



**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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**NEW YEAR 2006**

**A Message from our Chairman**

With 2005 fading into the memory banks, we can now turn our thoughts to the lengthening days and the forthcoming flying season. 2006 looks as if it will have a full programme for IFFR with the French Section organising a trip around France, the post convention tour of Scandinavia and our own Spring meeting which is being arranged for the 26-28th May, flying in to Biggin Hill. Do have a look at the websites <http://www.iffr.org/> and <http://www.iffr.org.uk/> for further details when available but make a note in your diaries now!

It is becoming increasingly difficult to use IFFR for any Rotary purpose other than the furtherance of Fellowship. The organisation of Young Eagle Days and the like only leaves pilots open to liability claims and therefore cannot be recommended. However fellowship, particularly international fellowship, is an intrinsic part of our organisation and I would urge all of you to take part in as many meetings as you can. It doesn't matter how you get there - just being there is what counts!

Best wishes to you all for, above all, safe flights.

**John Bowden**

**New Members**

We are delighted to welcome still more new members and look forward to meeting them in the coming year. They are David Earl, of St. Austel Bay R.C., a Flying instructor at Bodmin airfield, Peter Hewish, of Sidcup R.C., an Estate Agent and Mark Andrew Smith who flies helicopters from Liverpool

**Are You Netted ?**

Over 80% of the UK membership has Internet access and email is the most widely used method of communication between members. But do you look any further ?

IFFR has taken to the Internet in style, and there are TWO websites mentioned above to look at. If you have recently started email, or changed your email address please let us know ! It makes my life easier and you will receive our news more swiftly.

### **AOPA EXPO – FLORIDA – 2005**

(Submitted by Charles Strasser – Former World President IFFR)

Last weekend I attended, at my own expense, the AOPA EXPO convention and exhibition in Tampa, Florida. What a great show! Hundreds of exhibitors in the great hall as well as on the nearby airfield with most aircraft manufacturers giving demonstration flights. I had an hours left hand seat experience in the all glass cockpit of the Cirrus 22 with Gameboy type stick on the left hand side. Demo pilot, Bill Settle, in the right seat and Dorothea in the back all of us wearing Bose headsets. To show how easy it is to fly this new era aircraft Bill did not touch any of the controls but only gave instructions as required on the intercom. As you would expect there were loads of planes in the sky at any one time and to see them on the TCAS screen and have an audio Traffic warning when they got too close was a remarkable new experience for me.

AOPA in the USA has 407,000 members and is led by its very able executive president Phil Boyer. I chatted with him at two lunches during the EXPO. One was for the attending members of the Flying Rotarians (IFFR) of which I was the world president in 1986 and of which the current world president is Angus Clark from the UK section. Phil gave a non scripted exhilarating 25 minute speech on the state of GA in the USA and the huge lobbying power of AOPA. The second lunch was for attending members of IAOPA, organised by its Secretary General John Sheehan, which Martin Robinson CEO of AOPA UK and I as a Director of AOPA UK and chairman of the CI Region, attended.

On the last evening there was a banquet seating about 700! Ian Seager, another UK attendee and the publisher of "Flyer" magazine and his wife were able to join us at our IFFR tables. Many awards were made at this dinner to people who had rendered outstanding service to GA. AOPA USA now also has a thriving and growing octogenarian member section and at the dinner an award was made to the oldest member of this group, Ed Hoffmire of Clifton, NJ. He is age 96 and has been a member of AOPA since 1966. He has a Commercial Pilot's License and flies a Beech N-35.

