

The Rotating Beacon

The Newsletter of the UK Section of IFFR



October 2013

A letter from the Chairman

Fellow Flyers

The Mark One Eyeball !! Pilot friends often call me old fashioned, because I fly VORs rather than GPSs, prefer to hand fly rather than engage autopilot, have a detailed Plog and have paper charts to tell me where I am going; to cap it all, I would rather fly with conventional instruments rather than with a glass cockpit.

I was reminded of this; because recently I have done a fair bit of flying in a G1000 equipped C182. Somehow the displays seem to suck you in to looking at them, and as some of the buttons are multi-functional, you have to look at them carefully, rather than keeping a lookout and your hands more or less going straight to the knobs required; on a G1000 for example, you have to press three buttons before you can input the transponder code. Also, with TCAS, it encourages the pilot to lessen the need for a lookout. As for my point about the autopilot, apart from actually liking flying an aeroplane, and not giving all the fun to “George”, it is a psychological thing perhaps, but in autopilot mode, I find there is a more relaxed mode, with a less thorough lookout than is wise.

This brings me to the point – good lookout. With everything conspir-

ing to distract us and take our eyes from where they should be – outside, I believe that the good lookout is as vital as it has ever been, particularly when flying in the congested South East. I have had more than a few times that I have only spotted an aircraft at the last minute, and had to change course quickly – including when I have been under a radar service. London Info only relies on position reports rather than radar, and if working Farnborough under a Basic service, this is little better, and it really needs a minimum of Traffic Service and in IMC, the full Deconfliction Service which is that only one that can be relied upon 100%.

Talking of lookouts – lookout for 9th October for the visit and lunch at Shoreham, and the final event of the year at our not-to-be-missed lunch at the RAF Club on 11th December – an easy date to remember 11, 12, and 13.

Enjoy the rest of the year’s flying, as autumn can give some nice settled weather with just the early morning fog to avoid.

Martin Wellings

Front Cover: In front of a Fairey Gannet at the August mid-week visit to the Elvington, Yorkshire. Members’ aircraft are just visible in the background!

Benelux Meeting - Spa, May 2013

Neil Smith tells of an intriguing mix - a visit to a ruined Abbaye, motor racing, birthday celebrations and a Second World War history

Flying with Ian Kerr was to be a new experience, and flying in a SR22 Cirrus was the nearest thing to the old joke about aeroplanes of the future having a pilot and a dog up front. If that sounds as if I am being unfair to Ian, let me explain that my experience has been on

Ian had parked N21UK overnight at my home airfield of Sleaford in Shropshire and the TAF's that Friday morning indicated low cloud at our intended passport clearance airport of Calais, so we filed for the Belgian airfield of Kortrijk where a permanent Customs officer is present and the cloud base was

higher. Now we had to find a way of getting to Spa, our final destination, which was also showing low cloud on the TAF's, but our resourceful Belgian hosts, being aware that Spa is 1200 feet in the sky, and likely to be socked in, had indicated that St. Truiden was a good alternative, and what's more a coach would be waiting to transport any of our members who diverted there, to Spa airfield. This attention to detail was typical of their good organising abilities.



Some of the UK group enjoying the Welcome Refreshments at the airfield

aircraft where steam power would not look out of place. I was most impressed by the button pressing and apparent calm of the flight deck while I sat back marvelling at the amount of training and skill of my pilot. Ian's daughter Christine sat in the back displaying a total disregard of the excitement she has witnessed as her father's passenger on many previous occasions.

We were met by Kris, the proprietor of the coach company, Mia van Dingenen, wife of Belgian Section Chair, Egide, and the stalwart of many flying events, Wilfried Lemmers. Wilfried said that the weather was improving in Spa and

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Spa Meeting continued.....

