

# The Rotating Beacon

The Newsletter of the UK Section of IFFR



October 2012

# *A letter from the Chairman*

*Fellow Flyers*

*By general acclamation, our first European event at Prague was a great success, with around 90 members from the various European sections, and the UK providing the strongest contingent. There will be a full report in the next edition of the Rotating Beacon. Thanks go to Charles Strasser, who was the instigator of our Prague visit, and speaking as a travel agent, I could see that amongst his many talents, were clearly those of a good tour organiser!*

*We are currently planning our main 2013 event, which will probably be in July. We are thinking in terms of possibly flying to the West Country for a more rural meeting, or somewhere like Coventry area, for a more central location, but as usual, it is going to depend on availability of suitable hotels and at the right prices. As to the monthly midweek events, I would like to see these firmed up at least three months in advance, and to consider the occasional Saturday or Sunday instead, so that we can accommodate those who can't make a midweek date.*

*Another thing that I would like to do, is to get a bit more information*

*from members so that on any future events, there will be the possibility of putting together those members with spare seats, and those who would like to take advantage of any offer of spare seats. Due to my own aeroplane being way behind schedule on a major engine job, I know first hand of the rigours of having to fly commercial, rather than flying myself!*

*Apart from the listed event at Elstree in October (details to be confirmed), the last remaining major function this year will be our Christmas lunch on 10 December at the RAF Club in Piccadilly. If you have not been to one of these before, I can highly recommend it. Apart from an excellent lunch and the opportunity to have a chat with fellow flyers, the walking down a long corridor on the way to the restaurant, past pictures of a great many magnificent WW2 aeroplanes is a real treat.*

*In the meantime, I wish all good flying for the rest of this year. Any suggestions for future monthly meetings, would be most welcome.*

**Martin Wellings**

**Front Cover: Charles Strasser welcomes the Ritchie family to the Prague meeting. Photograph - Feroz Wadia**

## UK Oxford Meeting - June 2012

Mixed weather conditions throughout England greeted us as we awoke for our trip to Oxford. Heavy rain showers were threatened in many parts of the country. Angus and I, therefore, decided to drive. This was a decision we later regretted as the actual was not as bad as predicted.

We arrived at Oxford Kidlington Aerodrome and after a relaxing lunch we made our way to the Royal Oxford Hotel.

The hotel was situated within walking distance of the centre of Oxford. We greeted our friends from Continental Europe - Belgium, Holland, France, Norway, Denmark, Germany and Switzerland - and together we explored the shopping streets. In the evening the Cafe Coco in the Hotel provided a relaxing friendly atmosphere to enjoy an excellent 'get together' meal.

The AGM of the UK Section was held on Saturday morning. Our visitors had free time to explore Oxford. Some visited the Ashmolean Museum. Others took the tourist bus around the City. They

learned that the city of Dreaming Spires is famous the world over both for the University and its place of history. It has been an established cosmopolitan town for over 1000 years. On Saturday afternoon we visited Blenheim Palace. The baroque building, set in 2000 acres of park land, is a World Heritage



**At Blenheim - on a cold day!**

Site owned and lived in by the Duke of Marlborough. The scale of the Palace is beautifully balanced by the intricate detail and delicacy of

the carvings and hand painted ceilings, especially in the library. The intricate Chinese porcelain collection is world famous. Sir Winston Churchill was born here. A moving display of photographs charted the life of this great man. My abiding memory was a small framed memento, with his baby ringlets, placed over the bed where he was born.

In the evening we were privileged to dine in the famous Fellows Dining Room of Balliol College. On leaving, the noise from a very lively End of Term party reverber-

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## *Well we did it! - Dusty Miller*

**What you ask? – Well, TOPNAV - the gentle but fun navigation flight task put on by RIN (The Royal Institute of Navigation) to highlight good navigation practice – i.e. avoiding infringements and upsetting the BIG world.**

When I first learnt to fly and by necessity, navigate back in the late 60s, it was simpler. Now I do not know how single crew do it. My first job was as a vertical mapping survey Pilot - checking the 'weather' and if acceptable take off from my base at White Waltham heading for South Wales, Motherwell or wherever, with a 'half million' and the OS task plan. It is not so easy now. A bigger controlled airspace makes it all a bigger challenge to navigation.



