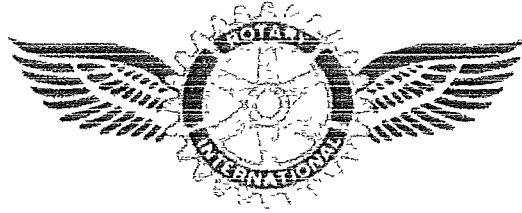


INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS



THE ROTATING BEACON United Kingdom Section

SUMMER BULLETIN 2003

A NEW WORLD PRESIDENT-ELECT

The UK Section is proud to announce that at the recent IFFR World AGM held in Brisbane last month, Luis Henriques having resigned his position as World President-Elect due to business and other pressures on his time, our Immediate Past Chairman Angus Clark was appointed to fill the post. He will assume office as World President in June 2004. For the benefit of any members who have not yet met him and his wife Alisma, also a Rotarian pilot member of IFFR, we attach a short Curriculum Vitae.

ANGUS CLARK

Joining Rotary in 1985, Angus Clark was a founder member then third President of the Titsey and District Club in Surrey. He became a Paul Harris Fellow in 1988. He moved to Sheffield in 1990 where he joined the Vulcan Club. He has just completed his year as Club President. An IFFR member since 1989 he initially served as Events Coordinator and was elected Chairman of the UK Section for 2000/2002. He became IFFR Vice-President - Europe in 2002.

His 'co-pilot', Alisma, is an IFFR member in her own right being a Rotarian with the Hope Valley Club in Derbyshire. In their faithful 'Robin' aircraft – they are now on their second – they have participated in IFFR events in all parts of Europe. His first 'foreign' event was the French Section's meeting at La Baule in 1992 – an account of this was the first of many contributions Angus has made to the UK Section's Bulletin. With rented aircraft they have also been enthusiastic participants in Post-Convention Flyarounds in the USA and Australia. He was heavily involved in the organisation of 1997 Post Convention Flyaround of Scotland. Away from IFFR events Alisma, with Angus as navigator, competed in the Air Rally of Malta in 1987 and won the Ladies Prize.

Married with two grown up sons they live in a part of the world which, they maintain, is even more attractive than their native Scotland, the Peak District. Angus, a Chartered Accountant, has held senior positions in major UK companies. He retains his association with business through Non-Executive Directorships. Outside work and Rotary he has a particular interest in Higher Education having served eight years as a Governor of Sheffield Hallam University. He was recently elected to the Governing Council of the University of Derby. He admits to playing 'poor' golf – this being the legacy of a deal he made with Alisma that if she learnt to fly he would take up golf – her sport. He readily concedes that Alisma is a far better flyer than he is a golfer!

A word from the Chairman

It's hard to believe I am already half-way through my two year stint as Section Chairman. This is the first opportunity I have had to express our appreciation for all the hard work carried out on our behalf by Angus Clark during his spell as Chairman. His enthusiasm for IFFR continues unabated as he carries out his duties as European Vice-President and World President-Elect.

My first European Section visit was to the Scandinavian meeting at Billund in Denmark. Our routing was direct from Perth to Billund spending about 3.5 hours in our survival suits over the North Sea. In early September, Rodney Spokes organised the Leicester meeting where we watched the air race and some of us were fortunate to participate in the practice session. The following weekend, accompanied by Bill Montgomery, I went with Ives Branson to the French meeting in Dijon.

Our start to this year was in early April when Brian McGraw organised a visit to Brooklands Air and Motor museum. On the way back we had to refuel at Newcastle due to a power cut at Fishburn. We were charged £41 for landing and handling - ouch! In May our main meeting was at Waterford where the weather gods were against us resulting in a number of cancellations and changes in travel arrangements. Since then I have attended the French mini-meet in the Vendee Air Park and our own mini-meet at Retford where SEMS provided tuition in the use of liferafts.

Our section is in good heart and I wish to express my particular thanks to the committee and all members who have worked so hard to organise our events. I look forward to meeting you at the various IFFR events this summer and in particular urge you to consider the weekend in Antwerp where we hope for a good turnout of UK members. I wish you all safe flying.

