



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.

SPRING 2006

What Would You Prefer - and Where ?

(As the actress said to the bishop !)

Although all our meetings are regularly well attended there is a small number of members that have not yet made the effort to join us. We are sorry not to have their company and that of their wives/partners/friends each of whom provides a new slant on our activities. With that in mind I am asking for those of you whom we have not yet met to respond by phone, letter, or email to tell me what type of meeting and at what venue would be most attractive to you. We keep costs to a minimum and try to spread our events around the country although with the majority of members living south of the line Humber to Holyhead they tend to be in the south. However we do go north as you will see from the program for our Autumn Meeting.

If you have a convenient airfield and an interesting activity to visit we should be delighted to hear from you. Just contact me with your proposal :

John D. Ritchie, 84 Broadway, Letchworth Garden City SG6 3PH phone 01462-684941 or email john@ritchieiffr.freemove.co.uk

AGM weekend May 2007

As some of the other European sections are having longer fly round events combined with their AGM meetings consideration is being given to extending our traditional May weekend next year.

Plans may include a start with a two night stop in the Midlands or South from Thursday 24 May 2007; Saturday and Sunday nights further North; and finish with a further two nights in the South ending on Wednesday 30 May 2007. It would be possible for members to join for part of the event. This should have particular appeal to those members with NPPL licences who are unable to use them to fly to IFFR events abroad

Please advise Vice Chairman, Rodney Spokes (e-mail iffr@spokes.biz, fax 0870 005 2163) of your views and suggestions. This will be discussed further at our AGM on Sunday 28 May 2006 but please put the dates in your diary now.

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SPRING MEETING – BIGGIN HILL

26th-28th May 2006

PROGRAMME

Friday 26th May

- 13 00 Arrive at Biggin Hill Airport Park on grass by Terminal building and while taxiing inform Tower that you are attending the IFFR meeting
- 13.30 Lunch in the Airport lounge
- 14.30 Depart by coach to Ightham Mote – National Trust moated Manor House
- 17 30 Leave for the Bridgewood Manor Hotel
- 19.30 Informal dinner in hotel

Saturday 27th May

- 10 0 Coach leaves for visit to Chatham Historic Naval Dockyard
Lunch at your discretion in the Dockyard
- 14 30 Sightseeing tour on the River Medway on the
Paddle Steamer Kingswear Castle
- 17 0 Coach leaves to return to Hotel
- 19 30 Gala Dinner in the Hotel

Sunday 28th May

- 9.30 IFFR UK Ltd Annual General Meeting
Enjoy leisure facilities at the Hotel, or if numbers permit
Visit to the Museum at Rochester Airport
- 12.0 Return to Biggin Hill for lunch and departure

As the hotel reservations were only available up to 28th February you may be unable to secure accommodation, but phone Bridgewood Manor Hotel, 01634-201333 or enquire by email to reservationsbm@marstonhotels.com
Registration for the weekend to John Bowden email john.Bowden@cwj.co.uk or phone . Home 01892-862531 – Office 01689 887889 for costs & deposit

IFFR (UK) Limited

NOTICE OF ANNUAL GENERAL MEETING

To be held at the Bridgewood Manor Hotel, Chatham

On Sunday 28th May 2006 at 9 30 am

AGENDA

- 1 Apologies for absence
 2. Chairman's report
 3. Membership Report
 4. Financial Report
 - 5 Approval of Accounts for 2005
 6. To determine subscription for 2007
 7. Election of Directors
 - 8 Proposals for future program
- * John Bowden, Ian Kerr, John Ritchie, Rodney Spokes, & Feroz Wadia, the present Directors are eligible for and offer themselves for re-election
Graham Browning & Colin Walker have been proposed as additional directors.

John Bowden. Company Secretary

IFFR (UK) LIMITED

INCOME & EXPENDITURE ACCOUNT 2005

<u>Income</u>		
Subscriptions for 2005	2,295.00	
Sales of badges & ties	96.50	
Bank interest gross	75.99	
Total income		£2,467.49
<u>Expenditure</u>		
International Subscriptions	1,324.00	
Bulletins Printing & postages	308.44	
Secretarial expenses	12.27	
Bank charges	16.87	
Accountancy fees	175.00	
Company Registration - Annual Return	30.00	
Bottlang VFR Guide Europe	117.07	
General Aviation Awareness Campaign	250.00	
World President's expenses	550.00	
IWM Duxford Retirement gift	27.23	
Total expenditure		£2,810.88
Net income less expenditure		-£343.39
<u>Bank balance as at 31st December 2005</u>	£3,049.21	

PLEASE NOTE:

The Account above is not the formal Annual Accounts required by law for the purposes of the Companies Act 1985, but a schedule of the income & expenses arising during the year for the information of members. The Companies Act Accounts approved by the Board of Directors will be available at the Annual General Meeting and thereafter by appointment at the registered offices of the Company.

