



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

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A Message from our Chairman

As the flying season draws to a close, I am delighted to say that the UK Section seems to be in good health. I regularly receive notifications of new members from John Ritchie which means that we do not seem to be suffering from the same problems as Rotary generally.

This year the section has had no fewer than 3 meetings in the UK, at Swansea, Uxbridge, and Norwich. Many thanks to Gwyn Howell, Brian McGraw and Norman Beadle for organising them so well. In addition 5 aircraft joined the Tour to the Scandinavian meeting in Norway with 4 making it as is reported later in this Bulletin, and a number of us attended many other international meetings in Europe and beyond. However, it is often the same old faces that attend the meetings - I would be very happy to see some more members, especially our newer members, at a UK or foreign meeting. We are always willing to help the inexperienced!

We are working on the programme for next year. In the meantime thank you for your support and safe flying.

John Bowden

New Members

We are delighted to welcome no fewer than four new members since the last Bulletin, three of them from far-flung Cornwall. Phil Cardew of the Wadebridge R.C. is CFI at Bodmin Airfield and on hearing of IFFR from him David Gillard, a retired Headmaster from the Saltash R.C. who also flies from Bodmin joined us. The third Cornishman is Adrian Sumner a member of Hayle R.C. who is a Contract Pilot and whose nearest airfield is Lands End. Lou Kelly of the Skegness R.C. although not a pilot came to the Italian meeting at Lake Como as a guest and enjoyed himself so much that he too join IFFR. We look forward to more of their future company.

Program for 2006.

Details of the AGM to be held at Biggin Hill next May will shortly be available and will be published in the Winter Bulletin.

In addition I hope that as in the past there will be volunteers to organise a midweek Summer fly-in (similar to the events we have had at Brooklands, Bletchley Park and Uxbridge) and an Autumn meeting (similar to Old Sarum, Bristol and Norwich). Or any other suggestion for events.....

Organising an IFFR is fun and if you would like to help with the forthcoming programme, please let me know by e-mail iffrr@spokes.biz or call me on 0116 270 4710 to discuss what is involved.

Rodney Spokes - UK Vice-President

European Meeting Dates for 2006

May 6-14th French Section Tour de France, ending at Briare

May 19-21st German/Austrian Section Meeting at Saarbrucken

May 19-21st Benelux Section Meeting

June 15-20th Scandinavian Section Post-Convention Tour

FLY IN THE SUNSHINE BELOW THE EQUATOR

Several members have expressed an interest in a visit to the IFFR Section in South Africa during the including the World President Angus Clark who will be away in Australia this month. Peter Gibbs, the S.A. Chairman, is willing to put together a programme but we cannot ask him for full details until we have confirmation that there is sufficient interest from members. You are, of course, always welcome to contact Peter direct if you are visiting South Africa, (details in the IFFR Directory) but if you prefer an organised visit, please contact me to indicate your preferences as to month, length of stay, and activities. It may be impracticable in the time available to rent self-fly aircraft, but I would anticipate a few days flying with South African member-pilots possibly to visit a Game Reserve. Phone me on 01462-684941 by the end of October or email me at john@ritchieiffrr.freeserve.co.uk .

Up & Down and Round About

Most pilots know what an outside loop is – one where you head travels further than your feet. But do you know what a loop outside is ? Tom Lackey, IFFR member #7030 who regularly goes wing-walking for charity, has recently established a new record. At the age of 85 he stood on top of the wing of an aircraft that looped the loop and reckons that he is the oldest person to do so. He must have more faith in the strength of aircraft harness than most of us ! Congratulations, Tom.

