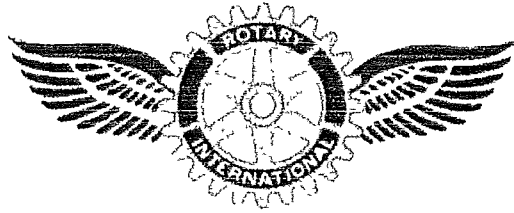


INTERNATIONAL FELLOWSHIP
OF FLYING ROTARIANS



THE ROTATING BEACON
United Kingdom Section
SUMMER BULLETIN 2002

SUMMER PROGRAM 2002

If you have missed the many activities that have already taken place there is still time to take part in all or any of those yet to come.

- July 26 Friday : Visit to Brooklands Air Museum. Immediate booking requested.
- August 10-11 German Section meeting at Weimar - details awaited
- August 17-18 Benelux Section meeting at Old-Timers Air Show, Schaffen-Diest, Belgium. See Benelux Website for details
- August 23-25 Scandinavian Section Meeting at Billund, Denmark.
Full programme and registration form available from the Secretary
- Sept 7-8 UK Meeting at Leicester to watch Air Racing - Full details were given in the *Spring Bulletin* and are available from Rodney Spokes
- Sept 13-15 French Section Meeting at Dijon with visits to Robin & CAP plants. Full programme and costs to be advised when received. Seats are on offer from Brian Madden - phone 01707-655163

New Membership Directory

Please note that the address for the Immediate Past Chairman given in the new Directory is incomplete, due probably to lack of space. The full address is :
Angus Clark, Folds Head Close, Folds Head, Calver, Hope Valley, Derbyshire
Phone 01433 631585 Fax. 01433 631585 Email. angus@foldhead.plus.com

84, Broadway,
Letchworth,
Hertfordshire

Dear Members,

I would like to take this opportunity to express my sincere thanks to all members of the Section for the honour you bestowed upon me by presenting me with a Paul Harris Fellowship. I appreciate it all the more by reason of the fact that the European Sections of IFFR considered it appropriate to join with you in making the award into a double one. It seems strange to be rewarded for doing what I have enjoyed most in Rotary and for pursuing a hobby that has taken me to so many interesting places and made us so many friends.

But I could not have done any of this without the encouragement and support of Mary who never misses a trip if she can help it, and of the many members who have accompanied us and some of whom now act as my pilot. I promise that I will do all that I can to try and live up to the award you have made.

Yours sincerely,

John D. Ritchie

RIBI PRESIDENT IS A HIGH FLYER

David Liddiatt, RIBI President 2001-2002, learned what IFFR is all about when in the course of his presidential visit to District 1080 - East Anglia - he was taken to inspect the Rotary & Visitors Room at the Imperial War Museum, Duxford founded by the Cambridge Rotary Club. IFFR-UK had presented the Visitors Book at the room which he duly signed in company with the District Governor Brian Baxter who later toured the hangars in company with IFFR members Pat Duncan & John Ritchie and others. Meanwhile President David was taken with his wife Jill on a flight over the Cambridgeshire countryside by IFFR member Ron Wright of the Bush Hill Rotary Club in his Piper Archer which he had flown into Duxford especially for the occasion. David was so taken with the visit that the proposal was raised that a future District Conference be held at Cambridge so that more Rotarians can be introduced to the pleasures of general aviation. Perhaps other members can persuade their District Governors to follow the RIBI President's example.

IFFR TIES

No, not the strong and ever growing links that bind us to the other International Sections of IFFR, but the sort that you hang around your neck (or in emergency use in place of your belt!). A brand-new batch of IFFR ties is now in stock and available at the cost price of £6 each including postage. Don't go to the RI Convention or the next International Meeting wearing the old soup-stained tie that your wife gave you when you first joined. Be a 'Big-Spender' and buy yourself a new one. Orders please to John Ritchie, 84 Broadway, Letchworth SG6 3PH with cheque for £6 payable to IFFR-UK. Pin badges are also available at £2.50 each or £2 each with an order for a tie.