Ian Kerr
Chairman

ANNUAL GENERAL MEETING 2003

The AGM for 2003 was attended by more than 20 members, apologies for absence having been received from the European Vice President Angus Clark, Mrs Sue Le Quesne and others. After a moments silence in memory of Graeme and his passengers, the Chairman gave a resume of the many IFFR activities he had attended during his first year in office, and encouraged members to support him at the events arranged across Europe during the coming summer.

The Secretary/Treasurer reported that membership remained constant at around 100, and produced the examined Accounts for 2002 which had been published in the Spring Bulletin. These were approved without comment, and the subscription for 2004 was agreed at £25 for new members and £20 for those renewing.

The existing Committee being willing to hold office for another year, were at the proposal of Charles Strasser re-elected en bloc. Charles was complimented on the success of his scheme for the waiver of landing fees for genuine precautionary landings by G.A. aircraft, and he confirmed that he is pursuing the few airfield that have not yet agreed. However he advised us that AOPA, of which he is a Director, is now more concerned by the number of airfields requiring compulsory handling of light aircraft and charging exorbitant amounts for their use.

The meeting then turned to the Code of Practice for IFFR activities put forward by the Australian Section and supported by the IFFR Executive Board. John Bowden outlined the circumstances that had given rise to it, and copies of the Indemnity Form proposed were circulated. These were considered of doubtful legal value and inhibiting to those required to sign them, and members felt that good airmanship and adequate insurance was the correct method of protecting participants against claims. Angus Clark and John Bowden were appointed to negotiate with the Executive Board on this subject.

John Bowden also mentioned that he considered the best method for IFFR and its Officers to avoid liability as the organisers of an event was to ensure that it was made clear that pilots remained wholly responsible for all aspects of their flights and that whilst IFFR might facilitate the communication of the availability of spare seats in members' aircraft, any arrangements made were an entirely private matter between pilot and passenger. Consequently flight planning should not be carried out for participants and any information distributed should be from official sources.

The problems of liability for claims arising from IFFR activities was discussed, and after an explanation of the possibilities available John Bowden and the Secretary were asked to investigate the possible incorporation of IFFR-UK as a Company Limited by guarantee, and Michael Pudney the cost of insurance of the Officers against such claims.

Suggested venues for future meetings were put forward and will be considered, dates and arrangements to be advised later in the year. The meeting closed with the expression of heartfelt thanks to Tom Sheridan and his colleagues for all their hard work in arranging such a successful weekend.

STILL TO COME !

If you have missed the events so far this year why not make a note now of the dates below and resolve to come and join us at least once this year to celebrate this Centennial Year of Aviation. Benelux is on our doorstep. Details available on request.

August 21-24	Kalmar	Scandinavian Section meeting
August 30-31	Antwerp	Benelux Section meeting at Antwerp
Sept 5-7	Nuremberg	German/Austrian Section meeting
Sept 12-14	Marseilles area	- French Section meeting

**Have you ever achieved a 92% success rate
at getting something for nothing ?**

That is the current position with regard to the campaign by past World IFFR President Charles Strasser to persuade airfield management throughout the UK to waive landing fees for general aviation pilots making genuine emergency or diversion landings.

190 out of 207 possible airfields have agreed, including such unlikely candidates as the Ministry of Defence and the British Airports Authority. Happily AOPA has recognised the value of Charles' efforts to the aviation community by presenting him with their Special Safety Award in the form of a splendid cup and plaque at a ceremony held at the Jersey Aero Club. The presentation was made by AOPA Chairman George Done in the presence of the President of the Jersey Harbours & Airport Committee, the Airport Director and more than 40 local AOPA members.

A hard earned and well deserved honour. To cap it, his original Rotary Club at Newcastle-under-Lyme elected Charles as an Honorary Member at their AGM in the same week. A member of the Jersey Rotary Club and already an Honorary Member of the De La Manche Rotary Club in Jersey and the Znojmo Rotary Club in the Czech Republic, Charles must be the most committed Rotary member of all time. So many Rotary Presidents are inclined to rest on their laurels at the end of their year in office - Charles is an inspiring example to us of what can be achieved in you really try.

