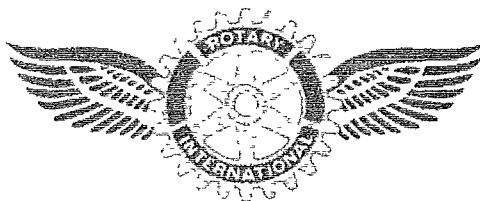


THE ROTATING BEACON



The Bulletin of IFFR (UK) Limited THE UK SECTION OF THE **FLYING ROTARIANS**

The Flying Rotarians operate in accordance with Rotary policy
but are not an agency of nor controlled by Rotary International.

SUMMER 2004

We offer a warm welcome to four new members - **Michael Davidson** from Barkingside, **Dr Rudolph Hanka** from Cambridge, **Colin Sargeant** from Bourne End & Cookham, and **James Varrie** from Jersey Rotary Clubs. We look forward to meeting them at one of our meetings this autumn.

Chairman's report, 2002-4

I wish to thank the UK section for entrusting me with the chairmanship over the past 2 years. I have thoroughly enjoyed it and have managed to visit each section in Europe, several more than once. I estimate I have travelled about 21,500 miles to events over the 2 years in the company of many friends. My particular thanks to those who have worked hard to make the various UK events such a success over this period and of course to the indefatigable John Ritchie for all his hard work. I wish John Bowden every success in his time at the helm and look forward to seeing many of you at events all over Europe and elsewhere in coming years.

Ian Kerr.

A REMINDER

Angus Clark, the new IFFR World President has invited members wives & families to celebrate with him at Sheffield on the weekend 10th-11th July. Full details were in the Spring Bulletin. If you have not already booked a place do so ASAP.

SUMMARY OF THE MINUTES OF THE U.K. SECTION
ANNUAL GENERAL MEETING

Held at the Holiday Inn, Cambridge, on Saturday 8th May 2004. There were 20 members in attendance.

Ian Kerr, the retiring Chairman, reported on the IFFR activities he had attended over the preceding 12 month and how much he had enjoyed his term in office.

The Secretary reported that there are now 106 paid up members of the Section with one honorary member, and that 81 of them have an email address. During the year there had been 8 new members and a further 2 who having lapsed had now rejoined.

The Treasurer submitted the Annual Accounts for 2003 published in the Spring Bulletin which were approved. The subscription for 2004 was agreed to remain at £25 for new members and £20 for those renewing. The International subscription for the year had been paid at an advantageous exchange rate and current funds exceeded £3,100. It was noted with acclamation that **Angus Clark**, the immediate past Chairman and European Vice President would take office as World President in June and it was agreed that an honorarium should be given to him of a sum to be determined by the committee. (Subsequently agreed at \$1,000)

The Editor reported that four UK Bulletins had been issued during the year with copies being sent by email to heads of other Sections, and thanked all those that had contributed for the interesting articles and reports they had submitted.

Nominations for officers for the forthcoming two years had been received and they were elected en bloc. **John Bowden** will serve as Chairman, **Rodney Spokes** as Vice Chairman, **Ian Kerr** as immediate past Chairman and **John Ritchie** will continue to look after membership, accounts, and the UK Bulletin. **Feroz Wadia** having agreed to take office as European Vice President in succession to Angus Clark it was agreed that he and **Michael Pudney** should be elected to the committee.

John Bowden then explained the situation following the decision last year to convert the Section into a company limited by guarantee. He and Ian Kerr had formed the company registered as IFFR (UK) Limited and John Bowden is company secretary. He proposed the necessary resolutions to put the change into effect which were unanimously agreed to take effect at the conclusion of the meeting.

Angus Clark then described the situation that had arisen following the decision of the Board of Rotary International that all Rotary Fellowship should take out mandatory insurance of not less than \$1 million to indemnify RI against liability claims arising from their activities. The operational date had been postponed to July 2005 as it appears unlikely that cover could be obtained for such unspecific risks. He reported that the committee had agreed Guidelines for those arranging IFFR activities in the UK which are to be published on the new website to be set up by **Simon Barlow**.

The summer European program was considered, and in view of the clash of dates it was agreed that the proposed autumn visit to the RAF Radar Museum should be deferred and replaced by a weekend event at Bristol following an offer from **Jeff Watkins**. (See program below) The venue for the 2005 AGM was discussed and as the last three meetings had been held in Scotland, Ireland, and England it was agreed to look into holding the meeting in Cardiff subject to agreeing a suitable date in May.

