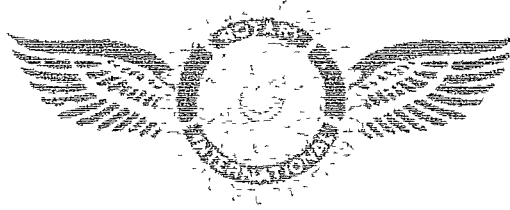


THE ROTATING BEACON



WINTER 2004-2005 UK Section Bulletin of **THE FLYING ROTARIANS** Celebrating the 40th Anniversary of IFFR

The Flying Rotarians operate in accordance with Rotary policy
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January was named by the Romans after their god Janus. He was the gatekeeper who stood at the entry to the New Year and had two heads, one looking backward to the year that had passed and the other forward to the year to come. For us also, January is the time to look both backward and forward.

Looking back, how long is it since you joined IFFR? Then you thought that it would be a good way to combine the fellowship you enjoyed in Rotary with the pleasures of flying. But how many IFFR events have you supported in those past years? Don't tell me that there has not been enough choice of activities or interesting venues, or that you couldn't get an aircraft when you wanted to go. This issue of your Bulletin includes an article by one of our members who had not tried an IFFR event before, and then felt that he didn't want to go alone. A word with the Secretary gave him an introduction to a member who was going with a spare seat and you can read for yourself how much he enjoyed himself.

Looking forward, what is there yet to come? Not only the customary selection of meetings in the UK, France, Germany, and elsewhere in Europe, but also a flying tour of the Baltic under the leadership of our President, John Bowden, to celebrate the 100th Anniversary of Rotary and the 40th Anniversary of IFFR details of which are outlined below.

Don't say to yourself "It's too far, and I shan't know anyone". My first foreign IFFR activity was the 1978 Tour of the Mediterranean 27 years ago! Since then my wife and I have taken part in IFFR tours in Spain, America, & Australia, meeting old friends and making new ones every time. You could do just as well if you only tried.

January is the month for making New Year Resolutions. Make yours a vow to attend at least one IFFR event this year, whether at home or abroad by air, by road, by rail, or by jet – how you get there is not the object. The object is the same as the first object of Rotary. If you have forgotten what that is look it up or find it elsewhere * in this Bulletin. For more information, seats, program and cost either look in the IFFR website www.iffro.org or contact me – John D. Ritchie phone 01462-684941 or the European Vice-President Feroz J. Wadia email ferozwadia@hotmail.com

GET YOUR NEW DIARY OUT – NOW !

What a programme we can offer to celebrate the 40th Anniversary of IFFR. When I joined 30 years ago there were just two events each year – one in England and the other in France. On occasion the Italian Section held an International Meeting but without email we didn't hear about it until too late. This coming summer there are no fewer than **TEN** to choose from. For those in the North – Scandinavia in August. For those in the East – Cologne or Strasbourg, or even over to Austria. For those in the South – Lake Como, and Romans in the Rhone Valley, and for those in the West our AGM in Wales or if you really wish to stretch a point then Chicago and the Post Convention Flyround .

Don't tell me that you can't attend because you have no aircraft. The budget airlines fly to or near to all the venues if you book early – NOW. In addition there are two local events for those to whom the road has more appeal than the air – Duxford & Denham.

EUROPEAN IFFR EVENTS 2005

May 7/8	Duxford	VE Day Anniversary airshow
May 20/22	Swansea	UK Section AGM weekend. Program to follow
May 27/29	Cologne	German/Austrian Section in Germany
June 3/5	Lake Como	Italian Section <u>followed by:</u>
June 5/11	Croatia	French Section Flyout, <u>leading to:</u>
June 11/12	Romans	French Section Spring meeting – Rhone Valley
June 23	Chicago	Post RI Convention Flyround New England
July 6	Denham	Visit to RAF Wartime Fighter Command HQ
August 6/16	Europe	40 th Anniversary Flyround, <u>incorporating:</u>
August 12/14	Jyvaskyla	Scandinavian Section meeting in Finland
Sept 1/4	St Johann	German/Austrian Section meeting in Austria
Sept 9/11	Strasbourg	French Section autumn meeting in Alsace
Sept 17/18	Norwich	Visit to Radar Museum

The usual provisions apply. If you have internet access search the IFFR website and its links – www.iffrr.org. If you have spare seats and can carry a passenger tell me. If you wish to go with one of our members tell me. Last summer I matched a pair for the benefit of both – see the article on the Autumn German Meeting.