BROOKLANDS AIR & CAR MUSEUM

Friday July 26th 2002

Brooklands Aerodrome dates from the early days of motor racing and the very birth of British Aviation. Much remains from the past including the original 1907 buildings and a section of the banked racing circuit (Wear rubber soles to climb it!). There is a mouth-watering selection of old vehicles and aircraft, both original and replica, including the Wellington bomber recovered after 40 years under Loch Ness and now restored and left partly uncovered to show Sir Barnes Wallis's geodetic construction

For a group of 15 or more an official guide will provide a two hour tour starting at 2.0 pm. sharp. We shall have the use of the Members Bar for pre-lunch drinks from noon to 12.30 pm followed by lunch in the adjacent Bluebird Room at 12 30 pm Total cost including entry fee, buffet lunch and tour will be about £23 per head.

Road access is from M25 exit 10 via Brooklands Road B374. Look for the brown Museum signs. There is adequate car parking in front of the Club House. The Museum phone number is 01932-857381

Brooklands Aerodrome is only open for special events, but Fair Oaks is about five miles away. First time visitors should phone for a briefing as the airfield is under the London CTA Phone ATC 01276-857000. Two taxi firms operate · Chobham Cars 01276-855151 and Boomerang Taxis 01483-714062. The Ship Hotel Weybridge - 01932-848364- is recommended for those wishing to make an overnight stay.

As the caterers need a deposit from IFFR please complete the form below and post or email ASAP to Brian McGraw, 58 Glenfield Drive, Gt. Doddington, Wellingborough, Northants NN29 7TE Email brian@mcgraw.fsbusiness.co.uk

So far only eight members have registered. Your immediate response is requested to avoid any risk of cancellation due to lack of support.

NAME

NUMBER COMING

ADDRESS

EMAIL

PHONE

Coming by ROAD or by AIR INTO FAIROAKS

Coventry:

To judge by the number of those attending the midweek meeting at Coventry you would think that Lady Godiva had agreed to repeat her horseback performance for the benefit of IFFR. Members came by air and by road from anywhere between Biggin Hill and Blackpool, Exeter and Edinburgh, to mention but a few, and we were delighted to welcome all three UK lady members and two of our recent recruits.

Having once penetrated the security surrounding the airfield, the party spent an interesting morning touring the Air Atlantique establishment at Coventry Airport, where we inspected a wide range of historic aircraft, mostly still in flying condition, and ranging from a Miles Messenger pre-war trainer to an ex-RAF Shackleton once used for AWACS Duty. The attendance was so strong that it was divided into three groups each with its own well informed guide who knew the individual aircraft and their histories like their own children.

For many the 'nest of Goony Birds' otherwise better known on this side of the Atlantic as the Dakota DC3 brought back wartime memories of this ubiquitous transport and we were delighted to learn from our guides that three are still in service and those not still flyable are being used to provide the hard-to-come-by spares.

The Coleshill Rotary Club had turned out in number to join us and to provide ground transport to the Deer Park Golf Club where a buffet lunch awaited the fifty or more who had enjoyed a morning in warm sunshine, meeting old friends and making new ones. Our thanks go to Bill Jevons and the members of his Club, and to those at Air Atlantique for the efforts they made to entertain and inform us.

No passenger flying was available that day, but on Sunday 23rd June they will be holding an Open Day at which everything flyable will be flown. No pre-booking - just roll up and take your turn in the queue. I suspect that many of those not attending the start of the Barcelona Convention that day may take up the invitation.

Biographical Note

According to legend, Lady Godiva the wife of Leofric the 11th Century Earl of Mercia, urged him to reduce the excessive taxes levied on the inhabitants of Coventry. He offered to do so only if she would ride naked and barebacked through the streets of the city. Learning of this the citizens agreed to stay in behind locked shutters, all save Peeping Tom who looked out and was immediately struck blind. It is said that the horse also enjoyed the ride!

MEMBERSHIP

We are delighted to welcome four new members, namely Mike McGreavey of Monifieth R.C. who flies out of Perth, and John Ince of Yatton R.C. who is a retired ATPL based at Bristol, Shaun Wilson of Sedgley & Wombourne R.C. who flies from Wolverhampton, Colin Walker spouse of Jo Walker, and Keith Gayton of the Leicester R.C. who no longer flies but spends his spare time restoring the aircraft at Duxford. We look forward to seeing them at our future meetings. On the other hand we are sorry to lose no fewer than six old members, namely Allan Chamberlain, Douglas Green, Brian Leahy, Ralph Rhodes, Alan Roberts, and John Young. They say they have given up flying, but it is an addiction so we may yet welcome them back.

WHERE HAS YOUR PLANE BEEN ?

