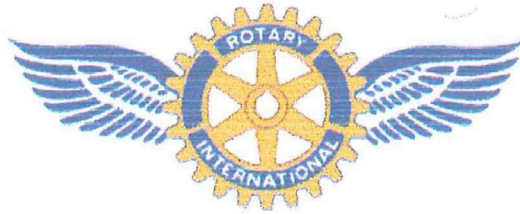


INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS



THE ROTATING BEACON United Kingdom Section

AUTUMN BULLETIN 2003

Contents:

New Members

A warm welcome to, Peter Gibby a 79 year old Paraglider pilot from the Tunbridge Wells R.C., Nick Mead of the Cambridge Rotary Club (who said just in time for the 2004 AGM) who flies from Fowlmere, Raymond Smith from the Heanor R.C. who joined IFFR at the RI Convention in Brisbane, and Jeff Watkins from Bath West R.C. who has rejoined on gaining his NPPL. We look forward to meeting them.

The Great Australian Fly-Away

You read the Diary of an Edwardian Lady - now read the Diary of an IFFRian Lady

Things yet to come

Full program and registration form for the Autumn Meeting at Old Sarum

Shakespeare as he never wrote

Not Two Gentlemen of Verona, but the story of an IFFR Lady & Gentleman

European Event Reports 2003

Benelux Section meeting at Antwerp, Belgium

Post 2004 RI Convention Fly Away

Why not enjoy a flying holiday with IFFR in Hawaii after the RI Convention to support our own Angus Clark who will be taking office as IFFR World President

UK Meetings 2004

All the dates for the best of IFFR activities in the UK.

Diary of an IFFRian Lady – Fly around Australia June 2003

October 2002

Programme for the fly around arrives. Will go anyway as this is my 5th and I love them; but program is of vital interest. Barrier Reef – great, on my life things-to-do list, Hamilton Island sounds fantastic Not too many clouds in Australia either, judging by the last fly around. And only one flying museum! James says that we are renting a Bonanza with the Wadias. Even better, they own a Bonanza so know all about them, and Raye will be great company as a fellow passenger.

Tuesday 3rd June – Melbourne - Colerenebrei

We meet at Moorabbin airport; great to see the Wadias and the plane looks good. Until we discover that it has 6 seats and carries much less weight than Feroz's. Poor Bev Fogle is sent to Brisbane scheduled with her luggage and her usual good humour; and I set about halving our luggage; I am sure James can't need all those clothes. I make a few minor sacrifices myself... We discover that the passenger seats face backwards; Raye and I discover that this is not as bad as one might imagine, as you can't see clouds until you have gone past them. So we are finally off – hooray. Spend the night on a friend of James's station in the outback, we land on his airstrip on one of his wheat fields. They are there in their "ute" to meet us; a surreal experience; never thought I would do such a thing. Discover that I have discarded all James underwear in my luggage cull; he is cheerful about the prospect of no knickers and washes them himself before bed.

Wednesday 5th June – Redcliffe - Roma

We arrive in Redcliffe in time for the pre-flight briefing, and just time to say hello to a few old friends before we set off for Roma. Entertainment there was the Big Rig Oil Museum; mmmm. Where oil was first discovered in Australia. The locals not pleased as they were looking for water. at the time... then on to a BBQ on a Rotarians farm; a great log fire and country music to entertain us. A good night.

Thursday 6th June Roma – Longreach

Not a cloud in the sky – "CAV ok" it is called. We take over the local motel, which is within walking distance of the Qantas museum. It is also near the much more female friendly "Hall of Fame". This tells the stories of pioneering days in out back Australia. The women were tough. . Floods, droughts, and all those impractical clothes. Their only medications were "castor oil for the inside and iodine for the outside" That night we had a typical Function Dinner in country Australia. The women get different food! Soup and chicken for the Sheilas, while the men get pate and steak.

Sunday 8th June – Longreach – Cairns

We stay at the idyllic Trinity Bay Apartments with the Wadias.. Toss a coin for the room overlooking the sea and win; sleep with balcony doors open to hear the waves. (A washing machine too - bliss).