The First Annual Meeting of **IFFR (UK) LIMITED** followed the conclusion of the above meeting. It was agreed to elect additional Directors, namely Rodney Spokes, John Ritchie, Michael Pudney and Feroz Wadia with John Bowden and Ian Kerr to continue as Directors. There being no further business the meeting closed at 10.35 am.

IFFR (UK) LIMITED

For those not present at the AGM we should explain that in consequence of the conversion of the Fellowship into a company limited by guarantee all members will be asked to sign a form incorporating a guarantee that in the unlikely event of its insolvency they will pay a sum not exceeding £1 towards any deficit. They then become members of the company with full voting rights at future General Meetings and enjoy the benefits of protection against liability for claims against the company. For your convenience the form will accompany the request for subscription renewal in December but any member wanting to sign up earlier need only contact the Membership Director, John Ritchie, by phone to 01462-684941 or email to john@ritchieifr.wanadoo.co.uk. This is a "one-off" exercise for all continuing members. Due to the generosity of our new Chairman, John Bowden and his firm in giving their services free of charge the cost of setting up the company and its new bank account came to less than £200 for printing, registration, and Company Registry fees. Please note that in future all payments to and from the Section should be in the name of **IFFR (UK) LIMITED**.

IFFR (UK) Limited is registered in England & Wales. Regd No: 4977519.
Regd Office Valiant House, 12 Knoll Rise, Orpington, Kent BR6 0PG

Benelux Section - 10th Anniversary meeting Vlissingen, Holland, June 2004

As is often the case when you live as far north as me, the weekend commenced the day before with a 3 hour trip to stay overnight with Michael and Jane Pudney, landing on their magnificent 700 metre grass strip. Jealousy is a terrible thing! I had left Perth with a friend, Tom Lawson, stopping at Kirknewton near Edinburgh to collect Feroz Wadia who was planeless in Edinburgh (even more emotionally disturbing than "Sleepless in Seattle"). We had a lovely dinner at Burnham on Crouch, slept well, then departed at 10.35 for the 50 minute flight to Midden Zeeland.

We received a warm welcome from our Benelux friends at Midden Zeeland airport and enjoyed lunch at the airfield before being transported to our comfortable hotel on the waterfront at Vlissingen. After settling in we were welcomed by the Queen's High Commissioner in Middleburg before having a conducted tour of Middleburg with our guide, an artist who naturally spoke perfect English. After the tour we dined beside Middleburg harbour.

On Saturday morning we were all cruising towards a relaxed departure at 9am when it was revealed that the programme had been revised to an 8.30 departure. Much rushing at the breakfast tables ensued! We went for a tour of Holland's only nuclear power station at Borsele then went to the airport where we relaxed and had lunch in the hangar of member, Matthieu Smakman. The hospitality was fantastic and much appreciated by all. We were treated to a dazzling aerobatic display of a CAP, then World President Angus enjoyed one of the perks of office and had a flight in it without reverting to a sick bag. We were all impressed, Angus! Also, a TB10 and TB21 were made available for short demonstration flights at no charge.

We returned to the hotel in good time to prepare for the black tie dinner. Tom and I sported the alternative versions of Highland formal wear, he in his kilt and me in my tartan troos. Angus completed the Scots contingent wearing his kilt. We enjoyed a fine dinner and the evening rolled on long past when decent people are in bed!

On Sunday we had a visit to the Neeltje Jans centre where we watched a film showing construction of this amazing sea defence works with barriers which can be lowered when there is a risk of flooding. We had time for a walk round the museum and a coffee before returning to the airport for lunch and departures. Our thanks to all and in particular Section President, Stan, and Matthieu and Helmy Smakman for their hospitality and fine lunch in their hangar.

Ian Kerr

AMIENS – 2004

The French Section took the opportunity of their Spring Meeting to remind us that twice in the last century they suffered the ravages of a World War. We arrived at the club airfield of Amiens and after a buffet lunch in the sunshine were taken by coach to Peronne where we visited the well presented museum dealing exclusively with World War I. Thence we travelled to visit the Canadian War Museum which encompasses some of the trenches used at the Battle of the Somme. Passing the modern Airbus Industrie factory at Albert we returned to our hotel making a brief stop at the awe inspiring memorial to the many thousand of British troops that have no known grave. Before retiring to bed after a lengthy dinner we watched a son-et-lumiere in which the face of the magnificent cathedral was bathed in laser light to give colour to the innumerable carvings. A walking tour of the city ending in a workshop that creates impressions on velvet filled the morning before Sunday lunch and a leisurely flight home. Another interesting weekend in France.