EXTRACTS FROM THE IFFR WORLD PRESIDENTS REPORT

TO THE IFFR AGM - CHICAGO - 2005

An organisation such as ours does not work without the dedication of its leaders – the Section Chiefs, the regional Vice Presidents, the International Editor and the Webmasters. I must give a special thanks to Peter More who, when I asked him, took on the Webmaster role without any hesitation. To all of them I would express my deepest gratitude – without you the Organisation would be nothing. I would like to make a special thank you to our Secretary/Treasurer Tom Surowka. Tom, like most secretaries in volunteer organisations, takes a bit of stick from time to time. I know that from working with Tom at first hand that he puts in a heck of lot work that most of us just don't realise. Tom has told us that he will give up the position in twelve months time or so – Tom, you will be a hard act to follow – take a bow. My final thank you is to you, the wider membership of IFFR – wherever Alisma and I have gone in the last year we have been greeted most warmly and looked after royally – thanks to you all.

As I have gone around Sections perhaps the most consistent request was for the Directory to be reinstated on an annual basis. I am pleased that we found the money to issue a Directory to mark our 40th year. I am also pleased that that we have made the type bigger – eyesight is one of our failing qualities as we age!

On organisational matters I believe that we have come up with a balanced solution to potential financial problem that life memberships could have given us in the future. We have protected the current Life Members but frozen that category of membership and thus protected the wider membership. We have also drawn a line under a significant backlog in subscriptions in the Americas Region. Diana and Phil Livingstone have worked hard on this and I believe that we can now look to the future and see a growing Americas membership.

If we are to go forward and develop our membership it is to the activities in our Sections that we must give our attention. Members and prospective members will rightly ask, "What do I get from my dues?" It is no coincidence that it is the Sections that are most active in terms of activities are the strongest in terms of membership. It is the Sections that matter in IFFR - centrally and regionally we can give the structure to the Fellowship but matters most to our members is what is happening in their territory. For those of you who feel you are doing enough I would ask you to consider is it still relevant or have you got into a groove. To those whose activities are sparse to ask yourselves how you are going to change that. It makes answering the question – "What do I get out of joining IFFR a heck of a lot easier to answer."

I wish you all well in the next twelve months – I hope I can last the pace!

Earlier I mentioned the various people that I wanted to thank – I missed someone out – a Rotarian and IFFR member – Alisma, my wife – I thank her for her unfailing support. Angus Clark - World President 2004-2006

Visit to No.11 (Fighter) Group Battle of Britain Operations Room RAF Uxbridge

On the 6th July, 27 IFFR members and friends attended the above on one of our now well established mid week one day trips. The weather was up to its usual tricks and only Graham Browning and his passenger managed to battle through by air to Denham airfield and where we all met up at the Biggles Restaurant for refreshments and lunch. After an enjoyable and convivial two hours a coach took us all down to RAF Uxbridge there to meet Helen Crozier, the new curator of the No.11 (Fighter) Group Battle of Britain Operations Room and Museum, who escorted us deep down to the underground Operations Room via 76 steps. No lift was installed but fears that some would never make it back to the surface happily proved unfounded.

The Operations Room has been preserved exactly as it was when visited by Winston Churchill on that memorable of all days during the Battle of Britain, the 15th September 1940. In reality the Operations Room is a series of rooms and corridors on two levels. In the plotting room, with its large table display of both friendly and hostile plots, Helen Crozier gave us a run down on the progress of the Battle showing us and explaining the still working illuminated tote boards indicating readiness and deployment of individual fighter squadrons.

Much interest was raised and Helen was kept on her toes with the many questions asked before members could be dragged away to a cinema show of archive Battle footage and to the museum, A commendable amount of Battle of Britain memorabilia was on display but it was all too soon that we regretfully had to return to the surface and depart back to Denham and home.

Brian McGraw

(Our sincere thanks to Brian for arranging yet another successful midweek meeting for us – Ed)

The Latest News from Jersey

We are all familiar with Charles Strasser's campaign for airfields to waive landing fees for pilots obliged to divert for reasons of safety. His latest press release lists those too numerous to mention that have agreed but the following speaks for itself.

