



INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS

THE ROTATING BEACON United Kingdom Section

NEW YEAR BULLETIN 2004

The Fellowship operates in accordance with Rotary policy but is not an agency of nor controlled by Rotary International

Subscriptions 2004

With this Bulletin comes a request for your subscription for the coming year. In spite of the increased cost of almost everything including postage we have been able to hold the subscription at £20 which includes \$15 for the international element paid to the World Treasurer to cover the cost of the World Bulletins, Membership Directory, and secretarial expenses. By collecting this on your behalf and remitting in bulk we save you the cost of sending this in dollars through your bank. In return please help us by returning the request form, updated if necessary so that our records can be kept current, with either a cheque for £20 payable to IFFR-UK or a note that you have transferred that amount direct to the UK bank account at LloydsTSB Tunbridge Wells sort code 30-98-77 account number 01783648. If you transfer direct please ensure that the bank specifies your name. We have four Smiths, three Clarks, and two of several others, and I am not a mind reader!

IFFR (UK) Limited

You may recall that at the 2003 Annual General Meeting it was resolved that a Company be formed to give the Officers of the UK Section and those members that organise events on our behalf the protection from personal liability which is provided by incorporation as a company limited by guarantee. This has now been done and in order to cover the administration until the forthcoming Annual General Meeting at Cambridge, proper formal notice of which will be given in due course, our Chairman Ian Kerr and John Bowden the vice-Chairman have been appointed the first directors of the company with John acting as company secretary. This does not affect the payment of subscription for the current year as requested above.

COOKERY CORNER

A fat free Recipe for Superb Summer Sundaes

Ingredients

Diary for 2004, Pen/pencil, 2 sheets of paper (NOT greaseproof), Packet of Dates

Method

Take your new Diary for 2004 and insert the following Dates:

May 7/10	Cambridge	UK Section Spring Meeting & AGM
May 20/23	Gorlitz (German/Polish boundary)	German/Austrian Section
June 11/13	Midden Zeeland	Benelux Section 10 th Anniversary meeting
June 19/20	Amiens, France	French Section Spring meeting
July 7 (Wed)	Cranfield	Visit to Bletchley Park Codebreaking centre
July 10/11	Sheffield	IFFR World President's Open Weekend
August 19/22	Frederickstat, Rygge	Norway - Scandinavian Section meeting
Sept 3/5	Tongau - Black Forest	German/Austrian Section Autumn meeting
Sept 10/12	Caen, Normandy	French Section Autumn meeting

Then on one sheet of paper write out the Dates and send it to your aircraft engineer/group secretary/flying club to advise that you need the aircraft on these weekends.

On the second piece of paper write out the dates once more and pin it to the kitchen wall to remind your spouse/partner/co-pilot not to make any other commitments on these days.

For a smooth professional finish to your Continental cooking, phone John on 01462-684941 ten days in advance to enquire who else will be going, where to stop overnight en route if necessary, and to request the appropriate airfield charts.

This dish is best accompanied by appropriate wines of the host country. Repeat as often as possible.

COUSCOUS EN AFRIQUE

Looking for a change of diet? The French Section is planning a visit by air to Marrakesh in Morocco, on the last week in April and as usual have invited all intrepid IFFR aviators to join them. Full details are expected shortly and if you are even slightly interested let us know and we will pass them on to you (in English !)

Membership

We welcome the following new members and look forward to meeting them :
Brian Allinson of Bristol East R.C., **David Palmer** of Newport St. Woolos R.C. and **Oleg Schkoda** of the London R.C. whose home airfield is Hillview, California.

We regret to announce the deaths of Robert (Bob) Tatlow, one of our longest serving members, and of Dee Jevons, wife of Bill Jevons. Our sympathies go out to their spouses in their loss which we all share.



A CELEBRATION

You are invited to join Alisma and Angus Clark on the weekend of 10th / 11th July 2004 to celebrate the beginning of Angus's two year term as World President of IFFR.

PROVISIONAL PROGRAMME

Saturday July 10

1000 to 1200

Arrive Sheffield Airport - EGSY. (Note: single-engined aircraft now accepted on PPR basis by telephone and confirmatory fax.)

1200 to 1530

A choice of two experiences:

A scientific experience – a visit to the MAGNA science adventure centre. Described as the foremost centre of its kind in the UK if not Europe. Sets out Sheffield's special place in the world of steel making and much much more.....

