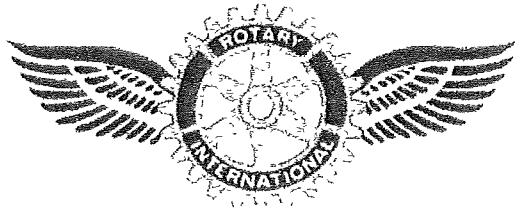


# INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS



## THE ROTATING BEACON United Kingdom Section

### SPRING BULLETIN 2002

#### SUMMER PROGRAM 2002

When you joined IFFR you agreed to try and attend at least one meeting each year. This year you are spoilt for choice. Note the dates in your diary, book your aircraft and tell the organiser as he & the hotel need to know the numbers now.

**March 27**     **Wednesday : UK Midweek meeting at Coventry to visit Air Atlantique**

**May 3-4-5**     **UK Spring Weekend Meeting in the West Country. Details below.**

**May 30-June 2** **German/Austrian Section Meeting at Flensburg near the Danish border Remember to check your insurance cover.**

**June 14-17**     **UK Joint Meeting with the Rotary Yachting Fellowship at Merseyside. Details below. Contact Tony Erskine as soon as possible.**

**June 20-22**     **Pre-Convention Assembly at Jersey, Channel Islands.**

**June 23-26**     **RI Convention at Barcelona, Spain, followed by Fly-Round Espana.**

**July 26**         **Friday : Visit to Brooklands Air Museum. Outline details below**

**August**         **23-25 Scandinavian Section Meeting at Billund, Denmark.  
Take the children and Visit LEGO at home.**

**Sept 7-8**        **UK Meeting at Leicester to watch Air Racing - Full details below.**

**Sept 13-15**     **French Section Meeting at Dijon with visit to Robin & CAP plants**

## **MEMBERSHIP**

**Have you paid your sub for 2002 ? Unlike our aircraft IFFR cannot run on air and we need your support both physical and financial. Cheques for £20 payable to IFFR-UK to the Treasurer, John D. Ritchie at 84 Broadway, Letchworth, Herts SG6 3PH now, please, with any change of details for the Directory.**

We offer a warm welcome to our new members, Mrs Patricia Duncan from the Elstree & Boreham Wood R C who flies from Panshangar, and our first true 'Sky Pilot' the Revd. David Smith of the Sedgley & Wombourne R C who is the Honorary Chaplain to Wolverhampton Business Airport, still known by many of us as 'Halfpenny Green'

We regret to report the resignation of Keith Manktelow, one of our three members on the Isle of Man who made us so welcome on our visit there

## **PILOTS : Did you know ?**

- a That all UK airfield plates including instrument approach plates are available from the CAA website [www.ais.org.uk/uk\\_ais/pdf/ad/admain.htm](http://www.ais.org.uk/uk_ais/pdf/ad/admain.htm) Note the underscore after uk/uk - it is not a 'dash'
- b That IFFR UK keep current Bottlang VFR charts for much of Europe available free on 24 hours request to the Secretary/Treasurer by post, fax or email.
- c. That a Bottlang trip kit for Iberia is held by Angus Clark and copies of any airfield charts required for the post Convention Flyround are available from him on request Aeronautical charts for Spain & Portugal are scarce Order early.

## **THE CONSTITUTION**

Comments from some of our newer members have reminded us that not everyone is aware of the manner in which IFFR operates As a Rotary Fellowship it is bound by a few rules imposed by RI but these may sometimes be 'overlooked' when found to be inconvenient. However there is a Constitution which can be summarised as follows

The IFFR Executive Board consists of the World IFFR President (currently Sam Bishop from California) together with the Immediate Past President (Ern Dawes from Australia), President-elect (Tony Watson from Dallas - the city not the soap opera!), the Secretary/Treasurer (Tom Surowka from Florida), and the Bulletin Editor (Elena wife of Sam) They serve for a two year term and are elected at the AGM held at the RI Annual Convention Four Vice Presidents from the four Regions - Australasia - America - Africa & Europe make up the other Board members So far as reasonably possible the Presidency rotates around the Regions the only requirement being that the President should have served as Vice President in one Region or another

