

**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  
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**SUMMER 2006**

Firstly I would like to thank my predecessor as Chairman, John Bowden for all his work over the last two years, and also for taking on the job as Secretary. Also, thank you to John Ritchie who has had such an influence in developing the UK section over his years as Secretary, and I am delighted that he has agreed to continue as Editor of the Bulletin.

In June I flew to Copenhagen in my Cessna 182 (superb views in clear VFR) to attend the RI Convention where I was pleased to represent the UK Section at the IFFR Board Meeting and AGM. Following the two accidents during previous post Convention tours and for the future of our organisation, it was unanimously agreed that "fly rounds" (but not "fly ins") would be conducted strictly in VFR conditions. Our UK Section member, Angus Clark was congratulated on the work he had done over the last two years as World President. The next two years will be in the hands of Brian Souter from New Zealand who visits our meeting in May. Congratulations also to UK member Feroz Wadia who was elected to become World President for 2008-2010.

In looking at the programme for the next two years we have tried to include a variety of events. This month we have had a successful and cheap day visit to the Royal Air Force Museum Cosford and for those who like luxury weekends, I look forward to seeing you in the Lake District in September. In addition, I will restart the informal "fly ins" to join an existing event or just for lunch – the first of these is scheduled for Sunday 6 August.

Finally, please help to dispel the feeling that Rotary Fellowships are the best kept secret. Please use the enclosed application form to recruit a Rotarian – they do not have to be a pilot, just interested in aviation.

Rodney B Spokes  
Chairman, IFFR UK

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IFFR (UK) LIMITED  
ANNUAL GENERAL MEETING 2006

Chairman John Bowden reported on the visits he had made to IFFR meetings throughout the past year, and thanked Brian McGraw and Norman Beadle for arranging the visits to Strike Command HQ and the RAF Radar Museum at Neatishead, which were well supported

Secretary John Ritchie reported that although some members had failed to renew after three requests, and others had resigned having left Rotary or abandoned flying to pursue other interests current membership of the Section still stood at 104

Editor John R reported that during the year four Bulletins had been issued at quarterly intervals at a total cost including postage of £308 and expressed his thanks to those that had contributed reports of activities, especially those abroad.

Company Secretary John B. produced the Accounts for the Company to 31<sup>st</sup> December 2005 approved by the Directors. The Directors had considered the subscription for 2007 and recommended that as this had not changed since 1993 it be increased from £20 to £25 p.a. to include the international subscription To assist the new Treasurer members will be asked to pay subscriptions by Bank Standing Order as from January 2007

Directors Ian Kerr and John Ritchie having retired as Directors in rotation they were re-elected and Graham Browning and Colin Walker were appointed to the Board. Rodney Spokes will act as the Chairman, John Bowden the Secretary/Treasurer, and John Ritchie the Bulletin Editor At the Chairman's request Colin Walker gave an account of the activities of GAAC of which he is Treasurer and to which an annual donation of £250 had been made.

Future activities and the date of future Annual General Meetings were discussed. As so many other Sections held their meetings in the month of May it was agreed that the 2007 AGM should be held in mid-July and Malcolm Hill agreed to explore arrangements for a meeting in Yorkshire. Ian Kerr offered to host the 2008 AGM in Perth.

The meeting was graced by the attendance of Brian Souter, World President elect for 2006-8, who took the opportunity to thank Angus Clark for his sterling work at World President for the part two years and on behalf of the International Fellowship presented him with a superb replica of the aircraft in which he and Alisma had attended so many European IFFR activities. It was noted that following Brian, who takes office in June, our past President Feroz Wadia has been nominated World President elect for 2008-10.