**Ryan and Dusty plotting.**

A few years ago as a BALPA technical representative and following BALPA support (The prize was a lovely mounted compass discovered by our then Tech Secretary, now better titled Caroline Evans). I took up going to White Waltham again - to be around to take photos and admire the competitors' bravery. (AOPA's George Done and Martin Robinson, are long-time

participants, with many others giving generous support).

'Off you all go. Well done' and all that. It all changed...

In 2010 I was having a cup of something when a competitor from Southend was telling RIN's David

Broughton that he had come on his own as his nav- mate had dropped off his chart – gone off with some variation or deviation, so what to do...?

They took their conversation fortunately, elsewhere.

Next thing, a hand on my shoulder 'Dusty, you are on!' But!! – You are on and I was! Well, I was a disappointment I am sure, as he has not been seen since.

But last year foolishly I gave it a go with young Ryan Berry (20 years old and very close to being a full

Gliding Instructor at Dunstable) as my P2. We got to White Waltham for TOPNAV South (TOPNAV North is at Gamston for those up north). Neither feeling well, we had something – Variation or Deviation - but we had paid the fee, booked the Azure PA-28 HR out of Cranfield (CFD) so we did it, sort of, never even had a critique - thank goodness. We did not infringe and we were very glad, but somewhat humbled to finally park HR that evening.

We could not leave it there, so re-entered this year (2012) using a very well equipped IBO, which I also had just used to renew my Single Engine Instrument Rating. So how did it go? Well, again, hard work. But fun. Having prepared my maps, marked the Lat/ Long points, covered up the scales on the ruler that were not useful, and spent time polishing IBO, we arrived early at CFD with a low cloud base and an easterly wind (second hand North Sea air). We could only just make out the hills to the South West (just what was needed, with the pressure to get on the ground at White Waltham because the big fly pass at Windsor was due to close massive

amounts of airspace). However, with bacon butties inside, we had a go - Ryan as P2-A/Pilot (now a full Gliding Instructor) and the redoubtable Keith Dunsby in the rear. (Keith has been the Photographer for all the times I have attended TOPNAV). Both fortunately, had with phones that give weather and showed lifting Actuals at destination.

We were soon in and out of cloud. (That IR came in handy). But while en route to Aylesbury, the weather improved.



**Ready for the off.**

Now for the competition, this followed a light lunch! We are given 45 minutes from getting the route, to plot and start the Nav Log, to off checks. Tricky, but Ryan was really useful – young eyes help. The task is normally under two hours with a shorter version for light aircraft / helicopters/ hang or powered glid-

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# Southeast Asia Jetaway 2012

## Part 2 of Raye Wadia's diary of the trip

*In part 1, published in the June edition of The Rotating Beacon, Raye told of the journey through Thailand and Cambodia and the arrival in Vietnam.*



**Halong Bay Junk**

**16 May.** In the space of a morning coach ride along a new highway we passed through a snapshot of daily Vietnamese life - a green patchwork of paddy fields, clay works, brick factories, thermal and hydro power plants, coal mining plants and a repetitive pattern of small private enterprises in neat and orderly villages. The overall impression was one of integrated communities with high employment and busy development opportunities. Fast urbanisation meant that very slim three-story family houses were built on narrow footprints as land is obviously at a premium.

