

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

SUMMER 2005

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

STOP PRESS !

There is a waiting list for the visit to **Fighter Command HQ** on Wednesday 6th July. If you contact Brian McGraw **IMMEDIATELY**. He will send you the program and registration form and advise if any vacancy occurs. Phone 01933-225409 or email brian@mcgraw.fsbusiness.co.uk Next time please book earlier to ensure a place.

Have you booked your hotels for the **IFFR Baltic Tour** on 6-16th August ? If you have please inform our President John Bowden by phone at home 01892-862531 or email him on john.bowden@cwj.co.uk . If you haven't its not too late. Details can be sent to you be email but you must make your own hotel reservations.

REMAINING EUROPEAN SUMMER MEETINGS

- August 26-28 Benelux Section at Amsterdam, using Lelystad for flying-in
Sept 1-4 German/Austrian Meeting at Kitzbuhl – program on request.
Sept 9-11 French Meeting at Strasbourg
Sept 17-18 Visit to Norwich to visit the RAF Radar Museum – see below

DO YOU FANCY SOME WINTER SUNSHINE?

We are exploring the possibility of a visit to IFFR in South Africa, probably during the first two weeks in February next. Peter Gibbs, Chairman of the S.A. Section would welcome us and arrange a suitable program if there is sufficient interest from UK members. If you would like to come please contact Angus Clark, World President, in the first instance. He can be reached by phone on 01433-631585 or email angus@foldhead.plus.com . No commitment at this stage on either side.

ANNUAL GENERAL MEETING 2005

15 members under the chairmanship of John Bowden were present at the Annual Meeting held at the Marriott Hotel Swansea on 7th May 2005, accompanied by their wives and guests. Apologies for absence were received from Norman Beadle, Graham Browning, Ian Kerr, Trevor Marriott, Michael Pudney, Charles Strasser, Roger Stenson, Feroz Wadia & Jeff Watkins.

Reports were received from John Bowden on the activities of the past year, and from John Ritchie on the membership, now standing at 112, and the Section Bulletins four of which had been issued during the year. Membership application forms or renewal forms containing the necessary guarantee applicable to the company had been completed by almost all members.

The draft accounts were circulated, and it was explained that those relating to the period after the Section funds were transferred to the Company account in accordance with the resolution passed at the 2004 AGM were a statement of receipts and expenditure and not the Accounts of the Company to comply with the Companies Act 1985 under which IFFR (UK) Ltd is registered. The balance in hand at 6th May was £3,335.76, after subscriptions for the current year had been collected and the international dues paid.

Reimbursement of expenses to the sterling equivalent of \$1,000 to Angus Clark, the World Chairman, and a donation of £250 to the General Aviation Awareness Council were proposed and unanimously approved, notwithstanding the reluctance of the World President to accept his. Although the international subscription had been increased in June 2004, in view of the favourable exchange rate and amount in hand it was agreed that the subscription for 2006, which includes the international element, should remain at £25 for new members and £20 for renewals.

The Articles of the company requiring the retirement of one third of the directors in rotation each year, John Bowden & Rodney Spokes retired and were reappointed by unanimous agreement. John Ritchie announced his intention in view of his advancing years and increased domestic responsibilities to resign office at the next AGM.

Angus Clark outlined the many IFFR activities that he, ably supported by Alisma, had undertaken during the past twelve months and in particular reported on the decline in membership of the American Sections of IFFR, and the success that he with the support of members worldwide and of other Fellowships had had in persuading Rotary International to withdraw its resolution requiring all Fellowships to effect insurance indemnifying R.I. against any claims arising pursuant to their activities.

Colin Walker, who had represented IFFR on the Board of the GAAC and been appointed Treasurer thereof, reported in details on the its activities and the continuing need to maintain its stance as a pressure group representing general aviation in the various committees and councils created under the European Open Skies legislation.