"17 Airports/Airfields have so far decided that they will not implement the CAP 667 9.2(c) recommendation. Hopefully they will have a change of heart and join the majority of UK airfields that have.

Belfast-Intl., Biggin-Hill, Birmingham, Blackpool, Cardiff, Carlisle, Dundee, Exeter, Filton, Gloucestershire, Humberside, Isle-of-Man, Leeds/Bradford, London-Luton, Manchester, Norwich, Teesside."

St. Johann / Kitzbuhel Fly-In

After an afternoon of faxing flight plans to Girona and having them returned because I was requesting too low a flight level across Switzerland, I spoke to a lady in Brussels Flight Planning, told her where I want to go, my preferred route and wish to remain below F120. She said she would work out an acceptable route and fax it to Girona. Back came a fax routing me via GEN. As I had asked to route over France and Geneva I was tempted to accept the suggested route and file it there and then. However, not recognizing the waypoints and airways en-route I decide to go home and get the maps out again. GEN turned out to be Genoa, Italy -- a long water crossing from Spain and a region I was not carrying charts for! She wanted me to go anti-clockwise around the Alps. Since we carry oxygen, I re-filed my previous route at F140 instead of F120 and it was accepted. We were actually allowed to fly most of the route at F070 with the last bit at F090! Perhaps VFR is still the way to go?

The temperature was 34 degrees when we landed, so we were very grateful to be greeted with a litre of cold beer and a light lunch before taking part in a Biathlon. 'Start here...run....grab the rifle...fire five shots...and the timing stops when you lay down the rifle' There were eight perfect scores amongst the men and three amongst the ladies – so the running did make a difference to the results.

Back to an excellent spa hotel in picturesque Kitzbuhel, with a great dinner and a musical surprise which turned out to be a duo playing and singing jazz on a piano and drums with tremendous gusto. The pianist's fingers were a blur... and they certainly seemed to enjoy it as much as we did.

A 6.45 am start the next morning for the hot air ballooners who went up to 9800 feet in two balloons? Colin and Jo Walker say they thoroughly enjoyed the experience of climbing and descending through the clouds amongst Alpine peaks. The highlight for Colin was being able to pick pine cones from the trees, and for Jo helping to land the balloon right on to the trailer. How's that for a spot landing! Our President Angus, along with Alisma and I, opted to fly our own aircraft under instruction from Reinhard Haggemuller. He had given us a wonderful display of aerobatics in his glider the previous afternoon where he finished with an inverted low-level pass low along the runway. Very low level.

We had expected something unusual when we booked for Mountain Flying Instruction. As Angus said later "Our aircraft did things they did not know they could do" -- Steep turns in narrow valleys with 90 degree angle of bank for a start. Nerves apart, it was a fantastic learning experience which only whetted the appetite for more. The alternative, a visit to a copper mine which ceased production in 1926, though interesting, must have been a little tame by comparison, but that group also reported a thoroughly enjoyable morning.

A coach drive to Salzburg Airport took us to "Hangar 7" the home of "The Flying Bulls" and "Hangar 8" which is not normally open to the public – where they do their restoration and maintenance. These highly individual and futuristic steel and glass elliptical structures actually contain the aircraft collection of 'Red Bull' owner (49%) Dietrich Mateschitz. 'Red Bull' is 50% owned by the Thai inventor of the drink and

the remaining 1% by his son. The company spends 50% of its turnover on advertising by way of its wholly owned subsidiary companies such as the Formula 1 "Red Bull Racing", "The Flying Bulls", Indy car team, Football teams etc.

This is one place where the expression "money no object" means what it says. The pride of the collection must surely be the DC6 once used by Marshall Tito. This took four years to restore from a wreck in Africa to gleaming perfection. Against this the five Alpha jets, the Mitchell Bomber, T28 and the numerous other aircraft and helicopters pale into insignificance. A theme of perfection and excellence pervaded the hangars. The amazing fact is that this is not a museum...all the aircraft are fully fuelled and operational and can be airborne in 15 minutes! The hangars are immaculate and full and I am sure "Hangar 9" is on the plans.

