

INTERNATIONAL FELLOWSHIP
OF FLYING ROTARIANS



THE ROTATING BEACON

THE
SUMMER 2000
BULLETIN

Of the United Kingdom Section

PROGRAMME OF FORTHCOMING EVENTS

- August 4-6th Scandinavian Section Meeting at Haugesund Norway
Full program available on request
- September 1-3rd Iberian Section Meeting at Braga, Portugal
- September 8-10th French Section Meeting at Chambéry (Aix les Bains)
- September 16-17th German Section Meeting at Berlin-Tempelhof
Outline program set out below

For further details of all these events see the iffr web site www.iffro.org or contact the Secretary by phone/fax on 01462-684941. U K members have shown interest in attending all of these activities - why not make up a party and try somewhere new ?

CONGRATULATIONS

To IFFR Past World President and long standing member of the United Kingdom Section **CHARLES STRASSER** on the well deserved award of the OBE in the Queens' Birthday Honours for services to the community in Jersey and Staffordshire. Charles, a director of AOPA, has recently completed many months work in getting the great majority of UK airfields to waive landing fees for pilots making an unscheduled landing for weather related safety reasons. The value of his services to General Aviation cannot be overestimated but then we cannot expect the Civil Service to give any direct recognition to General Aviation, although in the same Honours List the Chairman of IATA was awarded an OBE for 'Services to the Millennium Bug in the Aviation Industry' And I thought that we all tried to get rid of it!

IFFR WEEKEND IN YORK

The spring meeting this year was held in York over the weekend of 8th/9th April. The combined organisational skills of Neil Smith, Angus and Alisma Clark, Malcolm and Judy Barnard, ensured an excellent programme for the near record attendance of 37 IFFR members and families. Many drove to York but 9 planes flew in for the event, with Karl-Heinz Netsch travelling the furthest from Germany via St Mawgan. The weather forecast on the Saturday was typical IFFR Fly-in stuff with a mixture of low cloud and poor visibility generated by an almost stationary front just to the north of York. In reality the morning dawned reasonable brightly and the early birds flew in without too much bother. By the time we flew in just before lunch visibility had deteriorated considerably but we had no problem in finding the field.

The landing airfield for the weekend was the ex- (just) RAF field of Elvington. Initially a grass landing field in the late thirties it was re-built and re-opened with three hard runways in late 1942. A distinguished station throughout the war it operated mainly Halifax bombers, including the only Free French heavy bomber squadrons. It suffered one of the last Luftwaffe intruder attacks of the war when in March 1945, a JU 88 followed the returning bomber stream to the airfield. Whilst making a low level attack it hit a tree, crashing into a farmhouse killing the two occupants of the house as well as the crew.

In 1952 it was deemed necessary to upgrade the airfield to be part of the development of the USAF Strategic Air Command. A new Tower was built and the runway was widened and lengthened to a total of 10,152 feet, just under two miles long, making it one of the longest in the UK. Now perhaps you can understand why we had no problem finding it! It clearly visible from space as those of you with the Sunday Times CD-ROM "Window on the UK 2000" can discover for yourselves.

The aircraft were parked at the east end of this massive construction, close to the Yorkshire Air Museum and to the security portacabin. Specially arranged for our visit, it was inhabited by "Phil", who provided twenty-four hour security for all our aircraft. It was certainly extra reassurance that we all very much appreciated.

After joining everyone at the excellent Monkbar Hotel for lunch we commenced the afternoon session with a guided tour of some of York. Accompanied by official tour guides we were given a extremely interesting tour on the old city walls, around the Minster area, and the into the museum gardens. The tour could only be a peep into York's rich past of Roman City, followed by Viking invasion, and then major city from Medieval time to the present day. A true tour could last for several days exploring the full history but our group very much enjoyed taking in some of York's enormously varied past. By mid afternoon the rain had started so many in the group were appreciative of the narrow streets and the overhanging buildings of "The Shambles" (a street which was once full of Butchers' shops) which provided some shelter.

Back at the Hotel for Tea (or stronger), fellowship was well under way, including the new faces who had joined in for their first IFFR get together. Eve Saunders, an Arrow pilot and a friend had come from Halfpenny Green and Kevin Young, a 172/Cherokee man, drove up with his family from Ely. It was most enjoyable sharing the weekend with them and we look forward to meeting them and others at our future meetings. One of the purposes of these get-togethers is to give more members the chance to meet one another, that first step of getting so much more from the Fellowship. (Just as an aside to those partners who think that all weekend the talk will be about flying and nothing else. It won't and it wasn't at York - so don't be put off in future.)