John D. Ritchie – email john@ritchieiffrr.freemove.co.uk - phone 01462-684941

IFFR Baltic “Anniversary” Tour August 2005

2005 is not only the Centenary of Rotary, but also the 40th anniversary of IFFR. In 2000 a European tour was organised, starting in the UK, visiting Luxembourg and Colmar (France) and ending at the inaugural German/Austrian meeting in Salzburg. I thought it would be appropriate for another tour to be arranged to celebrate the Anniversaries.

This year the Scandinavian Section meeting is being held in Finland from the 12th to the 14th August, based on Jyvaskyla EFJY, 130 Nm north of Helsinki. It is a long way from anywhere else in Western Europe, so what better place to aim for as a destination for the Tour?

Planning is still in the early stages but, with the help of various IFFR members across Europe, I am putting together an itinerary which should allow the maximum participation of as many of the European Sections as possible for either the whole or a part of the Tour. In addition many of the proposed stopover Airports are accessible by commercial flights, so passengers may join or leave without doing the full tour.

The proposed timetable is at the moment as follows:

Date	Overnight Stop	Distance
Saturday August 6 th	Lelystad, Holland EHLE	
		292 Nm
Sunday 7 th	Neubrandenburg, Germany ETNU	
		190 Nm
Monday 8 th	Gdansk, Poland EPGD	
		225 Nm
Tues 9 th	Kaunus, Lithuania EYKA	
		118Nm
Wednesday 10 th and Thursday 11 th	Riga, Latvia EVRA	
		336 Nm
Friday 12 th and Saturday 13 th	Scandinavian Meeting at Jyvaskyla, Finland EFJY	
		320 Nm
Sunday 14 th	Stockholm/Vasteras, Sweden ESOW	
		390Nm
Monday 15 th	Flensburg-Schaferhaus, Germany EDXF	
		Examples: 140 Nm Groningen 380 Nm Manston
Tuesday 16 th	Home, wherever that may be!	

I have accelerated the return home but obviously it too could be taken at leisure. I have allowed for two nights in Riga to give an opportunity to see more of this City. It also allows those unable to start the previous weekend to catch up or alternatively for some slack in case the weather is not favourable.

I have allowed for one flight per day in the Baltic States as it seems that, whilst General Aviation is welcomed, bureaucracy can be a problem. A "quick lunch" cannot be guaranteed, but it would hopefully be possible to stop at Tallinn (EETN) for lunch on the 12th. It is about half way between Riga and Jyvaskyla.

Excellent hotels appear to be available in each of the cities for the overnight stops in the Baltic States with reasonable cancellation policies. All the Airports advertise 100LL as being available.

Helpful comments on the proposed tour would be appreciated to me, as would initial indications of interest for part or the whole of the tour*. Let's make 2005 a year to remember and if we can add some Rotary Service to our fellowship, then so much the better.

A Happy New Year to you all and safe flying.

John Bowden
Chairman, IFFR UK Section
*john.bowden@cwj.co.uk
Home Tel: +44 1892 862531

VICTORY IN EUROPE

Only those members aged 70 or over will have any recollection of the euphoria with which we greeted the news that the War in Europe had ended on 8th May 1945. The Imperial War Museum at Duxford has taken the opportunity to celebrate the anniversary both of VE Day and of Rotary International with a two-day Air Show. Full details of the special facilities to be provided for Rotarians, and the veterans that they bring with them, have been circulated to all Rotary Clubs in RIBI and for reasons of space are not set out here. The meeting covers the weekend 7-8th May 2005 and for every four paying Rotarians two veterans of the conflict, or one with his partner, will be admitted free. Applications for tickets should be made through your Club and not through IFFR, but those members that wish to fly in will have their landing fees waived. While this is not an official IFFR event members are encouraged to participate and if there is sufficient response we will ask the organisers for facilities to bring IFFR to the notice of the many ground-bound Rotarians that will be present. A landing slot will be needed, as usual at Duxford, and the flying display is to commence at 14.00 hours so a morning arrival is necessary. To facilitate communication with the Cambridge Rotary Club who are organising this event if intending to arrive by air please give me your aircraft registration and type.
john@ritchieiff.fr.eserve.co.uk

** For those that have forgotten – the first Object of Rotary is the development of acquaintance as an opportunity of service !*

Sic transit gloria mundi

The academic and Latin scholars among you will recognise this well known phrase – (No Jane, it does not mean “Gloria was sick in the back of the Mondeo”), but “Thus passed the glories of the world”. That seems to be a fitting title for the report on the fascinating weekend that IFFR spent at Bristol Filton under the care of resident member Jeff Watkins.