The Regions are comprised of various Sections largely reflecting the distribution of membership between the constituent countries For example there are eight Sections in Europe, six in North America, but only one in Africa Each is headed by a Section Chairman appointed by members of the Section and serve for either one or two years as the Section determines Full details of names, addresses etc can be found in the Membership Directory Each Section appoints such officers as it needs for its purposes

In the UK Section the Committee consists of the Chairman, Angus Clark - Immediate Past Chairman, Ives Branson - Chairman elect, Ian Kerr - Events Co-ordinator Michael Pudney, and the Secretary/Treasurer John Ritchie who also hold the post of Bulletin Editor. They each hold office for two years coinciding with the term of the World President and each incoming Chairman has the responsibility of suggesting his successor as they will be working together over that period. Nominations for office from members are welcome but rarely received. This year the World AGM will be held at Barcelona during the RI Convention and the UK AGM at Truro on 5<sup>th</sup> May when reports of the year's events will be submitted to members for comment and suggestion of future activities. If any member wishes to put forward any radical proposal that needs prior consideration by the Committee he/she is requested to send it to the Secretary by post to 84 Broadway, Letchworth, Herts SG6 3PH or email to [john@ritchieffr.freerve.co.uk](mailto:john@ritchieffr.freerve.co.uk). Comments from the floor at the AGM are welcome.

## **SOUTH WEST FLY-IN**

### **Truro**

**May 3/5 2002**

*Truro, the 'capital' of Cornwall, has been selected as the base for the South West Fly-in. The visit to the Eden Project, which has drawn wide international acclaim, should prove to be the highlight of the weekend. Perranporth, 10 miles from Truro, has been selected as the arrival airfield as it offers a good runway configuration with reasonable landing fees.*

The **Eden Project** has set itself the mission to - "Promote the understanding and practise the responsible management of the vital relationship between plants, people and resources, leading towards a sustainable future for all." The setting is a 50 metre deep crater, the size of 35 football pitches, within which nestles two gigantic geodesic conservatories - the largest in the world. Made from over 800 huge steel hexagons with no internal support, they are a remarkable feat of engineering. Our guided tour there will take about one hour and a half, covering the Humid Tropics Biome and the Warm Temperate Biome after which we shall have lunch. Following lunch there is the outside landscape to be investigated, a series of terraces telling the story of plants that have changed the world and plants that may be crucial to our future. Plants that have started wars, halted epidemics, inspired artists, clothed, fed and sheltered us. The visitor centre contains a viewing deck (a great place to take photographs), shop and educational displays. Further information is available at [www.edenproject.com](http://www.edenproject.com)

**Truro** became fashionable during the 1800's with rich merchants whose wealth came from tin mining, at the same time it was the hub of county society. This is reflected in the Georgian Terraces - some of the finest architecture west of Bath. Truro is the archetypal County Town - elegant and charming with an air of distinction. Its cobbled streets and tiny alleyways, known as "opes", contain some of the nation's household names alongside many tiny specialist shops bursting with ideas for even the most demanding shopper. John Pearson designed the Cathedral, which has three spires, in the classic Gothic revival style. It was completed in 1910, the first Anglican cathedral to be built in England since St Paul's. The building incorporates part of the old parish church of St Mary, which stood on this site.

The programme for the weekend is as follows

- May 3            1400 –1600 Arrive Perranporth Airfield (EGTP)  
Transfer to Alverton Manor Hotel, Truro  
1930 onwards Informal dinner
- May 4            0915· Depart by coach for Eden Project  
1430. Leave Eden Project  
1930 for 2000 Principal dinner
- May 5            0900 UK Section AGM  
1015· Guided walk around Truro  
1230 Lunch – own arrangements  
1400. Depart Truro for Perranporth Airfield