In conclusion, after expressing our thanks to Angus and Colin for their work on behalf of IFFR, the Chairman drew attention to the forthcoming UK meetings at Denham in July and Norwich in September and announced that the AGM for 2006 would be held at his home airfield of Biggin Hill. Date and program to be advised later.

INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS
UNITED KINGDOM SECTION
INCOME & EXPENDITURE ACCOUNT : JANUARY-MAY 2004

<u>Income</u>		
Subscriptions for 2004	2,050.00	
Sales of badges & ties	21.50	
Surplus on Old Sarum meeting	<u>120.00</u>	
Total income		2,191.50
<u>Expenditure</u>		
International Subscriptions	852.46	
Bulletins (2) Printing & postages	157.06	
Bottlang VFR Guide Europe	110.91	
General Aviation Awareness Campaign	225.00	
Refund of overpaid subscription	<u>20.00</u>	
Total expenditure		1,365.43
Net income less expenditure		826.07

BALANCE SHEET 31st MAY 2004

Funds at LloydsTSB Bank - Treasurers Account		
Bank Balance at 31.12.03		2,337.68
Surplus of income over expenditure		<u>826.07</u>
Balance transferred to account of IFFR (UK) Ltd		3,163.75

IFFR (UK) LIMITED

INCOME & EXPENDITURE ACCOUNT : JUNE-DECEMBER 2004

<u>Income</u>		
Subscriptions received	485.00	
Sales of badges & ties	16.00	
Deposit refund from Bletchley Park	50.00	
Bank deposit interest (net)	40.99	
Surplus on Cambridge meeting	<u>792.06</u>	
Total receipts		<u>1,384.05</u>
<u>Expenditure</u>		
International Subscriptions	211.15	
Bulletins (2) Printing & postages	144.31	
Professional fees on formation	199.75	
Secretarial expenses - Treasurer	56.98	
Payment to World President 2004/5	550.00	
Total expenditure		<u>1,162.19</u>
Net receipts less expenditure		<u>221.86</u>
<u>Assets</u>		
Funds received from International Fellowship of Flying Rotarians - UK Section		3,163.75
Net surplus of receipts over expenditure		<u>221.86</u>
Balance at LloydsTSB 31 st December 2004		3,385.61

The company holds a small stock of ties & badges

NOTE The above Income & Expenditure Accounts are provided to give members details of the financial position following conversion of the Fellowship into a Company limited by guarantee. They are not the Accounts of the Company in the form required to comply with the Companies Act 1985 a copy of which may be inspected at the Company's registered office or sent by email to members on request. Hard copy will be sent on receipt of a stamped self-addressed envelope size A4.

WE HAD A WIZARD TIME IN WALES

The venue for the Annual General Meeting rotates around the UK & Eire, having been held in recent years in Perth, Truro, Waterford, and Cambridge, and this year it was the turn for the Welsh to host us. After an initial setback when it was discovered that Cardiff, the chosen city, was to be invaded by footballers on the date originally proposed, an invitation from Gwyn Howell, one of our longest serving members, to visit his home city of Swansea was gratefully accepted. There Gwyn and his wife Enid, with the support of Paul Hodges President of the Swansea Rotary Club provided a warm welcome.

The thirty or so members and wives arrived mostly by air, and were received by local Rotarians who took them to the luxurious Marriott Hotel close to the renovated Maritime Quarter. From there a coach took the assembled party to the Welsh National Botanical Gardens where after a stroll through the profusion of unusual plants and the unique double walled garden we repaired to the award winning Great Glasshouse to enjoy the display of plants from throughout the world in appropriate settings and to consume what many considered to be the most lavish buffet we had seen in years.

Next morning after the AGM (see separate report) the coach took us on a conducted tour of the Gower Peninsula, new ground to many of us, creeping through narrow lanes giving breathtaking views over the coast and hills. An unscheduled stop at Bracelet Bay when a "sleeping policeman" knocked off one of the air reservoirs under the coach caused a slight delay before lunch in the garden of the Oxwich Bay Hotel looking across the beautiful bay, but any inconvenience was amply compensated for by the unexpected sight of an RAF Air-Sea Rescue helicopter saving two unwary visitors from the incoming tide that had cut them off from the higher ground at Worms Head. You may have watched a rescue in practice but this was for real !