Although he had made special arrangements for us to fly in to Filton, the pessimistic outlook of the pundits at Bracknell resulted in only two of the intended nine aircraft arriving on Saturday, and they made a prompt return to their home bases after considering the Sunday forecast. However not to be deterred, all those that had signified their intention to be present transferred their allegiance to the M4 and arrived in time for the afternoon program, a visit to see the first production model Concorde. This had been built at Filton and returned there when flights ceased.

Unhappily some determined but disabled individual, notwithstanding advice to the contrary, had fallen off the entry platform a few days earlier with fatal results, and the Health & Safety Executive with their customary caution had closed the plane from entry by any visitor, irrespective of ability or disability. Nonetheless the Visitors Centre were kind enough to open specially for us and showed the film made of the Concorde project at Filton and the coming home of the first machine made there.

From Concorde, the technological miracle of the 20th Century, we travelled to look in awe at one of the many engineering marvels of the 19th Century, the suspension bridge across the Avon Gorge built by Isambard Kingdom Brunel. Some braved the showers and walked across it, others watched from the comfort of the Avon Gorge Hotel where tea & biscuits awaited us.

Thence to the Aztec Hotel, a modern and well appointed hostelry with whom our organiser had negotiated very special terms, including a three course dinner in our own room. Fellowship abounded and once again it was a delight that so many wives had accompanied their husbands and appeared to be enjoying themselves. Those wives or companions who have not yet taken that step please note for the future.

Next morning we went by coach to the the second “glory” of the transport world that like Concorde had passed from use to become a museum piece. The SS Great Britain, the world’s first iron steamship now lies in dry dock being expensively restored after a commercial life little longer than that of Concorde. Both had suffered from the high cost of making a bold innovative step into the future of transportation too far for the then demands of commercial needs. We wondered at the courage and determination of Brunel in bringing such a huge vessel into being in the early 19th Century when wood and sail held sway, and at the luxurious but class conscious appointments that distinguished the accommodation for First Class passengers from those travelling “steerage”. Much still needs to be done to complete the restoration.

After a quick coffee it was back to the hotel to collect cars and depart for home with memories of a most interesting event to tell to those left behind. Our sincere thanks to Jeff Watkins, his wife & family, for making the weekend such a success

My First I.F.F.R. Trip By Dave Palmer

(With thanks to John Ritchie, my Pl. Brian Madden, and his C182 G-BRRK)

I had hoped to attend my first I.F.F.R. meeting with some friends from my local airfield Shobdon, but for several reasons they were unable to go. I had spoken to John some days earlier and asked for details and the plates for Winzen which he supplied by return, I then had to get back and say that it didn't look as if I would be going. It would be my longest flight and I didn't feel I could undertake it on my own.

Then on the Tuesday morning I received a call from Brian Madden, he had been given my number by John and asked if I would like to join him; well it was a bit of a rush to sort out a few business jobs, but Wednesday morning saw me leaving Newport on the M4 at 5.45am. Luckily I always keep my passport and some Euros in my flight bag. In my naivety I thought I would have the M4 to myself at that time in the morning, and intended to be at Brian's house about 8.00. The best laid plans and the M4 do not mix well. After numerous hold ups I arrived at about 9.30, after being piloted on the last few miles by Brian; a quick coffee and some toast, then off to Elstree.

We were airborne at 10.20 for the short hop to Le Touquet, arriving at 1.30 local. After consultation with the tower we were able to confirm that the planned route South East across France was OK. Uneventful trip with no one wanting to talk to us, and arriving at Winzen - Schramberg at 19.10 One of the club members gave us a lift into the village and found a small hotel for the night; a nice meal and a couple beers and I was ready for bed by 10.30 It had been a long day but great fun.