The Sunday morning started with the AGM which will be reported elsewhere. Our AGM's are very informal affairs and was quickly concluded so that we all left our hotel by 11.00 and headed off to the Yorkshire Air Museum at Elvington.

The Yorkshire Air Museum is a registered charity run completely by volunteers and receives no state or local government aid. In spite of this it is a Museum of the highest calibre and achieves its ambition of being a living memorial to Air Force personnel who operated from Yorkshire during the Second World War. Included in the magnificent layout of buildings were a host of surprises including an excellent Barnes Wallis exhibition and an immaculate Halifax Bomber. We all enjoyed it and would recommend it to anyone visiting the area.

To finish our visit we took some group photos in front a S2 Buccaneer and then enjoyed an excellent value Sunday lunch (with Yorkshire puddings of course) in the NAFPI before we headed home after a most enjoyable short weekend trip. Thanks once again to all those who arranged the event so professionally.

Michael & Jane Pudney

U K INTERNATIONAL MEETING 2001

The Committee felt that it will be time to return to the beautiful Scottish countryside for our Annual Meeting next year. The chosen venue is Perth, and the likely date is in early May. Full details will be published in the Spring Bulletin, but make a note now, and look forward to renewing old friendships and sampling the Single malts (and the Haggis for the adventurous). Remember what a success the Hebridean Flyround was.

IFFR IN NEW ZEALAND
Contributed By Ted Coles IFFR 4663

I am not as tough as the rest of you and have this tendency to creep away to warmer places in the winter. In particular I like New Zealand and, as part of our holiday there, Gill and I joined in the IFFR fly-in which coincided with the meeting of International Rotary Fellowships.

Power flying over there is very pleasant, relaxing and easily achievable with good facilities and a helpful environment - or, at least, it was. When it comes to medicals, the computer now makes the decisions and the biggest obstacle to passing has become age. Eventually, (2½ weeks) I was given a restricted medical despite apparently being very much fitter than the average New Zealander of my years (69). During this time, Gill decided to compete in the medical stakes and beat me hands down by leaving her gall bladder in New Zealand - excellent recovery and all is well.

The medical certificate was finally produced by a very helpful examiner at 10 p.m. on Wednesday 16 February, absolutely the last minute because the Biennial Flight Revue was booked at Hamilton, 2 hours drive away, for early afternoon next day. Because I believe in belts and braces, Gill then for her flying wife refresher being some general handling, practice emergency radio and then some circuits - she does them very well.

After a night at Hamilton when I planned out a flight to Omaka on south island, we taxied out for the flight but power checks threw up 500 drop and teeth rattle on left mag.. No power leaning etc cleared it so back to the club where it ran perfectly for the CFI. So we taxied, rechecked and flew happily southward until low cloud and rain forced a precautionary landing at Hawera, a 900 metre grass strip. After an hour or so, locals suggested a course which would prove clear so taxi, power checks and another mag. failure which I could not clear. Friday evening is bad news there as here but there was an engineer prepared to sort us out at New Plymouth, 100nm back northwest but with lots of lovely flat fields on the way.

Despite short field take-off, we were only 25 feet over the hedge although lift-off was reasonable and in retrospect I look upon the decision not to abort as poor airmanship. Anyway, all went well. It was one plug totally failing under pressure and the other three in that circuit firing poorly due to way oversize gaps and, after another overnight stay, our flying over south island was great, plus some good gliding.

The IFFR part started with a combined Fellowships dinner on 10 March near Ardmore A/F, south Auckland where we first learned how many Fellowships there are. Apart from flying, there were sailing, golf, cricket, fishing, caravanning, bridge, and several others I cannot remember - I was told there are 42 altogether. The flyaround started next day and we were lucky enough to be joined in the Archer by Alan and Maisie Grady from Australia. The first run in only reasonable weather was north to Dargaville, a strip beside a river where the grass is preferred to the white chipping runway unless it is very wet. There we were entertained most royally by the flying club which provided lunch, dinner and breakfast at very modest cost, cars to take us for a visit to the Kauri (a wonderful and enormous tree which was nearly logged out by the early settlers) Museum and for a walk in the local forest where we could see some Kauri. They and the local Rotary also overnighted us all, nine aircraft and thirty-five people.