Participants should book hotel accommodation direct with the Alverton Manor Hotel referring to IFFR (Tel 01872 276633, Fax 01872 222989) A limited allocation of rooms has been held for IFFR until March 1 and will be allocated on a first come first served basis. The cost will be £140 per night per double room per night for dinner, bed and breakfast. Single rooms are available at £90 per night DBB. The room charge per night for a child sharing a room will be 0-11 £5, 12-15 £15 - Child meals 0-2 free, 3-11 ½ price Remember, families are always welcome at IFFR events

**As this is a Bank Holiday Weekend and HM The Queen is visiting Truro on 1/2<sup>nd</sup> May accommodation will be tight and therefore early reservation is advised.**

Send the reservation form which has been supplied to all members, with payment to Angus Clark, Folds Head Close, Folds Head, Calver, Hope Valley, S32 3XJ (Tel/Fax: 01433 631585, email [angus@foldhead.plus.com](mailto:angus@foldhead.plus.com), Mobile: 0771 4624930) Cheques should be made payable to A CLARK. £30 p h adults £15 p.h children

**NOTE: Hotel reservations - quoting IFFR- must be made direct with Alverton Manor Hotel, Truro – Tel: 01872 276633, Fax: 01872 222989, email: [reception@alvertonmanor.demon.co.uk](mailto:reception@alvertonmanor.demon.co.uk)**

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### **UK SECTION ANNUAL GENERAL MEETING**

As mentioned above this meeting will be held at the Hotel in Truro at 9 00 am on Sunday morning 5<sup>th</sup> May Judging from past meetings it is unlikely to take more than 30 minutes Items to be discussed are

- 1 Report from the Chairman on the activities for the past year
- 2 Report from the Secretary/Treasurer on membership
3. The Annual Accounts - copy herewith - and subscription for 2003
4. Election of Officers - nominations for office to be advised to the Secretary
- 5 The 2002 Events Program and Program ideas for 2003
- 6 Any other business that members wish to raise

If you cannot be present but wish to put ideas or comments for discussion please write or email to the Secretary - name and address as above

INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS  
United Kingdom Section

INCOME & EXPENDITURE ACCOUNT : JANUARY-DECEMBER 2001

<u>Income</u>	
Subscriptions for 2001	2,073.00
Subscriptions for 2002 in advance	620.00
Sales of badges & ties	112.00
Bank interest	9.96
Donations	5.00
Total income	<u>2,819.96</u>
<u>Expenditure</u>	
International Subscriptions	1,165.18
Bulletins - Printing & postages	357.30
Secretarial expenses	28.60
Purchases :	
Share Bottlang Guide	46.86
Duxford Visitors Book	115.09
Donations :	
General Aviation Awareness Campaign	200.00
Friends of Sywell Airport Fund	50.00
Total expenditure	<u>1,963.03</u>
Gross income less expenses	856.93
Deduct subscriptions paid in advance	<u>620.00</u>
Excess of Income over Expenditure	236.93

BALANCE SHEET 31st DECEMBER 2001

<u>Balance at Bank - Treasurers Account</u>	
Bank Balance at 1.1 01	3,243 11
Less 2001 subs paid in advance	<u>1,025 00</u>
	2,218 11
Add excess in income	236 93
Add Prepaid subscriptions 2002	<u>620 00</u>
Bank Balance at 31 12 01	3,075.04

BUDGET 2002

Income	90 Subscriptions @ £20	1,800 00
	10 Subscriptions @ £25	250 00
	Bank interest	<u>10 00</u>
		2,060 00
Expenditure : International subs		
	90 x \$15 @ \$1 40=£1	965 00
	10 x \$25 @ \$1.40=£1	178 00
	G.A A.C donation	200.00
	Bulletins etc	350 00
	Bottlang subscription	50 00
	Secretarial expenses	40 00
		<u>1,783 00</u>
Projected Surplus		£ 277 00

John D Ritchie - Hon Treasurer

R.J.Harrison - Hon Examiner

## Proposed Liverpool Fly in Friday 14<sup>th</sup> -16<sup>th</sup> June 2001

With the above proposed fly in only a week before the start of the RI Convention in Barcelona and the Fly-Round that follows, it would be helpful if we knew the likely support for this event of which details are as follows. The weekend coincides with the River Mersey festival and we are hopefully meeting up with the Yachting Rotarians