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despite the strong winds he wheeled out his trusty C177 and promptly departed. Having been joined by Charles Strasser and his passenger Gregory Guida in N37US, we left on the one hour coach journey to Spa airfield where

has rolling hills and is heavily forested with pine birch and beech and has a reputation for good food, which we enjoyed throughout our stay. It is also the region where the Battle of the Bulge, one of the bloodiest conflicts of WW2, took place in 1944.



we found that James and Catherine and Angus and Alisma had landed, to join other UK members who had arrived by car. Having eaten our way through the buffet that the clubhouse had prepared, and receiving a warm welcome from Egide, we were transported by the coach, now with many more passengers, via the town of Spa, to hotel Domaine Des Hautes Fagnes. Ian's daughter, Christine, however, missed the coach ride.....she managed to persuade Egide to give her a lift in his Ferrari.

The Ardennes region of Belgium

Dinner started a little later than planned due to our weather related arrivals and Graham Browning joined us in time for La Supreme de Pintard, accompanied by regular top-ups of some very acceptable wines and the local brew, Spa water. The meal was interspersed with toasts to the guests and salutations from Egide and Stan Jesmiatka. Quote of the evening came from Angus who advised that "being born in Glasgow makes me more generous." Is that a contradiction in terms for a Scotsman?....fortunately, only heard by those at his table.

At 9.30 after a good breakfast we boarded the coach which took us to Abbaye de Stavelot, which had most of its considerable wealth and treasures pillaged and looted during the French Revolution. Many of these artefacts are now to be seen in museums and galleries around the world. Although the guide was apparently an English speaker, he enlisted Christine Kerr to help in



Racing Cars in the Abbaye Crypt

translation. In 1499 the Prince Abbot decreed that his monks must not take part in the celebrations at the end of Lent. The local citizens who were already critical of his wealth and power, dressed in mock white robes and long red noses for the carnival, and have been doing so ever since. The Blancs Moussis are in demand at carnivals held in many European capitals to this day. The proximity of the famous Spa-Francorchamps motor racing circuit is highly influential at this former house of worship, and the Abbaye

Crypt with its low vaulted ceilings, held a very unusual exhibition.

There were racing cars of every type from vintage to modern when we visited, and the cellars are also often used for dining and entertainment.

We were provided with a lunch of cold meats and cheese in the Abbaye Restaurant and transported in Kris's coach to the racing circuit

where Formula Renault World Series Races were taking place. Our guide was a former racing driver who took us into areas of the infrastructure not usually accessible during Formula One races and explained how the events were managed. We saw a driver who was alleged to have infringed the racing rules, being taken before the race manager for his

explanation, though we were unable to witness the discussion. (Somewhat reminiscent of "the controller would like a word with you" when signing in at an airfield having transgressed one of their rules.) This race track is unique in being once on public roads with steep hills and some very sharp bends, surrounded by trees, and with micro climates that provide rain on part of the course, and sunshine on other parts. Although the track no longer has public roads, and there have been consider-

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Spa Meeting continued.....

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able safety improvements, the vibrancy, noise, smells and tremendous speeds of the cars were reminders that this is a sport with enormous financial backing from the motor manufacturers.

The gala dinner that evening, at which we were asked to dress for-



At the Spa Circuit

mally, was preceded by canapés and cocktails, and the five courses of gastronomic wizardry commenced with a bouquet presentation to a member of the hotel staff who had done much of the work to make the event a success. Egide thanked his club members for their support and Stan Jesmiatka invited the section leaders to comment and report on their activities. Svend Andersen and Frank Janser asked members to participate in the Scandinavian and German events, and our own Alisma announced that the UK fly-in for 2014 would be in Dundee.

Stan pointed out that the Benelux Section would be celebrating its 20th year in 2014 and will be holding a fly-in at Midden Zeeland, where it all started. James Alexander, an Australian by birth, but now almost Anglicised, who as incoming world president asked members to note that next year, the Interna-

tional Convention fly-about would encompass Sydney and Canberra. After midnight had passed, the hotel staff produced a massive ice cream cake complete with fireworks to celebrate the birthdays of UK members Ian and Neil and after cutting it, were each presented with a bottle of champagne by Egide.