The AGM was part of the Section Spring Meeting held at Biggin Hill As usual the weather was unkind, delaying the arrival of those coming by air until mid afternoon. The group was taken by coach to visit Ightham Mote, an old Manor House now maintained by the National Trust before going to the Hotel for an informal dinner On Saturday the party visited the historic Chatham Naval Dockyard and were given guided tours of three of the vessels, including a submarine, that are kept there, before returning for a rest before the Gala Dinner Much of Sunday morning was taken up by the AGM reported above before members returned to Biggin Hill for lunch and departure home A relaxed and pleasant weekend

Following the suggestion during Angus Clark's time as Chairman, we intend to start monthly informal fly-ins The idea is that there will be no up front commitment – we will join an existing event or just fly to a good airport for lunch If you are interested, please just e-mail to [iffir@spokes.biz](mailto:iffir@spokes.biz) (or if you do not have e-mail, leave a message for Chairman Rodney Spokes on 0116 212 5395) The dates proposed are :  
Sunday 6th August 2006 and Sunday 15th October 2006 - (Provisional date)

## Benelux Section meeting - Namur 21-23 April 2006

*"I've looked at clouds from both sides now,  
from up and down....". Joni Mitchell*

Two years ago, I had had the pleasure of visiting the 10<sup>th</sup> anniversary celebrations of the Benelux Section, with World President Angus in his Robin. I remembered the good time and convivial hospitality well, and when Angus invited me to join him again this year, accepted with alacrity.

"I'll pick you up at 6:45, so we can get to Netherthorpe good and early, and aim to take off as soon as the field opens at 9 o'clock" "Yes, Cap'n"

But it didn't work out quite like that. We drove to Netherthorpe in a Scotch mist, prepared the aircraft in good time, and then sat gazing out of the Club house window until 15:30 before we had about 1500' cloud base and a little over a mile visibility. The route was to coast out at Clacton, to land at Ostend for formalities and thence to Namur. The first leg was a constantly undulating search between 1500' and 5000' for layers with something resembling an horizon. Once over the Channel, things improved to a hazy sunshine, which got better and better as we proceeded.

Arriving at Namur, we discovered that dinner had already started at the restaurant of the hotel on the aerodrome, but we were greeted warmly and soon caught up with the rest, foodwise. After dinner and a few informal drinks, it was time to retire and we found ourselves driven to another hotel some few miles away. On arrival we, and other individuals, discovered that we had been doubled up in rooms, though separate singles had been clearly ordered. This led to remonstrance of the lady manager, led by Angus brandishing his copy fax in evidence. I strolled off and looked at the assigned room to discover that it contained but one double bed and when I returned with this news, his agitation became extreme. (He knows how to hurt a boy's feelings!) But all ended up OK, with everybody being given the rooms they wanted.

Saturday morning brought a coach, which took us all to down town Namur. Namur is located at the confluence of the Sambre River and the Meuse River and is a pleasant enough place having emerged from an industrial past and is now a commuter town for Brussels and home to many civil service jobs. A bird like little lady conducted us on a high speed walking tour of the centre before we were taken to see the local castle. Thence to Dinant, about 20 miles south, where we lunched aboard a river boat and spent the afternoon cruising the Meuse and visiting some dank and mysterious caves.

Saturday evening was the occasion of the formal dinner, chaired by Stan Jesmiatka, followed by good humoured speeches and much light hearted banter (in English, to our shame). Entertainment was provided by a young lady from the locality, whose dance clearly made obvious the beauties of the region and the enthusiastic welcome awaiting strangers. We were also led in singing the IFFR anthem, to the tune of "those were the days, my friend" by Liora (as appended). All in all, a very happy and mirthful time, which had me thinking nostalgically of Round Table days! And so to bed.

Sunday morning brought another visit to the centre of Namur, to see the museum of her only notable artist, one Felicien Rops (1833-1898), a caricaturist and illustrator whose work is mostly semi erotic, but nothing to get excited about. Thence to the airfield for a snack lunch.