Your editor's plane, G-IFFR, is celebrating the fifth anniversary of his arrival on the British Register this summer. Unlike Sam Bishop's aircraft, G-IFFR is as masculine as you might expect from anyone with the surname 'Romeo'! He is a PA32, a big brute with 300 hp in front and seats for six behind, weighing over 1½ tons and with a thirst of 55 litres per hour, but as docile as any PA28 when it comes to handling.

Having spent his earlier years in Belgium, he was brought to Britain and christened with his present name, arriving just in time for the Scottish Flyround the Western Isles in 1997. Since then, in the competent hands of several IFFR members Romeo has enjoyed visits to IFFR events held by most of the other European Sections, ranging from Augsburg in Germany and Seppe in the Netherlands in 1998 through Elba, Italy and Reus, Spain in 1999, Braga, Portugal and Salzburg, Austria in 2000 to Reims, France and Karlovy Vary, Czech Republic last year.

These may sound long and ambitious trips for a VFR aircraft, but with the possible exception of Spain each of these destinations is within a day's flying range of Southern England, at least when returning home with the additional hour of daylight from the Continent. Is he especially fast, you may ask? No, in spite of the big engine the load capability of six persons, baggage, and 315 litres of Avgas restrains him to a modest cruising speed of about 115 knots. He just keeps going on, and on, and on!

Why do I think that you may be interested in all this? Because so many members have their horizons bounded by the British coastline, while the principal justification for having the use of an aircraft is the ability at short notice and with few restrictions to be able to get away from the English weather and catering. You can see new places, meet new people, and sample different food for a few days and yet still get back home *in time for business or a round of golf with that warm internal feeling that comes from having secured an Excise Duty refund on all the fuel you loaded before leaving.* With these advantages, we must sympathise with the many IFFR members in America and Australia who can fly for hours without crossing any national boundary and on arrival find the same choice of McDonalds and Fosters that they have at home.

With much of the summer still ahead of us, and plenty of IFFR meetings arranged at which you and your family will be warmly welcomed, resolve now to bring your plane to meet Romeo and the many others that regularly join him. After all, Romeo will be delighted to see Juliet (or any other girls) any time and anywhere.

ANNUAL GENERAL MEETING 2002

There were no surprises at the Section AGM held as part of the Spring Meeting in Truro. Having served his two years as Chairman, Angus Clark will be succeeded by Ian Kerr who takes office on 1st July. John Bowden was elected Vice-Chairman and Rodney Spokes as Event Co-Ordinator in place of Michael Pudney who was retained as Committee Member without Portfolio. The Secretary/Treasurer/Editor John Ritchie agreed to continue on office for yet another year, there being no other nominations for office. Acknowledgements were made to those who had arranged last year's programme and those who willingly accept their arms being twisted for reports on events in which they have participated and without which no Bulletin could be produced.

The programme of events for next year was discussed and a warm invitation received from our Southern Irish member, Tom Sheridan, to hold the Spring 2003 meeting at Waterford, Eire, on the Bank Holiday weekend, 2nd-4th May, which was accepted with gratitude. Put an entry in your diary now, book your aircraft or call the airline in good time as this is likely to be quite some party. Irish hospitality is legendary.

Truro Meeting - May 3rd to 5th 2002

Surprisingly for a Bank Holiday, the weather was kind to all participants for the main meeting but unfortunately it did not hold out for the “extension” planned for the Bank Holiday Monday – a trip to Lands End and on to St Mary’s in the Scilly Isles. We were concerned that Karl Heinz Netsch would have some difficulty on his return trip on the Sunday but he was able to return to Germany without undue difficulty.

Perranporth was chosen as the airfield for the meeting as Truro itself is best suited to STOL aircraft. Perranporth was a fighter station in WWII and the memorial next to the Tower shows that a Polish squadron was amongst those stationed there. The IFFR fleet was the largest number of aircraft seen at Perranporth since the total eclipse

On arrival at Perranporth we were treated to Cornish pasties or scones with clotted cream. Following this introduction to Cornish fare we were taken to our hotel in Truro, the Alverton Manor, a most comfortable and welcoming hotel with excellent cuisine.

On the Saturday we went by coach to the Eden Project, near St Austell. This unique site was constructed with the assistance of the National Lottery Millennium Fund and has the world’s largest lean-to greenhouse amongst its exhibits. This is the Tropical Biome housing a multitude of plant species from the tropics in almost their natural habitat. As we climbed to the upper part of the Biome it became hotter and more humid, contrasting with the temperate and Mediterranean Biome which we had visited before. Our guides were very knowledgeable and took us through the plants explaining their origins and uses as they went.