We're Morocco Bound

(With apologies to Bob Hope, Bing Crosby and the Road films.

For Neil Smith, new member Simon Barlow and wife Sue, the journey started at Manchester Barton on 23rd April with full tanks, full baggage compartment, an enormous amount of books and charts to go with Simon's brand new IR, and 50 mile visibility. A little over two hours later we were touching down at Jersey for some of that cheaper fuel and after a snack at the excellent bar and restaurant, we set off for the long journey across France towards the east coast of Spain, once again with perfect visibility. It was quite warm in the cockpit even with the vents open, and after avoiding the parachute drop zone at Le Blanc and watching the cloud layers change from 4/8 to clear, and then to solid towering cumulous we decided to outclimb them, if we could. This proved difficult and at FL95 we accepted that the 80 miles to Perpignan would have to be flown in this drenching thick fog with water droplets racing up the windscreen. It seemed so strange when suddenly the droplets stopped racing and the realisation that this was our first encounter with ICE took a few seconds to sink in. The decision to head due east towards the coast where there seemed to be a patch of lighter cloud was

soon taken and this gave us the opportunity to descend out of the freezing layer without making contact with the foothills of the Pyrenees that were south of us. We coasted out near Narbonne under the cloud and then flew southwards along the coast clear of Perpignan zone to land at Empuriabrava with a welcoming Feroz Wadia who had heard our arrival from his house not more than half a mile away from the airport. Feroz, Raye and daughter Nergis made us feel at home and that first gin and tonic was like nectar.

After a days recuperation, the use of the swimming pool and a trip on the Med. in Feroz's boat, it was time to do the next leg of the journey to a small airfield to the east of Malaga, but our flight plan from there onwards to Morocco had been refused. The small airfield of La Axarquia had no customs facilities and a new flight plan was filed to Almeria and from there, on to Marrakech, the next day, with an overnight stay at Neil's house in Nerja. Feroz, Raye and Nergis in N42FW were doing the Marrakech trip starting and finishing at their Spanish base of Empuriabrava and although they were not to fly in formation with Neil's C182, N382AS, it was planned to take off within a few minutes of each other. Three hours later we landed at Almeria having been given routings that cut quite a few minutes off our planned tracks, and marvelling at the controllers who had no difficulty in switching languages depending if it was Ryanair or Iberia who were calling them. Who said that English was the language of the air?

The trip to Neil's house in Nerja took longer than expected in our hired people carrier, and some brave souls took a dip in the cold pool when they arrived. Following dinner at a local Irish restaurant we retired for the night ready for an early departure to Almeria airport. Having prudently refuelled when we arrived the previous day, we now only needed to pay landing and parking fees and check the weather that was forecast to be good for the whole journey to Marrakech. Almeria is not the busiest of airports in April, so at 12.30 we were looking down on the miles of plastic greenhouses that surround the town. Climbing to FL090 brought us spectacular views of the Sierra Nevada mountains with snow along the whole range, a good indication that the weather until now had been wet and cold. Less than half an hour later having been cleared to GALTO by Seville we set course over the sea, avoiding Malaga airspace. The long thin strip of stratus cloud ahead of us, the only cloud in sight, seemed to get no closer despite our 150 knots but eventually passed below us before we crossed the African coast. The Casablanca controller requested that we change course to Tetouan airfield situated on the Moroccan coast, and it was just about visible through the cloud forming over the sea. The land below us was well cultivated with small roads joining the individual homesteads, but as we journeyed further south it became brown and mountainous. Two hours after our departure from Almeria we were given a new heading to avoid a danger area and after our repeated calls to Casablanca half an hour after that, we were told to take a direct track to Daouarat. Could it be that we had been forgotten during the change of controllers? Our request for a direct track to Marrakech was refused, however, we were asked to climb to FL120 which we politely declined, and so continued at FL090. The Wadias who were ahead of us were by now out of range of Casablanca's transmissions and we were asked to relay a new heading for them. It was becoming warmer with the outside air now at 11degrees C.plus the radiant heat of the sun streaming through the windows. Now that we were in range of Marrakech VOR we asked if we could begin the descent but were told to wait until we were 20 miles out. As the city came into view looking like an enormous Lego construction, with tall apartment blocks in straight lines and roads in geometric patterns, all blending into the dull red of the surrounding countryside, we advised that we would now fly the circuit VFR. A very pleasant man helped us with the embarkation procedures, took our passports to a uniformed officer in