### **Proposed initial Programme**

Friday afternoon	Arrive Liverpool Airport Transport to Marriott City Centre hotel 3- 4 years old with leisure club attached.
Friday evening	Dinner, venue to be arranged After which the Liverpool night life is on your doorstep
Saturday Morning	Tour around Liverpool
Lunch	Possible at the Cathedral
Saturday afternoon	Albert Dock and the river festival Dock consists of Museums, shops, bars, Tate gallery
Saturday evening	<b>Dinner with Yachting Rotarians and host Rotary club.</b>
Sunday Morning	Tour Great Georges Hall or similar  Sunday Lunch and/or depart

### **Costs**

Hotel                      £90.00 per room per night  
Airport                    £23 00 including landing, handling, parking for full weekend  
(we have negotiated 50% reduction, prices for single engine a/c)

Meals/tours etc                      £80 00 approx per person

Please email to Tony Erskine on [tony\\_erskine@virgin.net](mailto:tony_erskine@virgin.net) or phone 01928-571440 or (07818 046458 mobile) before Easter for registration and hotel information

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### **BROOKLANDS AIR MUSEUM VISIT**

Brian McGraw has arranged a tour of Brooklands Museum on **Friday 26<sup>th</sup> July**, with free tour guide for 15 or more. Entry fee & Buffet lunch for £23 per head, with drinks in the Members Bar. Please tell Brian McGraw or Angus Clark if you wish to attend. Email to [brian@mcgraw.fsbusiness.co.uk](mailto:brian@mcgraw.fsbusiness.co.uk) or phone 01933-225409. Sorry, but you can't fly in there, the nearest airfield is Fair Oaks. When replying please say whether you need a lift from Fair Oaks and/or overnight accommodation if coming by air

Visit Leicester, the award winning National Space Centre and watch the King's Cup Air Race. Saturday and Sunday, 7 and 8 September 2002.

Leicester is the location of the National Space Centre which has been placed top in the 2002 edition of the Good Britain Guide ahead of such attractions as the British Museum and Natural History Museum. To quote their literature: The National Space Centre is the UK's largest attraction dedicated to space science and astronomy. From the minute you catch sight of the Space Centre's futuristic Rocket Tower, you will be treated to three breathtaking hours of discovery where the stories, personalities and technology of the past and present are used to explain our current understanding of space and how it will affect our future.

This weekend has been selected because it coincides with the King's Cup handicap air race organised by the Royal Aero Club Records, Racing and Rally Association. The King's Cup is the most coveted air racing trophy having been presented by His Majesty King George V in 1922. The slowest aircraft start first and after four laps of a twenty-five mile course, the race may end with fifteen or more aircraft crossing the finish line within ten seconds. The slowest Piper Tomahawk and Beagle Pups being passed by Beach Barons down to 100 feet on the finishing line can be spectacular. We have also been invited to join the RAeC RRR for their Championship Dinner.

**Programme:**

Arrive at Leicester Airport (EGBG) by 1145 (all times local) on Saturday 7 September 2002. Landing fees are free at weekends if you purchase 50 litres of fuel (twins 100 litres) and parking is £7.50 per night. Leicester is a general aviation friendly airport operated by the Leicestershire Aero Club and has three tarmac runways (longest 940 metres). I hope that Customs and Immigration facilities will be available for overseas visitors.

Sandwiches and light refreshments will be available and you can watch the air race practice between 1200 and 1330. We depart by coach for the Space Centre at 1345 for a visit lasting approximately three hours.

At 1700 the coach will leave the Space Centre for the Holiday Inn. The cost is £65 per room for sole or double occupancy including full breakfast and VAT.

We join the Royal Aero Club RRR Association for their Championship Dinner at 1930 for 2000. This will be followed by music and dancing, and the opportunity to buy drinks for the race pilots!

On Sunday at 1015 we start a gentle hour and a half stroll with a Blue Badge Guide to hear a light hearted history of Leicester. This starts with the Roman Jewry wall across the road from the Hotel and will include the Castle and the centre of the City.