Breakfast next morning was surprisingly well attended and some decided to go to the town of Spa to visit the flea market while others were coached to a museum in the nearby town of Malmedy. The museum is entirely devoted to the Battle of the Bulge and graphically illustrates the shocking nature of the 1944 conflict.

At Spa airfield those who had been

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Tour de France 2013

John Dehnel tells of an exceptional Fly Around of France.

In lieu of attempting to run a post-Convention fly-around of Portugal, where airspace restrictions and airfield availability would have made things tricky, the French section of the IFFR organised a superb visit to several locations around their lovely country over 10 days at the end of June/early July. This nicely coincided with the 40th anniversary of their formation and gave a great opportunity to have a large gathering in Beaune for their anniversary dinner.

Most of those bringing airplanes flew into Toulouse Lasbordes airport during the afternoon of the 27th June, to be met by our hosts from Toulouse Rotary clubs. Prime among them were Jean-Luc and Dominique Brice. It was clearly down to their hard work, co-ordinating so many people and doing much of the hard work, that we all had such a wonderful time over the 10 days. 113 Rotarian flyers and friends had subscribed to the event, coming from 17 countries across the world. About 20 planes took part in total, though not all for the whole fly-around.

60 people met up on that first evening for an initial get together in the ultra-modern Médiathèque building. It was impressive to see the “Place Rotary” roundabout on the very busy city intersection

right outside the Médiathèque, commemorating the centenary of Rotary. The evening, including a welcome by Jean Luc and Dominique, was an enjoyable opportunity to refresh acquaintances and start new ones.

The Friday was very aviation-oriented, with visits to the Ailes Anciennes de Toulouse aircraft museum, and to the A380 Airbus factory. At the museum we were



Joel Launay with his Morane Saulnier

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Tour de France continued.....

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shown round by the amazingly knowledgeable Philippe Jarry, ex-French air force. There were 50 planes, in various states of repair and disrepair, mainly from the 1950s and 1960s. Joel Launay was particularly delighted to find in the museum the self-same Morane Saulnier aircraft he had flown in 1970 to do his IR training.

The other half of the morning was the Airbus tour. All of us were taken round to see the various stages of the construction of an A380 airbus. 13 “special people” had been selected to take part in the VIP tour, which went onto the production floor itself. The sheer size of the planes was quite mind-boggling, especially the wings when seen up close at ground level. Lunch and a walking visit of Toulouse completed that day, with excellent guiding of the Capitol, the Jacobean convent and the Saint Sernin Basilica already arranged by our hosts Jean-Luc and Dominique.

Saturday was our planned visit to Carcassonne. Several had thought to make the short journey by plane, but the weather was distinctly un-

appealing – low cloud and mist – in the morning, so all but one of the party went by coach anyway. One couple did fly, with no problems as it turned out, to fulfil their hotel booking in Carcassonne for that night. And of course, by the time for the return to Toulouse that afternoon, the skies were clear and blue! Carcassonne met and exceeded all



Sur Le Pont d’Avignon

the expectations of those who had read the tourist brochures, as a splendid and impressive religious and fortress mediaeval town.

Avignon was our destination the next day. It was also our Russian colleague Vladimir Kogan’s chance to join me in the only tail-dragger of the tour, a Piper Super Cub, and enjoy a low level flight across the countryside of Provence. There was much banter about the benefits of VFR vs. IFR flying for the rest

of the trip. My arguments were well supported by the superb views of the famous Roman aqueduct, the Pont de Garde, just east of Avignon. Though this was a little undermined when the French controller at Avignon decided his lunch break took priority over a boring little VFR flight arrival and left us holding in orbit for over 10 minutes.

Our organisers had, as ever, pre-arranged excellent guides to show us around Avignon. Marie-Nieve was our guide around the Palace des Papes, and she brought to life the whole history of the construction and use of the palace during the time the popes in Avignon ruled the Catholic Church. She then spent some time trying to persuade us to dance “sur le pont” – but to no avail. Nevertheless the hot sunny weather made the visit out over the water very welcome.