a glass booth and we then passed on to customs who took a great interest in Simons' charts asking if we had any maps of southern Morocco. Before leaving the UK the banks advised that the local Dirham currency was not internationally traded and we would need US\$ or UK£. Unfortunately, the local taxi drivers had not been advised of this and to our surprise were prepared only to accept Euros, which by a happy coincidence exchanged later at 1 Euro to 10 Dirham. Our journey to the Hotel Andalous was accomplished in a hot Merc. taxi that took us past the walled Medina and through the tree lined streets of this ancient city. Having gained two hours due to time differences, and having discovered that hotel porters are quite happy to accept US\$ as tips, we met in the swimming pool area for drinks and nibbles at 19.30. There, we met up with John and Patricia Bowden who had flown commercially from the UK. plus all the other 30 participants, under the brilliant organisation of Jean Pierre Gabert.

To be woken at 5.00 by what sounded like the aircon. having a fit was not expected, but the culprits were a whole flock of birds sheltering on the balcony from the rain. Yes, RAIN, in Morocco. After breakfast we boarded a coach for visits to several palaces and posh residences, some of which dated from the 15th century, very similar to the Alhambra Palace in Granada, which after all, was constructed by the same people. The standard of the architecture and plaster decorations was outstanding, as were the water features for which the Moroccans were justly famous. Lunch was a memorable event at a local restaurant, and then we were taken to the markets and souks to witness some of the remarkable skills of craftsmen and artisans in copper brass, silver and even car tyres. Most of the party soon developed great skills in bartering, knowing exactly when to walk away, followed by the salesman rapidly reducing his price. Our walk back to the hotel was long and arduous due to a lack of GPS but we eventually found our way past the snake charmers and dancers in the square by the large mosque. The mosque had four golden balls surmounting the position of the mullah who called the faithful to prayer, as well as what looked like a gallows and we wondered for whom they were intended.

Horse drawn carriages took us to the dinner restaurant that was a gourmet experience. More food and fruit than we could eat followed by the inevitable sweet mint tea. The whole evening was accompanied by musicians playing various instruments, the only recognisable one being a violin, but played in the vertical position.

The next day was to have been a flight into the mountains to Ouarzazate, but the low cloud made this impossible, and so Jean Pierre made arrangements to visit a seaside resort called Essaouira with an estimated coach journey of 90 minutes, which turned out to be three and a half hours. Well, we were in Morocco after all. The scenery during our journey can only be described as biblical, with occasional small isolated shanty huts, herds of malnourished goats and sheep, with burba clad shepherds tending them. The fields had low dry stone walls and the animals grazed on what seemed to be small tufts of dead grass. Occasionally, there were fields of low growing corn and the people cutting it with sickles. This was a sharp contrast to the relative prosperity of the city.

Our next day was a coach trip to the Ouirka Valley and the Atlas mountains which took us into cloud near the top. The roads were narrow, and without a surface in some places and the sides hung with threatening boulders. Fast moving rivers fed from melting snows high up, had interesting man made sluices where some of the water was channelled to form small washing areas for the local people. The houses were simply made, from rock or mud, hardly big enough to contain one European, let alone a family of these hill people. The coach stopped regularly and we could have sworn that it was the same earnest salesmen who crowded around the door offering curved knives, bracelets, necklaces and wooden carvings on each occasion. Lunch was taken at a

mountain restaurant with chicken and vegetables cooked and served in the traditional tagine pots. Entertainment was provided by three orange dressed ladies accompanied by men with vertical violin and tambourine, who had a small, somewhat repetitive repertoire. Of course Jean Pierre was invited to dance and the rest of us pretended to be busy when volunteers were being dragged to the dance floor.