At 1215 depart the hotel by coach back to Leicester Airport for the King's Cup Air Race which starts at 1330. Departure home can be immediately after the Air Race at about 1500 or after the Prize Presentation.

For those wishing to arrive on Friday, arrangements will be made for collection from the airport and I will book a central restaurant for dinner. Those staying on Sunday evening (including partners) are invited to attend the Monday lunchtime meeting of the Rotary Club of Leicester. The same hotel rate of £65 per room applies to Friday and Sunday nights.

The cost of the RAeC dinner, Space Centre admission, historic walk and coach transfers should be under £50.

Action now.

1. If you are definitely attending or interested in more information, please advise Rodney Spokes at 155 Scraftoft Lane, Leicester LE5 2FF or fax +44 (0) 116 243 1925 on the attached form, or by e-mail to [spokes@compuserve.com](mailto:spokes@compuserve.com). Please do not send payment at this stage.
2. Book accommodation direct with the Holiday Inn, St Nicholas Circle, Leicester (Note there are two Holiday Inns in Leicester). Telephone +44 (0) 116 253 1161, Fax +44 (0) 116 242 8747. Please quote "IFFR" group and give credit card details (free cancellation up to 4pm on day of arrival).

Please complete and return to  
Rodney Spokes, 155 Scraftoft Lane, Leicester LE5 2FF, England.  
Fax +44 (0)116 243 1925.

Name . . . . .  
Address .. . . .  
.....  
.....  
.....  
Telephone .... .. Fax . . . . E-mail . . . . .  
Definitely attending/more information please (Delete as applicable)  
Aircraft . . . . . Number on board . . . . .  
Flying from .... .. Departing to .. . . .  
Arriving on Friday/Saturday/ . . Departing on Sunday/Monday/ ..

## **THE GREAT SOUTH WEST FLYROUND PART II**

*(You may recall that in the last issue we left Angus & Alisma at Farmington where (probably to rub it in to the Europeans who had previously ruled America) they celebrated Independence Day early. Ed)*

On 'The Fourth' we took off for what was to be, by far, the best day's flying of the entire trip. Our first waypoint was Shiprock - not surprisingly a rock in the shape of a ship, which stood, by itself, in the middle of the desert. From there it was on to Monument Valley, the location for the classic John Ford Westerns.



This is Navajo Indian country and has now been returned to them. The rock formations were stunning and stood out with stark clarity in the unpolluted desert air. Having a relatively low powered aircraft in an environment where the density altitude would have restricted our ability to regain height we did not descend to take a low level view. Some of our fellow aviators did and their vista would have even been more spectacular. It was then on to Lake Powell, a man-made lake at the head of the Grand Canyon. Again the more intrepid aviators flew low following the meandering river that fed the lake. From our aerial vantage point it appeared that at least one was too low for comfort but we all have to learn – but we wouldn't choose that way!

Navajo Mountain, at 10,300 feet, dominated one side of the Lake with Rainbow Bridge, the longest naturally occurring arch in the USA, a short way beyond. We have to confess however that despite our best efforts we failed to find it. The Lake, itself, is alive with a full range of aquatic activities – sailing, fishing, water skiing and swimming. The many inlets house marinas and camping grounds. Fifty miles to the North lay Bryce Canyon - not a canyon in the true sense but a series of spectacular rock formations along a cliff edge. It was here that we were to have our one and only unpleasant encounter with density altitude. As we approached Bryce Canyon airfield with its altitude of 7,600 feet we decided, on the basis of an automated weather report, to land in the same direction as a departing aircraft – there was no tower service. As we called 'finals' another aircraft called 'finals' in the opposite direction. We both decided from opposite ends of the runway to 'go around'. This was the safest and correct course of action given the confusion. However the other aircraft went around on what was to it the left-hand side of the runway - given that this was our right and our correct side there was a collision risk. So now, not only were we attempting to climb in very difficult pressure conditions but also, we had to keep clear of another aircraft. Not clever. After three orbits we had gained enough height to make a safe landing – phew, isn't it good to back on the ground again!