A shopping experience – a visit to Meadowhall – one of the largest shopping malls in Europe. All the major UK retailers are represented here from department stores to specialist boutiques.

1530

Transfer to hotel or home host

1930

An informal evening in our home village with Rotary musicians and a buffet meal.

Sunday July 11

0930

A visit to England's premier country house – Chatsworth – with its magnificent interior and furnishings set in the midst of the picturesque Peak District. This will be preceded by a visit to a local village to view the "Well Dressings". These are unique to this part of England and at their simplest can be described as "the art of decorating springs and wells with pictures made of growing things." The results are stunning. For those who may have visited Chatsworth before there will be the option of visiting historic Haddon Hall. Lunch facilities are available at both locations.

1300

Return to Sheffield Airport for departure

Notes:

(1) For those who choose to arrive on Friday afternoon an informal gathering will be arranged for that evening.

(2) The UK Section is holding a midweek meeting at Bletchley Park two days earlier which those from Continental Europe may wish to link with this.

(3) These events are organised and run by IFFR (UK) Limited on behalf of the UK Section of the International Fellowship Of Flying Rotarians

UNITED KINGDOM SECTION INTERNATIONAL MEETING

Cambridge, 7th to 9th May, 2004

You are cordially invited to our meeting to be held in the city of Cambridge, renowned for its university. We are staying in the Cambridge Holiday Inn which has recently undergone a £4.2 million refurbishment and has a swimming pool and health centre for the energetic amongst us. The main programme runs from Friday 7th to Sunday 9th May but there is an optional extension to Monday 10th May for those who wish to visit The Imperial War Museum at Duxford Airport on Sunday. There will be a flying programme and an opportunity to visit one of the best aircraft museums in the world. Road traffic is very busy so the practical way to travel is by air which will take a few minutes - it is only 7 miles!

Programme

Friday, 7th May

- 12.00 Arrive at Cambridge airport www.cambridgecityairport.com
- 13.00 Snack lunch at airport
- 14.30 Marshalls give a short presentation followed by a tour of their facility www.marshallaerospace.com
- 16.30 Depart for hotel
www.travel-cambridge-hotels.com/hotels/holiday-inn-cambridge.htm
- 19:30 Dinner in the hotel in a private room

Saturday, 8th May

- 09:15 UK section Annual General Meeting
- 10.30 Coach leaves for Ely. Spend the day there and visit the famous cathedral - the 'Ship of the Fens' www.cathedral.ely.anglican.org
Lunch at own expense
- 15.30 Coach leaves for Cambridge
- 16:15 Arrive at hotel
- 19:00 Coach leaves for Gala Dinner in The Old Hall at Queen's College www.queensconferences.com/banqueting.php
- 23:00 Coach back to hotel

Sunday, 9th May

Option 1

- 09.00 Coach leaves for walking tour of Cambridge
- 12.00 Coach back to hotel
- 12.30 Lunch at own expense
- 14.00 Coach leaves for airport and departures home

Option 2

- 09:00 Coach leaves hotel for airport
Depart for short flight to Duxford
<http://www.iwm.org.uk/duxford/index.htm>
Entrance fees, parking and lunch at own expense
- 17.00 Fly back to Cambridge
Taxi to hotel at own expense
- 20.00 Informal dinner in the hotel

Monday, 10th May

09:00	Coach leaves for walking tour of Cambridge
12:00	Coach back to hotel
12:30	Lunch on own account
14:00	Coach leaves for airport and departures home

Programme costs

Participation fee (per person):

Includes snack lunch on arrival, tour of Marshalls, bus transport, Entrance to Ely Cathedral, Gala dinner and guided tour of Cambridge £105 (children £55)

Hotel costs per room:

Friday night to include breakfast for 2 people	£ 80
Friday night to include breakfast for 1 person	£ 70
Saturday night to include breakfast for 2 people	£ 80
Saturday night to include breakfast for 1 person	£ 70
Sunday night to include breakfast for 2 people	£ 50
Sunday night to include breakfast for 1 person	£ 35

There are only 5 single rooms available to the first who book.