That evening there was long debate regarding routing to Annecy for the following day. Much revolved around how weather-bound we may be. Good weather would allow a more interesting journey through the valleys and over the mountains (unless you were flying the boring IFR route via outer space), and in the end the

weather was excellent for a flight through the valleys ending with a splendid approach along Lake Annecy into the airport.

It was as we arrived in the hotel at Annecy that one of our party, Ron Wright, felt unwell, thinking he had a bit of indigestion or food poisoning. Very fortunately the breadth of Rotary’s vocational skills came to the fore, with the doctors in the party realising the pain was rather more localised and diagnosed appendicitis. Ron was speedily dispatched to the Annecy hospital for scans and tests. The diagnosis was correct, and he was operated on that



The stunning lakeside at Annecy

afternoon, all successfully. Ron is now back up, fit and well, though disappointed to have missed the rest of the tour.

The afternoon in Annecy included strolling around town and alongside

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Tour de France continued.....

(Continued from page 9)

the lake. Some decided to go out on the lake on a boat cruise, which afforded splendid sights. And that evening we dined aboard one of the cruising restaurants to ensure we all experienced the beauties of Lake Annecy.

The flight over to Beaune was another opportunity to see the northern Alps, in our case at low level and enjoy the beautiful scenery. All was uneventful other than we were advised to hold off for a couple of minutes on arrival at Beaune as the local parachute club was jumping over the airfield at the time. However, things on the ground turned out to be rather more eventful. We all refuelled and parked up, about 16 planes in total.

We were due to be staying in Beaune for two nights, so the planes were mostly tied down and some had their covers put on. We then went off to the hotel, and had the afternoon free to explore the historic town of Beaune. A small number of the participants went back out to the airfield to experience flying both a Marchetti SF 260 and a Pilatus PC7, which was much enjoyed (albeit rather expensive).

The narrative of the planes at the

airfield will return later. But let me dwell first on the activities in and around Beaune itself – arguably the focus of the whole tour. Having arrived at Beaune before lunch we were taken by coach in to our hotel, from where we dispersed in small groups for lunch and to see the town itself. The main event, certainly for the many French IFFR members and friends, was the Gala Dinner that evening celebrating the



The Cub at Beaune

40th Anniversary of the French section of IFFR. This was held at the magnificent Chateau de Meursault set amongst the Burgundy vineyards. Serious wine was sampled, great food was served, speeches were short and the entertainment - a local singing group - was lively. In all an evening to remember. It was particularly appropriate that amongst the British contingent were Jenny Gilbert and George Ritchie whose late father, John, was

instrumental in forming the French Section so many years ago,

After the late night, the morning saw a few tired faces among those that climbed aboard the buses for our tour of the Beaujolais vineyards and wineries. Our visit centred initially on the Clos Saint Louis, where a local wine producer let us into some of the secrets of his wine production (but by no means all!). He and his family served us an excellent home cooked lunch, including sampling of several of his wines. Some of us decided weight and balance would allow a case or two to be included in the baggage home.



No caption needed!

Lunch was followed by a visit to the Chateau du Clos de Vougeot, a castle built amid the vineyards of Le Clos de Vougeot, in honour of l'Abbé de Citeaux and his wine. Much of the mystique of wine came to the fore here, being the head-

quarters of the wine guild, La Confrérie des Chevaliers du Tastevin. This wonderment at the intricacies of the wine industry was heightened by our visit to see the most prestigious vineyard in the area, from which wines are literally invaluable. Wine from vineyards around the area achieve prices of €1500 to €3000 per bottle. From the 1.8 hectares of the vineyard Romanée Conti, they produce 3500 to 6000 bottles per year which are just not sold on the open market. Who knows what is the value of an authentic bottle from here? The wines with dinner back in Beaune that evening brought us all down to earth again.