Weather sunny, a bit hazy but loads of visibility. Namur has a single, east/west runway and all activity seems to be recreational (Charleroi, as a hard airfield is only a short distance away) On the Sunday morning it was busy with parachuting, gliding and helicopter operations as well as light aircraft Did these activities interfere with each other? Not a bit of it! We were astonished to note a helicopter with rotors turning hard by the parachute drop zone, which was bounded on the other side by the taxiway, all in use simultaneously

Our flight home was very like the flight out, in reverse This time we routed via Kortrijk, or more correctly Courtrai, the local language being French in this part of Belgium, to clear customs and refuel. The haze increased to thick low cloud by the time we made landfall at Clacton, and thereafter we were back to the old routine of layer hunting Traffic was very thin on London Information and on Lakenheath, where a gently spoken, clear, articulate American using orthodox RT procedure gave us Radar Information Where was the crazed Texan cattle auctioneer? Still in cloud, Waddington helped us on our way until about 20 miles out from Netherthorpe, where the weather had been lovely all day

All in all, a good trip, though light on the aviation content, which Benelux Section usually provides. But the fun and fellowship made up for this and they really are nice people and only a short hop away, too

Contributed by Malcolm Barnard

## **An Invitation from Cambridge Rotary Club**

Duxford Flying Day  
8th October 2006

This is not an event to commemorate or celebrate anything or even to raise funds, but it is a getting together for the enjoyment of Rotary Fellowship and that needs no excuse and if it can be combined with an entertaining day out with superb facilities it can be irresistible. So, in a response to a number of enquiries, the Rotary Club of Cambridge has arranged with Duxford a special deal for a 'Rotary Group' to receive Gold Pass status at a favourable rate for the Flying Day on October 8th.

As a Rotary Group the rates are available to Rotarians, their families and friends which could include their business associates (What an entertainment opportunity !!)

The package for each individual would be £55.00 for the Gold Pass, representing a saving of £15.00, £40.00 for children, a saving of £10.00 against the regular price The price for lunch is £21.00 per head. Those who have enjoyed these full Gold Pass facilities will attest to their quality and good value for money that this arrangement represents If you are not familiar with what a Gold Pass entitles you to then go to the Imperial War Museum website and see for yourself [www.iwm.uk.org](http://www.iwm.uk.org)

***If you are interested or if you wish to discuss anything please contact Robin Davis 01223 328298 or Victor Bugg 01223 891250 Obviously they need to know numbers but all arrangements regarding tickets etc will be direct with the museum who will contact you directly. Club President Rudolf Hanka , who is a member of the Flying Rotarians has agreed to act as host so they look forward to hearing from you as soon as possible***

(This Invitation has been circulated to all Rotary Clubs in District 1080 which covers East Anglia but is extended to all members of IFFR and their guests)

## **IFFR in Italy – and beyond**

A report from Colin and Jo Walker who visited the Italian Section meeting in Crotona and followed this with a fly around to Malta and Sicily

Because of the length of the journey it was an early start for us and so we left Gamston just after 9pm on Thursday April 20th and headed south. Our first stop was Reims for customs clearance and then on to Prunay to refuel and a bite to eat. We then landed at Milano Bresso at 5:30 pm after a spectacular flight over the Alps where we got lovely views of the snow covered mountains in the clear air. At Bresso the local flying club were very friendly, they hangared our plane and next day they not only fuelled it for us but they even checked the tyres for pressure. We stayed overnight at the Villa Toretta. Then refreshed and refuelled ourselves we set out for Crotona, which is in the “instep” of Italy.

This was an exciting journey south mainly because we were advised (by ATC) to fly at 1000ft above ground level and because of the mountainous terrain this took on an uncanny resemblance to a roller coaster ride. Also for reasons known only to themselves the local controllers kept asking us to fly zig-zag courses through some areas, this was apparently so they could get verification of our passage from local policemen in villages on the way – or so we were told.