In the evening a stroll through the attractive Maritime Quarter took us to the restaurant at Morgans Hotel, where we were joined by Paul & Helen Hodges who seemed happy to accept the relaxed if noisy hospitality of Flying Rotarians. An excellent meal rounded off the events and after an unhurried breakfast on Sunday morning the aviators departed for home in time to avoid the scattered thunderstorms and widespread heavy showers forecast for the day. The only pity was that so many of our regular supporters were unable to be present and missed such an enjoyable meeting. Our sincere thanks go to Gwyn (who organised the first fly-in at Swansea in 1978) and Enid for arranging at short notice such a successful weekend.

A WARM WELCOME TO NEW MEMBERS

Brian Davies, from Felixstowe Landguard R.C. who flies from Earls Colne
Noel Pollard, a former member who has rejoined us, and is now an Aviation
Consultant and member of New Mills & Marple R.C.

Richard Rumbelow, member of Hertford R.C. who flies from Panshangar

We look forward to seeing them at one of our meetings, at home or abroad.

GERMAN SECTION SPRING MEETING IN COLOGNE

Report by John Bowden – President UK Section

The German Section held their spring meeting in Cologne this year with most participants landing at the local airfield in nearby Leverkusen. Leverkusen proved to be both easy to see being near the River Rhein and surrounded by either built up area or woods, and also extremely smooth in comparison with my home airfield at Headcorn! We had a warm welcome in the airfield restaurant, watching the gliding in process whilst waiting for remaining participants of the fly-in to arrive.

When all had arrived we bussed to an excellent hotel in the centre of Cologne next to the cathedral. Unfortunately we were unable to visit the cathedral as planned but nevertheless heard much about it over the weekend from our very informative guide. In the evening we went to the old farmhouse where Hans and Grete Rindfleisch live where we enjoyed a dinner of local specialties in their garden.

On the Friday we toured Cologne both by bus and on foot seeing many of the churches and other buildings in the city. The city was almost completely destroyed during the 2nd world war and much of the reconstruction during the 1950s and 60s leaves something to be desired as in so many other European countries, including our own. However the magnificent cathedral only suffered minimal damage and remains the most significant landmark in the area. Many of the other churches we visited had been substantially rebuilt from ruins, some as late as in the 1980s, to a very high standard so that you would not know that they had suffered any damage. Clearly a worthwhile exercise.

On the Saturday we were taken by coach to Bonn the nearby city to the south where the German Federal Government used to sit before it returned to Berlin. We toured the area where many of the government departments and embassies formerly were housed and were told how these buildings are now for the most part occupied by the larger German companies, often as their headquarters buildings. We then had the pleasure of a riverboat up the Rhein to Remagen, which was the location of the first crossing of the Rhein by the allies. The bridge piers remain and there is a memorial to the fierce fighting that ensued during that crossing at the top of the nearby hill. We then returned part of the way down river to pick up the coach and return to the hotel, where we enjoyed an excellent formal dinner on the Saturday night.

Sunday saw us all returning to the airfield in the morning and making our way home. As usual we met up with many old friends and enjoyed both wonderful weather all weekend and excellent fellowship, which is the hallmark of IFFR.

IFFR WEBSITE

The central IFFR website – www.iffir.org - is being reorganised to provide direct links to all Section websites, from which you can obtain details of each Section, its officers and activities. This will avoid the need to access each website individually and should facilitate handling of enquiries and making reservations for events. Use it, and tell us how you get on. The new Webmaster for the UK Section is Colin Walker so if you have something for him to publish send it to him at colin@aaron-associates.com

Dubrovnik and Split

Report by Feroz Wadia – European Vice President

Jean-Pierre Gabert and his French colleagues surprised us last year by organizing a fly-in to Marrakech -- the first IFFR trip to Africa in recent years.