Additional costs:

Dinner on Friday night (including wine) to be added to your Hotel account	£ 20
Lunch on Saturday and Sunday	own expense
Entry and landing fees at Duxford and taxi to hotel	own expense
Additional fee for Monday	£ 10 (children free)
Landing at Cambridge with free parking:	
Single	£ 11 75
Twin	£ 23.50

Hotel reservation

Please reserve your accommodation by calling The Holiday Inn on +44 (0) 1223 582409 or email reservations-cambridge@ichotelsgroup.com and quote **IFFR** or **Flying Rotarians** to secure the above rate. Please also phone or email Ian Kerr on iankerr@ifb.co.uk to confirm and he will be in touch.

This event is organised and run by IFFR (UK) Limited on behalf of the UK Section of the International Fellowship Of Flying Rotarians

100 YEARS OF POWERED FLIGHT?

One hundred years of manned, powered flight were celebrated on December 17th 2003. The principal event took place in North Carolina, the scene of the Wright Brothers triumph. But was 1903 really the beginning of the adventure? Having been a member of a Yorkshire Rotary Club for the last 14 years I now understand that anything of note began in that county – and so it was with flight. In 1799 Sir George Cayley designed his first aircraft and by the middle of the 19th Century he was building and flying gliders - a small boy was the first passenger. Cayley realised that only a flight by a grown man would demonstrate the potential of his strange looking craft. In 1853 he ordered his coachman to take to the skies at Brompton-by-Sawdon near Scarborough. After his alarming experience the shocked pilot faced his employer, “Please Sir George, I wish to give notice, I was hired to drive, not fly.” Cayley’s contribution was acknowledged by Wilbur Wright in 1909 when he said, “About 100 years ago an Englishman carried the science of flight to a point which it had never reached before and which it scarcely reached again during the last century.” Before going to Kitty Hawk we visited the Smithsonian Air and Space Museum in Washington to view the centenary Wright Brothers exhibit. There, due acknowledgement was given to Sir George on the storyboards that surrounded the original Wright Flyer.

So what about powered flight? Yes, another Yorkshireman – John Stringfellow, born in Sheffield in 1799, claims that accolade. In 1848 he designed a steam powered aircraft which had a wingspan of 10 feet. To avoid even the smallest disturbance of the air he selected a lace mill in Nottingham for the flight. The unmanned craft flew a distance of 10 yards before it punched a hole in a canvas screen at the end of the mill. For manned, powered flight however the brothers Orville and Wilbur are rightly acknowledged as the aviation pioneers. For the flight they chose a location some 600 miles away from their home in Ohio on the Outer Banks in North Carolina. It was selected due to its exposure to the Atlantic winds and its forgiving sandy soil.

The event to honour them took place there over six days. Although an aviation led celebration it was considerably more than simply an extended air show. The South-East USA IFFR Section had organised a meeting to go alongside the celebration and Alisma and I were fortunate enough to join them. The highlight of the IFFR functions was a dinner with the Vice-President of the US Naval Air Museum Foundation, Rear Admiral ‘Skip’ Furlong, as the speaker. He outlined the work of the museum in particular its efforts to promote education in maths and science subjects among young people. During his talk he was especially complimentary about the British contribution to aircraft carrier safety through the angled flight deck.

The Kitty Hawk site had numerous exhibits – the Ford Motor Company in particular had an interesting Wright Flyer simulator where you lay on a replica ‘cockpit’ and through arm movement and body weight shift had a very realistic flight. The author never got off the ground whereas Alisma flew it for longer than anyone else around and what’s more landed it! The USAF tried to persuade us to become pilots whereas NASA wanted to put us in space. All good fun. A diversion from the focus on flying was provided by top class American entertainers. Each day had a different theme ‘12 Seconds That Changed the World’ being that of the final day. The flybys, particularly Monday’s, were incredible – showing the power and diversity of the US airpower from basic trainer to the Stealth Bomber. The theme on Tuesday was ‘In history’s footsteps, celebrating 100 Aviation Pioneers’. There on the platform, not 50 yards away were the aviation heroes of both my childhood and my adult life – Chuck Yeager, John Glen, Neil Armstrong and Buzz Aldren to name but a few.

After two gloriously sunny but cold days the heavens opened on the final day, the Wednesday, – and I mean opened – I didn't know that they had monsoons in North Carolina! George W Bush arrived in his Marine One helicopter in conditions that were highly marginal VFR By the time he got to the platform he was drenched After being introduced by the MC for the day - John Travolta - he gave a suitably upbeat patriotic speech but failed to announce a programme for a return to the moon which many had hoped for He left before the main event but returned overhead in the Air Force One 747 to do a flyby at 2000ft.!

