and the next part of our plan fell into place. We had taken the precaution of selling our dental practice in 1997, so the prospect of a few weeks away was no longer a problem; we decided to make the most of our trip.

The week in New England was beyond expectations; the foliage was exceptional, the places of interest well selected and our Tour Director and Driver first class. However, on arrival at our last hotel there was a message from Herman, to say that a taxiing incident with his aeroplane required the engine to be removed for checking and it would be unserviceable for weeks. He and Doris would be unable to make the St Lucia trip, but he had arranged for us to fly with another IFFR member. So, after spending an interesting ten days in New Jersey as guests of Doris and Herman, where we enjoyed Rotary fellowship and visited our son and our English friends, we flew by commercial jet from Atlantic City NJ to Orlando International in Florida, where we were collected by Flying Rotarian Marilyn McClaskey and her husband Larry, whom we had first met in Nice in 1995. Her Piper PA-32 'Saratoga' with fixed u/c and single 300hp Lycoming engine can carry almost its own weight, and would need to - our luggage included clothes for three climates as well as smart wear for St Lucia Rotary Club's Charter Night!

After a twenty-minute hop to Fort Pierce, on the west coast of Florida, we met the rest of the St Lucia group for an outdoor dinner and to catch up on all the news. Our party of ten included more old friends, Dan and Barbara Nalven from New

York and Marilyn and George Alderman from Delaware and new friends Rotarian Gail Saib and her husband Kanan, who both come from Turkey but have lived many years in Germany, where Kanan had qualified as an Orthodontist and Gail as a lawyer; they are now both retired in Myrtle Beach, South Carolina and both are learning to fly.

Next morning we took-off for the four hour flight to Providenciales (Provo), in the Turks and Caicos Islands. The first thirty minutes were over open sea, but we soon began to see changes in the colour of the water and little islands appeared, most seeming to have airstrips on them. We had been told about the beautiful turquoise and cerulean blue and had seen pictures, but what we were actually seeing was far beyond anything we had imagined beforehand. Our 7500 foot cruising level was low enough for a good view of the surface, but high enough to maintain radio contact with "Center"; occasionally we went up to 9500 to clear the tops of cloud. It was around 30' C on the ground, so the 15' to 17' reduction made it much more comfortable. Marilyn's autopilot has height hold and can be set to climb or descend at very gentle rates of change; Gill and I were usually sitting in the backward facing pair of the club-seating, where we couldn't easily see the instruments, but a gradual increase in temperature told us we were descending as we approached our destinations. An advantage of these seats was that communication between pilots and passengers was easier because our heads were close together. I flew a few legs in the front right-hand seat and found it useful to be able to ask Larry where things were located, when I didn't want to distract Marilyn.

The LoRance GPS set, which shows a moving map with annunciator side-bar giving track, bearing, distance, groundspeed and ETA was a godsend for this type of flying; used in conjunction with DVORs and ADF the one thing we didn't have to worry about was navigation, so long as the fuses didn't blow! For the greater part of the time we could see islands and rocky outcrops which not only helped with navigation, but were also a comforting sight, lest the noise at the front should cease!

After Provo we set forth for St Martin FWI/Sint Maartin NA, an island jointly administered by France and Holland. Although there are separate areas designated as French and Dutch there is no visible frontier and the US Dollar is accepted everywhere and English is understood and used throughout. There were francophones in the French sector, in fact the St Martin North Rotary Club holds its meetings in French, but went bilingual when our party of ten paid a visit. They were in fact pleased to see us as their Speaker had cancelled and there was a long list of apologies! We recruited two more potential IFFR members in this club.

Next day we flew to St Lucia where Pedro and his team met us and filled us with rum punch before taking us to the fabulous Tradewinds resort, where we had well equipped villas with individual pools, and wonderful ocean views without getting out of bed! Hospitality by Rotarians included a barbecue, a day's cruise in a large luxury catamaran and attendance at the club's Charter Night. We were joined by Bob and Ann Bellamy, from Myrtle Beach SC, who had flown commercially.

Three days later we flew to Bequia, a half-hour flight to the south. On landing Pedro enquired about the route to his chosen restaurant, only to be told it was on a different island! We found somewhere else for a wonderful lunch on this beautiful little island, before taking off for the ten-minute hop to St Vincent. Pedro warned us to get the landing right first time, you land towards the mountains and you take off away from them - there's no go-around here! St Vincent South Rotary Club turned out in force to look after us; they changed their meeting day so we could attend after which one of their members held a cocktail party with live steel band at his father's house - wonderful hospitality.