That evening we put on ties, jackets and posh frocks and were transported to the Mamounia Hotel, the meeting place of the Rotary Club of Marrakech, Koutoubia to spend the first hour standing in the foyer waiting for their members to greet us. The hotel had a small lounge with all sorts of memorabilia from the great cruising days of the "France" and the public rooms seemed to be dedicated to it's memory. We were ushered into a long meeting room with chairs placed either side of a long polished table, and second but shorter rows of chairs behind those. We concluded that these were for the wives of Rotarians who had previously decided that they would remain in the foyer. The meeting was conducted in French by the club's officer of protocol (probably the secretary) and greetings and banners were exchanged in the usual Rotary manner. A representative of the charity Foundation Mohammed the fifth (the late king) received donations from the various Rotary clubs represented and we then went for an excellent dinner.

After a 6.30 wake-up call, breakfast and taxi to the airfield we were cleared to take off at 9.18. for a flight to Seville and eventually home,
.....but that's another story.

A very well organised trip by the French section of IFFR.

VIVE L'ENTENTE CORDIALE

The recent issue of the CAA Safety Investigation Occurrence Listing records no fewer than SEVEN alleged infringements of French "Temporary" Prohibited Areas by General Aviation aircraft of several different makes in recent months. The report states that "Appropriate CAA action was taken" in respect of these infringements. Presumably the pilots have been guillotined in accordance with French law! Many of the sites now protected by temporary prohibition are not shown in some of the popular French charts, but for those with internet access they can be seen on charts extracts published by the French Aviation authorities in English on the following website.

www.sia.aviation.civile.gouv.fr/asp/frameset_uk.asp?m=1

Some of these forbidden areas reach up to 3700 feet so if you intend to fly in France we can only recommend that you never fly below FL45. If you don't have internet access then stay within the UK or risk being shot down. The French ATC will not warn you if you are approaching a forbidden zone some of which are very close to airfields often used by G.A. pilots.

WING WALKING TOM

You will recall the report in the Spring Bulletin of the activities of **Tom Lackey**, UK IFFR member who at age 83 amuses himself by doing sponsored 'wing walks' to raise funds for various children's charities. You may not be surprised to hear that his Rotary Club, Solihull St. Alphege, has recognised the valuable contribution he has made by awarding him a Paul Harris Fellowship. Congratulations Tom, from all of us who prefer to travel inside and not on top of the aircraft.

German/Austrian Meeting, Tonbach

Thursday September 02nd :

15:00 . Arrival at Airfield Winzeln - Schramberg (EDTW, 123 650 MHz), Drinks, snacks, small talk

16:30 : Bus to Hotel Traube - Tonbach

18:00 : Visit of a typical Black Forrest ham Smokey in Musbach

20:00 : Informal dinner at "The Wooden House" at Tonbach

Friday September 03rd :

09:30 : Guided walk of one and a half hour through the national resort "Lotharpfad". In 1999 the heavy storm « Lothar » destroyed more than 100.000 acre woodland. Along a guided tour of 1000 m you can see what happens if human beings do not try to reconstruct and re-cultivate land. Land given back to nature

11:00 . By bus to Freudenstadt via the "Schwarzwald Hochstrasse" . Guided city tour following the historical foot steps of Duke Friederich.

13:00 : Finger food lunch at Freudenstadt.

14:00 : By bus back to the Hotel Traube – Tonbach At afternoon free time for shopping, fitness, sauna, sight seeing ...

19 :30 .Five Course Gala – Dinner at Traube – Tonbach (black tie) Enjoy the magic of flavor, smell and taste.

Saturday September 4th :

10:00 Departure by bus to Triberg and visit of the old Clock Museum and the famous waterfall.

13:00 :Lunch

15:30 :By bus to the "Vogtsbauernhöfe Gutach" an open air museum.

Experience the Black Forest of the 16th to 20th centuries. As you walk through the Open Air Museum you will come into close contact with 400 years of Black Forest history As you set foot in the museum's numerous buildings, you will find yourself standing in the midst of daily life as it was for their former inhabitants.

19:00 : Informal Dinner at Restaurant Dieterle

Sunday September 5th :

10:00: By bus back to Airfield Winzeln Schramberg. Say farewell, good bye, adieu and Auf Wiedersehen.

Meeting cost:

Four days (02.-05.09.2004) , 245 € pp. (landing fees and except drinks all included)

Three days (03.-05.09.2004), 220 € pp. (except drinks all included).

Hotel :

from 111 € per double room and person and night,

from 118 € per single room per person and night, Breakfast included.