After a delay to let the worst of the weather to pass the replica Wright Flyer emerged to the cheers of the 35,000 crowd and was carried to the centre of the arena After final adjustments the engine was started – the flimsy craft set off down a wooden track – similar to the one the Wrights used In spite of a marginal lift near the end of the track it sank back on to the soggy ground without becoming truly airborne. The inability to get aloft was variously put down to the lack of a strong enough head wind and the wet weather reducing engine power. There was no sense of failure among the crowd. Another attempt was made later in the day but on this occasion the wind dropped to a mere 3 kts against the requirement for it to be in the range 10 – 20 kts The feelings of those there were summed up in the 'Raleigh News and Observer' next day when a certain Alisma Clark from Sheffield, England was quoted as saying "Everyone who's a flier knows that you can't go up if the weather's wrong"

Dale Hall did a first class job organising things locally for IFFR and I would wish to thank him for that Finally our thanks go to the Brothers Wright for not only providing us all with a fast and relatively safe means of transport but also for giving us a hobby that is beyond compare Oh, and I almost forgot – thanks Sir George as well!

Angus Clark

TEN WRIGHT FACTS.....

- 1) The flight took place at Kill Devil Hills not Kitty Hawk - the latter was the location of their camp site
- 2) Orville made the successful flight on December 17th 1903 Conditions were favourable on Sunday the 13th but the brothers had promised their father that they would not fly on the Sabbath
- 3) The flight lasted 12 seconds with the craft travelling 120 feet
- 4) Their success was witnessed by only five people – the Wrights did not give a public demonstration until 1908 – some four years later
- 5) The Wrights succeeded in gaining very wide ranging patents which gave them the prospect of 20% of the revenue generated by any competitors' aircraft
- 6) Wilbur died of typhoid fever in 1912 He was 45 Orville died in 1948 aged 76
- 7) The Wright Flyer was displayed at the Science Museum in London due to a dispute between Orville and the Smithsonian Museum. Only after Orville's death was it moved to Washington
- 8) The replica had three launches before its appearance at the 2003 Celebration – two were successful – the third ended in a crash The lady pilot was not invited to fly it after that!
- 9) The replica will never fly again – it goes on permanent display at the Henry Ford Museum at Dearborn
- 10) The 'Man Will Never Fly Society' meets every year on December 16th at Kitty Hawk The 'First Flight Society' meets on the 17th

Nurnberg Fly-In, September 5th - 7th 2003

When the German/Austrian section of IFFR announced that its September Fly-In was to be in Nurnberg, it naturally kindled memories of my ten months there, in very different circumstances, in 1945/46 and our attendance became a must.

Nurnberg is the city infamous for the Nurnberg Racial laws, which marked the start of the Holocaust, and Hitler's Nationalist Socialist (Nazi) Party mass rallies held there annually from 1927 to 1938 in a specially built stadium/parade ground. Later, in 1945/6 it was the site of the International Military Tribunal, where 21 of the leading war criminals and four organisations were put on trial. This resulted in all four organisations being declared guilty and twelve defendants sentenced to death, six to life or long-term imprisonment and three acquitted. I was there as a Czech soldier attached to the American army and part of the Czech War Crimes delegation to the trials.

Fifty-seven years on, Nurnberg has turned from a city bombed to rubble, with very few buildings left standing, to a reconstructed city of great style. The entire old town, including its wall, has been rebuilt to its old design and charm.

In fact, the IFFR Fly-In was to a small town and airfield of Herzogenaurach, some twenty-seven kilometres outside Nurnberg. We stayed at the hotel Herzogen Park, built and owned by Adidas, whose world head office is located in the same town.

The attendance, for some inexplicable reason, was poor, consisting of 13 members of the German/Austrian section, including partners, supplemented by our group of five. The Texan World President, Tony Watson, and the UK delegation of World President Elect Angus Clark and his co-pilot wife Alisma and myself with partner Dorothea. We had met in Lille and decided to go to the instrument airfield of Nurnberg as we were staying on after the Fly-In. For that leg Tony came with us in my Seneca 11 and slept off some of his jet lag, having arrived in Paris on his transatlantic flight only that morning. He then flew on Tuesday with the Clark's to Ampuriabrava to stay with the Wadias for the intervening days while we stayed in Baden Baden, "taking the waters", before we all joined up the following weekend for the French Section Fly-In in Marseilles, but that is another story.

