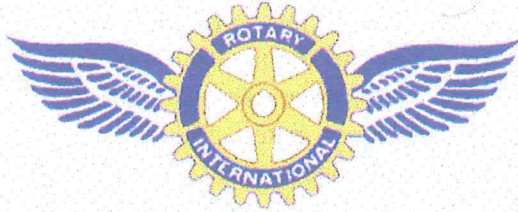


INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS



THE ROTATING BEACON

THE SPRING 2000 BULLETIN

Of the United Kingdom Section

PROGRAMME OF EVENTS

- | | |
|---------------------------|--|
| April 8-9 th | Spring Meeting & AGM at York, fly in to Elvington |
| April 28-30 th | Italian Section Meeting at Bergamo and Venice |
| May 1 st | Breckland Family Show, RAF Watton Norfolk |
| May 27 th | Summer Meeting at Manston, Kent
followed by the Salzburg Flyround |
| August 4-6 th | Scandinavian Section Meeting at Haugesund Norway |

For further details of all these events see the iffr web site www.iffir.org or contact the Secretary by phone/fax on 01462-684941. Members have shown interest in attending all of these activities - come and join in.

YOU DON'T HAVE TO GO ON THE TRIP TO SALZBURG TO TAKE PART IN OUR: SUMMER MEETING AT MANSTON

This will be held on the Whitsun Bank Holiday Weekend, using Manston Airport as our base. An RAF field since 1916 it is now entirely civilian but has an interesting wartime history, among those stationed there being Barnes Wallis & Guy Gibson of Dambusters fame. A grass field for the first 25 years, consent was given for a 3,000 yard concrete runway in 1942 following an incident when 10 bombers returning from a sortie crash landed, causing one of them to carve its way through a line of 45 parked Spitfires and another to wreck a hangar. Traces of the FIDO fog dispersal equipment remain. We will stay at a seafront hotel, and visit Dover Castle where the secret wartime defence tunnels are now open to the public. Originating in Napoleonic days, these were converted in 1939 to provide a bomb proof Operations Centre from which the Dunkirk Evacuation was managed, and a Hospital. These have all been fitted out with the original furnishings and appropriate sound effects. Other exhibitions on site include medieval tunnels and a dramatic interpretation of the French Siege of 1216, the Princess of Wales Royal Regimental Museum and a Roman Pharos and buildings. **Accommodation is scarce so BOOK NOW through Ives Branson, details below.**

INFORMAL FLY-INS

It was a Saturday morning in February. The weather forecast for Sunday had an unseasonable high parked over most of the country. I remembered a very enjoyable informal IFFR fly-in we had one Sunday a few years ago to Kirkbride in Cumbria. An e-mail to UK IFFR members, whose address I had, plus a couple of telephone calls resulted in four aircraft and twelve people going back to Kirkbride. The White Heather Hotel on the edge of the airfield produced an excellent Sunday lunch. It was good to meet old and new friends.

I believe there is a place in the IFFR calendar for such informal 'no organisation' events. The short notice and inability to contact members not on the 'net' almost certainly limited the numbers. The weekend or week long events tend to restrict numbers to those who have access to an owned or shared aircraft. Other commitments mean that flying has to take its share of time spent on leisure. While the longer events have their place, a simple fly-in like Kirkbride is not only excellent fellowship but gives some purpose to the 'where are we going to fly to today?' question.

To organise a series of one day/half day fly-ins would not only be onerous but wasteful given the vagaries of the UK climate. It would also be unnecessary. The Pilot/Flyer calendars are full of pre-organised events. My suggestion is that we nominate a selection of these at, say, monthly intervals and members, if they are interested, just turn up and fly-in. There would be no pre-registration except with the event organisers as appropriate. If other IFFR members turned up – fine – we can renew friendships and make new ones – if not we will have come to an well organised flying event. In the past I have attended the Flower Fly-in at Fenland, the Seafood Festival at Cromer and a Pooley's Air Day at Calais. It is these types of event that I have in mind.

I would like us to discuss this idea at the AGM in April. If it is thought to be worth taking forward we can then draw up a list of events for 2000 and publish them in a newsletter as well as putting them on the IFFR Web-Page.

Angus Clark - Vice-Chairman.

INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS
United Kingdom Section

INCOME & EXPENDITURE ACCOUNT : JANUARY-DECEMBER 1999

Income	
Subscriptions received	1,958.00
Sales of badges & ties	120.50
Bank interest	11.01
Norwich Meeting profit	273.20
Total income	<u>2,362.71</u>
Expenditure	
International Subscriptions	1,254.12
Presentation expenses	209.83
Truro Airfield Campaign	100.00
General Aviation Awareness Campaign	200.00
Bulletins - Printing & postages	94.14
Purchases : Share Bottlang Guide	80.00
: Ties	249.69
: Computer software	64.62
Total expenditure	<u>2,552.40</u>

Deficit of Expenditure over Income (£189.69)

BALANCE SHEET 31st DECEMBER 1999

Balance at Bank - Treasurers Account	
Bank Balance at 1.1.99	2,658.34
Less : Uncleared cheque 24.34	
Deficit in Income <u>189.69</u>	<u>214.03</u>
	2,444.31
Add :Uncleared cheque	<u>117.02</u>
Bank Balance at 31.12.99	<u>2,561.33</u>

BUDGET 2000

Income : 95 Subscriptions @ £20	1,900.00
Bank interest	10.00
	<u>1,910.00</u>
Expenditure : International subs	
95 x \$20 @ \$1.55=£1	1,225.00
Section Operating Expenses	450.00
G.A.A.C donation	200.00
	<u>1,875.00</u>
Projected Surplus	£85.00

John D. Ritchie
Honorary Treasurer

R. J. Harrison
Honorary Auditor

NOTICE OF ANNUAL GENERAL MEETING

This will be held at the Monks Bar Hotel, York at 9.30 am on Sunday 9th April 2000

AGENDA

- 1 To approve and adopt the Annual Accounts for 1999 published in this Bulletin
2. To receive the Secretary's Report on the Section membership and activities
- 3 To elect Officers for the year 2000-2001 Current Officers listed below
 - a Chairman
 - b. Vice-Chairman
 - c Secretary/Treasurer
 - d Events Co-ordinator
 - e. Publicity Officer
4. Any other competent business.

Please submit nominations for office to the Secretary, or in his absence the Chairman. In accordance with the resolution of the International Board of IFFR, fax or email facilities are required for every officer. Officers customarily serve for two years or more but require annual re-election.

John D. Ritchie - Hon Secretary

Chairman

Ives Branson,
Phone/fax
01892-529914

Vice-Chairman

Angus Clark,
Phone/fax
01433-631585

Events Officer

Neil Smith
Phone/fax
01270-878298

Secretary/Treasurer

John Ritchie,
Phone/fax
01462-684941

Publicity & Communications

Ian Kerr - Phone 01569-764989
Fax 01224-212828

SECRETARY'S REPORT TO THE U K A G M

For some years past I have combined the posts of Secretary, Treasurer, Editor of the U.K. Section Bulletin, and European Vice-President reporting to the International IFFR Board of Management. I greatly enjoy the job which is facilitated by retirement from business, Microsoft "Windows", and the increasing use of email, but one report must suffice to cover all aspects which frequently overlap.

In 1999 UK membership rose to a record 109, but this year the collection of subscriptions has taken more determined effort than in the past and I regret to report a larger loss of members by reason of resignation. However the continuing members regularly send me names of fellow Rotarians to contact and with luck the losses will be replaced to keep our total numbers around 100. Committee meetings take place when we can, but much of the admin is conducted by phone or email. It was thus that we agreed to send £150 to the G A A C and to continue with the shared Bottlang European subscription at half the cost of last year. The audited Accounts for 1999 are attached and submitted for adoption.

Efforts have been made to make the U K Bulletin more interesting and eye catching, and members have willingly responded by arranging meetings and submitting reports of those that have been held. For too many members the Bulletins are all they get from their membership and I would hope that more of them will take the plunge and attend some of our activities, which are spread around the country and the calendar.

On the International front, U K members attended almost all the European Section meetings, as well as the R I. Convention in Singapore and the fly-round that followed. The enthusiasm shown by them has resurrected the Millennium Tour of Europe which will take in the Sections in Benelux, France, & Germany combined with Austria. Our only regret is that this will clash with the R.I. Convention in Buenos Aires. I shall be resigning as European Vice-President this June to allow the post to be filled by a younger European member able to serve as World IFFR President in due course, but hope to continue to attend European meetings to support my successor.

As I shall be enjoying the sunshine of Florida at the time of the A G M please accept this report in my absence.

John D Ritchie

BRECKLAND FAMILY SHOW
RAF WATTON, NORFOLK
May Bank Holiday, Monday 1st May

Those members who flew in to the Show, run by Watton & District Rotary Club, last year will recall what a splendid event it was. As anticipated we have received an invitation to take part again this year. The airfield has a long tarmac runway and concrete apron for parked aircraft, and the proceeds all go to Rotary Charities. There is no entry fee or landing fee for visiting aircraft and all that is asked is that you have your plane open for a time for the public to inspect. A short handout about your aircraft or display board giving the vital statistics will help you to deal with the questions from the many people who will visit the flight line. A/G radio will operate on the day and you are asked to arrive by midday. No fuel available. Further information from the Display Organiser Malcolm Kemp phone 01953-881327. Let's make it an IFFR Fun Day Out - bring the family there is lots to see and do.