Next morning we had a long haul to Puerto Rico, this was just for a night stop, but we had a very good dinner in a Spanish restaurant and next day set off for Stella Maris, on Long Island Bahama. We were welcomed with lunch and rum punch; we had sea-shore villas, wonderful food, silver sand beaches, what more could we want? It was hard to climb aboard that Saratoga for the flight to Miami, where we said farewell. *-Continued below*

AIR RACING

When I sent my annual I.F.F.R. subscription back to John Ritchie I put a note of apology on the bottom of the form.

I said that I was sorry I had not managed to get to many I.F.F.R. events recently, but added that I was still taking part in the Royal Aero Club air races in the Summer - hence a request from John to write an article about them.

The Royal Aero Club records racing and Rally Association organises a season of handicap air races for light aircraft each summer. These are usually six weekends where races are held each based at a different airfield. These include Leicester, where the prestigious King's Cup takes place at the end of the season, Bembridge in the Isle of Wight where the Schneider trophy is usually held, Shobdon, Welshpool, Swansea, Lydd, Shoreham, Carlisle, Manston and several others.

Each race is about one hundred miles over four laps of 25 miles, each starting and finishing at the airfield. The course is more or less rectangular, so each leg is around six miles or say two to three minutes in our Piper Cherokee 180. Turning points are marked by small orange triangular tents around three feet high with observers stationed by them.

The race is handicapped based on engine performance, past records, declared maximum speed at full throttle and flight testing. The slowest start first, the fastest last and, if the handicappers get their sums right, everyone should arrive at the finishing line at the same time! The aircraft taking part vary from the very old to the newest :- Chipmunks, Beech Barons, Harvards, Spitfires, Cessnas, Bulldogs and our Piper Cherokee is usually drawn somewhere in the middle. There is usually about 30 minutes from the time the first aircraft takes off to the last away. The race lasts about an hour - that is for the first away, only about half an hour for the last off. Some of those early away will have already completed at least one lap before the last even start, so they

have to overtake the slower ones twice if they are to win.

Everyone is given the start order and start times before the race and we all line up in the correct order on the runway or taxiways leading to it.

At the start of the race the starter's flag is raised 10 seconds before the first one is due to roll and lowered at the start time. The next aircraft moves up to the start line and each is given the same 10 second warning. After that everyone gradually catches everyone else up or overtakes etc. With many aircraft having similar performance in the middle order, start times can be as little as 10 seconds apart. In this case the aircraft in front will have barely taken off before you start to roll along the runway.

Everyone has to practice the course before the race. Ordnance Survey maps are issued with the course shown, indicating turning points and grid references are given. One can work out lats and longs and enter the turning points into the G.P.S.

One needs to practice for three good reasons:

The first is to sign a form declaring that one has been round the course and has identified where the turning points are, having seen them with one's own eyes.

Secondly that one will have enough fuel to complete the course.

Thirdly one needs to go round several times (usually there are four laps) to pick out landmarks, fields, houses, trees, crossroads etc. leading one to the next turning point. With all the modern technology available the best aid is still "eyeball mark one".

It is much better to have a two man crew, one flying the aircraft looking outside all the time, the other giving instructions, working the G.P.S., possibly looking at the map. However, both should know the course by heart by the time you race; checking instruments, fuel etc. but also

spending more time looking outside as well.

The minimum height is 500 feet above the ground, so most people fly at or a little above that. We normally fly at about 800 feet. It means we are clear of most other aircraft, particularly at the turns, and we don't have to worry about the possibility of disqualification for low flying.

We normally take about 40 minutes for the race. The adrenalin really starts when it is your turn next. You are at the starting line, the starter's flag goes up indicating 10 seconds before the off,....fuel power on when there is 5 seconds to go.... feet hard on toe brakes....all set to go....The flag goes down and you are away! Take off as soon as flying speed is reachedhold the plane down very close to the ground until flying speed increases....climb very gradually once you see the first turning point or scatter point, often only about half a mile away from the end of the runway....climb to 800 feet with the plane in front the first target to try to catch him up and pass him as the first objective. Mind you, if he has started, say, 20 seconds ahead of you it means the handicappers have calculated that you will take 20 seconds less time than him (or her - there are a few lady air racers) to complete the 100 miles, or 40 minutes to catch him, so one cannot expect to roar past on the first leg or even in the first lap. In theory you should catch him, and everyone else in front of him, just as you all reach the finishing line. It also means that all those aircraft who took off behind you should also catch up with you exactly on the line!