Back to the planes at the airfield. I mentioned that some of the pilots had gone out to the airfield in the afternoon of our arrival day to experience some flying on other types of planes. On their return they reported some concerns about the weather out at the airfield. After their flying a heavy hail storm had come through and had caused some damage to

the Super Cub – a perforation in its wing. Also, during the heavy winds that day, the report from the airfield was that some of the planes had moved during the storm. Several of the pilots went out to the

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Tour de France continued.....

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airfield to assess the outcome. Two planes had indeed moved in the wind, but good fortune meant none had hit anything else. But the hail damage proved more extensive than anyone had anticipated. The Cub did have one small puncture hole in the wing surface. But several of the planes, not just the fabric covered ones, had also suffered damage to their upper surfaces, with widespread small dents from the hail especially on thinner metal surfaces. Even those with covers on reported some damage. None of this was assessed as serious enough to make the planes not airworthy. Gaffer tape fixed the hole in the Cub wing; I took the plane up for an exploratory circuit to check for any further problems, and was satisfied to continue the tour. After a short wait for the weather over the Strasbourg to clear, all the planes left Beaune, slightly battered, but reflecting on an enjoyable visit.

The flights to Haguenau, a small airfield a few kilometres north of Strasbourg itself, were as varied as previous flights, with some going over the top of the weather, and (predictably) the Cub enjoying the valleys and countryside of the Vosges mountains. There was initially a lot of cloud around, but by the time we came out onto the plain of Strasbourg all was clear for our

approaches into Haguenau. A couple of the party took their planes into Strasbourg international airport, so they could make IFR departures direct home on Sunday.



Mont-Sainte-Odile

We then had three nights in Strasbourg – a city well worth spending time to explore. After the transfer from the airfield, for which we thank the Strasbourg Rotarians, we had an afternoon free to see a little of the city, have a relaxed dinner, and reflect on the tour so far. The trip out on the Friday, south into the heart of Alsace started with a visit to the picturesque village of Obernai. After a tour through the vineyards we lunched at Mont-Sainte-Odile, a spiritual shrine well loved

by the Alsatian people and second only to Strasbourg's Cathedral as an emblem of the Catholic Church of Alsace. After lunch we drove to Haut-Koningsburg Castle – a medieval fortress with a panoramic view over the Alsatian plain.

Saturday was our day to explore the city of Strasbourg in more detail. The highlight was the visit to the magnificent cathedral and the "Petit France" area. We were treated to a tour of much of the tourist area on a small road train. That evening at the final dinner all thanked Jean-Luc and Dominique for the fabulous tour they had arranged for us all. We were delighted to present them a memento of the visit, a group photograph, signed by all the participants.

Our last "official" event was a river

boat trip around Strasbourg at night, including going out to see the part-time offices of the European Commission on the river north of the city. We then returned to our hotel to prepare for the departures tomorrow.

Those early at the airfield in the morning were a little concerned at the large flock of sheep wandering around the outfield. But the shepherd soon came and took them off to their pen clear of the runways; it turned out to be the airfield's ecological method of grass cutting. We had a fine bright day to depart, goodbyes were said and shortly all were on their way, looking forward to future IFFR events.

John Dehnel

Spa Meeting concluded.....

(Continued from page 6)

to the market met up with the museum group and we said our farewells. It was now time for the St. Truiden contingent to be transported back to that airfield and the coach Wi-Fi proved very useful for checking the weather. Our return was via Calais where fuel was dispensed by an attendant who lacked Gallic charm and the Customs formalities would have been observed, had there been a Customs Officer

present. Despite a slight headwind, it was CAVOK all the way and Ian's button pressing brought us to Sleep in good time for him and Christine to fly North and be back in Perth before the sun set.

The whole event was well planned and executed and demonstrated once again what a fantastic organisation we belong to. Grateful thanks to Benelux IFFR.

Neil Smith

BBQ at St Lawrence

On July 27th Michael organised a two headed event - a BBQ and Fly In to his farm strip and then a Fly Out to Stow Maries.