Tuesday 9th June – The Barrier Reef

I am anxious as I have also discarded James bathers from the suitcase; but he gets a pair from the hotel lost property complete with comb, so decency is preserved. We depart on the beautiful catamaran Ocean Spirit for the 2 ½ hour trip to the Reef. We are visiting Michaelmas Cay, a semicircle of white sand 25 miles out to sea, covered in sooty terns. We are landed on the sand, and the reef is just there; giant clams, spaghetti coral, shoals of tiny turquoise fish... beyond belief. The crew count us back on board; they have left a few people out there, which isn't good for trade. Lots of lovely sailing kit to buy; the crew are all modelling the merchandise. We all look like the crew by the time we get back.

The Kurunda Scenic Railway, Rainforestation, the Sky Rail

A glorious day. We wound up the mountain in a Victorian narrow gauge train, saw a crocodile that had eaten 13 of his wives, met a very nice aboriginal called Damien, rode in an army duck (in the rain) in the Rainforest lake and learned more about the rainforest from a cable car just above the trees!

Hamilton Island Resort

A good thing this was last, as it was the highlight. A magical tropical island, with cockatoos that came into our room for a sachet of coffee in the morning that they ate from the packet. Little golf buggies to ride around in, no cars. We chartered a yacht the second day and anchored in a bay for a swim; nine people from 5 different countries. The other Rotarians were very disappointed when they discovered that it wasn't our yacht that could be seen aground just outside the harbour that evening. The farewell dinner came all too soon and we said goodbye until next year – so don't miss Hawaii!

A special thanks to Alan and Maisie for such a female- friendly programme

Catherine Alexander

International Fellowship of Flying Rotarians UK Section Meeting 18 and 19 October 2003

Visit Salisbury, a city founded in 1220 by Bishop Poore, with its world famous Cathedral which has the tallest spire in England. Old Sarum airfield, said to be the oldest operating airfield in the UK, lies in the shadow of Old Sarum itself which was occupied long before the Romans took possession of its earthen ramparts. Stonehenge is only a few miles to the north. Visit the Museum of Army Flying at Middle Wallop, the largest grass only airfield in Europe, home of the Army Air Corps. Dine and wine in the oak beamed Rose and Crown Hotel founded in the 13th century. It lies on the bank of the River Avon, one of five rivers in Salisbury, and looks across to the Cathedral Spire. Walk the streets of the City with a Blue Badge Guide where once William Pitt the elder was MP and later became Prime Minister.

Programme

Arrive at Old Sarum Airfield by 12.00 hrs (all timings local) on Saturday 18 Oct 2003. Old Sarum Flying Club is a friendly venue and has a very pleasant clubhouse with bar and restaurant. Custom and Immigration facilities can be arranged for overseas visitors on request. A coach will depart for the Rose and Crown Hotel at 13.00 hrs. It will leave the hotel at 14.00hrs to take visitors to the Museum of Army Flying, returning to the hotel at 17.00hrs, where dinner will be at 7 for 7.30 pm.

On Sunday 19th a coach will leave the hotel at 10.15hrs to take visitors to the Guild Hall to start a guided tour of the city to include a visit to the cathedral. There will be an optional visit to Old Sarum or Stonehenge should it be requested. The coach will pick up at 12.30hrs from the Guild Hall to transport visitors back to the airfield.

Fifteen double/single rooms have been reserved at the Rose and Crown in the name of IFFR at a special room rate of £125 for dinner bed and breakfast. Those taking part in the weekend are requested to make their own reservations direct with the hotel, phone 01722 339816. At the same time please complete and return the attached booking form to Graham Browning with a sterling cheque to cover the cost of events that are being attended. IFFR members abroad can pay through their bank to the credit of the IFFR-UK Bank account at LloydsTSB, Tunbridge Wells Branch, Kent. Sort code 30-98-77 Account number 01783648 giving the name of the member sending.

Lady and Gentleman of Verona?

When the Italian IFFR Section announced their June meeting in Verona it was an instant attraction to us. Seeing the opera, Carmen, in the magnificent setting of the Roman Arena and landing on a grass strip on Venice Lido Island were incentives enough. The flying there and back was also a big attraction and it is that that I will concentrate on. That is not to take anything away from a truly excellent weekend, which was organised with classic Italian flair.