The Gala Dinner at the Ikarus Restaurant in Hangar 7 was created by visiting top Chef Gennaro Esposito of the Torre del Saraceno in Naples and lived up to expectations. It should have been the highlight of the meeting but with the Mountain Flying, Ballooning and "Hangars 7 and 8" it seemed like just another great event.

Weather was far better than forecast for our day in the mountains. The Fleckalm cable-car took us up to 1800 metres and the starting point of the famous Hahnenkamm Race. A short walk to the Berghaus Tyrol for a traditional Austrian lunch was preceded by the German Section AGM. Out in the open, in perfect weather and with stunning views. Only if all AGMs could be as brief and held under such idyllic conditions !

A visit to the Hahnenkamm Museum with a chance to experience the descent on a simulator was next on the programme. I just wish it had not been so soon after a heavy lunch, or I might have been tempted to run down the hill. Possibly. However, a steep descent in a different cable-car took us straight into the town with a short walk via an ice cream parlour back to the hotel. Perfect.

The coaches were soon at the door to take us up to the Bruggeralm, an old mountain hut built in 1791 where we were greeted by local musicians who set the tone for a FUN evening...the programme promised "some music and fun" and lived up to expectations with some peculiar musical instruments being produced and played by equally peculiar members of our party!

Our President checked the weather and promised tailwinds all the way home to the U.K. As we were the only ones going south I thought we would pay the price with headwinds but were pleasantly surprised to be home in Spain in less than four- and- a-half hours. I can only assume Angus and Colin paid the penalty.

This wonderful programme was organized by Gunther and Gerti Hayn who confirmed that it had taken nearly a year to put together. Arriving on the Thursday made everything much more relaxed and enjoyable. Free time was wisely built into the programme. Thank you Gunther and Gerti for what must have been one of the most varied Section Meetings in recent years. Absolutely memorable.

(Contributed by Feroz Wadia, European Vice President IFFR)

BENELUX SECTION MEETING – LELYSTAD
& AMSTERDAM – August 26-28th 2005

A Participant's Appreciation

Bound for the White Cliffs of Dover ? More precisely DVR 114.95. My co-pilot Norman Beadle had flown his RV6 down from Norfolk to park on my spot at Panshanger. By a rare feat of punctuality for my aviation our planned 10.00 am departure happened with a take-off at 10.00 precisely. Then via KOK VOR & PAM VOR we were down at 12.15 at Lelystad east of Schipol for a great Benelux welcome and to receive a unique name-badge bearing not only our names but also a picture of our destination airport.

Our brand new hotel was on the airport whence a convoy of three mini busses took us in line astern to Schipol to view the secrets of KLM. Next we were taken “window shopping” to the Red Light District and assembled without loss for a splendid meal at a fashionable Amsterdam restaurant where we were welcomed by Karel Waagenaar and our IFFR World President Angus with his ever smiling Alisma. This led us into a rousing song that I had not heard before, the IFFR song to the tune of “Those were the Days, my friends” sung to words by Liora whose talents surely matched her charm. We should watch the Hit Parade Charts for a new source of IFFR revenue, who knows perhaps free aircraft for members !

Saturday, 9.00 sharp. Our flotilla of minis, dutifully driven by our hosts, showed us the sights of Amsterdam and thoughtfully included some free time after a most relaxing tour on one of their famous canal boats. The highlight of the day was the stop for cocktails on the terrace at the home of our organiser Karel, overlooking a vast lush garden which we all enjoyed exploring. With a touch of reluctance we boarded our convoy to the restaurant. After an excellent dinner where the wine flowed a definite DRIFT was noted that carried us not surprisingly into the IFFR song and a rendering worth remembering.

