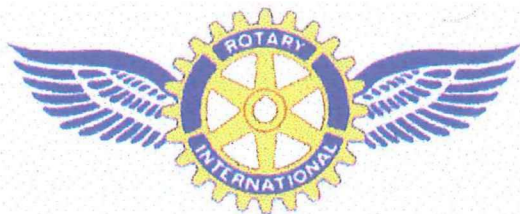


# INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS



## THE ROTATING BEACON

### THE AUTUMN 2000 BULLETIN

### Of the United Kingdom Section

#### SHUTTLEWORTH AUTUMN RALLY SUNDAY 1<sup>ST</sup> OCTOBER

This is the final UK Section event of the year. Come by road or by air, but as this is a Flying Display Day airborne arrivals MUST arrive between 10.00 and 13.00 hours local, AND have a pre-booked slot and arrival number. Phone Betty Knight at Shuttleworth on 01767-627288 (Monday to Friday - 9 to 5) giving aircraft registration, type, pilot's name, departure point, and number on board. Check RT frequency when phoning - Pooley gives 123.05 but 130.70 may be in use. If you have to cancel tell Betty who can reallocate your slot. Tell Michael Pudney if you are coming to help co-ordinate IFFR activity. Meet at the Pilot's enclosure - IFFR has been allocated space, but bring your own deckchairs

Let's make it a good finish to a busy year's activities - See you there !

## EUROPEAN IFFR MEETINGS 2001

While each Section has the right to determine the dates of its meetings, thought has to be given to fixing a date likely to encourage members of other Sections to take part. The earlier that this is announced the better the chances of success. The 2001 UK International Meeting will be at Perth, Scotland, on the 25<sup>th</sup>-28<sup>th</sup> May and an outline program can be found in this issue. Please note your diaries accordingly as judging by the success of the 1997 Scottish FlyRound a strong attendance is anticipated.

The Italian Section has already informed us that they will be meeting at Bergamo on April 28<sup>th</sup>-30<sup>th</sup> and again at Capua on June 24<sup>th</sup>-25<sup>th</sup>. Unhappily this will clash with the World RI Convention at San Antonio, Texas, which is likely to be attended by many European members.

The French Section always meets on the second weekend in September, and in order to encourage participation by members of the Iberian Section are contemplating meeting at Biarritz, just north of the Franco-Spanish border. The Iberians themselves, presumably to encourage the attendance of both German and British members who enjoy the Balearic Islands, are proposing to meet in Majorca. For those with a penchant for the sauna, the Scandinavians will be meeting at Aland, Finland in August. No news has yet been received from the Benelux or German Sections. All dates and venues are subject to confirmation, and those with access to the internet can find the latest news on the European IFFR site at <http://members.tripod.co.uk/iffreurope>

On an even longer view, the 2002 RI Convention will be held in Barcelona, Spain in June and Luis Henriques in conjunction with Victor Moreno and the World President Sam Bishop is already well advanced with plans for the Fly Round Spain to follow the Convention. Both Convention and Fly Round are likely to draw support right across Europe as well as from American and Australian members so be ready to respond promptly to requests for information and for spare seats from the organisers. This could be a sell-out.

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Have you ever Reeled an Eightsome, Dashed a White Sergeant, Stripped a Willow or joined the Gay Gordons ? Whether or not you have, come and join us at the Spring IFFR Meeting in Perth, Scotland, next May. The highlight of the arrival day will be Scottish Country Dancing in which YOU must take part. (Full explanation of the steps given in English). An attractive program at a most economic price (negotiated by an Aberdonian whose frugality is legendary) is at your command. A bottle of Scotch Whisky will be presented to the pilot of the aircraft making the longest journey and the one landing closest to announced ETA on the Friday afternoon. But book now, the hotel won't hold that price for long ! See below for program and hotel reservation.

## Programme for Perth, Scotland

**25<sup>th</sup>-28<sup>th</sup> May, 2001**

Friday 25<sup>th</sup> May

- |       |   |
|-------|---|
| 10.0  | Arrive Perth Airport (EGPT). Transport to hotel by car will be provided on arrival. |
| 19 30 | Dinner and Ceilidh (Scottish dancing)   |

Saturday 26<sup>th</sup> May

- |       |   |
|-------|---|
| 08.45 | Flight-seeing tour of the west coast of Scotland<br>Or (depending on weather) |
| 08 46 | Depart by coach for day in Edinburgh  |
| 19 30 | Dinner by the Forth Bridges   |