After days of good flyable weather it was probably too much to hope for it to continue for the Barbeque and Airfield visit. It was indeed the case with a deteriorating forecast for several days before culminating in a forecast on the day which meant that most of the aircraft provisionally planning to attend were

the basis that they could arrive before the bad weather and would stay overnight at St Lawrence and fly back the next day, which is what they did. They and their crews were joined at the event by Ives Branson and John Bowden who drove up to Essex and by Chris and Maureen

O'Connell and Steven Wadman, who live locally plus Michael, Jane and Emma Pudney.



Lunch in the restored barn

The event was partially arranged to be shared with local Rotarians and their families from the Burnham on Crouch & Dengie Hundred Club which meant that in spite of the dire weather predictions over forty people enjoyed the

Barbeque held in a restored farm barn.

forced to cancel. Whilst aircraft could get to St Lawrence, just north of EGMC, before midday there seemed little chance of them being able to return later. The problem was caused by a vigorous band of heavy rain coming up from Northern France with considerable CB activity promised.

Two aircraft flew in from the South, Feroz Wadia from Sandown and James Hull from Thruxton on

In the afternoon we either flew or drove to the nearby First World War airfield at Stow Maries and were given a private visit hosted by Russel Savory, the man behind saving the airfield. Originally established in 1916 by the RFC to provide fighter defence for London which was suffering for the first time bombing raids and civilian casualties. Originally operating

against Zeppelin airships they later had to deter attacks by Gotha bombers during the first London Blitz. Russell explained the dangers and difficulties of early aviation warfare. Flying unreliable aircraft, at night, with no aids not surprisingly resulted in a number of pilot deaths. He explained that to remember their sacrifice how a trust, SMGWA Trust Ltd, has been set up to mastermind the reconstruction of the airfield, almost back to the state it was in 1918 when the RFC left, and to develop it as a heritage site of national importance.



One for the aircraft spotters?

A programme of applications for grant funding is underway, which linked to income from sponsorship and public events, will be vital to achieve the redevelopment. Already considerable investment has been made with much of the work car-

ried by a dedicated team of volunteers. Thanks to them we were able to see how some of the original



Ives Branson assesses the work bench

buildings are being brought back into use. Restored buildings now house a very informative museum, an Officers Mess and the Pilots Ready Room next to the now active airstrip and members had a chance to visit them all.

Russell's dedication and enthusiasm were obvious to us all and I am sure we wish him and the trust every success in their task. For more information have a look at www.fosma.co.uk or see if you can find on YouTube some of the excellent videos they have produced..

Michael Pudney

Photo Briefs



Richard Goldschmidt receives a special Presidential Award from World President Michael Graves for his outstanding IFFR service in respect of the Sintra Memorial and the IFFR Safety Trophy which was instituted after the Sintra Accident. It has been awarded annually recognise a major contributor to flight safety in Portugal .

Watched by Section Leader Jose-Carlos Cardoso, Richard Goldschmidt presents the IFFR Trophy to Charles Strasser in recognition of his work on the Strasser Scheme. The Trophy had a life of 10 years and in its final year, in a break with tradition, it was awarded to a non Portuguese. It will now become the property of the Portuguese Aero Club.



Alisma and Angus Clark with the Nordic Aviation Trophy which they received at the Scandinavian Section meeting in Riga in August. It is awarded annually to a person or persons who have made an “outstanding contribution to the success of the Scandinavian Section’s work and activities.”



Bill Montgomery flew a genuine war hero, John Moffat, from Perth to the Elvington mid week meeting in August. John was the Royal Navy Fleet Air Arm pilot famous for crippling the German battleship Bismarck in May 1941 while he was flying a Fairey Swordfish biplane.

IFFR member Tom Lackey flew into history on August 29 by wing walking across the Irish Sea. 93 year old Tom was strapped to the top of a Stearman biplane for the 81 minute flight from Stranraer to Londonderry. He broke his own world record for being the oldest wing walker. Over the last eight years Tom has raised over a £1 million for charity.



