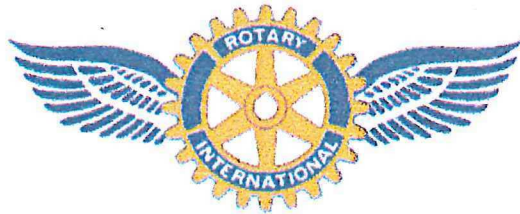


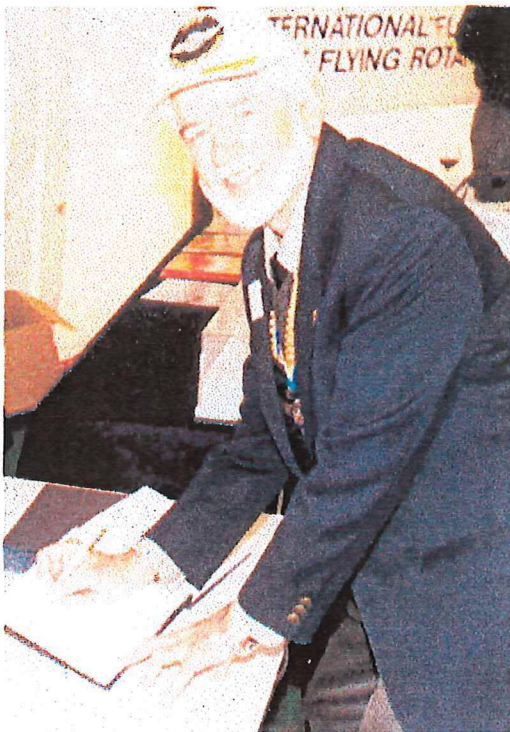
INTERNATIONAL FELLOWSHIP
OF FLYING ROTARIANS



THE ROTATING BEACON

United Kingdom Section

SUMMER BULLETIN 2001



SAM BISHOP SIGNS THE
VISITORS BOOK AT
DUXFORD



THE PASS OF GLENCOE
IN THE HIGHLANDS OF
SCOTLAND

VISITORS DAY AT DUXFORD

We call it 'Rotary International' but in practice how many Rotarians ever explore beyond the boundaries of their Club? Well this year a great number. Cambridge Rotary Club decided to endow the Imperial War Museum at Duxford with a Visitors Room in the hangar dedicated to USAAF warplanes, and to install in it two computers with a database from which a visitor can examine the wartime history of any of the many airfields used by the USAAF during World War II. The Club issued a general invitation to the members of every Rotary Club in East Anglia to attend the inauguration, and having expected a response of possibly 200 persons they received applications for tickets for more than 900 Rotarians, their families and friends who filled the huge marquee in which the Inaugural Ceremony was held.

On hearing of the event IFFR-UK enquired what item might be presented in support of the project and at the request of the Cambridge Club a large Visitors Book, suitable bound and inscribed, was given to their President and on the day was signed by General Hess, Commander of the USAF forces in Britain who formally opened the room, and Sam Bishop the World President of IFFR who had flown over from California for that purpose, as well as by many other visiting Rotarians.

The Inauguration Day was the first flying day of the Duxford season, and was well supported by the members of IFFR, too many to name individually, who with their families and friends had flown or driven there to attend the occasion and enjoy the afternoon flying display that followed. The weather, although cold and windy, was bright and clear and the large crowd of visitors watched the display from a special enclosure in front of the marquee. An IFFR stand had been set up in the marquee and attracted much attention from both Rotarians and their wives, most of whom had never heard of IFFR. Recruiting of new members benefited from their interest.

IFFR MEETINGS - UK & EUROPE 2001

13-15th July Jersey Jump - contact Michael Pudney for late booking

17-19th August Scandinavian Section meeting at Mariehamn, Aland Islands, Finland, the place in Finland closest to the British Isles. Contact Bengt Hellsten, -358-1812961 or email bihellsten@alcom.aland.fi

31 August-2nd Septr. German Section meeting at Carlsbad, Czechoslovakia. Contact Wolfgang Teich fax 0049-4832-7202 for program

7-9th September French Section meeting - Biarritz. Program available later.

5th-7th October Iberian Section meeting in Majorca. Program available later.

CULLIN SKINK AND CRANACHAN

With a few exceptions IFFR membership resembles Julius Caesar's classical description of Ancient Gaul - it is divided into three parts. There are the Americans, North and South, spread across the biggest continent in the world, the Antipodeans clinging resolutely to the edges of their islands, and the Europeans, a polyglot collection of more than a dozen different nationalities each speaking a separate language and comprising seven individual Sections all crammed together in an area smaller than Australia. Nonetheless the European members enjoy their wide diversity of culture and scenery and this was never more apparent than at the recent Scottish International Meeting held by the UK Section at Perth.

Everything was perfect. The weather was at its best, attendance was a record, the airfield staff and the accommodation were warm and hospitable, and the programme imaginative. Little wonder that the event attracted support from all over Europe. The 71 participants included 4 from Finland who had flown 1,000 miles much of it across the North Sea, 4 from Sweden who had come nearly as far, 4 from France, 1 each from Benelux and Iberia, and no fewer than 9 from Germany who had flown over in 4 different aircraft. Nevertheless the effects of the introduction of standardisation across the European Union is becoming apparent, with 3 of the aircraft, all based in Europe, being registered in the United States and thus able to avoid many of the bureaucratic regulations that bedevil General Aviation over here.