Having diverted east a bit to dodge a particularly mean looking thunderstorm, we arrived at the brand new Aeroporto di Crotona at about 3.30pm and waited for other arrivals. Apparently the airport has just one commercial flight per day and so when the officials had the opportunity to book in our flight they did so with gusto, in triplicate (all hand written and checked against the plane’s documents), which took over an hour. Anyway this ended with Colin and the airport manager as best buddies talking about Bush and Clinton, somehow the manager got the impression that we were Americans (maybe because of the plane’s registration)

We stayed in the Hotel Casa Rossa, which was pleasantly situated near the sea and had an evening meal with some members of the local Rotary Club. At this point there were 18 of us -14 Italians, 2 local Rotarians and Colin and I.

On Saturday 22<sup>nd</sup>, we left the hotel by coach to explore the region starting with a beautiful forest area, the Sila Highlands. This was mainly an ancient pine forest, some trees reached 40+ m, and the whole area was carpeted with wood aconites, wild orchids and other beautiful spring flowers- very pretty. Unfortunately when we arrived the gates were locked and rather than forgo the pleasure of a visit Colin and I suggested climbing over the gate, which we all did in one way or another and walked around this beautiful area.

After that we went to San Severino to visit a monastery/church and then had lunch at a school for hoteliers, the Hotel School of San Giovanni in Fiore, where the reception, food, and service were all excellent.

The evening was the Official dinner with the Rotary Club of Crotona at the Ristorante Lido degli Scogli.

Colin and I had a lie in on Sunday because the Italian Section celebrated Mass but at 10 am we departed by plane for the next stage of our adventure to Reggio di Calabria for lunch with local Rotarians

In the afternoon after refuelling, and the ubiquitous form filling, always an adventure in Italy (they even wanted to know the expiry date of the radio licence), we journeyed onward to the beautiful Island of Malta, flying with Mount Etna to our north.

At this point we had gained some Rotarians namely Feroz and John and after landing at Malta's main airport we transferred to the Hotel Corinthia Marina. That evening we took a walk in Mdina followed by dinner at the De Mondion Restaurant at the Xara Palace Hotel and followed by a further walk through the ancient town that has a strong Arabic influence, with a local Rotarian as a guide

The next morning (Monday 24<sup>th</sup>) we took a coach tour which encompassed Valetta where we saw the Harbour from the beautiful Gardens where the Knights Templar watched their fleet; the Museum – filled with ancient weapons, swords, cannon, pikestaffs etc; and also the Knights Hospitellers' Cathedral. Here we pushed through huge crowds who, like us, wanted to see the superb marble floor, which comprised hundreds of tombstones exquisitely decorated and inlaid with multi-coloured marble, the tapestries, vestments and the Caravaggio. Our guide was marvellously even-tempered and knowledgeable (and trilingual!) as she guided us with consummate skill through the hundreds of jostling Germans, Americans and Italians who all had the same intent.

After the crush of the Templars' Church it was a relief to get back on the bus and go to the much quieter ruins of a Mesolithic temple, which has been gradually unearthed in Tarxien district of Malta. That night we had a formal dinner with the Rotary Clubs of Malta and the Rotary Club of Valetta at the Hotel Corinthia St Georg.

On Tuesday we had a very early start because we needed "handling" at Malta Airport and so we were up and away from the Hotel at 6am. At this point we lost some of the group who had other commitments and there were now 8 of us

The previous day Giannmaria had been on the phone almost constantly. He had initially arranged for us to fly into Boccadifalco Airport in Sicily, home of the Aeroclub Di Palermo. At the last minute permission had been denied (nothing to do with us – but apparently there was some sort of turf war going on between the airport manager and the airport director) and so we had to visit the main Airport at Palermo first for customs clearance and the inevitable form filling, which we will remember fondly as a feature of this trip.

Amazingly we landed at Boccadifalco on Liberation Day, Wednesday 26<sup>th</sup> April, the day where it seemed that all of Sicily was celebrating their liberation by the Allies in WWII and the world and his wife were partying in Palermo, luckily we were travelling in the other direction on very quiet roads indeed on our hired minibus with Giorgio and Giannmaria as chauffeurs!