Sunday saw us gratefully thanking our hosts and heading off under blue skies to Kerikeri (many Maori names have this repetition) near the famed Bay of Islands where we were whipped off to see the oldest buildings in NZ, followed by a boat trip round the bay followed by yacht club lunch. Late afternoon saw us flying down the, in many places, spectacular east coast, over Hauraki harbour where they sailed the Americas Cup, and back to Ardmore the busiest airfield in New Zealand which is uncontrolled. With lowish cloud and light drizzle, we ascertained there were six other aircraft in the circuit. Descending on the dead side we eventually saw four of them, inserted ourselves into the pattern and landed without ever seeing the other two. To keep things moving, you have to touch down as the aircraft ahead is turning off the runway but they seem to have no trouble. It is wonderful what can be done when there is no ATC to confuse you!

Bad weather stopped our projected to Great Barrier Island the next day and on Tuesday conditions were such that it was decided that only locals should fly and the rest hop onto a couple of Islanders. As it happened, the weather cleared out to sea and we should not have had a problem. Here we had a very luxurious boat trip with an Auckland Rotarian and lunch at his bach (holiday home) in a secluded bay - everything delightful. It was with great regret that Gill and I had to bid farewell at that stage to start our journey home while the rest, a constantly changing band, carried on and then had another week flying the south island. Our many thanks go to Phil Pacey, Harry Maidment and Roger Leadbetter who organised it all.

Now comes the best bit - an ABSOLUTELY TRUE story for which we can vouch. One very respectable Rotarian, travelling alone, booked into an hotel. The luggage had gone up to the room beforehand but he took his briefcase himself because of the value of the contents. The room had one of those magnetic keys which can prove difficult and it did. However, he got inside, decided to have a shower before joining the rest of us and stripped to his underpants and socks when he realised he did not have his briefcase. Not in the room so he peeped outside the door and there it was on the other side of the corridor. After looking both ways, he nipped across for it and the inevitable happened - the spring door closer beat him to it. No phone anywhere, so he eventually crept into a well occupied reception where the assembled audience were faced with a fairly senior man in his pants and carrying a briefcase! All was sorted with as straight faces as could be mustered. A short time later, there was a knock at his door and, to his surprise, an enormous box was delivered. Inside was a rather disreputable pair of boxer shorts signed by all the hotel staff!

A.G.M. REPORT 2000

The AGM was held during the meeting in York, notice having been given in the previous Bulletin. In the absence of the Secretary/Treasurer who was sunning himself in Florida (where he tells us he was in conclave with Tom Surowka the International Secretary/Treasurer) the audited Accounts for 1999 were approved and Section Officers for the forthcoming two years were duly elected. Thanks were expressed to those who retired for their sterling efforts which had provided such a successful program for the previous year.

U K SECTION OFFICERS FOR 2000-2002

Chairman

Angus Clark

Phone/fax 01433-631585

Vice-Chairman

Ian Kerr

Phone 01569-764989 Fax 01224-212828

Immediate Past Chairman

Ives Branson

Phone/Fax 01892-529914

Secretary/Treasurer

John D. Ritchie

Phone/fax 01462-684941

Event Co-ordinator

Mike Pudney

Phone 01621-772345 Fax 01621-784892

AN AUTUMN BREAK ?

If you missed the Millennium Tour of Europe and are looking for an opportunity to do some flying and visit old friends in places new, why not combine the IFFR Meetings in Portugal and France which will be held on the first two weekends in September. The Iberian Meeting will be at Braga in Northern Portugal, which will give you time for some golf, sunbathing or sightseeing in Portugal or Spain as you prefer, before flying across to Chambery to join the French on the following Friday. Detailed programs and costing for these events are not yet to hand, but plan now, book your aircraft, and let us know so that those taking part can combine resources and share the route planning etc. Last year G-IFFR with five aboard spent a glorious week in September stopping in Bergerac in France and Tarragona in Spain, spent three days on the beach near Malaga, a day in Madrid and flew home via La Rochelle. You can do the same, and think how the family would enjoy it.