It is probably inappropriate to mention it, but I shall do so anyway. It is in my opinion very disappointing, bordering on the discourteous, when the IFFR World President has made such valiant efforts to partake of so many Fly-Ins all over the world, to be faced with an attendance of only 13 from such a large section of IFFR as the German/Austrian one. Anyway, though small in attendance, what was lacking in numbers was compensated by quality!

For the first evening we went to a typical Franconian pub for an informal, non weight reducing meal.

Saturday at 10 am (a civilised hour to start) we set off on a coach trip which took in a guided tour with an excellent English speaking guide. First round the old walled town centre with a Nurnberg Sausage and Sauerkraut lunch, and in the afternoon to the old Reichsparteitag stadium and unfinished and never used Congress Centrum. The latter is now converted into a "Documentation Centre" featuring an excellent exhibition appropriately entitled "Fascination and Terror". We also learned that Nurnberg and its adjacent town of Furth produced, besides its part in the history in the "Rise and Fall" of the Third Reich, also such famous people as Albrecht Durer, Ludwig Erhardt - the first Economics Minister of post war West Germany, and the author of the "German Miracle". Also a man called Max Grundig who started the radio and TV empire of that name and not least, Henry Kissinger. We were then given some free time and used this to visit the toy museum, ice cream shops and other types of local shopping.

The Fly-In ended with a Gala dinner in the hotel on the Saturday evening with a really splendid meal interrupted only with a lecture in German by a German ATC official on the "new", to them, JAA licensing regulations.

As there was no further programme, Sunday saw the dispersal of our Rotarian friends. Our UK/Texan/Jersey party transferred to the Grand Hotel in the centre of Nurnberg itself and in the afternoon we went on a freely available guided tour of the still used Court buildings with Room 600, the actual and original trial room of Goering, Hess, etc., where as stated at the beginning of this episode, I spent 10 months such a long time ago

(Contributed by Charles Strasser, past IFFR World President 1986/88)

IFFR Meeting Salisbury

It was too be so easy Here I was, probably the newest member of the IFFR with my shiny new NPPL and my own aircraft (group shared) awaiting me at Filton, a mere 35 miles from Old Sarum. I had even cancelled going to my District Conference in my enthusiasm for the flying event. The weather looked uncertain the night before but all the reports indicated a clearance of low cloud and a lessening of winds by about 10am Saturday.

Early Saturday I gingerly looked out across the valley opposite my home to see a low white blanket of mist smothering the fields and animals normally on view I told Dottie, my ever patient other half to get ready to travel by car to the rendezvous at Old Sarum My NPPL is restricted, which means I cannot carry passengers unless I have dual control and they are pilots I had bribed Dottie to come along by car by assuring her of a great time with a keen and interesting bunch of people (including wives)

I set off alone from Bath to Filton airfield and by 10.45 I came over the brow of the Ridge overlooking the Severn Estuary with flatlands between me and Filton. Yuk. . all I could see was low swirling mist and only maybe a mile visibility. This was not looking good at all so I called the Tower at Filton on my mobile and got an actual which concluded that the circuit height (1500 feet QFE) was 700 feet higher than the base of the dense cloud(at 800 feet) with only 2000 metres vis on the runway This was no good to me at all as my licence is VFR and is quite restrictive I needed to be at Old Sarum on time A quick call back to home and Dottie stood by to take me by her car to meet any of the intrepid birdmen and women of IFFR who may have got through the quagmire of low cloud and mist

Ten minutes into the drive my mobile rang An other co- owner was repentant and apologetic. He had taken the machine down to Lands End the previous day but because of poor conditions was not able to bring it back for my flight! Laughter all round as I had not even had a plane to fly in the first place, and all my agonising had been fruitless I began to feel silly. Here I was, the nearest pilot to the venue and no plane Things surely could not get any worse They did not.