Our first stop was the Villa Romana, an exquisitely preserved Roman Villa with the most magnificent mosaic floors, frescoes and other features such as a hypocaust -

quite unforgettable! We then went to Catania and stayed at the Hotel Nettuno, which we were later told was built on a lava flow from one of Etna's previous eruptions!

The next day we visited Mount Etna by coach, cable-car and foot. We didn't quite get to the summit but visited several steaming calderas. After lunch we continued on our tour of Sicily and visited an ancient theatre at Taormina.

The following morning we left Sicily to return to mainland Italy and stopped at Portecagnano, which is the nearest small airport to Salerno. We stayed at the Hotel Bristol with rooms with verandas that overlooked the beautiful Amalfi Coast. A taxi/minibus took us along the coast road to the town of Amalfi where we did some retail therapy and explored the quaint twisting roads.

Our penultimate destination was Perugia. We walked through this ancient city in the rain (was someone/something telling us that it was time to go home?) Next morning we visited the Basilica of St Francis of Assisi in the picturesque town of Assisi. This beautiful church has amazing frescoes by Giotto and contains the tomb of St Francis. It was packed with Pilgrims and tourists but well worth the time to visit.

Because of the possibility of bad weather over the Alps we flew back via Clermond Ferrand arriving back in Gamston on 30<sup>th</sup> April.

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What a super museum

What a super day

. and yes, we did get home, despite the weather

The latest of the IFFR UK section's days out was a visit to the Royal Air Force Museum at Cosford in Shropshire. I've been flying for 6 years or so, and have reached that stage (do we all get there?) when I'm always looking for excuses to go somewhere or do something different with my flying. So the opportunity to join a pre-planned visit to Cosford and take two of my friends from my Rotary Club (Melton Mowbray, Leicestershire) gave me enough reason to succumb to joining you all in the IFFR – something Rodney has been trying to get me to do for some long while anyway!

So we filled in the seeming reams of paperwork and faxed them, with the insurance documents, off to Cosford in good time. This was at the time of the heat wave, with clear blue skies every day and temperatures in the upper 20s. The weather forecast the night before the visit was a little concerning, with isolated thunder storms passing through during the following day, but they didn't appear too threatening so we agreed to stick to the plan to fly to Cosford. "Let's meet at 8.15".

We awoke to clear blue skies and temperatures in the 20s (if not the upper 20s). Met office, TAFS, and so forth all looked fine, so we set off to RAF Cranwell where I borrowed a Grumman AA5 for the journey. It was only when we were north of East Midlands CTA, listening-in for flight information, that we heard a good number of light aircraft south of EMA calling in to cancel their planned flights turn round, and go home. There was a massive cell of cumulonimbus coming up from the south. When we talked to Cosford all still seemed well, so we pushed on and landed 8 knot winds under 8 octars all well above 4,000 feet. No problems. "Let's go and have a good day"

Then the ladies in the check in asked for my mobile number! “Just in case the storms come through and we have to call you to get you plane out of here in a hurry. We had some serious storms last night, some light planes got damaged, and no we don’t have any tie downs or hangarage you can use” Fortunately the kind members of the RAF flying club did find some screw-in tie down stakes that we were able to use on the grass standing, so we went off with less concern to join the 22 other guests for the day.

The museum is a treasure trove. Though we stayed well into the afternoon and saw massive amounts of planes, engines, and aerial artefacts, we came away seeming only to have skimmed the surface. But the bit we did dip into we saw in real detail thanks to the superb guiding of two of the museum volunteers Frank Redfern and Alf Sirrel. Both were deeply knowledgeable about the planes on display, and so enthusiastic that their descriptions fascinated us all.