ON A LIGHTER NOTE

We haven't had a Quiz in a Bulletin for several years. In view of the weather that we suffered during the early months of this year I thought that an aviation related quiz might help to while away the hours until we can enjoy VFR conditions once again. Answers will be found somewhere below.

Many European cities are served by more than one international airport. To distinguish them each airport is known by its name. Name the cities served by the following airports. They are in alphabetical order. If you can also give the name of the other major international airport score another point.

<u>Airfield</u>	<u>City</u>	<u>Alternate airfield</u>
1. Schonefeld	1.
2. Kastrup	2.
3. St. Exupery	3.
4. Getafe	4.
5. Malpensa	5.
6. Fornebu	6.
7. Orly	7.
8. Fiumecino	8.
9. Arlanda	9.

IFFR visit to Royal Air Force Museum Cosford

Wednesday 5 July 2006

Set in scenic Shropshire, the Royal Air Force Museum Cosford houses world renowned collections of aircraft, engines, missiles and memorabilia in wartime hangars. It tells the story of man's successes and failures in flying and missile development from the early days of aviation through two world wars to the present day. The collection includes some surprising relics of otherwise lost aircraft. Here are a few examples: **De Havilland, The Man and the Company - Wonderful Amy! - Milestones of Flight - 100 Years of Aviation - 50th Anniversary of the Comet - 617 Squadron and the Dams Raid - Kings, Queens & Flying Machines.**

Our visit will have dedicated guides and the provisional programme is to arrive by 1130 local, visit the museum for an hour before lunch in the restaurant at reserved tables, and then complete the museum tour departing at about 1630.

RAF Cosford has confirmed that the airfield will be available and I will supply those attending by air with a special booking form. Pooleys page 175. No customs available.

The cost of our tour will be £5 per person excluding lunch. Landing and parking fees for an aircraft under 1,000 Kg are currently £20.38 plus VAT and MOD insurance for those not already covered under their aircraft policy is £6 plus VAT.

For museum information please see <http://www.rafmuseum.org.uk/cosford/index.cfm>
Any further questions to Rodney Spokes preferably by e-mail to iffir@spokes.biz, or telephone 0116 212 5395

Numbers for both people and aircraft are limited so please send the booking form below **without delay**, together with a cheque (made out to R B Spokes) for £5 per person.

Return form to: IFFR, 7 The Albany, Leicester LE2 1RH, England.

Full name Date of birth

Address

. Postcode

Telephone Mobile E-mail

Person to be contacted in case of emergency Telephone

Number in party: Travelling by car Yes/No If travelling by aircraft

Captain (if not as above) IFFR Member Yes/no

Make Model Call sign

MTOW Kg Arriving from Departing to

Please attach a list of the additional members of your party and indicate whether Rotarians – if flying in, the information must include full name, date of birth and emergency contact details

International Fellowship of Flying Rotarians - UK Section 2006/7 Flying Golf Challenge

The objective is to encourage members of the IFFR to fly to play golf with other Rotarians for fellowship and recreation.

Eligible matches

- IFFR member undertakes a flight to play golf with a Rotarian (IFFR member or not)
 - An IFFR member flies with a Rotarian who is not a member of the IFFR to play golf
- This can include a flight of not less than 30 minutes back to the departure airport on the day of the match. The match must be on the date of the flight, or the next day. For consecutive matches (eg golf weekend) near to the same airport, matches the day after any eligible match will then be eligible

Method of play: Match play or Stapleford using full handicap (other methods may be allowed by prior agreement of the Chairman. eg stroke play against a nominated opponent when both taking part in a competition). All players are responsible for their own fees.

Scoring: Taking part 2 points for matches over 18 holes, 1 point for matches over 9 holes. Winning: 1 extra point (only once per day against the same opponent)

The 2006/7 competition will run from **1 June 2006 until 30 April 2007**. The decision of the Chairman of the IFFR (UK) Ltd is final.