The next day, Thursday, dawned bright and clear and promised to be very warm. After breakfast of coffee and rolls we set off to walk back to the airfield (it only seemed like 5 minutes in the car the evening before but much further on foot on a very warm morning) still we arrived ok. and sat on the veranda with a drink to await the arrival of the other IFFR members. A very pleasant couple of hours with an informal lunch, then all aboard the coach for the hour's journey to our hotel, the Hotel Traube Tonbach. A really superb hotel in a lovely setting. That evening we had a buffet in a Wooden chalet with a very wide range of local dishes. Then a walk back down through the woods carrying lanterns to our hotel.

Friday, a bus tour of the local area taking in a section of the Forest that had been destroyed in a very heavy gale and was being left to regenerate itself naturally, without the help of man. We would need another visit in a number of years to see the result. That evening was the formal dinner, a black tie affair in a really superb setting, and the meal to do it justice. I made it about six courses, we sat down about 8.00 and finished at midnight. A night to long remember for all the right reasons.

Saturday, a trip to other local places of interest, then to a local folk museum a collection of farm buildings and large timber farm house going back to the 16th century. A very nice informal meal here then back to the hotel for a somewhat quieter evening. Another fabulous day.

Sunday morning an early start for our return flight, the weather has been superb, we all said our goodbyes and many thanks to our hosts for a really memorable visit. It really has made me determined to attend a lot more of these meetings, everyone is so friendly and the venue was really beautiful. Again the weather held for the return trip, arriving back in Elstree in the afternoon. Back to Brian's house, thanks to his wife for the taxi service, then back to my battle with the M4 - not at all bad it being a Sunday evening.

My very great thanks to Brian and his wife, and everyone at the German Club, particularly Peter Schindele, for the enormous amount of planning and work that must have gone into such a superb weekend. Looking forward to meeting everyone again next year, and to lots more trips.

SCANDINAVIAN MEETING – FREDRIKSTAD

It is the usual practice for one or more members of the UK Section to attend every meeting of the other European Sections each year. The regular UK Bulletins issued during the year include reports from one or more of the participants extolling the pleasures of the visit and attractions seen. The Scandinavian meeting was no exception, but it would seem that the legendary hospitality of the Norwegian hosts, coupled with the benefit of a copious supply of Akavit – the local spirit which being a national product is the only one available duty-free – had such a dramatic effect upon those from the UK who were present that in spite of several requests to those believed to have been there none of them has been able to produce a comprehensible written report for this Bulletin. Do not despair, but make an event more determined effort to take part in the 2005 Anniversary Baltic Flyout arranged by our UK President John Bowden.

EVERYONE HAS A JANUARY SALE !

At Members request a stock of IFFR ties was ordered three years ago, but having met the initial demand we are left with a few for disposal. They cost £5.50 each plus postage but are now on offer at the price of £5 each INCLUDING POSTAGE AND PACKING for the next month after which they will be sold to other IFFR Sections and no longer be available. Add £5 to your subscription renewal cheque and attract attention when you wear your new tie to your next Club meeting. Dark blue with a neat motif and wings embroidered in gold.

An offer of help to keep up-to-date

John Waters, IFFR # 5726, a flying instructor and former RAF squadron leader who lives at Wadhurst, East Sussex, has offered to give refresher training to any IFFR member such as Practice Forced Landings, Engine Failure After Take-off, called Fanstops in the RAF (I thought they only had jets) etc. free of charge. His nearest airfields are Headcorn and Biggin Hill. If you would like to keep current in good company at minimal cost call him on 01892-785492 or his mobile 07810-481-821.

WEATHER DIVERSIONS

Those of you that read the AOPA magazine “General Aviation” will have noted the sad tale of a pilot who being unable to get into Biggin Hill, his intended destination, chose to land at Luton and incurred fees exceeding £150. While Luton has all mod cons by way of ILS etc it is a poor choice as a diversion airfield as it refuses to participate in the AOPA scheme to waive landing fees for non-commercial light aircraft making a genuine precautionary landing. Unless the weather is so poor that an ILS approach is vital, RAF Henlow some six miles north of Luton and with an airfield elevation 350 feet lower and offering a triangle of grass runways the shortest of which is 700 metres is a much better choice. Like all military airfields they waive fees for genuine precautionary landings and there can be little argument about the weather. If it is too bad for the flying club to fly then that’s it ! What’s more, for IFFR members if you give me a ring on 01462-684941 I shall be happy to drive over and take you to Hitchin railway station from which trains go to London, Peterborough, & Cambridge several time an hour. If you can’t reach me then the flying club can arrange a taxi and explain how to get a pass to get back into the airfield. Just have some photo ID with you. John.

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