We started with seeing some of the large commercial planes, mainly parked outside the hangars, before going into the unique exhibition of aeronautical research and development. Here were literally dozens and dozens of planes all at the forefront of the development of flying, dating from about the 1930s to the 1980s. This included planes that had been built purely to test some theory about flight and never commercialised, such as the Hunting H126 on which blown flaps were first developed, and the Meteor F8 built to test the practicality of a pilot lying prone to overcome G forces. Others, such as the TSR2 and the Bristol type 18 (the flaming pencil) only had relatively short lifespans for various reasons (the former, mainly political, the latter because it only had 25 minutes of fuel endurance!)

After a good lunch in the museum restaurant and a few words about forthcoming events we rejoined the guides for a tour of the warplanes hangar. Here, among many, many others were early trainers, the classic Spitfire and Hurricane, an Avro Lincoln (the immediate descendant of the Lancaster), a Mosquito in seeming perfect condition, and a Yokosuka suicide bomber (unused).

Again these were brought to life by the lively and involving explanations of our guides. Thank you to them both.

We didn’t get to see two of the hangars, partly due to time and partly because one had been flooded out in the rainstorm earlier that day. And what will be the show piece of the museum, their new display hangar, is still being fitted out, including a Lightning suspended vertically from the ceiling (am I allowed to report that the engine linings dropped out when they lifted it into position? – whoops!) The new hangar will add a whole new dimension to the displays when it opens early in 2007. So we have plenty to go back for. A good day out for the club – though I can’t get them all in the Grumman.

By now thoughts were turning to journeys home, whether by road - the local roads had earlier been flooded up to 4 feet, so some were nervous about driving – or air. We still hoped to fly home. The weather had turned out to be fine all day, with no real winds coming through – certainly not enough to move our tie-downs, thankfully. No mobile calls anyway. The met office at Cranwell were confident there were no serious weather problems expected for a couple of hours, so uneventfully we taxied round to 06, and set off north-eastwards for home. Where did all the murk and low cloud come from then? For about the 20 minutes of the flight I was glad of my IMC rating, with radar information from Waddington supporting our journey back to Cranwell. It did clear enough for a VFR landing at 16:50, in good time to get back for another Rotary meeting that evening. A full and enjoyable day. Thanks to IFFR and Rodney especially for pulling it together.

John Dehnel



## We nearly didn't make it !

As soon as I had confirmation that Kevin was free that week to do the flying, that Mary could be accommodated while we were away, and that our old friends Stephen Ward and his Norwegian born wife Aud were able to come with us the registration form was sent off to Bo Johnson, organiser of the Great Scandinavian Fly Round

A week ahead G-IFFR the eponymous Cherokee Six that had taken us on the previous IFFR tours of Scotland and Spain and the Millennium Tour was delivered to the engineers for the 50 hour check, and disaster struck. They found sticking valves, a bent push rod, and an AD from Lycoming that required four new cylinders (two had been replaced previously). The news came on Friday when we were due to leave home the following Wednesday. Then came the miracle – Andrew Brinkley traced four new cylinders in America and had them delivered by courier on Monday afternoon. By Tuesday evening the work was completed and the aircraft flight tested ready to take us next morning. What service !

Departing on a cloudy day with strong tail winds, after a fuel stop in Northern Holland, we reached Roskilde Airport in Denmark by late afternoon and on arriving at the hotel found Feroz & Raye Wadia, with Colin & Jo Walker and their passengers. A lively party of ten began the week celebrating at a nearby grill room.

Next morning Feroz & Raye having commanded their taxi driver "To the Airport" found themselves heading for Kastrup, the international Airport for Copenhagen, but a 180 degree turn brought them to join the assembly of some twenty pilots and crew at Roskilde Aero Club. There the Wadias in their Bonanza, the Walkers in their Saratoga and our PA32 were joined by Charles Strasser in his Seneca, James & Caroline Alexander in their recently acquired Piper Arrow, Angus & Alisma Clark in their Robin and Peter Jude in a PA28 accompanied by fellow Rotarians Rob Wilkinson & Patrick King. At the initial briefing, Bo supported by Angus, stressed the need to observe VFR procedures for the benefit of the less experienced members and to keep the party together. By mid-morning we were all airborne for the 210 NM flight to Vastervik on the east coast of Sweden.