The principal flight planning issue was how to route. Down through France to Cannes and along the coast to Genoa before tracking North East to the Po Valley would avoid the Alps. The shorter track across Switzerland would save 200nms but would put us too close to Mont Blanc for SWMBO's comfort. I must confess that I had got myself rather too locked into these two contrasting alternatives to look at others. That was until the day before we left. Surfing the net I came upon an excellent site covering Innsbruck. This gave clear details of a VFR routing by way of the Brenner Pass from Italy, around Innsbruck and into Germany. The problem was that I had a 30-mile gap between my Italian and German charts and as this was in the critical area it had to be covered. A call to the Pilot Warehouse got the promise of an Austrian chart in the first class post that day. A back up call to John Ritchie got an email attachment of the critical section by return - it was 20 years old so was not ideal - but I don't suppose the mountains had changed. In the event the post did what it should and we got the 2003 chart the next morning. I still planned however to route by the South of France on the way out as this gave more options if the Alpine weather turned difficult.

We set off for our traditional French entry point of Troyes in reasonable weather. All went well until we entered France and were advised that there was extensive military activity and that Northern France was in effect one large Danger Area. When we asked for a crossing clearance we were told that it was not necessary only that we should keep a good lookout. As it was we saw nothing. The Met had warned of the possibility of thunder but although the weather deteriorated as we approached Troyes we did not encounter any CB's. Troyes is an excellent airport and after a quick snack at the nearby Novotel we returned for a Met briefing at the first class on-site facility. Things were OK at that time down the Rhone Valley but CB's over the Massif Central were threatening to move into the Valley south of Lyons at about the time we would be getting there. With this warning off we set. And yes, ten miles south of Lyons we met a black wall illuminated by 'silver forks'. A hasty 180 avoiding a nuclear installation (over which the French are now very sensitive) was performed as we quickly considered the options. St Etienne to the west appeared to be the best and in 15 minutes or so we were on the ground there. In contrast to Troyes's on-site facility St Etienne only had an unmanned computer Met service. Try as we might we could not get any sense out of it and not being prepared to trust to visual observation in these conditions we decided to call it a day.

After an early start the next morning we set off for Avignon. The weather had cleared and with the benefit of a strong Mistral we had a cruising speed of 160kts. Landing into this gave us one of the slowest touchdowns ever! After a quick refuel and an up-to-date Met forecast for our route we were on our way over the hills towards Cannes. Clearances were quickly given for the various en-route restricted areas.

As we approached the coast there was a build of cloud but this did not, at that time, present any difficulty. Talking to Cannes and then Nice we were cleared through the low level VFR route over the sea – ‘not above 500ft’. After being given clearance to climb we called Milan Information as instructed - but, probably due to the hills, failed to get an answer. We instead contacted Genoa. We had become concerned about the amount of cloud on the mountains that act as a barrier between the Mediterranean and the lower inland areas. To clear these we would have to climb to 6500ft. and there appeared to be no way of getting there legally and indeed what lay on the other side remained uncertain. We decided that discretion was the better part of valour and that we would divert to Genoa to review the situation on the ground.

We were instructed to hold – 5 minutes became 10 as one of our Trans-Atlantic IR brothers had difficulty in sorting his A’s from his O’s in trying to establish the location of his reporting point, Aosta. Out of misfortune however comes good fortune. We recognised that the apparently solid cloud that we had faced had in fact in a thick herringbone structure. We cancelled our diversion and climbed steadily northwest in the clear. At about 7000 ft the cloud fell away and so we headed back northeast onto track. As we cleared the hills so did the cloud and it was back down to 1800 ft as we flew along the Po Valley. The approach to Verona was stunning – flying directly over the city we had a low level bird’s eye view of the ancient arena and other parts of this classical old city.

The next day we had our much-anticipated flight to Venice. The Italian section had worked particularly hard to get a safe routing around the various airfields in the locality. Our ten aircraft then took off at regular intervals and apart from a local non-IFFR aircraft having an altimeter problem as it approached two of us at 12 o’clock we landed at Venice Lido without incident. The base leg join had put us in direct line with St Mark’s Square giving a memorable view of the famous city skyline. The return routing was slightly shorter but was, again, achieved safely.