Sunday August 28th. Departure would follow our mini bus trio to visit the BATAVIA to test our climbing skills and live the comforts of a 17th century sailor. We had to wonder how they could have been so fit to work the ship when they were fed so poorly.

I'm a bit sad to inform the reader that on the tarmac at departure we did not sing the IFFR song, but I did achieve a photo of our PA28 Archer squatting almost underneath no less than a CATALINA that had dropped in to refuel. As they say, we are lucky in life if we can be in the right place at the right time.

(Contributed by Ron Wright – IFFR #6513 one of the 11 visitors from the UK Section)

(Editor's note: Is the copyright of the words of the IFFR song held by Liora, and if so could she spare us a copy to be sung on other such memorable occasions ?)

IFFR Trip around the Baltic 6-16th August 2005 contributed by Colin & Jo Walker

Our IFFR Baltic trip began on Sunday with a literally flying visit to Neubrandenburg for customs clearance, refuelling and a very quick lunch before - onwards to Gdansk. The other members of the group had already started their odyssey with an overnight stop in Lelystadt, Holland and we were “catching-up” because 24 hrs previously we had been in Johannesburg. SA.

From the air Neubrandenburg looked exactly how you imagine a former East German city to look. Endless blocks of uniform grey flats, small “cottages” on the outskirts that looked very ramshackle from the air, however amidst all of this was the old town with an interesting clock tower belonging to an old church or city hall.

Getting to the next stop - Gdansk in Poland, was not without problem, as Air Traffic Control (based in Brussels because Poland is now in the EU) did not accept our first, second, third or even fourth flight plan and Colin was fast running out of alternate routes when suddenly Brussels called to say that they would accept the first flight plan we had filed (half an hour earlier!). On second thoughts it might have been quicker to submit a flight plan via Milano, Italy! However we were eventually away with Colin muttering about “never flying your ***! flight plan anyway” which indeed we didn’t because as soon as we had left the airport zone, Air traffic control then asked us to go by a completely different and previously unimagined route.

We eventually arrived in Gdansk at 5pm, from the air the city looked as if it was made of Lego. Uniform apartment blocks in shades of pink, lilac, blue and green as well as the ubiquitous endless grey flats. We found our way to the hotel- *Palac w Lezie*, to meet up with the other assembled IFFR member, by now we numbered 11, in the hotel bar. Angus (Clarke) impressed us by producing a 500 zloti note, little did we know that this was “old currency” and worth about 12p! After dinner and good fellowship it was off to bed.

Monday saw us with a non-flying day to explore the ancient city of Gdansk. We had a very interesting journey by public transport into the centre of Gdansk where we met our guide, Elizabeth. She showed us around the city, the Golden Gate, golden street, church of St Mary’s Basilica and so on. Gdansk is 1,000 years old and has many ancient historical features, old fortifications, the old armoury and beautiful houses rather reminiscent of Amsterdam but without the canals. We had a lunch and also discovered that Poland is not famous for its cuisine! We then experienced another interesting bus journey back to the hotel, where we had dinner and good fellowship.

Tuesday dawned alas not bright and cheery but rather dull and overcast which I’m assured is not good for most flyers and so after a long discussion over breakfast, with TAF’s and NOTAM’s we decided on a change in venue for the next leg of the fly around. We chose Kalmar in Sweden rather than Kuonos in Lithuania. This turned out to be a good choice because we found out that evening that the weather had been so bad towards Lithuania that a large helicopter had been lost in the storm over Estonia. Three of our party decided to call it a day here and they returned home to the UK from Gdansk.

Luckily we liased with Elizabeth Zander (IFFR Sweden) and she kindly found a suitable hotel and reserved rooms for us all at the Stadthotel right in the centre of Kalmar – all done from her holiday home in Öland - this what Rotary friendship is all about! We landed at 2pm in a torrential downpour, which persisted for all the afternoon, evening and until lunchtime the next day.