Vienna 19-22 June

Together with my trusty companions Bill Montgomery and John Fok we flew the day before the meeting from Perth to Regensburg, Aberdeen's twin city in Germany, where we stayed overnight. We arrived at Wiener Neustadt south of Vienna on Thursday in good time for lunch and a tour of the Diamond Aircraft factory. Following a brief coach ride into Vienna we settled into our hotel then had a free afternoon and stroll before dinner at a local Heurigen. On Friday morning we visited the Baroque Abbey of Melk beside the Danube. It is enormous and the roof itself measures 2.5 hectares. To pay for repairs on said roof they had to sell their Guttenberg bible in 1926. We then went for lunch and returned for a free afternoon and evening in Vienna and I visited the Spanish Riding School to see their highly impressive display of horsemanship while others took in cultural delights such as opera or a concert. On Saturday we had a walking tour of the historic centre of Vienna visiting such sites as the Hofburg Palace followed by lunch of an enormous viener schnitzel which overlapped the plate. We spent the afternoon working that off before the weekend was completed with a Gala Dinner at nearby Demel Restaurant. We left the following morning and enjoyed clear skies all the way to Sherburn in Yorkshire where we remained overnight then completed our 16 hour return trip back to Perth on Monday morning. Another weekend of excellent fellowship and hospitality from the German-Austrian section.

Ian Kerr

SINTRA MEMORIAL

Last July, Past IFFR World President Graeme Le Quesne from Jersey, John Festi from the USA, and Graham and Josie Mockridge from Australia lost their lives in a flying accident in Portugal that occurred during the post Barcelona Convention Fly Around of Spain and Portugal. In a simple but moving ceremony, on Sunday 11 May, 2003 a memorial stone was unveiled near the site of the accident on Sintra Mountain

Lisbon IFFR member Richard Goldschmidt together with Luis Henriques worked with great commitment to coordinate the various activities locally. Jacinto Baeta of the Rotary Club of Sintra masterminded the creation of the memorial stone itself. Designed by a local craftsman it is carved from rock quarried from Sintra Mountain. The IFFR logo and the other inscriptions were formed by inlaying stones of different colours. Positioned in a wooded copse the memorial is surrounded by a carpet of wild flowers. Following the unveiling of the stone by Rotary District Governor Henriques Goma de Almeida, European IFFR Vice-President Angus Clark and UK member Michael Pudney made speeches of thanks. Alisma Clark and Lurdes Henriques laid four roses on the memorial as a floral tribute. Among those present were Victor Merelo, Iberian Section Chairman, PDG and IFFR member Carlos Carmona, and the President and members of Sintra Rotary Club. President Manual Salta of the Aero Club of Portugal and senior representatives from Cascais Airfield were also present together with the Australian and British Consuls in Lisbon. Following the ceremony an aircraft piloted by a member of the Aero Club performed a short programme of aerobatics in a final tribute.

At a dinner the previous evening, Angus Clark, on behalf of IFFR, presented a trophy in memory of the four to the Aero Club of Portugal. Lisbon Rotarian, Soares Branco a sculptor, painter and lecturer at the Fine Arts College in Lisbon, had fashioned this impressive bronze. A flying eagle with the Rotary wheel below surmounts the trophy. The Aero Club will present it annually to the person or persons who have made the greatest contribution to aviation safety in Portugal in that year. Appropriately the first recipient of the trophy was Manual Salta – reflecting the outstanding assistance he gave to IFFR in the aftermath of the accident. Rotarians, members of the Aero Club and representatives of Cascais Airfield attended the dinner. Angus also presented a cheque for €500 from the UK Section to be used by the Club for a charitable purpose of their choosing. In his presentation speech he said, “We all miss our four friends and we wanted to leave a tangible reminder which in its own small way would contribute to making flying safer.” He went on to thank the many people in the Lisbon area who had freely helped IFFR at what had been a very difficult time.