IFFR VISIT TO LATCC, WEST DRAYTON

LATCC are initials that every UK pilot knows probably without knowing exactly what they stand for. They actually are the name of the London Area and Terminal Control Centre at West Drayton, about five miles away from Heathrow. It was here that IFFR member and former controller, Stuart Hyde arranged a visit in February. Numbers were restricted but on the night about a dozen of us got an opportunity to visit the facility.

Not often appreciated is the fact that West Drayton is a joint civilian and military site, being also known as RAF West Drayton. Therefore we were not totally surprised by the amount of security checks before we and our cars were allowed in and issued with our visitor passes. We were extremely lucky as Stuart had arranged for Rotarian Dennis

Sargeant, a recently retired controller at LATCC, to be our guide for the evening. It was soon very evident that there was not much about the place that Dennis didn't know. LATCC handles aircraft over England up to the Scottish borders, Wales, the Isle of Man, and the surrounding sea areas. It is divided into three sections all housed within the very large main complex. The civilian operation has two main control rooms, the Terminal control room & the Area control room with Military control provided in the third. All are housed in three vast hall like rooms with first floor viewing galleries running full length.

We started the visit with a walk along the viewing galleries to get a feel of the scale of operation. We then watched the new NATS (National Air Traffic Services) video with Dennis replacing the non-functional soundtrack. It outlined the work of NATS both at West Drayton currently and at Swanwick in the future. Swanwick was to be operational around 1998 but as you may well know major computer problems have pushed back the start date to 2002. This delay has inevitably put enormous pressure on the controllers at West Drayton at peak times, yet they have been able to handle the increased work load without jeopardising safety.

We first visited the Terminal Control operations room which provides an area control service to aircraft below 17,500 feet within the London Terminal Control Area. It also provides an approach service to Heathrow, Gatwick and Stansted. There are 32 radar positions all with vertical 20 inch hi-definition colour displays. Each screen displays a vast amount of information for each amber "blip" indicating an aircraft. Constantly visible information adjacent to the position marker includes its height, callsign, destination and an amber tail indicating its track. It was fascinating to watch as aircraft left their holding patterns and descended to Heathrow or Stansted, their curving amber tails becoming straight as they took up track for final approach. We watched as the Stansted controller quietly worked a Ryanair 737 inbound from Dublin from 24 miles from touchdown onto the ILS, handing over to the Tower controller at Stansted when it reached two miles from the threshold. It was very impressive and reassuring.

The Area Control room next door is divided into nine sectors, Clacton, Dover, Seaford etc. with a team running each sector. They are responsible for the airways and upper air routes in their sector and for traffic crossing these routes. Each sector has radar displays which, unlike the vertical displays in the terminal control room, are horizontal, built into the desktop of their 60's style consoles. This was an American bright idea at the time of installation which results in a very awkward "hunched" viewing position for the radar controllers as they constantly look downwards at their displays.

It was here that the role of the paper "flight strip" was explained. Computer generated, every flight has one, both in Area & Terminal Control, and it contains all the information about that flight that the controller is ever likely to need, updated as the flight progresses. Most important of all it has the ability for the controller handling that aircraft to record his instructions to the aircraft by writing on the strip, for example climbing instructions, and then monitoring them as they are complied with by the pilot. A simple system that works very well.

We then spent several enjoyable minutes chatting to the person who provides the "London Information" service to us, amateur pilots. Flying in the South East I normally take this on 124.60mhz but it is also can be on 124.75 and 125.47. Seated in a side bay of the main hall he provides a Flight Information Service from almost the Scottish

Borders down to Mid-Channel and from the boundary with the Shannon FIR across to the Amsterdam FIR. It's no mean feat and we could understand why during a busy summer weekend the service is rather limited. Having no access to Radar of any kind he has to rely on our position reports being accurate to build up a picture of the traffic he is supporting. We made him very aware of how we valued the service in open FIR and he seemed very appreciative of our comments and the fact that in a room full of electronic wizardry we actually wanted to spend time talking to him.

I mentioned that West Drayton is a joint Civil and Military site and we had a brief look at the Military Control room. This provides for Military traffic only, a radar service for aircraft over 24,500 feet and low level and departure service for selected military airfields. In addition it provides control for Military traffic crossing airways and on special tasks. Again housed in a long hall it had seating for two hundred staff but it was pointed out that since the collapse of the Soviet threat the resultant reduction in activity has meant that even on busy days numbers are much lower. About twenty were working whilst we were there, with vertical Radar displays. They do not use the flight strip method of traffic control as they have instead a computerised on screen version.