Match Report

IFFR Member submitting report – Name
Member of Rotary Club of
Address
Postcode
E-mail Telephone
Member of Golf Club (if any). Handicap (if any)

Flight details

Date Aircraft registration Type
Departure airport: Arrival airport
Name of Golf Club/Course used: Date played

Opponent

Name IFFR Member: Yes/No
Member of Rotary Club of
Member of Golf Club (if any). Handicap (if any)

Result Name of winner Score

To be valid, the above information must be submitted within seven days of the match by e-mail to iffr@spokes.biz, fax to 0870 005 2163 or post to Rodney Spokes at 7 The Albany, Leicester LE2 1RH

IFFR
'Fun in the Fall'

Incorporating
The

**Famous
Vickers**

Experience

In 15th Sept Out 18th Sept.

The UK section of IFFR (The 'Northern Boys') promise you
A weekend of Luxury, Intrigue, and Excitement

*Luxury....staying at the fantastic Abbey House
Hotel*

*Intrigue....a private visit to System Submarine Yard
BAE*

*Excitement....Coping with the 'Northern
Boys' Hospitality*

'Fun in the Fall'.... Programme

- Arrival..anytime Friday 15th Sept. Walney Aerodrome EGNL (Barrow in Furness)
Where the 'Northern Boys' will transfer you to the Famous Abbey House Hotel,
7.00 pm 'The get to know You' cocktail party 'til about 8ish and dinner.
- Next Day.. Breakky from 7.30 and we depart at 09.30 o'clock. For Bae Systems
(Vickers). Yes, the girls can come too. Then ferry to Peil Island* and BBQ Lunch.
Home for about 4.00 and guided walk to the Priory. C12 monastery. Dinner Out
incorporating an Australian Wine Tasting (Mystery) and in bed for say 2ish.
- Sunday, you can sleep in a little. Breakfast from 8.00 and we are away at 10.00 sharp.
Off to the hills. First stop at Ravenglass and am coffee, then joining 'Lal Ratty' for as
few stops, then to Wast Water and lunch and walk. Home for about 5.00. The MD of
Bae System will be joining us for a private formal dinner. Not sure about dancing yet,
but could be arranged!
- Monday we all kiss and cuddle and head off to the aerodrome and hope the things will
start! (*weather permitting with a suitable alternative)

IFFR

'Fun in the Fall'

Incorporating
The

Famous Vickers

Experience

So what's going to cost....

The '*Fun in the Fall*' Package

- 3 night Dinner Bed & Breakfast including wine (Including the Aussie wine tasting) at the Abbey House Hotel £310.00 per couple sharing
- Saturday private Bae tour, ferry and lunch on Peil Island £20.00 each
 - The Sunday 'Off to the Hills' tour £30 each
- 2 nights Friday and Saturday (arriving at Cark p 606 Pooleys as Walney is closed on the Weekends & Transport is free) Less £50.00 per couple
 - Extra days Dinner Bed & Breakfast £85 per couple

To secure this fantastic opportunity to be with the '*Northern Boys*' simply fill in the attached form..

Names of People attending.....

AddressPost Code.....

E-Mail.....telephone.....

I wish to attend () people full '*Fun the Fall*' programme £205 each

(based on two people sharing) Single £260 single occupancy

Two nights £190 each Including transfer from Cark.

Deposit £100 each and settle balance on the weekend.

My Card isNumber.....

Holders name..... exp..... Security number.....

Signature.....

CLOSING DATE 15TH MAYTHAT'S THIS YEAR!

Your '*Northern Boys*' James Alexander & Tony Erskine

The Lodge Castle Green Kendal LA9 6RG

James 07930 647192 and Tony 07919876561

EASTER is a season when the minds of many pilots turn not only to their forthcoming expeditions, but also to the doings of their predecessor – Pontius Pilate. With this in mind we offer to all pilots the following :

TEN COMMANDMENTS FOR PILOTS

1. Ignore not thy checklist for many are the switches, handles, gauges and other demons waiting to take cruel vengeance upon thy omission
2. Abstain from an intersection take off for verily the runway behind thee like the altitude below thee cometh not to thine aid when thou most needeth them
3. Cast thine eyes unto thy right and thy left as thou passeth through the firmament lest thy fellow pilots bringeth flowers to thy widow and comfort her in other ways
4. Flyeth not low upon thy neighbours lest the fury of the CAA be called down upon thy head
5. Be ever mindful of the fuel in thy tank lest there be nothing to sustain thee in the air and thy days be made shorter
6. Trust not thine eyes to penetrate the cloud lest the Archangel Gabriel await thee therein
7. Trespass not into the thunderstorm lest it rend the wings from thy chariot and cast thee naked into the firmament
8. Put not thy trust in prophets of the weather, for when the truth is not in them then surely they shall not accompany thee among thy ancestors
9. Oft shalt thou confirm thine airspeed on final lest the earth rise up and smite thee
10. Linger not upon the active runway lest thou become like unto minced beef

In conclusion, reflect that if God had meant man to fly He would have given him more money !