It was therefore not too much of a surprise when they announced a trip to Croatia had been arranged to follow on from the Italian weekend at Lake Como. As we would be three-quarters of the way there anyway, it was too good an opportunity to miss.

Departing from Milan- Bresso, a non customs airfield meant that we all had to land in the EU and clear customs. I chose Ancona on the East Coast of Italy where a one hour stop allowed time for lunch as well as filing a flight plan. A wonderful flight across to Split and along the islands down the coast led to a straight in visual approach over the city and harbour to Runway 12. Fuel at under one Euro per litre was a pleasant surprise after the two Euros per litre in Italy.

The superb and very new Hotel Croatia was only a short drive from the airport and a group get-together for dinner set the standards for the next few days.

An all day visit to the World Heritage site of Dubrovnik with its Franciscan Convent, one of the oldest working pharmacies in Europe, and Gothic and Renaissance buildings could not be marred even by the heavy rain during our walk along the ramparts. The skies cleared and the day ended with lovely views of the chain of islands.

Next morning we departed by hydrofoil for the island of Mljet which is renowned for its island on a lake on the island. A very fast and smooth ride of just over an hour, followed by a short walk through lovely pine forests to the boat that took us to the island of Saint Marie, the home of an ancient monastery. The more adventurous had a chance to swim in the warm waters of the lake before lunch and in the crystal clear waters of the Adriatic Sea in the afternoon.

We returned to the old city for an excellent dinner on the terrace of a restaurant situated on the ramparts -- overlooking a beautifully floodlit city and harbour.

The weather for our departure to Split the next afternoon promised an exciting departure with crosswinds and gusts of between twenty and thirty knots. Three aircraft and the Jet-Ranger helicopter elected to fly while the occupants of two other aircraft decided to rent a minibus and drive there. It was amusing to see the four of us all waiting to let one of the others depart first.

Split is famous for its gigantic palace built by the Roman Emperor Diocletian in the year 304. After a very pleasant morning visiting the substantial remains of the palace and various temples and churches we were taken the short drive to the World Heritage site of Trogir. This proved to be an ancient walled city with buildings and a cathedral in the Gothic and Renaissance styles. A city well worth a return visit, and this was done for lunch prior to our departure the next day.

Truly a memorable visit to two cities in a part of Europe new to IFFR. I am sure we will be seeing more of the former Yugoslavia. Thank you Jean-Pierre Gabert and Guy Papernot for arranging something different once again.

IFFR Sezione Italiana - Fly-In Menagio- June 3rd-5th 2005

After nearly 3 years of IFFR membership I thought it was about time I joined in and certainly the trip to Italy looked good. I have flown around France , Switzerland and Spain in my PA 28 Cherokee G-GCAT, but now was the time to join with my fellow International Rotary Flyers. One of our more senior fellow Rotarians Lou at Skegness immediately asked to join me as did Brian who is one of the partners in G-GCAT and a potential Rotarian. We therefore had two pilots and a passenger who was keen to further his already wide International Rotary experience .

As soon as I made contact with the organisers via E Mail information and the application form came in (in English). I was impressed with the regular liaison and detailed information on the event with approach and landing details provided. Links with IFFR UK were also established and soon a lot of discussion and arrangements were being made. I soon felt part of the group of flyers going on the trip and looked forward to seeing them either on the way down or at Venegono. Last minute change notified from Italy -

"Venegono closed for the weekend new destination Milano Bresso" . My route was depart Humberside for Reims Prunay, then on to Dole Taveaux for the first night. Weather at H/Side "iffy" but flyable and got progressively better as we approached the south coast. At Reims no customs despite requested, I was told in true French spirit, "do you see the Customs?--no-- then you go". From Dole we flew direct to Cannes and despite working out all the approach procedures we were told to join overhead for runway 17.