In fact on arrival at Old Sarum, Dot and I were gathered into the group with great friendship and camaraderie Ian introduced us to all and sundry I experienced a great vicarious pleasure from hearing from many members details of their flights Here a Dutchman or two or more, there a German or two , an Englishman, and a positive plethora of Scotsmen All the attendees had made it to Old Sarum and I began to realise I was with a dedicated and experienced group of flyers

The German and Dutch contingents had particularly good flights and only picked up the crud in the last leg from the channel Some pilots came solo (great plane Rodney) and some came with wives or friends One came by Ryan Air from Ireland and we had a great chat over the merits of NPPLs and medical limitations Another had come from the east in poor viz but persevered to the successful ending.

The visit to the Army Museum proved interesting and there were several new exhibits that I had not seen before. The Dinner at the hotel was a hoot and the voluble Scotsman (I am a fellow kilt wearer by the way) next to my table was heard to say 'who IS this guy'? Well I told him later publicly and we all had a laugh over it. By the way where is Stornaway?

I met not just one, but two fellow dentist pilots and we managed to keep the talk on dentistry to a minimum thank heavens. Angus and Alisma proved great table hosts and a discovery that we had mutual friends proved almost too much for us all.

The next day's ramble around the Old City was interesting, informative and fun despite a chilling wind. The good side was the crystal clear visibility and the promise of stability for most of the day. This encouraged the crews to depart on time and whilst I did not manage to get to say goodbye to all the folks, I was able to stand out on the active runway and give a wave off to quite a few machines.

Dottie and I climbed into our ground effect Citroen in the sunshine and clear sky, donned our tinted pilot glasses, checked the route on the AA chart, fired up the 4 cylinder diesel, checked the Ts and Ps, let off the brakes and started our roll.

I vowed that next time I will get there in an aeroplane. Inspired by the enthusiastic friendly and competent pilots I had the pleasure to be with that weekend.

Good on you IFFR, a well organised and enjoyable weekend. Thank you especially to Graham for the ground support.

Jeff and Dottie Watkins, Bath, KV2-JTZ Citroen C5
But next time - Robin 200/100 G-BCCY (when available and if VMC !)

WINGS AROUND THE WORLD **An invitation to hear Polly Vacher**

Most of you will be aware that Polly Vacher has been flying round the world from pole to pole and is due to return to England early next month. IFFR member Stuart Sawle is President of the Rotary Club of Rochdale Eighty-Six and is supporting Polly's chosen charity (Flying Scholarships for the Disabled) in his presidential year. Polly has kindly agreed to address his Club's Charter Dinner, to be held in Rochdale, Lancashire on Friday evening May 21st 2004.

Stuart has extended an invitation to IFFR to join his Club on its Charter Anniversary, meet Polly and hear, first-hand, of her exploits. He is happy to co-ordinate hotel accommodation for any that need to stay over - Rochdale is blessed with several good value hotels that charge less than £50 per room per night. For those wishing to fly in Manchester Barton is just 14 miles down the M62. Rochdale Eighty-Six is a dual gender club and members are often joined by partners on Charter Anniversaries, so ours would be welcome too.

L'histoire d'un aviateur sans experience de long voyage se rendre a Marseilles en avion leger

Contributed by Graham Browning.

As with many voluntary organisations there are sporting sections and as a member of the Rotary Club of Amesbury I joined the Fellowship of Flying Rotarians whilst I was flying gliders at the Wyvern Gliding Club at Upavon some eight years ago. As a glider pilot I had looked upon powered aircraft in much the same way as sailors view power boats: noisy smelly things! Five years ago Doreen, my wife, gave me a trial flight in a microlight from Old Sarum. After more than 25 years of denigrating powered flight as opposed to gliding I was hooked. I had some savings so eventually obtained my PPL. And so to Marseille.

Up until this September the longest flight I had made in a light aircraft was a solo flight to Newcastle in a Robin D400 in Dec 2001. I had planned to fly to Edinburgh but Weather arrived unexpectedly.

Having decided with the somewhat reluctant but helpful support of my non flying wife Doreen that a flight to a European Fly-in was essential for my self esteem as a pilot I decided to fly to France for a number of reasons. I speak French well and was happy to converse in the language should the need arise and above all for my first flight I thought that a knowledge of the terrain and geography of France would also help my progress. I had to speak French to communicate to ATC only once. As for knowledge of the terrain from the ground it did not really count for much at all.

Seven hundred and twenty miles solo and alone was too much so I set out to find crew. No one from IFFR answered my call: worried about my abilities perhaps or they had their own crew and aircraft. I take great pleasure in sharing my experiences of flying and shared costs also help. I had been very lucky to meet 2 Rotarians, Gillian and Brian, they had been flying with me twice before but only on short flights within UK. Being the adventurous types they accepted my offer to join me on the flight to Marseille.