SEAT WANTED

Eve Saunders, our only lady member, is looking for a seat to either the French meeting in Toulouse, the Scandinavian Tour in July, and/or the Portuguese meeting in September. Will any member attending any of these meetings who has a seat to spare please contact Eve direct on her email address eve@ etc

You have a problem

You are a mature experienced pilot – 250 hours and 25 on complex aircraft You run a successful business and are to be able to fly at short notice You have a growing family whom you would like to take touring France and Spain but need a plane that can use the small grass airfields yet take four adults, their luggage, and full tanks to give you enough range You cannot justify owning your own aircraft and would like someone to cope with the immense paperwork involved. Within reason neither capital nor running costs are a critical concern nor is an hour's drive from work or home if the plane is ready to go YOU have the problem – we have the answer ! To find out Phone John on 01462-684941 or email john@ritchieffr.freerive.co.uk

A QUART OF OIL EVERY 52 HOURS (PART II) *(contributed by Feroz Wadia – European Vice President)*

2nd June (ZZZZ-LFLY) KIRKNEWTON to LYON - BRON 5.10 Hrs

I am off to a couple of IFFR (International Fellowship of Flying Rotarians) meetings. The first is organized by the Italian Section and as the programme begins with lunch the UK contingent decide to meet the evening before in Lyon. An uneventful flight except for spotting that there is a Concorde parked at Manchester as I fly over and the Paris controllers who keep trying to route me a hundred miles east of Paris when I want to go south. I also hear our Scottish friends, Angus and Alisma in a Robin trying to get VFR clearance through a restricted area. She tries, then he grabs the mike and tries, but the French are adamant and they have to route around it.

As I have at-least an hour to wait for the first of the others to arrive, I get the spanners out and swap fuel injectors around in the hope of getting as small a temperature differential between the six cylinders as possible. Digital analysers on the new engine do have that sort of effect. I never bothered about cylinder-head temperatures before as long as everything was in the green!

3rd June (LFLY – LIMB) LYON to MILAN-BRESSO 3.72 hrs

A frustrating day. Before leaving Edinburgh I try to file a couple of different routes with Brussels looking for as direct a routing as possible. They are all rejected either for being at too low a level to cross the Alps or because no airway exists across a short section and their computer will not accept a direct routing. I finally give up and decide on filing a plan over the phone once in France. This often works. The aircraft flying VFR plan to route down the valley and along the coast, behind Nice, up to Genoa and then north to Bresso, a route we have used before. I think I will get there fairly direct by going up to F140 and in well under two hours while they reckon on nearly three hours.

All goes well till I get to the coast. I keep asking for the flight-planned route heading East and am sent South-East. There is a huge military exercise on in the Med and I am asked to route to SUDAS and speak to Bastia. I am practically over Corsica before they allow me to head northwards. Three and a half hours after departure I hear our French friends speaking to Milan and asking for a descent from F180. They are in an un-pressurized Mooney and have come over the Alps in half my time. Where did I go wrong? Having paid two Euros per litre for fuel and having planned not to buy fuel in Italy, I am not happy. The VFR aircraft have been there for an hour. IFR may not always be the quickest option! Another Rotarian in a Bonanza lands after me. He is from Germany and I pull his leg about no one wanting to fly in Bonanzas any more. We are both travelling alone.

The meeting promises plenty of good Italian food and flying in float-planes off Lake Como and lives up-to expectations. We also have a presentation and slide show on the development of Dornier flying boats. The farewell dinner is held at the oldest golf course in Italy – set up in 1904 by a Scotsman naturally! Ian Kerr is there but without the Robin G-EYCO. I offer him a seat to Croatia, Greece and home via Spain, but he refuses. He says something about wanting to stay married a little longer!

5th June (LIMB – LIPY) BRESSO to ANCONA 1.44 hours

I am only here to clear customs as my next destination is outside the EU. It is so hot that I leave the windows open and the door ajar. It takes an hour to do the paperwork – much like Urbe. Meanwhile there is a thundershower. I return to soaking seats and wet charts! I check the oil and still find it still around the 9 mark. The last time I put in any oil was in Goose Bay – can this be possible? Then it is off across the water to Croatia.