The perfect way to see the UNESCO World Heritage area of Halong Bay in the Gulf of Tonkin is to spend a night aboard a junk. We ended up sharing a perfect junk with 10 others for a restoring break from the frenetic pace of the last week. The mystical scenery of Halong Bay, where 3000 limestone islands jut out of the emerald sea,

sculpted into bizarre shapes and surrounded by colourful floating villages, is a truly breathtaking destination. The limestone topography hid many caves; the 'Surprise Cave' was reached after a challengingly steep climb up to the first of three



**The spectacular 'Surprise Cave'**



**Ho Chi Minh's Mausoleum**

chambers, rich in stalactites and stalagmites which stretched the imagination so fully that you began to think it was also a film set. It was humbling to witness nature at its most artistic. A short tender ride to the beach for swimming was followed by an upper-deck sail away and beautiful dinner followed by squid fishing off the back deck. What a microcosm of peace and tranquillity this site was.

**17 May.** We tried for an early rise on our boat to see the sunrise but barely made it to the breakfast table before a leisurely sampan ride to steal a look at monkeys cavorting and swimming in a hidden bay. Local sampans selling shells and foodstuffs floated by - some even had long forgotten temptations from the West - Oreos biscuits. Home never felt so far away, particularly

when lunch appeared as if by magic 3 hours after breakfast. The 4 hour bus ride back to Hanoi was interrupted for a second visit to Hong Ngoc handicraft centre which certainly got the vote for the best crafts we had seen (or bought). There was also a short stop at a pearl factory before reaching Hanoi Hilton in the French quarter.

After a traditional Vietnamese dinner we were taken to the Tang Long Water Puppet Theatre for the most innovative and surprising puppet performances of folk tales and folk music - all on a water platform. We are still trying to work out how it was done.

**18 May** We started our Hanoi city tour at Independence Square, the backdrop to Ho Chi Minh's mauso-



**The Presidential Palace**

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## South East Asia Jetaway continued.....

*(Continued from page 7)*

leum where the guide explained the history of the struggle against French colonial rule of Vietnam by the increasingly rebellious communist party led by Ho Chi Minh. Heat bounced off the city pavements. Hats, brollies and fans could not compete and it was a relief to walk around the fragrant gardens of the former Governor's presidential pal-



**Freight transport - Vietnamese style**

ace, used by Ho Chi Minh from 1954 until his death in 1969. For 4 years he apparently lived simply in former staff quarters, smaller than the space allocated to his 3 cars, before moving to a more traditional house on stilts close to a less traditional bunker built during the Vietnam War. Weaving between and behind the hordes there was no doubt that this was a main attraction in the city. The irony of our

next visit was not lost on us as we pulled up in front of the prison nicknamed the 'Hanoi Hilton' by American prisoners of war during the 1960s. I don't think anyone was left unmoved by the unrelenting confrontation and unfolding reality of cruel incarceration. Built by the French in 1896, this prison was the largest in Indo-China, used for political revolutionary and criminal

prisoners, but the evidence of sheer inhumanity over the years and different perspectives was a sobering experience for many. It was a relief therefore to escape into the sunshine and be whisked to lunch. The noise, colour, smells, sights and flavours of the largest buffet hall most of us had ever experienced broke the melancholic spell. We

only had an hour but it took that long to explore all the cooking stations, and I'm still not sure we hit them all - but made a good effort. I gave the small birds and insects a miss. During a quick tour of a silk factory and through a village silk market, we were caught up in a local funeral procession and were amazed at the way the whole community turned out to support the family. A quick visit to the Temple

of Learning and we were more than ready for the free evening which followed. A very full day.

**19 May.** Today marked Ho Chi Minh's birthday. The whole population of 7 million appeared to be on the streets, with 4 million motor-bikes weaving around us in happy confusion. A short flight to Hong Kong and we were on the move again. During a free evening four of us explored Temple Street night market, drank beer sitting on mucky pavement stools and followed the locals to a noisy bustling restaurant, feeling very brave.