MEMBERSHIP

You will recall what the 'Good Book' says about the welcome given to the lost sheep that returns to the fold. We are happy to announce the return of George Todd of the Humberside Rotary Club after a lapse of five years. The 1984 (yes 1984) European Membership List includes George's name and that of his wife Jennifer and he remained a loyal supported until like so many others he failed his medical. Now he has been granted one of the new NPPL licences and has returned both to the air and to IFFR. We look forward to seeing him again flying in to one of our meetings.

A WET WEEKEND IN WATERFORD !

The weather did its best to cast a gloom on the warmth of the Irish hospitality at the UK Section International Meeting. Several members from Germany and Switzerland were obliged to cancel their visit, and others took to the comfort of the airliner. Although after many delays the majority of those flying in managed to arrive before dark on the Friday evening, those in G-IFFR succeeded in sliding down the ILS in light rain at noon on the Saturday morning, having been warned on crossing the FIR boundary that the weather at Cork was already below VFR minima and due to deteriorate. With Swansea & Haverfordwest both open behind us we carried on. An hour later, Giorgio Aletti who had flown all the way from Milan in his Malibu, got the report that the weather at Cork & Waterford had gone below the ILS minima and took the wise decision to divert to Biggin Hill. Two weeks later the tables were turned when they got to the Vendee Air Park while we were obliged to divert en route.

Nevertheless our host Tom Sheridan and his team, well acquainted with the fickle weather, had matters well in hand. The tour of Waterford Crystal factory in the morning, and to Kilkenny Castle in the afternoon, provided a fascinating insight into two long-established aspects of local life, and in place of the intended walking tour of the city on Sunday morning we were greatly entertained by our guide who, with the help of members plucked from the audience, gave us a potted history of the City of Waterford from its founding by the Vikings up to modern times. The blarney had to be heard to be believed ! A couple of hours spent in the modern Granary Museum only went to confirm much of which he had so amusingly recounted

The highlight of the weekend was the Gala Dinner, a true Irish Banquet, followed by some words of welcome from the Rotary Club President, and a sparkling display by the members of the Irish Folk Dance Team, all beautifully costumed and seeming to enjoy it as much as their audience. Our Chairman, Ian, expressed our thanks to all concerned in his vernacular tongue, translated into English on our behalf by his Vice-Chairman. Truly a memorable evening for everyone.

Some left for home on the Sunday morning, but the Monday being a Bank Holiday, half the party had elected to stay over for another night and explored other local attractions on the Sunday afternoon before uniting for dinner in a local restaurant. Dawn broke on the Monday with clear skies and tail winds and those that had stayed on enjoyed their flight home in conditions very different from those of the previous few days. Tom had promised us a great weekend, and had certainly kept his word.

John D. Ritchie

BROOKLANDS

Arranged & contributed by Brian McGraw

On 9th April no fewer than 29 IFFR members and friends enjoyed a visit to the Air & Motor Museum at Brooklands, the effective birthplace of British Aviation. Prior to the conducted tour, they all gathered for drinks and lunch in the members Bar in the Edwardian Clubhouse whose décor, faithfully retained from early days, provided a nostalgic air with which to begin the tour

The party was divided into two groups, each with its own guide, and watched a short film on the origins of Brooklands and the building of the famous racing track in 1907 by Hugh Locke King, a wealthy local landowner - well he was when he began ! The tour was evenly divided between the car and aircraft displays, the former housed mostly in restored or replica buildings from the great days of motor racing which lasted until the commencement of World War II. Many original cars carefully maintained or restored were on show, and outside a short section of the old banked circuit remains. It is surprisingly steep and although some tried to walk up to the top none in the writer's group made it.

The aircraft collection, mostly in a wartime hangar ranged from Sopwith Camels to a two-seater Hawker Harrier, although pride of place went to the Wellington bomber recovered from Loch Ness 40 years ago, now rebuilt but left partly uncovered to show the geodetic design pioneered by Sir Barnes Wallis. Naturally the importance of A.V.Roe, the first Englishman to both build and fly his own aircraft is recognised with a beautifully built replica of one of his early machines in its hangar.