As part of the pre planning I had arranged to meet up with International President Angus and his wife Alisma. Following some text messages we arranged to have a drink somewhere after each of us had finished dinner. We found a pleasant restaurant and settled down to wine and food. Soon a couple appeared looking at the menu and obviously trying to decide where to eat. On hearing us talking the gentleman asked "Was I Peter Jude"? It was Angus and Alisma! We had a good night and Angus was helpful in familiarising me with expectations of the forthcoming meet.

Next day depart Cannes for Milano Bresso, flight plan done and request to fly low level along the coast. Only cleared to do so once airborne by Nice. What a wonderful trip at low level, Nice with all the big stuff coming over you to land, Monte Carlo and those beautiful---- yes I do mean yachts, and picturesque coastline with the mountains in the background. Just before Genoa climb to 6000ft and destination Bresso with an approach required from the north west. All the way information service has been good and very helpful. Land at Bresso, very warm and all of us anxious to get out and cool down. We are the first to arrive and after parking I see this man (later I call the fat controller) approaching us with clip-board in hand." Sir you have landed illegally, this airfield is only for local use, I want to see your aircraft papers and audit them"! "This is Bresso isn't it, - yes sir". I then proceeded to explain the situation and showed him my latest E

Mail giving instructions to land at Bresso. He was not deterred, I said, look over there (North West) there are another twelve aeroplanes approaching from all over Europe, the next one is less than 5 minutes away. Finally the Rotarians from Italy arrived and proceeded to sort matters out. The arrangement had been made with the local aeroclub, who had forgotten to tell the manager of the airfield. Phew!

Angus was next to arrive and because he was chairing the opening Symposium this afternoon on "Water Flying in Europe" we were taken straight off for our destination Menaggio on Lake Como. Interesting trip, our driver was given the route but was not sure and we ended up on the wrong side of the lake requiring a ferry trip to get us to the correct side. Angus of course was under great stress as time was running out, he changed into smart clothes in the mini-bus, true fellowship prevailed and the driver survived despite suggestions what to do with him, poor chap.

Our accommodation was superb at Villa Vigoni up in the hills with wonderful views and ambience. Some stayed at a very nice hotel beside the lake but close to the main venue at Villa Vigoni. The symposium was interesting and strong arguments made for re-establishing the use of float-planes. In the evening we had an outside reception at the Villa followed by a dinner where excellent fellowship took place and our trio were able to meet most of the participants.

Next morning, Saturday, a choice of Seaplane flying or visit to one of the historic villas on the Lake. Wind too strong for flying so after a wait we went to Giorgio's home for lunch beside the lake. What a setting and lovely home. We were made so welcome by everyone and had trips down the lake in Giorgio's very special antique boat. Weather improves, flying on, and for others a trip round the historic Villa.

Saturday night formal dinner at the Golf Club with a few speeches, once again excellent fellowship. Next morning after breakfast most keen to get away back to Bresso for departure home, or for some on to the French Section's trip to Croatia. We said our farewells and look forward to meeting again at a future event.

Our trip back was back to South of France and first night at Avignon. Next day planned for Dijon but bad weather meant staying at St Etienne. Final day back to H/Side via Reims Champagne, Reims Prunay (reasons? well that's for another time). Once again no Customs "so you go!". Of course at H/Side we got the full works.