**20 May.** Our last day. Hong Kong was certainly a city of contrasts, from the shrinking and dilapidated floating fishing village, to the high rise buildings which flanked the harbours rivalling the New York skyline, to the plethora of designer shops and race courses. Skimming over the politics, for me the cosmopolitan mix of 56 local dialects blended with the westernised community around Stanley Market was a snapshot of our guide's talk on the transition from 'one country, two systems' in 1997 to 'one country, one system' planned for 2047. A short ride to Victoria Peak gave us a hazy and humid viewpoint to

appreciate the diversity of the city holding 7 million people, 98% of whom are Chinese. A farewell high-rise dinner overlooking the harbour, attended by 10 local Rotarians, was our final group function. My lasting memory will be Alisma's face struggling to catch and eat the fish eye - I think that's a



**Alisma trying to eat the fish eye**

never-ending story! Throughout the many fond farewells we acknowledged once again our thanks to Peter and Shirley More for organising and controlling this trip. We know it was not easy for them, but their kindness and good humour must have hidden many exasperating moments. Thank you sincerely. Until we pick up the threads of our conversations again - I think the last word goes to Sam Bishop on the over-riding heat "Oh Boy I could catch trout on the amount of water running down my back right now".

**Raye Wadia**

# UKRAINIAN ADVENTURE

**In the February 2012 Rotating Beacon plans were outlined for IFFR participation in the Malta Air Rally in June. Unfortunately the Italian government almost immediately put a big block in the way.**

As part of their austerity plans they introduced a 'luxury tax' on aircraft. The tax covered not only Italian based aircraft but also caught any aircraft that spent more than 48 hours in Italy. This caused James, Feroz and Angus to rethink their plans. In May the Italians changed the time limit to 45 days but by then they had other plans.

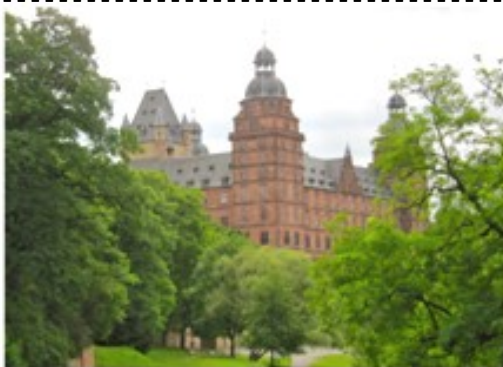
In February AOPA Ukraine had announced their first ever Fly-in in July to Uzhhorod, close to the Slovakian border. This was to be a joint event involving a local Motorcycle Club and the Ukraine Development Institute of Flight Technologies. It promised a long weekend of excursions and entertainments in a fascinating part of the world. This had all the makings of a unique and memorable flying experience.

An extended trip was then planned stopping off, on the way, at Aschaffenburg in Germany, Cesky Krumlov in the Czech Republic and Kosice in Slovakia. In the event Feroz's aircraft went 'technical' so he flew with James and Catherine in the P28R. Alisma and Angus went in their Robin DR400. Catherine's diary follows.

## **Sunday July 8th. Cark to Bembridge to Aschaffenburg, Germany.**

We brought the plane out of the hangar across the Car Boot Sale traffic. We then flew IFR to Bembridge, Isle of Wight, (Sandown was waterlogged) to collect Feroz. It was then off to Shoreham for a sandwich and a refuelling.

The flight across Belgium and France to Germany was mostly at 10-11,000 feet past towering



**Aschaffenburg Castle**

clouds. We managed to avoid most of them!



At Aschaffenburg we enjoyed a meal in the very good airport restaurant. We sat in the sun awaiting Angus and Alisma who arrived an hour later. They had flown VFR and had encountered some severe turbulence on the way.

We stayed in an excellent town centre traditional hotel - the Zum Goldenen Oschen. Next morning we had a lovely walk along the river enjoying various viewpoints where pictures compared the city past and present.

### **Monday 9th September – afternoon. Aschaffenburg to Ceske Budejovice, Czech Republic.**

After a lovely two hour flight across farmland and towns along the rivers we arrived in Ceske Budejovice in sunlight. We were met by a "Follow Me" car and an official park up in an otherwise empty apron. Two fire trucks were also in attendance!