Unhappily the flying days of Brooklands are now over, but nine of the party flew in via Fairoaks and we welcomed two of our new members, John Ince a former airline pilot now flying instructor, and Tom Lackey who at age 82 likes to travel on the wing of Stearman biplanes in support of charity. His most recent venture was in aid of teaching the disabled to fly. Inevitably with so much to see our visit was too brief to do it justice, but it was voted a success and we could always go there again.

IFFR – French Section

Vendee Air Park Meeting 14-15 May 2003

The French Section Spring Meeting was this year held at the Vendee Air Park, courtesy of Jean-Pierre Gabert, the Chairman of the French Section. An Air Park is unusual in Europe but more common in the United States. The essence is that each house on the development sports a hangar and that the “estate road” doubles as vehicle access and as a taxiway to the runway which in the case of VAP is 800m of tarmac with a grass runway alongside. In a word – Pilot heaven!

Our Chairman, Ian Kerr, flew down on the Friday and arrived in excellent weather. The “English” contingent did not enjoy the same blue skies. John Bowden and Ives Branson in John’s Airedale GATCC and John Ritchie (with son George) and Kevin Young in GIFFR joined up in Le Touquet on the Friday and commenced the weekend in style with Dinner in Perards, famed for its seafood. We were not disappointed.

Saturday morning dawned fair in Le Touquet but the Cold Front which should have remained in the Bay of Biscay had slipped rather closer, leaving excellent visibility under a cloud base of some 1200 feet at VAP but a number of showers en route. Unfortunately the weather was not so kind in East Anglia and Norman Beadle was unable to join us.

GIFFR took the low road but decided to give up the unequal struggle at Alencon, where they holed up in the rain until Sunday afternoon when it relented long enough for the to escape back to Henlow. GATCC took an higher level arriving at VAP in the promised good Vis but with 20 knots of wind, happily straight down the rather narrow runway. On arrival it became clear that the previous arrival had not fared so well. The sight of a rather battered Cessna was concerning but happily the pilot suffered only minor injuries and was able to join in the weekend.

After an excellent buffet lunch in the Clubhouse we travelled by coach to the nearby seaside home of Georges Clemenceau, the Prime Minister of France at the time of the First World War. After an extremely informative video and tour under the direction of clearly one of M. Clemenceau's most ardent admirers we joined the coach again for the Hotel Parc de la Grange in nearby Jard sur Mer, where we enjoyed an excellent Dinner.

The weather was still poor on Sunday morning, so the planned flight around the islands had to be shelved. Instead we visited a car museum in Les Sable d'Olonne, followed by a walk around the town before returning to VAP for a pre departure lunch.

Sometimes nothing in flying seems to be simple. Whilst John R. managed to return to the UK without problem from Alencon, John B. found part of the fabric on the underside of the fuselage detaching on landing to clear Customs at Deauville. A satisfactory temporary repair could not be achieved, so an unscheduled stopover in Deauville was called for.

The President and members of the Aero Club at Deauville could not have been more helpful, arranging an hotel booking, a lift to the hotel and most importantly an engineer who just happened to be a fabric specialist. GATCC was back in full working order by the middle of Monday afternoon, by which time the weather had also cleared – that is apart from some scattered Cbs between Hastings and Headcorn, which were given a wide berth.

In addition to the UK members and a large contingent of the French, we also enjoyed seeing Marc and Ruth Bonnet from Geneva and Giorgio Aletti and Roland Marrek and their party from Italy who sensibly landed at La Rochelle in Giorgio's Malibu, faring better than their abortive attempt to join the UK meeting in Waterford earlier in the month, which was blessed with similarly wet weather and low cloud!

Many thanks to Jean-Pierre and Dany Gabert for organising such an enjoyable, if challenging, weekend and for showing us the excellent facilities at the Vendee Air Park.

John Bowden

FUTURE PROGRAM

At the time of going to print dates and details are awaited of forthcoming UK Section events. In the late autumn a fly-in to Old Sarum near Winchester is under consideration, and flushed with the success of the visit he arranged to Brooklands Brian McGraw has offered to arrange a similar visit to Bletchley Park next spring. Keep in touch, and we will keep you entertained !