In planning our return to England I had discussed the Innsbruck routing with Karl-Heinz Netsch who had come that way from Germany. It appeared straightforward so long as the weather remained clear. SWMBO had by this time accepted the benefit of a quicker return and had become relaxed about crossing the Alps. We awoke to heavy rain with the dark clouds moving, helpfully, off to the east. By the time we got to the airfield the local hills were clear and the mountains in distance had only pockets of cloud on them. Before we set off the manager in the Aero Club looked me in the eye and said, “Make sure you don’t lose sight of the road”. I took the warning to heart. After initially talking to Garda we transferred to Bolzano – an airfield deep in a valley with mountains at 8000ft on either side. It was just north of Bolzano that the significance of the manager’s warning became apparent. The valley branch to the northwest looked the more obvious route being wider – but the one to northeast took the motorway and that was the way to go. We were now at 8500ft and talking to Innsbruck. As the road crossing point at the Brenner Pass came into view we were instructed to ignore the low level VFR route and route directly to the northern reporting point on the German border. The cloud had built up – so we requested a climb to 11500ft. This was the highest we had taken the Robin and it was impressive it was still climbing strongly before we levelled out.

Crossing into Germany we gradually descended and cruised at 3500 ft avoiding cloud and a multitude of gliders. We routed around Stuttgart heading for our planned stop at

Luxembourg. All went well until our approach to Luxembourg. We had had to hold to allow an airliner to depart and were then given an expedited join from our orbit straight onto base leg. Flying out of Netherthorpe with its 490m (long!) strip I have the ingrained habit of landing on the numbers. Given that Luxembourg's runway is 4000m I resolved on this occasion to land a bit in to avoid a long taxi and speed up runway clearance. Big mistake! As we came down the runway we hit the remnants of the departing airliner's wake turbulence, which had not been dispersed in the still air. Having an aircraft at almost 90° at less than 50ft. is not fun but a hefty tweak on the stick got us the right way up and safely on the ground. A Belgium friend had warned us that Luxembourg was not cheap – but that's all relative. Return transport from the aircraft park to the terminal and landing cost less than £13!!

After the alarms and excursions of Luxembourg the rest of the flight was relatively straightforward. A helpful Charleroi and, on this occasion, a very helpful Brussels saw us across Belgium at 3500ft before we left the coast at Koksijde. I had then some 35 minutes of very useful instrument practice as the sky merged into the sea in the summer haze. Landing back at Netherthorpe we had done some 1950 nms in just four days. From a flying and social point of view it had been outstanding and as with any good flying experience we had broken new ground and learned a few lessons on the way. Don't go near the big ones, son!!

Angus Clark

BENELUX MEETING

There are no Twerps in Antwerp

You regularly read in our Bulletins of IFFR activities hampered by the weather, but in the case of the Benelux Meeting in Antwerp it was a succession of novelties that made the event an unusually memorable occasion.

The meeting was well attended, with about 35 members and their ladies sitting down to the Dinner, but for once the weather in eastern Belgium on the Friday morning was so dire that even the intrepid Wilfrid Lemmers, who flies to every European meeting, took the sensible decision like the rest of the Benelux members to travel by road. UK Vice-Chairman John Bowden did a weight & balance calculation and discovered that his Airedale would be hard pressed to carry him, Patricia, both children, and Ives Branson so they took the Channel Tunnel and got there as quickly as by air !

The weather was much better in the UK. Chairman Ian Kerr accompanied by Bill & Longstaff flew in from Aberdeen on Friday, as did Chris O'Connel; on Saturday morning Kevin Young brought John & Mary Ritchie in G-IFFR, and on Sunday morning Angus & Alisma Clark and James Alexander with two guests flew in for lunch. The first novelty was that there were only UK registered aircraft on the apron.

The next was to discover that President Stan Jesmiatka had planned a program that required no ground transport. Every activity could be reached on foot. You might well

expect to find the diamond workshop in the centre of the city, but not to find a large and attractive major zoo within 100 yards of your hotel.

The third novelty was the request at the Dinner that each person present should stand and in a few words introduce himself or herself so that all soon knew one another. The fourth was the foresight by Stan in providing a small gift to each of the children that had come, and for whom a selection of choice Belgian beers was hardly appropriate. Participation by families at our meetings has to be encouraged.

On Sunday morning, after a guided visit to the recently opened Air Museum at the airfield where we inspected a collection of replica aircraft of World War I all of which are in flying condition, we repaired to the Royal Antwerp Aviation Club for a light lunch to watch the arrival of the late-comers before setting off into the autumn sunshine for our return home. A great weekend - thanks to Stan and his Committee.