After lunch we boarded the coach again for our return to Truro, passing the open cast china clay quarries which cover a large part of this part of Cornwall. The hardier amongst us then walked into the city to check out the shops or the local ale!

We enjoyed a Gala Dinner that evening, memorable not only for the excellent food provided by the hotel but also for one of the best kept secrets in IFFR this year – the investiture of John Ritchie by our World President Sam Bishop of not one but two Paul Harris Fellowships in recognition of the unstinting work John has put in over the years in helping to form and keep going the UK and other European sections. This international aspect of John’s work was emphasised by one of the two PHFs being subscribed by the mainland European sections and the other by the UK section.

On Sunday morning the AGM was held following which we enjoyed a guided tour of Truro, learning much about the power and politics of the 18th and 19th centuries and the architecture from those periods which is still very much in evidence today

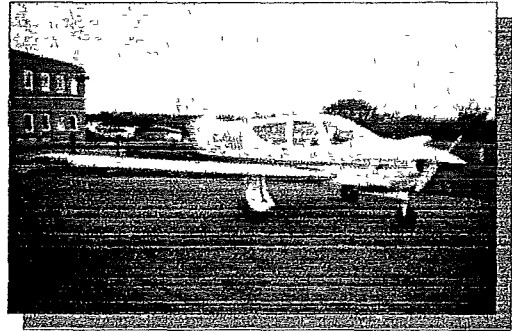
We all enjoyed a memorable weekend and owe our Chairman Angus Clark a debt of gratitude for all the hard work he put in to organise it.

John Bowden

Rendezvous in Rotterdam

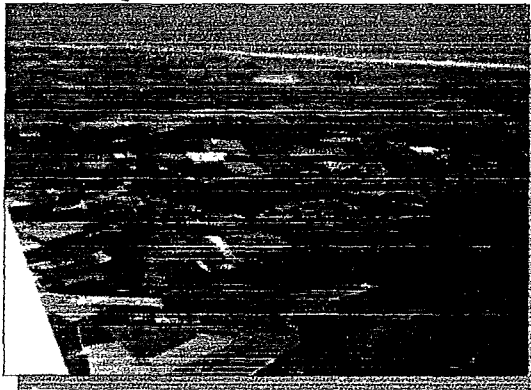
(Jo, Colin and Robert Walker went to the Benelux meeting)

On a cool spring morning at 07h45 we arrived at Retford/Gamston airfield with our son to check out G-GRIF our Rockwell Commander for the trip to Rotterdam to attend the Benelux IFFR meeting on April the 6th



Full of fuel and fully checked G-GRIF left the tarmac at 08h30, tucked up her undercarriage and turned Southeast for a route direct to Rotterdam.

Climbing swiftly to 3,500 feet and with a Radar Advisory service kindly provided by Waddington Radar it was not long before Lincoln Cathedral passed under the wing shortly followed by Waddington airfield. Confirmation that the tactical areas in the Wash were inactive for the weekend meant that there was nothing to conflict with the direct route and the Wash passed uneventfully before Norwich Radar took over from Waddington as the attractive Norfolk Broads appeared ahead.



This Saturday the skies seemed remarkably quiet as we made the crossing whilst talking to London Information before being handed directly to Rotterdam Approach for our arrival in Holland Approach and Tower guided us to the flying club area where we were allocated a parking spot with a secure tie down which was much appreciated since the wind which had been brisk all morning was gradually increasing in strength

In the club we were soon made most welcome by Stan Jesmiatka who introduced us to the other IFFR members and after a pleasant lunch we departed in a convoy of cars for the Hotel Johannes Vermeer which was situated right on a picturesque canal in the centre of Delft. The Hotel was excellent, being a historic sugar warehouse that had been very tastefully converted in the typical Dutch style and filled with reproductions of Vermeer paintings.