Bryce Canyon itself rivalled the South Rim of the Grand Canyon, which we had visited on an earlier trip. Water and ice over the centuries have worn away the limestone and sandstone rocks to varying degrees to create, what has been called, 'this enchanted place'. The rocks have dramatic shapes – organ pipes, castles, Wall Street and a sinking ship required no imagination. It was also, as one pioneer said 'a helluva place to lose a cow'. The vegetation also deserves mention - bristlecone pine trees on the Canyon's edge are among the earth's oldest living things having survived up to 1600 years. Yes, Bryce Canyon was truly spectacular.

The next day we set off early for a full day's bus trip to the North Rim of the Grand Canyon. Whether it was that we were by then getting travel weary or that nothing could compare with Bryce Canyon this was an anti-climax. The day stretched out with stops at various viewpoints before we reached the Rim. Views and the impression that they leave with you are personal things but to us the North Rim was not in the same league as its more popular Southern cousin. The journey back was extended by a visit to a derelict movie set where Wagon Train had been filmed.

We stopped by at the local town for a meal and impromptu entertainment – but we were past being entertained by that stage. It was 10.30 before we finally we returned to our hotel – not good bearing in mind that we had our longest day's flying, some 560 miles, the next day.

In spite of the late night we were up and airborne by 6 45 the next morning. Given the slowness of our aircraft we wanted to avoid as much of the mid-day heat as possible. The flight to Santa Fe was uneventful –the views over Lake Powell and Monument Valley were just as spectacular as before with the early morning sun catching the pinnacles. We debated at this point whether we should go non-stop to Amarillo. This would have the advantage of a quicker run and lessen our time in the inevitable turbulence. The aircraft had long-range tanks, which should have given us more than enough fuel, but caution and the thought of personal comfort took us to Santa Fe. In the event we had a very fast fifteen-minute turn around there and we were relieved, refuelled and back in the sky by 10 20. Although only mid-morning the combination of wind and heat made this next leg the most uncomfortable of the entire trip. As a friend said later it was the type of flying that could put a novice off for life. Altitude changes of 500 feet in both directions were the norm as we tracked along Route 66. The two and half hours to Amarillo were physically the hardest flying that we had ever done. The advantage of arriving in the early afternoon was that we were able to relax in the hotel swimming pool whilst the rest of the ‘squadron’ was still battling its way through the turbulence.

After dinner we set off to Palo Duro Canyon to see the musical ‘Texas’, which was performed in the open air in the base of the Canyon. This natural amphitheatre made stunning use of its surroundings as it told the story, with considerable artistic licence, of the early development of Texas. Trains, thunder and lightning, fireworks, cowboys, Indians and covered wagons all made an appearance. This was truly a fitting way to spend the last night of our South West tour.

The final leg was a 420-mile slog back to San Antonio and a slog it was due a strong head wind. As we took off our ground speed was a mere 45 kts. We had visions of being up all day! Thankfully as we set course the wind came off our nose and we managed to get up to 80kts or so, but still desperately slow. The saving grace was that the terrain in this part of Texas was more varied and hence more interesting than the western part where we had started our journey. Eventually the winds changed and we picked up some speed. As we approached San Antonio the controllers at the International Airport were most helpful putting us straight on to finals at Stinson Airfield and journey’s end.

So concluded a trip of some 2000 miles with over 22 hours of flying. In spite of long sections of emptiness it had been great. The high points – unquestionably Monument Valley, Lake Powell, Bryce Canyon and the visit to the Mesa Verde. The low points – Santa Fe and the long day to see the North Rim of the Grand Canyon – but these lows were far outweighed by the highs. All credit is due to Tony Watson and his team for organising an exceptional ten days. Now what about joining us next June on the planned Flyabout, covering Spain, Portugal, and possibly Morocco & Gibraltar, which follows the Barcelona Convention? Full details are in the International Bulletin as well as on the IFFR website, [www.iffir.org](http://www.iffir.org). See you there!

**Alisma and Angus Clark**