After an interesting drive we arrived in Cesky Krumlov, a beautiful medieval town, built

around loops of the Vltava River. It was founded by the Rosenberg family in 1200s. They were there for 400 years and were much loved. The family emblem of roses is seen on many houses in the old city. They had no heirs so they were followed by the Eggenburgs. They again had no heirs so then the Hapsburgs took over but they eventually ran out of money. In 1938 the town was annexed by Hitler as part of the Sudetenland. At the end of the war the Germans were, in their turn, ejected. The town was more or less abandoned



**The Square in Cesky Krumlov**

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## UKRAINIAN ADVENTURE *continued.....*

*(Continued from page 11)*

and fell into decay. Fifteen years ago it was made a UNESCO World Heritage site. Houses which were worth €2000 then are now worth €2 million. The 800 local population swells to 14,000 with tourists. Cesky Krumlov castle, which once guarded the route from Prague to Linz, is perched on a rock overlooking the town and the winding River Vltava. It has beautiful gardens and a tower. The town square was always buzzing with interest and activity. In a reminder of more troubled times there was a picture of Hitler and his troops, in the square, taken during the war. Today it is filled with musicians and tourists.

In the afternoon we visited a museum of the Seidel family. Josef Seidal was a photographer in the late 1800s who produced an excellent visual record of life in that region. The house has now been restored to what it was.

### **Wednesday 11th July Ceske Budejovice to Kosice, Slovakia.**

Our two hour flight took us over farmland and, eventually, low hills. We could see Angus and Alisma's Robin as we came into Kosice.

This was another huge airport which is hardly used. Some very helpful people helped us refuel at the Aero Club.

A taxi ride showed us the main thoroughfares some lined with historic buildings but many rectangular high rise flats dominated the landscapes. These were all we could see from our hotel. The Hotel Yasmin is three years old and was simply beautiful - lots of black ceramics, low level corridor lighting



**Kosice National Opera House**

and a wooden sliding door to a spectacular bathroom.

We explored the town in particular the well preserved historical centre which is the largest among Slovak towns. There are many heritage protected buildings in Gothic, Renaissance, Baroque, and Art Nouveau styles with Slovakia's largest

church: the St. Elisabeth Cathedral. The long main street is a thriving pedestrian zone and here we had lunch in one of the many open air cafés. Glamorous young women, with prominent chests, wearing huge platform shoes paraded up and down the street.

### **Thursday 12th July Kosice to Uzhhorod, Ukraine**

Next day we toured the aeroplane



**Angus, Catherine, Alisma, Feroz and James  
at the Kosice Aircraft museum**

museum with an excellent guide called Jane. We saw MIG fighters and every sort of military plane, many in a very bad state of repair. Then it was back to the Aero Club to wait for the weather to clear - it was raining and cloudy. When it cleared a 30 minute flight took us over the last hills of Slovakia into the wide plains of the Ukraine to Uzhhorod.

We were greeted by a reception team of:

- (1) A border guard in gold braid and a huge peaked hat.
- (2) A man with an enormous Alsatian.
- (3) A man with a camera in army uniform.
- (4) A team of at least 4 men in hi-vis jackets to move the planes.

We handed our passports to the man in the hat and James filled in lots of forms. When they were

ready to let us go we walked across to the airport entrance to be greeted by four girls wearing leather shorts, stilettos and little tee shirts. They gave us vodka, bread and smoked fish. Next we were confronted by four TV crews who had come to interview us! At the airport exit we were met by two girls in blue stretchy dresses just covering their backsides with white lacy stockings together with the national dress of vertiginous stilettos! Their boobs were staying in their dresses by pure willpower. Angus was in the middle of them when one of the many bikers, who had arrived for the weekend, pulled one of their dresses up. He came back quite perplexed! We, then, went onto our very pleasant and modern hotel. In the afternoon we had a walk along the river, where locals were fishing and swimming, to a pub where we met more Polish, German and

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## UKRAINIAN ADVENTURE *continued.....*



**Arrival in Uzhhorod - welcomed by organiser  
Gennadij Khasan**

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Swiss pilots. In the evening we were out again to the Lenin night club - a pilot only outing - no bikers. Lenin heads were everywhere together with banners and a selection of ex army hats on a shelf to try on! There we met up with Bill Charney, an ex USAF Phantom pilot, who, in his Beech Staggerwing, was flying endlessly around the world.