The afternoon was pleasantly occupied with a tour round the Royal Delft pottery. Since the tour was organised by the managing director who is herself a Rotarian we were treated royally and given many behind the scenes insights into the company and the process of producing the famous Delft pottery. At the end of the tour we were provided with refreshments and each person was presented with a Delft tile bearing the IFFR logo. *Since only 200 of these were fired we anticipate that these might become treasured items in our future.*

After the tour we had some time for a look round the centre of Delft before going back to the hotel to prepare for dinner. The dinner was excellent with very good food being complimented by the fellowship of the gathered Rotarians. As guests who only spoke English we were made to feel very welcome because the table conversed almost entirely in English. The evening continued with after dinner drinks into the early hours of the morning and we all went to bed full of cheer

The next day after a good breakfast and a short walk around the town centre we all went for a boat trip around the canal system followed by a lunch in another very old converted building. We were then conveyed back to the airport where we said our goodbyes to our new friends, settled up landing fees and lined up for departure. Going out was much busier with aircraft being cleared right and left onto the departure routes. Being cleared just behind a slower Piper we were soon overhauling it and passed it as we coasted out and altered course for Gamston.

Just a couple of hours later we were back home unpacking our Delft souvenirs and talking over what had been a very enjoyable weekend. We certainly plan to visit the area again and we look forward to next year's Benelux meeting as well as meeting our new friends at other meetings.

DAMN THE BANKERS

That was the cry that rang out across a windswept airfield at Angers, France on the afternoon of Sunday 26th May. You may have thought that the introduction of the Euro coupled with the universal acceptance of VISA or Carte Blue as it is usually called abroad would have solved all our refuelling problems. But no, the self-service fuel pumps are dependant on your credit card having a chip impressed upon it. No problem you say, I can see the chip - but that is where the bankers win. In France the chip is in a corner of the card - in the UK it is in the centre of one side and the foreign machines reject it, requiring the services of a busy operative with his hands full of a departing jet before fuel can be uplifted.

However that was the only dark cloud on an otherwise happy event. Two English aircraft, G-ATCC from Headcorn carrying John Bowden and the multilingual Ives Branson, and G-IFFR from Henlow with Kevin Young, his daughter Elisha and John & Mary Ritchie, arrived in time for the kind of lunch that you can only find at airfield restaurants in France, where eating is part of the whole ambience of flying. There we met the thirty or so French members under their Chairman Jean-Pierre Gabert who had assembled during the morning. After the meal we toured the sparkling new Air Museum and learned of the long history of aviation in the Anjou area before visiting the Cointreau distillery at the edge of the city. We reached our hotel just in time for a swift change before strolling down to the Medieval Banquet held in a former church where we watched the pigs being roasted on spits for dinner while being entertained by singers, dancers, and an accomplished juggler. No fewer than three other parties were celebrating birthdays there, and the long tables grew ever more noisy as the wine flowed and the various courses followed.

Next morning, we walked down to the great castle on the banks of the Loire where we were given a guided tour of the oldest tapestry in France, and probably in the world, depicting biblical scenes of the Apocalypse. On endeavouring to tour the castle and gardens, the strengthening wind and rain drove us into a nearby café before returning to the hotel to collect our baggage and taking the coach back to lunch at the airfield. A tail wind of 35+ knots on the way back gave us ground speeds rarely achieved. Altogether a brief but interesting trip and a warm welcome to a delightful part of France, carefully recorded by six year old Elisha in her diary of the weekend and illustrated by a series of drawings in colour covering every aspect of the visit.

FLENSBURG 2002

Strong tail winds at the start of a flying weekend are a good omen. So it was for the German / Austrian Section's meeting at the end of May in Flensburg near the Danish border. After a flight of less than three hours from Netherthorpe we were once again among familiar friendly faces. The UK representation of eight constituted the largest visiting Section. After the welcome lunch at the airfield we transferred to our first class hotel, which occupied a stunning position on the edge of the Flensburg Fjord.

The first evening combined a wine tasting with a gorgeous Italian buffet. A local wine importer presented a superb range of wines. Our German hosts had thoughtfully provided a local expatriate Brit, not only to describe the wines but also to give some historical background to the Flensburg area. There is a strong aviation link, with the renowned Zeppelin commander Hugo Eckener being of the city. Apart from his aerial exploits he was a remarkable man – he had stood against a certain gentleman from Austria in the critical German election of 1933 for the Chancellorship. Charles Strasser cut a convincing figure as he donned Eckener's hat and binoculars, which our hosts had brought along. The wine tasting itself concluded with the sampling of a local speciality – Flensburg Rum. I thoroughly recommend it – the basic Jamaican rum is blended with other alcohol and then the flavour is enhanced with various herbs. The final result is a drink more akin to an after dinner brandy than rum. An excellent nightcap!