Please, make your own room booking at the hotel as soon as possible, latest by August 3rd. E-mail info@traube-tonbach.de Password IFFR

IFFR SECTION FRANCAISE – DEAUVILLE MEETING – 10th to 12th of SEPT 2004

PROGRAM

Friday the 10th

11h-12h : Arrival at Deauville – St Gatiien airport. *Dejeuner* at the famous Airport Restaurant.

14h : Departing by coach to Deauville, then Caen (30mn ride) and the Battle of Normandy Memorial.

18h : Arrival at Hôtel Mercure at Cabourg. Informal and friendly dinner at the hotel.

Saturday the 11th

9h15 : Coach leaves for historical sites : Ouistreham, Arromanches, Omaha, Juno Beach..., Arromanches' Museum and American Cemetery at Colleville.

Lunch at Tracy, (Arromanches), at « la Rosière ».

On the way back : visit to Bayeux and its famous tapestry.

18h : Arrival at the hotel.

19h30 : Diner at the restaurant « Le Beau Site » on the Promenade Marcel Proust (sea shore) at Cabourg.

Sunday the 12th:

9h30 : Coach leaves en route to Honfleur. Visit of the old Town and Port.

Lunch at "the Fishing Cat".

Arrival at the airport around 14.30.

Cost : 275 euros per person including hotel, in double room, and breakfasts. Single room, add 25 euros. Without hotel: 175 euros pp.

Reservations must be done as soon as possible. Send the registration form to Guy Papernot for the meeting as well as **the hotel** (do not contact directly the hotel to avoid misunderstanding). Due to overbooking in Normandy this year, Guy insists on an early booking, especially for rooms, at least before the 15th of August. Please, send also to Guy **a cheque or a wiring** (€ 275 per person in double room, € 300 pp in single room). Bank address and account numbers are set out below. Guy's address is :

Guy Papernot, 18, rue René Anonier à 85440 Talmont Saint-Hilaire, Tel et Fax : 0251 96 02 41.

If you encounter any problem, you can contact or send your form at jpgabert@skynet.be.

Please, join a check or send € 275 per person (double room) or € 300 (single room) by wiring to Rotary Club de Bourges Ouest – compte IFFR, IBAN : FR27 3036 8000 0100 0153 M040 879, SWIFT - BIC : BHVTFRPP, Banque Hervé, 1, place de la Préfecture, F 18000 Bourges.

**A WONDERFUL WEEKEND at BRISTOL FOR £100 ALL IN.
2nd & 3rd OCTOBER 2004**

Saturday 2nd Oct

Arrive at **FILTON Airfield, Bristol** EGTG between 1200 and 1330 local
A packed lunch of sandwiches and drinks will be provided on your arrival at Flight Ops.
Parking, Fuel, WX, ILS DME, ADF, RADAR .Secure Parking and Landing fee all
included at the special price of **around £18**

At **13.45** a Bus will take us around Filton Airfield for a specially arranged visit to see:
The Spitfire Hanger (Two Spitfires and a Mustang usually in place) and
The Concorde (The last one to Fly)

At **16.45** the Bus will transport you to **THE AZTEC HOTEL** (4*) nearby
There you can have a rest and a swim in the delightful pool and relax in the jacuzzi.
At **7.00 pm** meet in the Bar for predinner drinks.
Dinner at 7.30pm in the Terrace Room specially reserved for us.

Sunday 3rd Oct

8.00 am Breakfast

9.00 am Meet outside the Hotel to join the Bus

10.00 am Short Tour around Bristol Centre by Bus and ending at 'The Great Britain' Museum and Restored Ship. This was designed and Built by Isambard Kingdom Brunel and was a marvel of Marine engineering in it's day. Shoppers can be dropped off and collected en route!

12.00 am Transport back to your aircraft at Filton Flight Ops.

A packed lunch will be provided for you either to eat then or take with you.

COSTINGS

Dinner on Saturday night, Bed and Breakfast at the Aztec Hotel is **£42-50 per head.**

No supplement for a single room. This is a very special discounted price.

For the Bus, the Museums, and the packed lunches **£40-00 per head**

The packed lunches are necessary because there is no catering facility at the Flight Ops and the Café at the Museum is Small. If you have special dietary needs please tell me.

I must pay deposits on the bus and hotel quite soon so **please forward your deposit of £40 (or Euro equivalent) per head payable to J. Watkins asap. I will then send you a full registration form, reserve your room, and confirm the bus etc.**

Coordinator for IFFR (UK) Limited:

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