5th June (LIPY- LDD) ANCONA to DUBROVNIK 1.48 hours

A wonderful flight across the Adriatic Sea to Split and then down the coast with its many islands and deep blue waters. The field is visible from miles away and I am busy looking down at this lovely city with its new red roofs. A fantastic few days in and around Dubrovnik with a day out on a hydrofoil visiting the islands. This part of the trip is organized by the French Section of the Flying Rotarians—in fact the same team responsible for the great fly-out to Marrakech last year!

8th June (LDDU – LDSP) DUBROVNIK TO SPLIT 0.88 hours

The weather turns windy with low cloud. Three aircraft elect to fly in the afternoon while the others rent a minibus and start driving. They will have to drive through Bosnia to get from one part of Croatia to the other. How long will the peace last? We all flight plan for a 1630 departure and have the interesting situation of a Mooney, a Trinidad and a Bonanza with their engines running waiting for one of the others to depart first. The direct crosswind remains above 20 knots. The runway in use is 12 and Jean-Pierre in the Mooney finally departs first—he probably wishes he still had his twin. He reports back that it is an “interesting” departure. The Trinidad goes next and makes no comment. I wait for a British Airways flight to come in and they ask for runway 30. Perhaps they know something we do not. I have a comfortable departure on 30. A few minutes later we hear a flight of five French light aircraft ask for the weather. They decide to return to Split. Arrival at Split is in sunshine and with a low approach over the walled city of Trogir—a world heritage site. A wonderful day and a half doing the tourist bits and then a farewell lunch at a restaurant in Trogir. The organized part of the tour is over.

10th June (LDSP – LGKR) SPLIT to KERKYRA 2.99 hours

Friends from Stornoway who are restoring a Catamaran in Greece are ready to launch and ask me to visit. They are not far away and my flight plan to Preveza (LGPZ) is accepted. The boat yard is actually only a couple of miles away from the airfield. Ideal. I plan to route down the coast over Montenegro and Albania but am advised to stay out of their airspace as I may be asked to land, be delayed for a couple of days and hand over lots of money. Not nice friendly people!

So it is out over the water again to Vieste, down the Italian coast to Brindisi and then I hear “DO YOU HAVE DIPLOMATIC IMMUNITY ?” “Say again” brings the same question along with “What are your intentions? Only diplomats may land there?” The reply “Plane-Spotting” and “Air Show” immediately cross my mind but I think better of it. It transpires that Preveza is also an Air Force Base as well as a tourist/charter destination with hundreds of people passing through every day. The powers that be have decided that General Aviation is a threat as they have two AWACS aircraft based there!

The nearest place I am allowed to land is Kerkira. Olympic Airways, the handling agents, take a couple of hours to get me re-fuelled and do the paperwork. Their staff are not allowed to help me push the aircraft back as they might hurt themselves! They can however all stand around and watch me do it alone! I take a taxi to the harbour and wait for a 90 minute ferry ride to Igumenitsa on the mainland. My friends drive for two hours to pick me up! All because I may catch sight of an AWACS aircraft. To make up for all that the weather is good, the food and company great and prices very, very reasonable.

13th June (LGKR – LEAP) KERKIRA to EMPURIABRAVA (Spain) 6.74 hours

The two hour drive, ninety minute ferry ride and two hour Olympic Airways routine again. The Greeks will not start to submit your flight plan till you have paid for the fuel, paid the handling agent and paid the landing and parking fees. When you can produce all the receipts you may go to the flight planning office and wait and wait. Not much hope of getting away on time-- especially as they type the way points in wrong and the flight plan is rejected by Brussels! As it is going to be three longish water crossings with only the boot of Italy and Sardinia in between, I check the oil level a couple of times. It is still around full. It is an uneventful flight at Level 100 over Naples and Alghero and I am glad to be able to sleep in my own bed in Spain for a couple of days.

17th June (LEAP – ZZZZ) EMPURIABRAVA TO KIRKNEWTON 6.94 hours

It is to be another long flight and I am tempted to add oil even though it does not look like it is needed. I desist as I plan to drain the oil as soon as I land. For the first time I am routed up to the East of London and directly over Stansted. I get some good pictures of aircraft on approach. I assume there are too many departures westbound from the four London Airports for ATC to want me crossing their path. The same thing happens a month later so I now route to the East as a matter of course. Whereas routing to the west of London when heading south seems to be quite acceptable to ATC.

While the engine is still hot I drain the oil and measure to see if it really is there. It is, all nine quarts if it. I left the United States with four quarts of straight oil to top up while running in that engine. I still have three of them.

I still wonder if that quart that went into the engine at Goose Bay was really necessary.