Wednesday was another non-flying day and we took the opportunity to revisit (we had an IFFR visit to Kalmar in 2002) the Kalmar County Museum and see the exhibits on the Kronan. This was a Swedish war ship, one of the largest of its time that was sunk in 1676 in the sea battle of Öland and has comprised a complete picture of the 17th century in miniature (a sort of Swedish Mary-Rose). The added interest is because of extreme weather conditions the Kronan can only be investigated in the summer months (if the weather that we experienced in summer is anything to go by – the east coast of Sweden must be hell in winter!). So far they have salvaged unique bronze cannon, silver coins, sailors' chests, pipes, clothes, stockings and shoes and perhaps the most interesting of all, the largest gold treasure trove ever found in Sweden.

The next day, Thursday, saw an early start when we were all off to Västerås, near Stockholm for another unscheduled stop. Here we were met by Bo Nåsell who organised lunch in the Officers Club followed by a trip to the local military aircraft museum and then an evening visit to Kurt & Heidi Bjerneby's beautiful home on the shores of Lake Mälaren for a magnificent buffet supper complete with live entertainment in the form of a local pianist. We later found out that the Bjernebys had been on their way to their holiday home in their RV when on hearing about our change in plans they had done an about turn to organise this lovely evening for us all.

Friday comprised the target, our most northerly destination – Jyväskylä (pronounced U-vascular) in Finland, for the Scandinavian Section's Annual "get together". The weather was still uncertain and so it was decided that if the weather made it impossible to land as we approached there we would divert to Tampere and hire a car for the onward journey. As it happens we landed just before a heavy downpour after a beautiful flight over a land filled with thousands and thousands of lakes, which we glimpsed through the towering clouds that were all around us.

Due to the poor weather two of the pilots (Ian and Mal) in the group who did not have any instrument ratings decided to leave their plane at Västerås and accepted Colin's and my offer to join us. One was Mal McLellen from New Zealand who had come 12,000 miles for the trip and we all felt it would be a shame if he couldn't reach his final destination because of the foul weather. At this point we had travelled a linear distance that placed us as far away from home northwards as Marrakesh is to the south.

Jyväskylä is known as Human Technology City and is the capital of central Finland. It has a population of 162,000 in the urban area with 30,000 students at its university and polytechnic. People earn their living from wood processing, service occupations, the manufacture of paper and paper machines and increasingly from the various sectors of information technology - the town of Nokia is nearby! In the afternoon we visited the aircraft museum at Tikkakoski and later booked into the Hotel Alexandra in Jyväskylä.

In the evening all 57 attendees met in the bar for drinks and we renewed friendships with the many members of the Scandinavian Section who we had met before in Billund, Kalmar and Friendrickstadt as well as many familiar faces who had come across to the UK meeting in Cambridge in 2003. Many people had flown in their own aircraft, but some had come by rail, scheduled aircraft or even by car.

Saturday saw a later than usual start for us because the Scandinavian Section had their AGM after breakfast and we visited Harvia – a major manufacturer of saunas. Some of the men experienced at first hand the pleasure of a sauna (without the dip in a freezing lake) while the rest of us chatted over coffee in the cafeteria.

In the afternoon we had a boat trip around lake Päijänne on the Suomi and later that same evening we departed for the Tikkakoski Officers Club (affiliated with the Finnish Air Force) where we had a Gala Dinner to celebrate 100 years of Rotary and 40 years of the IFFR with the President and members of the local Rotary Club and some Officers of the Finnish Air Force. One of the British IFFR members, Ian Kerr from Perth, was honoured by being presented with the Nordic Trophy in recognition of his long-term support of the Scandinavian section meetings

Sunday was a late start with an early lunch at the hotel followed by goodbyes and a coach trip to the airport for those who were taking their own planes onward. For us it was the start of the return journey that would take us onto Johannsburg, near Stockholm in Sweden.