Reflections---over 50 people attended the Fly-In approx 15 aircraft from six countries flew in. It was a wonderful experience so well organised, many new friends made, fellowship in the true spirit of Rotary. My two friends in the aircraft? Well Lou hasn't stopped talking about to his wife and Brian a potential member is most impressed. I certainly am up for it next year and more local events. Thanks to Sezione Italia

Rotarian Peter Jude

NORWICH – A HISTORICAL WEEKEND

SEPTEMBER 17TH-18TH 2005

Programme

Saturday Sept 17th

Arrive at Norwich Airport, EGSH, before 12 noon and book into the Norwich Hilton Hotel (100 m. from terminal). Snack lunch at hotel if wanted at own expense
Depart by coach at 13.00 hrs to visit Air Defence Radar Museum RAF Neatishead (for more information check out www.radarmuseum.co.uk)
Return at 17.00 hrs to hotel for a Carvery Dinner

Sunday Sept 18th

After breakfast depart at 09.00 hrs by coach to the City of Norwich for a guided tour. NORWICH – City of Centuries. The ancient settlement of 'Northwic' was first recorded in Saxon times. Over a thousand years later the City has survived Norman invasion, rebellion, plague, fire & war. A brief plunge into the people & events that made Norwich the second greatest city in England.
Return to the Airport/Hotel by 13.00 for departure home.

Costs

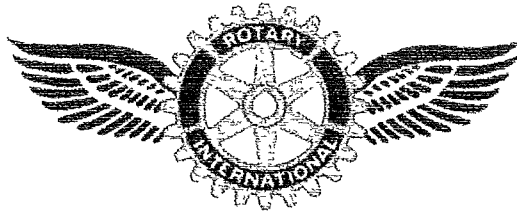
Aircraft: Norman Beadle has negotiated a special price for landing and overnight parking of £15 + vat per aircraft for CASH ONLY

Participation fee, which includes coach transport on Saturday & Sunday, Museum entrance, and guided tour of Norwich : £25 per head. Cheques with the booking form below to Norman Beadle, Beacon Hill, Shotford, Harleston, Norfolk IP20 9QT.
Phone 01379-854484 and email carol.vrissi@tiscali.co.uk

Hotel cost, including Saturday night carvery, and Sunday full English breakfast
Only £61 per person. Book direct with Hilton Norwich Hotel, Cromer Road, Norwich NR6 6JA Phone 01603-410544 Fax 01603-789935 or Internet Reservations at www.hilton.co.uk Quoting IFFR in each case

INTERNATIONAL MEMBERSHIP DIRECTORY

I would ask two of the Section members in Scotland and Wales to accept my apologies for entries in the new World Directory which has you listed under ENGLAND. The format of the database shows the name of the Section as England and not United Kingdom. In consequence of poor clerical work by me, ten members in Scotland, including two in Edinburgh are listed under the heading Scotland, whereas Edward Hepburn, who also lives in Edinburgh has been shown under England. The same applies to David Margetts in Powys. The International Secretary bases the directory on the information that I send him. Don't shoot the pianist – he's doing his best !
Membership Director



IFFR (UK) LIMITED.

VISIT TO AIR DEFENCE RADAR MUSEUM,
RAF NEATISHEAD, 17-18th September 2005.
REGISTRATION FORM

NAME.

ADDRESS.

PHONE NO: Home

Mobile.

NAMES of any accompanying members or non – IFFR guests.

For IFFR requirements please give name and phone number of the person to be notified in case of need whether travelling by air or road.

Member : Name

Phone

Guest : Name

Phone

Guest : Name

Phone

Guest : Name

Phone

TRAVEL BY AIR ? – Aircraft Registration

TRAVEL BY ROAD ?- Car registration

COST: £ 25 Please make cheque payable to Norman Beadle and send to him at Beacon Hill, Shotford, Harleston, Norfolk IP20 9QT Phone 01379-854484

Book your accommodation – mentioning IFFR – with Hilton Norwich Hotel Cromer Road, Norwich NR6 6JA Phone 01603-410544 Fax 01603-789935

AN APOLOGY

I apologise to Nottingham Airport for inadvertently renaming them in the Spring Bulletin. It is, of course, the former RAF Finningley that has been christened “Robin Hood Airport Doncaster Sheffield” and is a contender for having the longest name as well as one of the longest runways of a regional airport. Nottingham retains its old title. However it is not true that only high visibility jackets in Lincoln Green are acceptable at these airfields. *The Editor*