The first evening was spent renewing old friendships and making new ones ready for the day out on Saturday. That morning the party divided, with the coach taking some of the visitors to tour Edinburgh, capital of Scotland and centre of some of the best shopping in Europe. The remainder took the opportunity of clear skies to fly to the west coast, over Gleneagles the world famous golf resort, across Loch Lomond and down the River Clyde, then crossing to Iona and Mull before dropping into Oban for lunch. The return route to Perth saw us fly over the mountains and through the Glencoe pass, scene of the infamous massacre.

On Sunday two coaches took the combined party to Blair Castle, home of the Duke of Atholl, the only person authorised to maintain his own standing army, the Atholl Highlanders. After a conducted tour of the Castle, now used as the Duke's residence, we watched the Atholl Highlanders march and countermarch at the opening of the Atholl Gathering, a smaller edition of the famous Highland Games held annually near Balmoral, the Queen's home in Scotland. There we saw displays of weightlifting and caber tossing by some of Scotland's strongest men and Highland Dancing by some of Scotland's prettiest girls, while strolling round the many stalls one of which was run by the Pitlochry Rotary Club, whose President and Vice-Presidents with their wives joined us for the Gala Dinner that evening.

At that dinner, on being presented with the Menu, one of the pilots enquired whether 'Cullin Skink' and 'Cranachan' were new VFR reporting points for Perth airfield before being assured by our hosts that they are respectively the correct title of a rich fish broth and raspberries smothered in whipped cream. This meal like all the others lived up to its reputation and rounded off the celebrations in fine style. Too soon Monday came, and in spite of a slow deterioration in the weather that delayed those returning to the Lancashire coast all returned safely home from a weekend that will long live in our memories. We owe a deep debt of gratitude to Ian Kerr and the other members of his team for their splendid organisation. To amend slightly that well known Scottish air 'Can we no' come back again?'

CHAMPAGNE POLKA !

One of the benefits of being a member of The Flying Rotarians is the chance to see round organisations as security conscious as the Airbus Industrie in Toulouse, the Naval Air Station at Eggebek in Germany occupied by the NATO Naval Air Squadron, and now the French Civil Air Navigation Control Centre at Reims Ian & I left Henlow on a bright sunny Saturday morning and flew G-IFFR at FL55 across northern France with no more than a call to Lille Info who gave us a squawk and to Reims Military whose automatic responder confirmed that the French Air Force does not work at weekends, before we dropped down into Prunay for a welcome beer with the assembling French members followed by lunch at the airfield restaurant. Why do the French eat better at their airfields than we do?

A coach took the party to the Control Centre where we exchanged passports for passes before touring round the vast establishment that handles all IFR airway traffic from the Channel coast to the eastern borders of France From their modern equipment room they can monitor the operational state of every ATC radar, radio, fixed antenna, and phone installation throughout their area Up to 30 controllers can work at the same time when traffic demands, although on a quiet Saturday afternoon many of the consoles were occupied by trainees uprating their skills Only on the Paris edge of the area was any congregation of aircraft noticeable

After the educational part of the day we again took the coach the short distance to the Pommery Champagne caves where moving from an outside temperature of 25 degrees we descended to the warren of cellars and tunnels, all at 10 degrees, where we saw some of the thirty million bottles they hold and learned something of the art of making the drink that gives the sparkle to so many weddings and christenings After climbing back 140 steps to ground level we celebrated accordingly Then on via a brief stop to admire the Cathedral to our hotel for a convivial meal As the only Britons present our hosts made every effort to look after us and by the end of the evening it was no problem to give greetings in alcoholic French from the UK members and from Sam Bishop who had been at Duxford only a week before In exchange we received a warm invitation to the French reunion at Biarritz in September

The next morning we got our comeuppance! On climbing out of the circuit the low voltage light shone as brightly as the morning sun and the ammeter confirmed the unwelcome news We landed back but could not see any obvious cause and with no mechanic available decided that we really didn't need a radio with clear skies, good maps and two GPS and returned home incommunicado in time for lunch having avoided controlled airspace all the way. The champagne that we brought home will remind us of a trip that so many of you would have enjoyed as much as we did.

THE MIDWEEK SPRING MEETING

As an experiment to help those who find it difficult to rent aircraft at weekends we decided to hold a midweek meeting at Sywell in April Unhappily the persistent rain overnight made it necessary for the airfield to be closed and those who had attempted to come by air were obliged to turn back. However 15 Rotarians sat down to lunch and enjoyed the talk by Chris Parker on the history of the airfield and the tour of the hangars holding varied aircraft ranging from warplanes to microlights Our thanks to Brian McGraw for arranging an interesting event. Further midweek meetings are sure to follow.