### **Friday 13th July**

We had two local English speaking students as minders. Ours was called Ivett. She took us shopping to get swimming togs - I now have a leopard skin number. At lunch time we left on a coach with a police car escort, its siren bellowing, at the front and a police motor cy-

cle bringing up the rear. The coach was falling apart - the skylight was held on with a piece of wire. We had two stops on the way to wait for our driver to fill up 2 large containers of water from the river to put in the radiator! After an hour and a half we reached our mountain resort - wood and stone buildings in a beech forest with a river flowing down between them. James and I walked

5 miles down the road and were picked up by the coach. There was much consternation as no one could believe we had walked that far! The day finished with dinner at the hotel.

### **Saturday 14th July**

This was a truly amazing day. We had a huge procession of pilots and bikers through the town. A van with flag waving dolly birds on the roof followed the police car. Alisma and I came next in a Moskovich limousine which had once belonged to the former Polish President Wojciech Jaruzelski. The car had red and yellow leather upholstery and a sound system beyond belief in the boot. Behind us was an army truck with Angus and Feroz in the front with the driver - the rest of the pilots were in the

back. Then came 100s of biker - a really amazing procession. We waved to the cheering locals as we wove our way through poor streets of crumbling tower blocks then onto suburbs of small houses



**Above: The limousine**  
**Below: Catherine and Alisma**



with avenues of trees. The procession made its way to the airport. There was then an air display by two Ukrainian YAKS. In the evening we went to a stadium where there was a rock concert. Again we were the VIPs with first go at the whole ox roast served with vodka, bread and soup. Seventy seven year

old Bill Charney, the Staggerwing pilot, who had started his flight in New Zealand won the trophy for flying the furthest and was hauled up on stage. They translated what he said, which was that he thought that his family came from this area and that he wanted to find out before he went any further.

### **Sunday 15th July Uzhhorod to Bautzen, Germany.**

We waited at the airport for the various procedures to be completed. We watched the YAKs rev up and take off and drooled once again at the twin-engine Tecnam 2006 aircraft from Italy. After a pleasant flight over the Tatra Mountains which form the border between Slovakia and Poland we flew over the flat lands of Poland to Bautzen. There we were greeted by a posse of three police and three customs officials but there were no problems. Here our ways parted. Angus and Alisma continued on their way across Germany and Holland to home. We went south west to Munchen Gladbach for another night before returning to England the next day. This ended a truly memorable eight days of flying and fun.

***Catherine Alexander***  
**(Photographs by Feroz Wadia)**

## “We did it” - concluded.....

*(Continued from page 5)*

ers. So there is something for all! I could not even find time to charge the Garmin, so I only had a map display- a little help but limited. I admit that I am not that capable with this fiddly bit of equipment, low down in rough air.



**Dusty with his fellow competitors**

The route was not too bad as far as the Severn River. But as we approached the Forest of Dean we were into cloud, and so a rapid climb was followed by a rapid turn east and a full diversion all the way to overhead Upper Heyford and a return to route. Back to White Waltham for a quick stop and then a ferry to CFD but by this time we were again into low cloud with an arrival back on the easterly runway.

That was the day. The highest we got was two thousand, two hundred feet. We were all tired but safely down. You should have been there!