Sunday 27<sup>th</sup> May

- |      |   |
|------|---|
| 10 0 | Depart by coach for visit to Scone Palace and Pitlochry, Gateway to the Highlands |
| 16.0 | Return to hotel   |
| 19 0 | Depart for Gala Dinner at Kinfauns Castle Hotel                                   |
| 10.0 | Return to hotel   |

Monday 28<sup>th</sup> May

- ## 10.0 Coach to airport for departure

### Price per person

£80 per head (£40 per child)	Includes all ground transport, dinner on Friday and Sunday and entry to Scone Palace
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**Please make booking direct with hotel:** **Isle of Skye Hotel**  
**Perth, Scotland**  
**Telephone +44 1738 624 471**  
**Fax +44 1738 493902**

Mention IFFR when booking  
Special IFFR Room Rate £39 95 per room per night  
Single or double

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Give Ian Kerr a call on 01569-764989 or email when you have booked to help him assess the demand for coach seats and meals

Please hand the following item to your wife/partner

### WHY I TOOK UP FLYING

*John was approaching the dangerous age of 40 after 15 years of marriage and was looking for new interests. Although hesitant at first I did not object to him spending part of each weekend at the local airfield and when he eventually got his PPL I decided that 'if you can't beat them then join them'. Within a short time I discovered the delights of private flying, the freedom to come and go as you please and the ability to go off to the beach at Ostend or Le Touquet with the children without prior reservation. As flights were always in good summer weather the flying was quite comfortable and we were saved the hassle of the motorway or parking problems at the coast. Then he joined IFFR and the horizons expanded - Italy, Germany, Norway, there was no end. I did not even need a licence, with the children taking it up there is always a pilot handy. It still surprises me that so few of the wives and partners are willing to share the pleasure that their husbands get from these events. Once they have accompanied them they always manage to come again! This year I have flown to Salzburg and to Portugal, lunched in Le Touquet and on the Norfolk Broads. All reached by air. Why do you not come and join me?*

### DOLLARS & \$ENSE

Although not reported in the recent World Bulletin, at the IFFR AGM in Buenos Aires the Executive Board of IFFR agreed that as from 1<sup>st</sup> January 2001 the International subscription should be reduced from \$20 per head to \$15, but that in order to meet the expense of handling 'Badge Collectors' who join the Fellowship for one year but never renew their membership an initial fee of \$10 should be levied on all new members.

This reduction is intended to benefit the Sections by enabling them to retain more of the amount that they collect, although at the current rate of exchange the benefit to us will be minimal. The UK Committee has accordingly recommended that the subscription for 2001 should remain at £20 and that the first year's subscription for new members should be £25. Half year subscriptions will be discontinued but any member joining after 30<sup>th</sup> September will be credited as paid up for the whole of the following year.

### FLY ROUND THE FIVE BIGGEST STATES IN AMERICA !

The recent World Bulletin gives full details of the program and reservation information for the RI Convention and Fly-Away that will follow it. Book NOW if you propose to take part - both with RI and with Tony Watson the Organiser as otherwise you may not get the accommodation or aircraft rental you want. When we have some idea who will be going we can appoint a UK representative to co-ordinate with America if necessary

**NO - IT'S A BERMB**  
**(with apologies to Inspector Clouseau)**

Mary and I slept soundly after a busy day in the sunshine strolling around the city of Bilbao, watching the children play in the park, filming the strange architecture of the Guggenheim Museum, and exploring the narrow streets of the old town. Small wonder that we did not hear the fire alarm, but at 1.30 am our phone rang - "You must get out of the hotel at once !" - "Why is it on fire ?" "No, it's a bermb !" replied an agitated voice. A time for swift decisions - is the risk of pneumonia from standing in the street in our nightwear greater than the risk of personal injury ? We decided it was, and hastily donned slacks and a warm jacket before venturing out to find staff and guests assembled outside. Of course it was only an ETA bomb-scare, and after a cursory search by police we all returned to bed. In the morning our pre-flight inspection of the aircraft, parked at the as yet unfinished new passenger terminal building was just that bit more thorough than usual !

The Iberian IFFR meeting, held at Braga in northern Portugal the weekend before the French IFFR meeting at Chambéry had given us an unrivalled excuse for an autumn air touring holiday to combine both events. With Ives Branson as P1 and me acting as navigator/RT operator and our wives snoozing behind us G-IFFR cruised happily at FL065 through the sunlit skies of France to Bergerac where a sticky autopilot switch was swiftly fixed by the excellent radio workshop free of charge. But civil unrest had begun, and all the taxi drivers were on strike. Moved by our plight (and Ives fluent French) the charming hostess at the Aero Club drove us in her own car to our hotel where we enjoyed an excellent dinner in the company of friends of the Bransons.