It doesn't work out exactly like that in practice of course, but the finishes are very close. There is often only about 60 seconds between first and last across the line and 'in the bunch' in the middle 20 aircraft can pass the line within 10 seconds.

At the finish one is allowed to dive from about 3 miles out to a lower limit of 75 feet.

There used to be no lower limit at all and it rather amused us when the rules were changed and the explanation was given that it was felt 75 feet should be the lower limit " in case some of the faster planes were catching the pack rapidly, and had no where to go, it gave them room to go underneath".

The races are exciting, gradually getting more interesting as one gets nearer to the finish with everyone closing up. The sky appears to be full of aircraft and we have to keep a very good lookout, particularly at the last few turning points. It is important that one does not climb or descend during turns as one can lose sight of the other aircraft in a very sharp turn. Some people put the plane on a wing tip with the wings almost vertical to the ground and make the tightest possible turn. This gets you round the corners which are mostly ninety degree turn in direction so do not take long but at the loss of speed. Others do a more gentle turn which takes longer and covers more ground. This also depends on how manoeuvrable the aircraft is and how fast as well. One can be disqualified for cutting a turning point so one has to keep a close eye on the turning point on the ground as well as on the other aircraft turning over it who will be at different heights from you.

After one has crossed the finish line one climbs quickly straight ahead and once the last plane has crossed we all do what is in effect a very large circuit to commence stream landing. Make sure in this that you allow plenty of room between you and the aircraft in front, if you allow too much someone else will nip in. Ideally the aircraft in front of you is faster than you and not slower or you will catch him up on the final approach.

There are anything between 20 and 50 aircraft in each race. Pilots vary in age between 21 and 75. One has to pass various flying tests before being allowed to apply for an F.A.I. competitors licence and have at least 100 hours in command. Pilots vary from ex R.A.F. jet fighter pilots to Airline Captains to ordinary

P.P.L. flyers. I have been racing for fifteen years now. My youngest son is my present co-pilot. He is 23 and gained his P.P.L. at 17 when at school. He did have a fair amount of experience in our plane before this. My middle son is a British Airways pilot, currently a Senior First Officer on the A320, shortly to become a Captain, and he at 33 thinks the whole business far too dangerous. The leader of the Red Arrows said the same thing to me! I have to say we have not had or ever seen one incident of danger in all the races we have been in.

The skill is partly in the tactics of the turns, roughly 16 in each race. We have made use of the G.P.S. giving us ground speed to climb or descend to take advantage of a tail wind and various other techniques.

We have come almost everywhere between first and last, largely depending on the handicappers.

It is very exciting when one passes another aircraft, as you know that normally he is not going to be able to catch you up if he is slower. It is just as disappointing when one of the faster planes passes you - unless he has done one less lap than you have - because you know there is little chance of you catching him.

The great battles are between aircraft with very similar performances where one may be more agile in the turns and beat you round the corner and you may be faster on the straight and level and catch him up and pass him - or her I must add - before the next turning point.

One has to have some excitement in life and in our life the air racing provides it. Rather different from delivering Rotary speeches from platforms or dealing with girls' school uniforms and headmistresses.

It is satisfying if one wins. We have a collection of silver trophies, having won the National air races at Blackpool (with Rotarian Hubert Pierce as co-pilot), the Goodyear trophy at Welshpool and the

Gower cup at Leicester over the King's cup course.

We came 7th out of 25 in last year's Schneider trophy. Four seconds sooner and we would have won, 32 seconds later and we would have come last.

It is nice to have won several races but, as with most sports, it is the "taking part" that counts. We always enjoy each race, as long as the weather permits, of course, because the conditions must be good enough and races are cancelled if visibility and cloud base do not allow. Safety is paramount quite rightly.

I hope this has not been too long for you to reach the end and, if you have read it all, that it has thrown some light on the world of Air Racing and has been of interest.

Our ambition is to win the King's Cup - who knows perhaps one day! We will keep trying.

Len Smith
25th January 1999

Continued from St. Lucia Fly-in

Marlyn and Larry were anxious to get on their way since weather forecasts promised rain and high winds approaching from the west.

After amusing ourselves for a day, dodging the hot sunshine in the "Art Deco" area of South Miami we flew back to a cold grey Heathrow! However we were warmed by the memory of wonderful IFFR friendships made and renewed.

David Rowe – IFFR 1765