WELCOME TO OUR NEW MEMBERS

Brian Midgley, of the Sheffield Vulcan R.C Jim Mundell of the Greenwich R C , London
Tony Wakefield of the Stamford R C who flies from both Conington and Sibson
Ron Wright from Bush Hill Park R C who flies from Panshanger

THE IFFR-U.K. A.G.M. 2001

This was held during the Perth meeting and attended by 18 members including Luis Henriques the European Vice-President. The following report from the Secretary was read and the Accounts submitted and approved. It was agreed that the subscription for the forthcoming year should remain at £25 for new members to cover initial costs, and £20 for members renewing. The Chairman expressed his pleasure at the support that members had given to IFFR events both at home and abroad, and his thanks to those members whose efforts had contributed to making his year in office so enjoyable.

There being no other nominations the existing Committee was re-elected en bloc. The Secretary circulated copies of his correspondence with the CAA on the subject of a pilot who fails to comply with the 90 day rule having a safety pilot with him rather than being obliged to fly solo, and asked if the members wished to pursue the subject. It was agreed that this should be done in the interests of safety, and John Bowden volunteered to take up the matter with the General Aviation Safety Council - (GASCO) - who are already hounding the CAA on the question of practise forced landings on take-off. It was suggested that future Bulletins should be sent both by hard copy and by email so that members could send them on to others interested in IFFR.

The meeting concluded with thanks to Luis for his continuing support.

SECRETARY'S REPORT

The paid up membership for 2001 remains at 100 notwithstanding the loss of five members who resigned, and there are a further five who have not yet paid, although one did phone to say that he had suffered serious health problems. However we have recruited no less than 11 new members since the last AGM including our second lady member whom some of you will have met at Duxford. Email is spreading with 69% having an email address. Much effort was required to create the specially bound Visitors Book which IFFR presented to the Imperial War Museum for the Rotary Room in the USAAF hangar, but this was well received. The total cost was £115.

For the Treasurer's report I present the Accounts for the year ended 31st December last, approved by Ron Harrison as our auditor. Although this shows an overspend for the second year in succession we have a healthy balance equivalent to a full year's subscription in hand and the reduction in international dues from \$20 to \$15 per head for members renewing should give us a small surplus this year. I recommend no change in the subscription of £20 for renewals and £25 for new members.

As Editor I have prepared and circulated five UK Bulletins including the special Bulletin for the Duxford meeting attended by over 900 Rotarians and their families. That edition was written to attract new members and has to some measure proved successful. The format of the Bulletin has remained little changed, 6 or 8 pages of A4 photocopied and stapled and circulated by post. Although dispatch by email would be less expensive the lack of a permanent hard copy would fail to draw the attention of the less committed members to forthcoming events possibly several months ahead.

Attendance at activities abroad has continued and reports from several members have added additional interest. Such reports are always welcome and I look forward to those from members going to Finland in August, and to Prague, Biarritz and Majorca in September for inclusion in the Autumn issue. I am reserving special space in the Winter issue for a report by Feroz Wadia, our only member who to my knowledge has flown the Atlantic to bring home his newly acquired aircraft.

John D Ritchie

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Mr J D Ritchie, Hon Secretary
International Fellowship of Flying Rotarians UK Section
84 Broadway, Letchworth Herts SG63PH

Our ref 10D/210051001B
18 May 2001

Dear Mr Ritchie

WHO IS A PASSENGER?

Further to your correspondence with Mr Morgan-Davies, I regret that I must return to your question of "who is a passenger?" which you asked in your letter of 12th October 2000

We have received a more detailed interpretation from our Legal Department which makes clear that the advice contained in Mr Morgan-Davies' letter of 9th November is wrong. I apologise for this mistake which stemmed from the desire to achieve timely approval of what, at first sight, seemed a sensible suggestion

However, the fact is that a safety pilot carried in a single pilot aircraft is, legally, a passenger and under the Air Navigation Order (ANO), a pilot may not carry passengers if he has not completed the required take-offs and landings in the previous 90 days. Therefore, a pilot who is out of 90 day currency (but still within the validity period of his class or type rating) must complete this take-off and landing requirement, either by flying solo or with an appropriately rated flight instructor

One alternative suggestion was that the "in-date" safety pilot should act as pilot in command and allow the "lapsed" pilot to handle the controls to achieve the required number of take-offs and landings. However, the CAA would not advocate this course of action because

1 there is no provision for the "lapsed" pilot (legally a passenger) to log the flight time for the period when he was handling the controls during the take-offs and landings,

2 the "in-date" pilot in command would be placed in an invidious position. He would be solely responsible for the safety of the flight both from a legal and insurance point of view, but, under this arrangement, he would be allowing a "passenger" who might not have flown as pilot for many months to handle the aircraft at the most critical stages of flight. Also, unless he was an instructor or examiner, he would probably not have the experience and training to take over control in time to recover safely should the "passenger" mishandle the aircraft at a critical stage.

Therefore, although it may be inconvenient, the only legal and safe option open to a pilot who does not meet the ANO 90 day currency requirement for the carriage of passengers is to complete the necessary take-offs and landings either solo or as pilot under instruction

Once again, I am sorry that you were given different advice, but I hope that this clarifies the legal position

Yours sincerely A.G Cohen
Head of Personnel Licensing Policy