The next day began with a visit to the nearby 16th Century 'Water Castle' of Glücksburg - 'Water Castle' because it was set in a large moat. We were greeted by the Princess Elizabeth who lives there with her family and then taken on a guided tour of the impressive building. The Castle was the seat of the ducal house of Schleswig-Holstein-Sonderburg-Glücksburg and as such was associated with many European royal families including our own. Particularly memorable were the many portraits – and the stories behind them – did you know, for example, why most of the female subjects were painted with their mouths tightly closed? The answer – because they did not have any teeth – a condition caused by calcium deficiency resulting from annual pregnancies. These poor ladies usually suffered death by their mid twenties as a result of what was, effectively, perpetual motherhood.

We then moved on to Flensburg itself with a conducted walking tour of the old city whose roots go back to the 13th Century. The merchant houses emphasised the importance of trade to this strategically placed city whose affiliation had over the years changed from Denmark to Germany, in between being pillaged by Swedes for good measure! Our tour ended at the Phänomenta – an interactive exhibition aimed at introducing the physical sciences. Although designed with the younger generation in mind it provided good fun with various challenges to test dexterity. Alisma Clark and Bill Montgomery demonstrated their skills as constructors of a bridge arch – successfully moving the fragile structure of 17 wooden blocks from the horizontal to the vertical before a certain inconsiderate individual sneezed resulting in its total collapse!

The plan for the afternoon had been to have a flying tour of the neighbouring islands – the presence of thunder, lightning and heavy rain however put paid to that. Whilst this was disappointing it was more than made up for by an absorbing illustrated talk by the

Chairman of the German Section, Jurgen Timm, on his flying tour from Europe through South America to Cape Horn.

In the evening we boarded an old steamship – the Alexandra – for a dinner cruise of the Flensburg Fjord. The ship had been restored by a group of enthusiasts and was operated by them. The dedication and pride of such individuals, whether they restore ships, aircraft or steam engines, is infectious. The atmosphere of the engine room where coal was being shovelled to stoke the boilers while the pistons flashed up and down was magical.

The next morning, Saturday, we set off for the Viking town of Haithabu. Here careful excavation had, over the years, revealed not only physical remnants, but also the role of the Vikings in international trade. The town, established in the late 8th century, had been an important link between the Baltic and the North Sea and was a crossroads for Western-Eastern European and European-Western Asian trade. This trade included slaves, furs, textiles, iron, and weapons. In the early 9th century King Godfred of Denmark built the Danewirk, an earthwork barrier which was still clearly visible, to protect the thriving centre from Frankish incursions. Despite this and other precautions, the Danes lost Haithabu for most of the 10th century - first to the Swedes and then to the Franks. Even after the town was regained at the end of the 10th century it suffered further raids and in the middle of the 11th century it was abandoned, its activity being transferred to neighbouring Schleswig. During our visit we learned much of the Vikings – their reputation, as a band of unruly thieves and rapists, was undeserved, as they had played an important part in the development of civilisation in Europe and beyond. They did not even have animal horns attached to their helmets – they only used horns to drink from – sensible fellows.

Our guide, a retired naval pilot provided an interesting aviation insight. He had flown the notorious Starfighter. He maintained that it was not the ‘widow-maker’ that it had been labelled and that most accidents were the result of inadequate early training. He quoted his own instructor as saying that it was an honest aircraft – if you made a mistake it would kill you! Training was all about ensuring you did not make mistakes. Times don’t change!

After lunch we moved onto the nearby Gottorf Castle where we saw the famous Nydamboot, a 4th-century Viking ship, which was discovered in 1863 in the nearby Nydam marsh. The degree of preservation was incredible – over 70% of the original boat was intact. It was then back to our hotel where the meeting concluded with a Gala Dinner on Saturday evening. The occasion allowed me to personally thank the Section for their generous contribution to the collection for the Paul Harris Fellowship that had been awarded to John Ritchie.

On Sunday it was time for farewells – a 10-minute trip to Tonder in Denmark where fuel is a third cheaper than Germany preceded our flight home. The elements were again in our favour and in less than 3 hours we were crossing the coast at Mabelthorpe. As I said at the beginning tail winds at the start of an event are a good omen – but tail winds when you return make it special – and this was a special weekend. Our thanks go to our German and Austrian friends for making it so.

ANGUS CLARK