Housed away from the main hall was another military facility of West Drayton, known to us all as "Distress & Diversion" (D&D). Primarily provided to help military aircraft with problems it is available to all pilots in difficulty simply by tuning to 121.50mhz. Two air force personnel are always on duty, working twelve hour shifts, providing continuous monitoring of the distress frequencies twenty four hours per day, every day of the year. Located in a small windowless room they have at their disposal very sophisticated radar displays linked to other feeder radars around the country which using three signals can provide almost instantaneous triangulation of any transmission made within the UK. An aircraft transmitting a distress call should therefore have its position pinpointed within seconds to an accuracy of a few hundred metres. Once a position has been fixed it is overlaid on to a computerised mapping screen which can be zoomed into a very large scale giving details of roads, rivers, towns and even clumps of trees. It was explained that the degree of detail available could mean that an aircraft in distress, suffering an engine failure, above cloud could therefore be guided by D&D away from built up areas out into open country.

D&D get a fair number of calls in a year from both military and civil, some Mayday but most thankfully Pan calls of the "temporarily unsure of position" type. They explained that as aircrew they fully understood the pressures placed on pilots and how easy it is to become confused. They were there to help pilots with genuine problems and that is what they were happy doing. They also reiterated that they were quite happy to provide "Practice Pan" calls for pilots as long as other operational requirements allowed. It was blissfully peaceful during our visit so we had a wonderful presentation on this unique and excellent service provided for us by the boys and girls in blue. We could have gone on all night, but as the time was approaching 11.30 we felt that we ought to get out of everyone's way and go home.

It was a memorable visit and we were very appreciative of all the LATCC staff who took time to answer all our questions, some staying on long after their shifts had finished. Our special thanks goes to Rtn Dennis Sargeant as our guide and to IFFR member Rtn Stuart Hyde for arranging the whole visit - Well done and Thank You all.

HANGAR ASH

(The fag ends of gossip which we pick up from time to time)

Glossary: For those who have forgotten, Hangar Rash is the term used by Airfield Operators to explain the dents and scratches suffered by your aircraft while in their care

(This is a new item intended to give members a forum in which to pass on bits and pieces of information of interest to others - please tell the Editor for inclusion in future issues)

Congratulations to Graham Browning IFFR #3389 on attaining his PPL having formerly indulged only in silent flight in gliders.

Congratulations to Ives Branson IFFR # 171 who has now conquered the skills of single engined flight after many years of reliance on twin Lycomings.

David Marks IFFR# 3428 having for years flown aircraft with the prop in front has now decided to learn to fly those with the prop on top.

Welcome to four new members who recently joined us:

Bill Field of Ferndown R.C. a retired Dental Surgeon based at Bournemouth

Edward Hepburn from Edinburgh R.C., a Chartered Management Accountant, and

John Milner from Newcastle under Lyme R.C. Staffordshire who is in Aircraft Sales.

(no Alice, the Geordies come from Newcastle-on-Tyne).

Kevin Western a pharmacist from Frinton-on-Sea R.C. who flies gliders from Rattlesden in Suffolk We look forward to seeing them at our meetings.

We regret to report the death of Desmond Vaughan IFFR#4107 and that Peter Gresham IFFR #3412 Gwyn Evans IFFR #5291 AND Ted Runciman #5295 having left Rotary, and Norman Benson IFFR #4900, James Frost IFFR#4097 and Michael Werrett IFFR#5854 having stopped flying and Michael Riddell #5319 being too busy, they have all resigned membership. We are sorry to lose them.

German IFFR Past President Winnie Aufterbeck, who has the sense to have his three lovely daughters educated at college in Cambridge, called for lunch with wife Christa in January and sent greetings to all UK members who remember them.

A trawl by the Secretary through old membership records disclosed that while UK membership remains constant at around 100, of these 28 have been members since 1988, 32 dropped out and were replaced between 1988 and 1995, and a further 43 left since 1995. While the activities of the Greater Reaper and the Medical Branch of the CAA would account for many, the turnover rate is too high for comfort. What are we overlooking that might keep members more content?

Ties & Badges. Now available on request. The new IFFR Ties are in dark blue with the IFFR Badge and letters IFFR embroidered in gold and a gold stripe across the blade. They are available by post at the price of £5.50 each on receipt of a cheque to IFFR-UK, sent to John D. Ritchie at 84 Broadway, Letchworth, Herts SG6 3PH. Badges are on order and should be available before the York Meeting.

This issue includes the audited Accounts for 1999, not that most of you will look at them! For the past 12 years Ron Harrison IFFR # 3158 has acted as Auditor and kindly corrected the errors and omissions on the part of the Treasurer to ensure that your subscriptions are properly accounted for. We owe him a debt of gratitude. For those who have access to the Internet why not have a look at his web site at www.avnet.co.uk/gtaviatn . Then you can order your new machine by email on [ron.harrison@avnet](mailto:ron.harrison@avnet.co.uk) co.uk. He would welcome your support and interest.