On Friday morning we set off on our longest leg, a 4 1/2 hour flight over the Pyrenees and across the empty plains of Northern Spain to Braga, where a warm welcome from Luis Henriques, European Vice-President and Victor Moreno, Iberian Chairman, with their wives awaited us. Sam Bishop, the IFFR World President accompanied by his wife Elena who has just taken over as editor of the World Bulletin had flown over from California to attend the meetings of the Iberian, French, & German Sections on successive weekends. What dedication - what stamina ! Like us, the UK Chairman Angus Clark with Alisma and Charles Strasser accompanied by Susan Harrold had decided to combine these activities, and Ian Kerr faced with the long flight from Aberdeen had come by jet. His was a welcome voice on the radio on arrival at a strange field. Members of the Braga Aeroclub had turned out to see the unusual sight of three foreign aircraft (albeit one with an N registration) at their airfield.

After lunch and a visit to the cathedral towering over the city we watched a demonstration of radio controlled models before setting off for dinner at Vila Verde, hosted by their Rotary Club. Speeches were few but the courses were many ! Saturday saw us on the coach to Oporto where we visited the Calen wine cellars down by the river before touring the city by coach and on foot. The principal bridge across the river Douro was built by the man who created the Eiffel Tower in Paris, and the similarity in design was unmistakable. That night we retired to bed late after the Gala Dinner in our hotel and next morning we were back at the airfield for our flight to Bilbao.



Having exhausted Bilbao, and ourselves, on the Tuesday we made the 2 hour flight to Carcassonne, the medieval walled city which formerly marked the boundary between France and Spain. It was recognised as the French equivalent of a Heritage Site as early as 1850, and since then has been thoroughly and distinctively restored to a state in which it has become a major tourist attraction. Staying at a hotel within the city walls, we woke to empty streets soon to be filled with the day's visitors but had more time than them to explore the history of the city in greater detail

Thursday saw us airborne once again, flying north of Montpellier and over Avignon and up the Rhone Valley past Grenoble to Chambéry where the VFR arrival is via a narrow pass through the hills followed by a left turn and then 180 degree turn to pass down the east bank of the lake before arriving downwind. There a nasty surprise awaited us - NO AVGAS. Happily a PA32 holds 315 litres, sufficient for 5 hours flying, and enough to carry us on to our intended stop at Troyes.

Friday found us back at the airfield watching the arrival of Angus, Charles, John Bowden bringing with him Feroz & Rae Wadia, and Wilfrid Lemmers who had flown down to Braga, back home to Belgium, and was now accompanied by Lily, happily recovered from her recent indisposition. Of course, Jean-Francois Rapin, the French Chairman accompanied by the indefatigable Solange and many members of the French Section including Jean Recullet with licence restored after a full recovery to health, were assembling for lunch before the afternoon visit to the Rectimo engineering establishment on the airfield. Mark & Ruth Bonnet from Geneva had flown in bringing with them Sam & Elena Bishop and Ruth's services as guide and interpreter were invaluable throughout the weekend.

That evening as we assembled in the courtyard of the Chateau Candi for the Gala Dinner we were delighted to welcome the late arrival of Derek Blake and Eve Saunders from Halfpenny Green whose plans had been disrupted by the UK weather and French fuel crisis necessitating a stop at Ostend before flying on to Chambéry. Next morning we were greeted at breakfast by the one absent UK member, Kevin Young who deserves a special mention. Unwilling to tackle a 500 foot overcast cloudbase single-handed he had driven to Luton to take the jet to Geneva and then travelled by train to Chambéry. His dedication to IFFR was only spoiled by the airline losing his baggage on arrival at Geneva, but like the rest of us he was rewarded by a memorable day spent visiting the ONERA wind-tunnel with lunch at a mountain fortress controlling the passes that for centuries have linked Savoy with Italy. The wind tunnel had been transported from Austria to Modane, a small town in the hills where there was adequate water to power the turbines that drive the multi-bladed fans, as part of the post-war reparations, and had been used to test and assess models for Concorde.

Dinner that night was taken aboard a cruise boat whose floodlights illuminated the points of interest along the banks of the lake. Next day we were taken on a visit to the city of Chambéry itself, visiting the Museum des Beaux Arts and the grounds of the Palace of the Count of Savoy before returning to the airfield for the farewell lunch, during which a reassuring phone call from John Bowden confirmed that Avgas was still available at Troyes for our return home the following day. The total flying was 19.5 hours, using 1,012 litres of fuel, at a cost including landing fees of about £900 - not bad for four persons with what on the ground seemed to be unlimited baggage.