Planning and preparation was detailed and time consuming. Next time it will be easier. I sought advice from other pilots of IFFR and AFA: John Ritchie, Ian Kerr and Brian Maddon were particularly helpful. All offers of help were accepted: Safety is never proud. My crew were somewhat taken aback when I explained to them in some detail the need for precise weight and balance checks. Ten pounds of luggage was all I allowed and for a lady attending French dinners this was not popular. Even this weight allowance was after I had made a risk analysis and decided at the time of year the taking of a life raft was not essential when crossing the busy shipping lanes of the Channel. Life jackets were of course imperative and were worn on both crossings.

One of the things that have always made me feel good about flying is the almost universal helpfulness of other flyers and air traffic controllers. This was most evident when, having picked up my pax at Bournemouth I ran into unexpectedly low cloud and sea mist. ATC were very helpful and when back at Bournemouth I had a phone call from the ATC whose first question was "are you safe and all right". He then went on to point out the error of my ways but in a very pleasant manner.

I learnt a lot from that experience, the most vital of which is: when in doubt or trouble contact ATC immediately: don't be proud or embarrassed, the safety of your passengers, other aircraft and yourself is paramount.

Our second departure was less eventful; suffice it to say that training on instrument flying pays dividends. Our first stop was at Le Mans to clear customs and refuel. Needless to say there were no customs officer in sight. I had planned to overnight in Lyon but the enforced late departure put a stop to that.

The plan had been to overfly Roanne and its 3500 ft hills of the northern Massiffe Central. We stayed overnight in Moulins in a very French and small hotel. Gill and Brian had born all our trials and tribulations without batting an eyelid. They loved the Hotel Le Normandie. Next morning the low cloud and mist persisted so our departure was delayed again. A lesson learnt is that at the provincial airfields ATC go for lunch for one or two hours and if you have failed to pay your fees in advance it can cause long and unnecessary delays! These provincial airfields generally have very sophisticated weather mapping and route planning facilities. An added bonus at Moulins was the company based there that flew a modified C180 helping to produce the airfield charts and other aerial charts and photos for the French Govt, railways, roads etc etc. They were so keen to show us around.

Because of the high hills and low cloud I routed almost due east to Macon and then flew down the Rhone valley to Marseille. I had been notified of the Mistral that was blowing hard. 40 and 50 kts winds at Marseille Provence on the day before. South of Lyon at 6500 ft we had an air speed of 90 and a ground speed of 140! Imagine flying into that wind should we have had to abort Marseille: hence weight and balance!! As it was there was a 30 kt wind straight down the runway at Marseille: that is the max for ZV. I find it hard to describe the feeling of excitement on landing on 32 left with commercial traffic landing and taking off from 32 right as we came in on final. When we had climbed stiffly out of ZV I gave Gillian a great hug and Brian a wringing handshake.

Because of the very strong wind I was very conscious of the need for tie downs. There were none in sight so I borrowed barrier poles embedded in concrete and tied them on with tie downs I had taken. That night we had severe thunderstorms and very high winds!

On reaching the hotel we had just 15 minutes to check in before catching the coach for a night out in Aix en Provence. Sadly due to our enforced late arrival we missed the visit to the helicopter factory. Lunches and dinners followed in true French style. On Saturday we went to Cassis where we boarded a boat that took us along the coast for a very interesting trip. We motored into some idyllic coves and bays with tiny beaches at their head. In the evening we had the formal dinner at another tiny fishing port. Here the French planning went rather awry for we were all given playing cards as we entered the restaurant and we had to sit where the matching card was!!? Fine if you are all close friends and can speak each other's language! Brian and Gill were sat on tables where very little English was spoken and they spoke no French, apart from being separated: not an idea to be repeated. It was nevertheless a good meal and both Angus, our own incoming World President and Tony Watson the current President gave short speeches and Tony presented Commemorative

Certificates to Jean Recullet & Marc Bonnet the former French & Swiss Presidents in recognition of their services to aviation and IFFR.