### ***Dusty Miller***

**Proud FRIN, member of AOPA, Flying Rotarians, London Gliding Club plus full time learning flying/life club member, anyone can join!**

## Oxford Meeting - concluded.....

*(Continued from page 3)*

ated around the Quadrangle. The students were certainly celebrating, hopefully, a successful year. On looking up to the lit windows of the Library I could see two students burning the midnight oil - their term was not quite over yet! On Sunday we took a brisk morning walk to the river for a brief cruise on the River Thames. We marvelled at the skill of the student

oarsmen and maybe one day they will be on the Olympic podium. It was then time to say goodbye to our many flying friends in the knowledge that it will not be long before we see them all again. A big thank you to James Alexander and David Hayes for arranging such an unforgettable few days in Oxford.

### ***Alisma Clark***

# Rotary Fellowships

**Do you enjoy being a member of IFFR? Of course you do! But did you know that there are over 60 other Fellowships in Rotary?**

Many IFFR members extend their Rotary experience by being a member of more than one Fellowship. Caravanners, Musicians and Classic Cars feature strongly. That is not to mention the Vocational Fellowships which link Rotarians in their chosen profession.

Three IFFR members are also members of the Rotary Retro Automobile Fellowship. Last year they all took part in the three day English Lakes and Dales tour which also covered the

Scottish Borders. Happy to report - they all finished without incident.



**Pictured on the English Lakes and Dales Tour  
Left to Right: John and Patricia Bowden - 1973 Triumph Stag, Rodney and Pam Spokes - 1967 Porsche 912, Angus and Alisma Clark - 1968 Lotus Elan**

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## Coming Events

### 2012

October 31  
December 10

Mid Week Meeting  
Christmas Lunch

Elstree  
RAF Club

### 2013

May 3/5  
May 31/June 2  
June 15/22  
June 27/July 6  
August 16/18  
August 22/25

German/Austrian Section	Island of Juist
Benelux Section	Spa
Portuguese Section - Pre Convention coach tour	
French Section - 40th Anniversary Fly Around	
Scandinavian Section	Riga - Latvia
Swiss Section	Lucerne

**For the latest information on events check [www.iffir.org.uk](http://www.iffir.org.uk)**

# Photo Album

A full report of the European Fly In to Prague will appear in the next edition. As a taster here are photographs from Feroz Wadia's collection of the arrival at Letnany.



A Tee Shirt competition between Charles Strasser (above) and Alan Peaford (right)



Above: Egide van Dingenen (Benelux Chairman) meets some new friends  
Left Top: Ian Kerr arrives  
Left Opposite: James Alexander receives some welcome refreshment

# Photo Album



**Above: A rare photograph of organiser Charles Strasser wearing a tie!**

**Top Right: The Clarks checking where they went wrong?**

**Opposite Right: The general scene - note the control tower built out of containers.**

**Below: Not Letnany but Colditz Castle photographed en route by Angus Clark**



# UK Section AGM

**The UK Section AGM was held during the Oxford Meeting weekend.**

Retiring Chairman James Alexander presented a full report of the year's activities. The meeting recorded its appreciation of his outstanding leadership over the past two years. Martin Wellings was duly appointed his successor by acclamation

Rodney Spokes reported that member numbers had held at the previous year's level. The UK was the largest individual IFFR Section in the world with 117 members. He was however not complacent and encouraged everyone to seek wider awareness of the Fellowship among both Rotarians and Flyers. John Bowden presented the Accounts for 2011. These showed a satisfactory financial position. They were unanimously adopted by the meeting.

The main part of the meeting was taken up with discussion of a proposal by Angus Clark that the Board and management structure of the Fellowship be changed. His

proposal was that membership of the Board of IFFR(UK) be limited to the Section Chairman, The immediate Past Chairman, the Secretary and the Membership Secretary. Day to day running of the Section would be in the hands of an elected Executive Committee of which the Board members would be a part. He expressed the view that the less formal structure would encourage more members to become involved in the running of the Section. After a full discussion the proposal was adopted.

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