After meeting our Swedish hosts, a good lunch, and a walking tour of the town we joined the vintage railway train operated by a preservation society that took us to the "Get Together party". Pretty wives and daughters plied us with refreshments en route and at the end of the track competitions and supper was waiting. The party, now approaching 60 in all, was divided into teams for the competitions lead by the five World Chairmen. Nationality didn't matter – there were Aussies & Kiwis, Belgians & Frenchmen, Americans & Brits all mixed in together with Germans & Scandinavians of every country. A great beginning to a great tour.

On Friday morning, after a briefing stressing the nature of the low level entry to Barkaby, the Club Airfield at Stockholm, the faster aircraft were dispatched first and the remainder in order of performance for the short flight up the coast. Fuel, lunch & the coach were waiting, and we were taken to see the pride of Stockholm – the Vasa Museum – in which is exhibited the 17<sup>th</sup> century Royal Swedish warship that sank on its first voyage. Preserved in the salt free waters of the Baltic, the ship was found and raised virtually intact. A remarkably souvenir of medieval maritime history.

Then to the harbour for the overnight ferry to Helsinki, in Finland. A cross between a department store and major hotel this ship makes the journey back & forth carrying, among others, Scandinavians enjoying the benefits of duty free drinks in a region where alcohol is so heavily taxed. By this time the pilots were beginning to appreciate that while all pilots may be equal, some are better treated than others. Avgas was £1.75 per litre in Holland, but only 70 p per litre in Denmark & Sweden. The Danes, Swedes, and Norwegians all retain their own currencies, all called Kroner. Only the Finns adopted the Euro. Somehow we all managed to get by!

Arriving in Helsinki next morning we were taken by harbour ferry to visit the fortress that guards the harbour, a popular spot for tourists, with our guide telling something of the local history. Lying between Russia and the West, Finland has been something of a buffer for many generations. A short coach tour of the city with the populace out enjoying the warm summer sunshine, and then back to the boat for our return to Sweden. While we waited for dinner a film of last year's Scandinavian meeting whetted our appetites for the one next year. Watch this space!

Sunday morning, and some free time to visit the Royal Castle, the Currency Museum, and the attractive lanes of the old city before leaving for the airfield. Then off on the long haul across to Norway. As plane after plane reached the FIR boundary and gave its point of departure the Oslo controller became interested in what was going on – "What were you all doing at Barkaby?" he enquired. It was explained to him, but I doubt that he really believed that so many Rotarians would be making such a trip. What a staid image we have as Rotarians!

Refuelled at £1 per litre we were taken to a magnificent hotel high above the valley. Although off the beaten track it is a centre for winter skiing and summer walking. Some of the other patrons looked askance on a big party of flyers that clearly did neither. Next morning we woke to find the valley filled with fog. Mid-morning briefing became mid-afternoon briefing but a second night there became necessary. Happily it was one of the best hotels that we experienced on the trip with a superb buffet that surpassed all our desires. To fill the time Aud Ward had an unusual opportunity to practise her Norwegian.

Monday morning showed signs of improvement and we returned to the airfield. Low level flight down the valleys with cloud that gradually improved from broken to scattered brought us down the western edge of Oslo TMA, somewhat to the concern of the lady controller who was fearful that we might trespass into her closely guarded preserves. Once away from her the military controller at Ruge cheerfully cleared everyone for a climb into clear skies on top as we flew down to Swedish coast before crossing into Denmark.

We landed at the northern tip of the country and were taken across the wide sandy shore to the point where North Sea and Baltic Sea meet. Some enthusiasts stood with one foot in each ocean before a sudden squall sent everyone back dripping wet into the trailer-coach. The tour ended with the Gala Dinner, another gastronomic triumph, before we retired happy and satisfied that we had been able to take part in it.