On Sunday a coach took us to visit Les Baux and its associated Cathedrale D'Images (a slide show of medieval art and music in a cavernous underground stone quarry). I know that many English and French were somewhat baffled by it all but at least we can say we have seen this amazing modern, very French form of so called art. The walled town atop a fortified hill was beautiful. And as a little personal aside I met a German, only because I said to him in French, 'Bonjour', whilst we were on a coffee shop veranda overlooking the valley. He had been captured in Italy at the age of 17 in 1945, imprisoned in Egypt until 1947 in a POW camp before being repatriated. Later he joined the Bundeswehr!
We then had a lovely lunch in a restaurant overlooking the valley.

At 1400 we assembled at GH to depart to our various destinations: Scotland, England, Italy, Switzerland, France, Germany, Belgium and Holland. One French ac took off with a small Welsh collie type dog on the rear seat!! I have a photo to prove it.

We left for Carcassonne where Brian and his brother are having a house refurbished for full occupancy next year We slept on airbeds. The city is purported to be the finest example of restored medieval architecture in Europe. On Monday we had an uneventful, almost, flight to Saumur famous for its fantastic Chateaux. The almost was that whilst under flight information service and squawk Brian called out to me " Oh look 2 aircraft " "where" I said, "2 o'clock" he replied at which point 2 Mistral FGA flew across our nose at about half a mile! I reassured my pax that they too were under radar surveillance and knew we were there!?

Next day we flew back to Bournemouth. The inversion over the Channel was a little disconcerting with no horizon. Having booked in to Middle Wallop for 1700 hrs I was a little concerned not to be able to contact them on approach and having orbited several times before I could speak to Boscombe they after another orbit or two informed me that Middle Wallop had closed at 1700 and gone home.

I arrived tired but again elated after some 1450 miles and over 14 hours flying and a wonderful weekend in very good company. I had been lucky with the weather apart from the start and I had felt confident throughout because I had done all the planning and preparation for all eventualities that I could envisage. My crew too had been a great team and Doreen at home was a reassuring home base through whom to pass messages and to chat to after a long days flying.

Where next? Milano to fly a floatplane courtesy Giorgio of the Rotary Club of Lake Como or Nuremburg or Stockholm, who knows?
Those who have yet to try such a flight should hesitate no longer!

(Editor's note: What about joining the French at Marrakesh - see above)

Scandinavian meeting, Kalmar 21-24 August

The first leg of our trip was direct over the North Sea, with 25 knots of tailwind, taking just over 3 hours from Perth to Aarhus on the east coast of Denmark.. This is a sizeable airport with good facilities and a landing fee of only £7. We then completed our trip to Kalmar and were handed a very welcome beer on arrival. A barbeque planned for the evening had to be brought indoors due to our dry summer being temporarily interrupted by rain.

The weather had brightened by the morning and we had free time to stroll into the town itself. We visited the museum housing artefacts from "Kronan", a 53 metre warship which was completed in 1672 and sunk in 1676 with the loss of 800 men. The wreck was discovered in 1980 and since then divers have investigated the wreck every summer. In the afternoon we took a coach to visit a number of glass manufacturers in the area and in the evening had dinner at a glass factory where we could try our hand at engraving and glass blowing.

On Saturday we spent the day on the island of Oland which connects to the mainland via the second longest bridge in Sweden. The island attracts some 2.5 million tourists every year. The day was rounded off by a banquet at a restaurant in the city park of Kalmar and the inevitable Scandinavian sing-song.

On Sunday morning there was the annual meeting for the host section while others visited Kalmar Castle. Around mid-day we departed for lunch then were homeward bound. We routed back again via Aarhus and took a total of 5 hours back to Perth. Our thanks to local members Elisabeth and Per-Olov for putting together a good programme and working hard to make it such a success.

Ian Kerr

HAWAIIAN SUNSHINE FLYAWAY

Traditionally a flyaway follows the Rotary International Convention. The 2004 Convention is in Japan where the opportunities for private flying are extremely limited hence the decision to hold the post Convention Flyaway in Hawaii (At least it is on the way back for some people!) Seriously this gives, what is perhaps, a once in a lifetime opportunity to fly amongst the beautiful islands that make up the Hawaii complex. The event lasts seven days with take-off on Sunday May 30. Full details are to be found on the IFFR South West USA website at: [http://moretec.net/petermore/IFFR SW/Hawaii/Flyer_030802.htm](http://moretec.net/petermore/IFFR_SW/Hawaii/Flyer_030802.htm)