Glossary: For those unfamiliar with the term, a Twerp is a well intentioned but foolish person liable to make bad decisions and stupid mistakes. There are none in the Benelux Section.

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Aviate, Navigate, & Communicate

When you learnt to fly you were taught to deal with matters in that order. It applies just as much on the ground as in the air. While General Aviation remains one of the safest as well as most pleasurable means of transport, there are still occasions when you cannot get to the event for which you have booked. Remember that when that happens the organiser will be looking out for you and wondering what has occurred. With the current spread of mobile phones there really is no excuse for not letting him know. In return, the organiser of any IFFR activity should ensure that a mobile phone number (including international code) accessible on the day is included in the program and registration form and any acknowledgement. Then we will all be happy.

FORTHCOMING EVENTS

Subject: 2004 Hawaii Fly Away

Dear fellow IFFR members,
At the annual meeting in Brisbane the Board of Directors elected to hold the Fly Away after the Osaka Convention in June 2004, in Hawaii. Thanks to the hard work of Peter More (and some help from his son) preliminary information concerning the Fly Away is now posted on the USA South West Section web site :

www.moretec.net/petermore/IFFR_SW/index.htm.

and will soon be available on the International web site (**www.iffir.org**). We are trying to get early preliminary expressions of interest in the Fly Away which will be a tremendous help in the planning.

Thank you and aloha,
Joe Kiefer Fly Away Coordinator

UK Section Annual Meeting 2004

Will be held in Cambridge on the weekend 9th-11th May 2004. Program and registration details will be in the Winter UK Bulletin. Note the date now and don't miss it.

Benelux Section 10th Annual Meeting

Middelburg (Better known to us as Midden Zeeland) on 14th-16th May 2004. Program and registration information available later

UK Mid-week Meeting

Fly in to Cranfield on Wednesday 7th July 2004 and visit the code-breaking centre at Bletchley Park. Another fascinating day arranged by Brian McGraw. Details to come in the Winter Bulletin.

Other Rotary Fellowships

George Mercer at RIBI Headquarters is collating details about the many other Fellowships established in the UK. If you have time (& money) for any interests other than flying contact him at gjmercer@108lisvane.freeseve.co.uk for particulars.

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U.K Winter Bulletin

Look out for the next edition due out early in the New Year. Among the items will be :

Reports from members on the IFFR meetings in Kalmar, Sweden, in Nurnberg, Germany, and in Marseilles, France, with comments on flying in and to those countries.

How we enjoyed the visit to Salisbury described above

How to increase your ground speed by 500%

Your subscription renewal reminder !

Kittyhawk Centennial Celebration of First Flight

Details of the forthcoming UK IFFR AGM in Cambridge, one of the most beautiful and interesting cities in Britain.

Any article you can contribute on any interesting aviation event. Send it to the editor by post or EMAIL

**International Fellowship of Flying Rotarians
Booking Form for Salisbury Meeting 18 and 19 October 2003**

Please complete and return to Rtn Graham Browning,
Misteltan, 98 London Road, Amesbury, Wilts. SP4 7DY, England.
Mobile phone for arrival confirmation: -44-0780-2360-259

First name..... Surname.....

Address.....

.....

Postcode.....Country.....

Telephone..... email.....

IFFR Member Yes/No Rotary Club.....

If Flying: Aircraft.....Type.....Regn POB.....

Flying from.....Departing to.....

Arriving on Friday/Saturday Departing Sunday/Monday

Passengers/Accompanied by :

<u>First Name</u>	<u>Surname</u>	<u>IFFR/Rotarian</u>
.....	Yes/No.
.....	Yes/No.
.....	Yes/No.
.....	Yes/No.
.....	Yes/No.

Special requests eg vegetarian

Full programme	Number attending.....	at £21	£
For part programmeonly :			
Museum of Army Flying	number attending.....	at £5.50	£
Guided tour of Salisbury	number attending.....	at £5.50	£
Coach Transport	number attending.....	at £10.00	£
(There may be a supplement dependant on numbers)			

Cheque enclosed made out to G R Browning in £Stg for £.....

Bank transfer to IFFR-UK Account from£