We stayed at Lövudden Hotell and Conference centres on the outskirts of Stockholm. This was to be our base for another unforgettable evening organised by Bo and Margot Johnsson, Bo and Berit Nåsell and their families with a barbeque on the forest clad shores of Lake Fiskkraken near Ramås, preceded by a swim, for the chaps that is, (Swedish style), in the crystal clear lake.

On Monday it was time for our penultimate leg to Flensburg in Germany. World President Angus Clarke, and his wife Alisma, left because they needed to be back home for another pressing engagement - a golf tournament.

So the remaining six of us were met by Ulrich Steiner (German IFFR) who had arranged for us to visit the Germany Navy's Command Centre deep underground in a hardened nuclear bunker, and to have a tour of its Air Sea Rescue Operations Centre. That evening we all met for a meal in the Gnomenkellern , good fellowship on our last night and then bed.

On Tuesday it was with great regret that we said our good byes. We had flown for 16 hours 42 minutes, and covered 2,997 miles, through Holland, Germany, Poland, Denmark, Sweden, Finland and back through roughly the same route, met some lovely people and renewed many old friendships, and made new friends including Peter from the USA and Mal from NZ whom we hope to see again next year when he plans to accompany us to the Scandinavian Section meeting in June.

IFF without the R

Although the first patent for Radar was lodged by Christian Hulsmeyer – a German – in 1904 the value of the invention for aviation purposes was not appreciated at the time as the Wright Brothers were still experimenting with powered flight. While we take Radar for granted now, our Autumn meeting this year was to the RAF Air Defence Radar Museum at Neatishead, Norfolk, where a party of a dozen IFFR members mostly accompanied by their wives or guests, saw how the Air Ministry, warned by the Spanish Civil War that attack from the air was inevitable in the event of hostilities, developed Radar in a short space of time to such good effect that by the time of the Battle of Britain in the summer of 1940 the RAF was able to withstand an assault by a Luftwaffe massively superior in numbers.

The three volunteer guides explained in detail the history of defensive Radar, firstly identifying aircraft from a chain of ground stations and then becoming an effective means not only of detecting hostile aircraft but also of enabling controllers to direct our defending fighters to intercept them. Development of a Radar set small enough to be fitted to a fighter meant that enemy bombers could be found even at night. We all know how difficult it is to see another plane, even when you know he is close to you. Once the suspect aircraft is detected then the letters forming the title of this report came into effect “Identity – Friend or Foe?”. Lack of response, or an incorrect reply – the code was changed regularly – meant that an immediate attack was in order.

We enjoyed a fascinating afternoon during which we were shown not only a complete replica of the Battle of Britain Ops Room similar to that seen at Bentley Priory during our visit there in July, but also the modern Space Age Ops Room used during the Cold War until as recently as 1993. There was much more to see than we could assimilate before it was time to take to the coach for our return to the comfort of the Hilton Hotel adjoining Norwich Airport into which several IFFR members had flown including Jean-Pierre Gabert, President of the French Section, with his wife Danielle. A generous carvery buffet rounded off an interesting day.

On Sunday morning the majority of the party were taken into the city for a walking tour conducted by a keen and well informed Blue Badge Guide. We began at the new Library building, under construction at the time of our last visit to Norwich six years ago but now completed, and ended outside the Maids Head Hotel the site of our previous reunion. By lunchtime the low cloud base had eased enough to permit VFR departures and we all made our respective ways home full of appreciation for the sterling efforts made by Norman Beadle in arranging such a memorable event to close our activities for the year.

John D. Ritchie

Four years ago Kevin Young took a share in our Cherokee Six G-IFFR and is a regular user. Now that I am no longer able to act as P1 we are looking for another pilot to complete the group of four. If you are interested and would like more details please contact me on 01462-684941 or Email me at john@ritchieiff.fr john@ritchieiff.fr freeserve co uk
John D. Ritchie.