Prior to the Lisbon Convention the Portuguese Section organised an outstanding “Coach About”. This lasted a week and covered the Central and Northern parts of Portugal.

Sintra Memorial

A memorial was erected in 2002 at the site of an accident which occurred during the Post Barcelona Convention Fly About.

The accident resulted in the loss of the lives of Graeme Le Quesne, John Festi and Graham and Josie Mockridge. The memorial has now been moved to a new site at Cascais Airport. At its original site on Sintra Mountain, the memorial had been vandalised. The new site at Cascais Airport is close to the control tower and the memorial is now in a safer location.

A dedication service took place on Tuesday 25th June 2013 with fifty plus IFFR members and partners from around the world in attendance. Flowers were laid and speeches were made by Angus Clark of the UK Section and Charles Strasser from Jersey, the home of Graham Le Quesne. IFFR President Michael Graves, from the USA, where John Festi came from, gave a short speech. Alan Grady spoke on behalf of the Australian members in attendance. Alan also reminded the members present that this accident

was the catalyst for the introduction of a set of guidelines that would, hopefully, make IFFR Fly Abouts much safer. The guidelines were first introduced at the Brisbane

IFFR fly-away in 2003 and have since been reviewed and updated. A Safety Committee has also been in place for a number of years. Alan said that it is the responsibility of all members to remember that safety is of extreme importance and that the guidelines must be fol-

lowed. Michael Pudney from the UK said a short prayer for the departed, which ended the ceremony.

Richard Goldschmidt of the Portuguese Section has looked after the memorial since its construction and installation. He has shown magnificent dedication to this task over eleven years. He was thanked for this by President Michael Graves and all present.

Thanks go to Alan Grady for this article.



IFFR International AGM

The IFFR AGM was held during the R.I. Convention.

Motions regarding the creation of a category of membership called “Friends of IFFR”, the International Directory, the International Bulletin and the location and timing of the IFFR International AGM were passed.

European V-P James Alexander introduced his idea of “Friends of IFFR”. Current By-Laws require an IFFR member to be a Rotarian. He said that in his district and like most in the UK the average age of members is about 70 years. Clubs' numbers were in decline and apathy was in the air. With this massive barrier to entry unless IFFR changed its approach to recruitment our famous organisation is heading towards a CB... and a cliff.

His solution was that an easier route to membership should be created with a category called “Friends of IFFR”. He saw this as a positive tool for recruitment to Rotary. To become a “Friend” you would be expected...

- to behave like a Rotarian
 - to be interested in aviation... as a social member or pilot.
 - to pay the annual subscription
- In return you would...
- receive all correspondence
 - be encouraged to attend IFFR meetings, rallies and fly-ins.
 - but not to be given the vote or the membership list.

As James said “There are Friends at

every airfield... get them in the Club.” His motion was passed.

The International Directory will no longer be produced in hard copy. Instead it will be produced as a searchable PDF. This will have the benefit of being more up to date.

The International Bulletin will cease to be published to be replaced by a monthly email letter to every member from the World President. This be very much along the lines that European V-P James Alexander does for Europe now telling, not only, about what the President has been doing but what is happening around the world in IFFR. Both these decisions should lead to significant cost savings

Future International AGMs will not clash with Plenary Sessions of Conventions and will take place at a venue and time convenient to both attendees and non attendees of the Convention. In recent years those participating in the full Rotary Convention have had to choose between attending a valuable Convention Session or attending the AGM.

Coming Events

2013

October 9

UK Section

Mid Week Meeting - Shoreham

December 11

UK Section

Christmas Lunch RAF Club

2014

May 2/4

German/Austrian Section

Aachen

May 9/11

French Section

Rochefort

May 30/June1

Benelux Section

Midden Zeeland

June 5/12

Post Rotary Convention Tour

Sydney

June 27/29

UK Section

Dundee

September 12/14

French Section

Quiberon

For the latest information on events check www.iffro.org.uk

In the next edition reports on: Scandinavian section - Riga; Swiss Section - Lucerne; French Section - Amiens



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