Berlin or Bust

Are you old enough to remember the Berlin Air Lift, but too young to have taken part? Why not relive old times and see where your predecessors went and what they did. We have received an invitation from the German Section to attend their Autumn Meeting in Berlin on 16th-17th September. The program is to fly into Tempelhof on Saturday morning, be taken by bus to the German Air Force Museum at Gatow, the airfield in the former British section of the city, followed by dinner in a restaurant. On Sunday morning there will be a guided visit to the Reichstag and Dome before departing by bus back to Tempelhof. Cost about £50 plus hotel, £80 for double & breakfast, single about £66, landing fees and drinks. Any takers?

FRENCH IFFR MEETING

At the time that this goes to print the program for the French Meeting has not yet been received. Will those interested will contact the Secretary for details when received.

RI CONVENTION, SAN ANTONIO, TEXAS, JUNE 2001

MESSAGE JUST RECEIVED FROM THE WORLD IFFR PRESIDENT

The IFFR Hotel for San Antonio has been set as the Ramada Emily Morgan Hotel. A block of fifty (50) rooms has been reserved. While they say they are reserved until December 20, don't bet on it, because we expect a big group and there could be pressure to release the rooms earlier than December 20. Make your reservations EARLY!

Hotel reservation forms can be downloaded off the RI Web page at <http://www.rotary.org/meetings/convent/forms.htm>
The Ramada Emily Morgan Hotel is coded EMA on the form.

Members should also write Attn: Janis Kelly, IFFR Hotel in big letters on the hotel reservation form!

If you do not reserve early, if you do not request the hotel coded EMA, and if you do not write down "Attention Janis Kelly, IFFR Hotel", then you may be placed anywhere.

Tony Watson and his crew will be sending more information on the San Antonio events soon.

Register early for the convention and book your rooms soon. Tony says we will have another GREAT time, starting with a pre-convention fly-in event and our annual Sunday night dinner/dance, probably at the Ramada Emily Morgan.

See you there!!!! SAM BISHOP

THE MILLENNIUM TOUR OF EUROPE

A full account of the Tour and its interesting activities will follow later, but to whet your appetite here is a picture of some of the beautiful country that we saw:



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 an 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)

Since the last Bulletin we have welcomed six new members .

Oswyn Blythin DFM a retired Flying Officer in the RAF, from Abergele in Wales

Martin Heddle, from Ashford, Kent, Club a Computer Systems Consultant who flies from Lydd and Headcorn

Geoffrey Hickson, from the Stanford le Hope & Corringham Club - a Technical Manager for a building products company who flies from Southend

Keith Lakin from the Gerrards Cross & Chalfont S Peter Club - a Commercial Pilot who flies from Heathrow for work and Wycombe Air Park (Booker) for pleasure

Mike Potter, a Process Engineer and member of Towcester Club, who flies from Turweston and,

Tony Rathbone from the Keswick Club - a retailer flying from Carlisle

We look forward to meeting them and members of their family at our future events.

Karel Waagenaar from Amsterdam has exchanged his Cessna Golden Eagle in which he and his wife Yvonne flew to the Indianapolis R I Convention and Fly Round for a Piper Cheyenne pressurised turbo prop. The weather which marred the May Bank Holiday weekend in England was so bad in France and Northern Italy that Karel & Yvonne, who took Stan Jesmiatka the Benelux Chairman with them, were the only IFFR members able to fly themselves to the Italian Section meeting at Bergamo David Morgan & John Ritchie chickened out and took to B.A. from Birmingham

Short notice of the combined Benelux IFFR and Yachting Fellowship Meeting at Hasselt meant that we could only inform those on email. Charles Strasser flew in from Jersey as the only non-Benelux attender, but reported a successful event. His well known Seneca G-PLUS is now re-registered on the American register as N37US.

The 2000 Membership Directory (variously entitled Millenium and Millennium Edition) contains several errors It is a mammoth job to compile and relies on returns from Section Secretaries who in turn rely on current information from members If you change your address, or any other details please do let me know. I can't guess!

The following amendments have been brought to our attention.

Vice President Europe: Luis Henriques (Iberia) not Stan Jesmiatka (Benelux)

Ted Coles. Airfield now RAF Henlow not Luton

Paul Saunders Airfield Bodmin. Member Camelford R.C Phone/fax 01840-213686

Stuart Sawle. Address now 250 Broad Lane, Rochdale, OL16 4PU Phone 01706-358139 Fax 01706-362111

Philip Splett (no 's') Wife Marion, Airfield Southend-on-Sea, Class: Master Butcher Phone 01702-216062 Fax 01702-217501 email www TheMeatEmporium co uk

(and there may be many others from whom we have not heard)