Next day found us scud-running with Angus & Alisma across Denmark to the western shores at Esbjerg to get behind the front moving slowly eastwards from the English Channel After a three hour wait the weather had cleared enough for us to reach Groningen to refuel where we found some of the other UK pilots who had decided to spend the night there. Keen to get back to work, Kevin & I decided to press on into a 40 kt headwind which so reduced our progress that by the time we reached Ostend it was apparent that we needed an overnight stop and early start for home next morning Everyone return home safely, although a day later than intended

Throughout the trip G-IFFR behaved impeccably Told by the engineers to keep up the revs and not to try economy cruising with a virtually new engine the fuel consumption was greater than usual, but a voyage of 2135 NM in under 20 hours at an average ground speed of 109 kt using only 1 litre of oil has given it a good run.

For those of you that have not yet tackled one of the longer trips to an IFFR event abroad we can only say "Do it now – you will never regret it".

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## **THE IFFR FRIENDSHIP SONG**

(As sung at the Benelux Meeting in Namur)

(MELODY: Those were the days...) (WORDS: by LIORA )

Look above your head and see us coming,  
With our wings so brilliant in the sun;  
IFFR people, we are flying,  
Small birds with roaring engines just for fun.

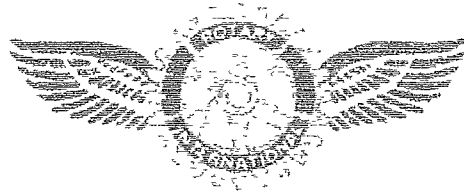
*These are the days, my friend,  
We wish they'll never end,  
We take off and at once feel free and high.  
We look around and know:  
There is a world below,  
It's our kingdom up here in the sky.*

We bridge over cultures with the airships,  
VFR or instrumental way.  
Every Fly-In we create new friendships,  
The happy landings in our hearts will stay

*REPRISE These are the days, my friend, .*

New horizons promise bright tomorrows,  
Fellowship and good will are a shrine  
High above the clouds we feel no sorrows,  
Come, let's toast our friendship with some wine!

*REPRISE These are the days, my friend, ..*



## **YOU DON'T HAVE TO BE A PILOT (only a Rotarian) TO BE A MEMBER OF THE FLYING ROTARIANS**

The Fellowship operates in accordance with Rotary policy but is not an agency of nor controlled by Rotary International

### **WHAT YOU WILL GET FROM MEMBERSHIP**

- i. Regular contact with others who share your interests - Rotary and Aviation
- ii. The opportunity to get to take part with them in visits at home and abroad, to Airshows, Museums, Rallies, Reunions and other aviation events
- iii. A distinctive IFFR pin badge authorised by Rotary International
- iv. Four regular UK Bulletins telling of past and forthcoming events in Britain and in Europe AND World Bulletins telling of IFFR activities worldwide
- v. A worldwide Membership Directory of IFFR members
- vi. For pilots, free copies of VFR Airfield Charts for much of Western Europe.

### **MEMBERSHIP APPLICATION FORM**

I apply for Membership of IFFR (UK) Limited and will support its activities to the best of my ability I agree to abide by the rules & regulations set out in the memorandum and articles of association of the company from time to time and in the event that the company were to become insolvent on a winding-up I agree to pay a sum not exceeding £1 towards the company's liabilities I enclose the Initial Subscription of £25 payable to IFFR (UK) Ltd and confirm that I am a member (active or honorary) of the Rotary Club named below

Name	Spouse /Partner
Home address	Phone (H) Mobile
Business address	Phone (B) Fax
Email	
Rotary Club	Meeting day/time
Occupation	Nearest Airfield
Current Pilots licence: YES/NO	Seats available/wanted
Signed	Date

Please complete and return with cheque for £25 in favour of IFFR (UK) Ltd for the subscription up to 31<sup>st</sup> December 2006 to John Bowden, Valiant House, 12 Knoll Rise, Orpington, Kent BR6 0PG