### **Le Touquet – Paris Plage.**

FOR THE MANY PILOTS IN THE SOUTH EAST OF THE COUNTRY THAT DON'T READ NOTAMS OR THE FLYING MAGAZINES, BUT LIKE TO CLAIM DUTY DRAWBACK ON A SHORT FLIGHT ABROAD PLEASE NOTE THE FOLLOWING MESSAGE FROM THE CUSTOMS OFFICE AT LE TOUQUET AIRPORT :

EACH PILOT COMING FROM THE UNITED KINGDOM MUST SEND A MESSAGE 2 HOURS BEFORE THE FLIGHT IS DUE TO LAND GIVING THE FOLLOWING PARTICULARS:

- ACFT REGISTRATION
- NAMES of PILOT and ALL PASSENGERS WITH PASSPORT NUMBER or IDENTITY CARD NUMBER

THIS MAY BE SENT BY E.MAIL TO THE FOLLOWING ADDRESSES:

CUSTOMS@AEROPORT-LETOUQUET.COM or

[AEROPORT-LE-TOUQUET@WANADOO.FR](mailto:AEROPORT-LE-TOUQUET@WANADOO.FR)

Those that overlook this important matter and need a French lawyer to bail you out should contact our Chairman – John Bowden – during office hours !

## **STRASBOURG REUNION - 9 TO 11 SEPTEMBER 2005**

When I decided to make my second long flight of the year I never imagined some of the challenges I would face with crew and weather. But back to the beginning.

Last year I flew with a novice passenger to the German Section's Fly-in to the Black Forest. Leslie and I had a great time and Leslie said he would like to go to another meeting in 2005. I would add here that Leslie is not a Rotarian yet alone a Flying one! So earlier this year when the programme of Fly-ins was published Leslie and I decided to go to Alsace for the French Sections Reunion. Having been fortunate to have another non Rotarian but a 3500 hrs ex test pilot to co-pilot G-ZV, a Cessna 172, around the Baltic I imagined Alsace would be a doddle.

Having been in touch off and on with Leslie over the preceding weeks I was saddened and very disappointed to learn on 2nd Sept that Leslie had developed quite a serious malady and had to go to hospital. He was bitterly disappointed but health comes first. Having circulated IFFR and all others I could possibly think of to come with me I was on the point of cancelling when on Sunday 4th Sept as a last shot I decided to contact our District 1110 Hon Sec and ask him to put out to all clubs my request for a companion to fly with me to Haguenau. Come Wednesday morning I had had no reply and I was again on the point of cancelling when I had a phone call from a complete stranger, no not quite for he was a Rotarian from the club of Portsmouth and Southsea by the name of Tony Palmer, age 72 and had not flown in a light aircraft for some 30 years! We met that afternoon and hit it off and took off from Middle Wallop the following morning at 1105 hrs!

Due to the somewhat low cruise of ZV and the lunchtime start at LFSH on Friday I had decided to overnight at Valenciennes. I contacted our twin French Club microlight pilot for info on a hotel and Tony and I ended up at the aperitif meeting of the Rotary Club of Le Quesnoy Solemmes. After the meeting Pierre Marguier, his wife Therese and son Philippe took us to a restaurant for dinner!

The next morning, having been given a lift by the local hotel proprietor to the airfield we left for LFSH and had an uneventful flight apart from being unable to contact Info until we were 1km from the threshold. Nevertheless the welcome was very warm. It was good to meet old friends and new.

From Friday afternoon to Sunday lunch we were on the go nearly all the time. We had a Rotn guide who spoke excellent English and was mine of information. I think and am told that Alsace is a little known corner of France for most Brits but it is now certainly on my list of places to visit again. We were blessed by fine weather and that always makes a difference. The countryside and villages were at their best, neat, clean, pristine and smothered in flowers: millions of geraniums. The Routes des Vins followed by the coach was fascinating and although late in the season there were still many other coach parties going the rounds but it in no way spoilt our enjoyment. We

were intrigued to find out what our guide told us would be a local gastronomic delight “ Flaming Tart “. I for one imagined something like apple tart alight with brandy: no such luck! It was brought us for lunch and was a dough pastry base covered with melted cheese, peppers and tomatoes, served on a wooden platter: very tasty and nice but no flames! Tarte Flambee is the Alsatian name for this local traditional delicacy.

We had a guided tour of the Castle of Haute Koenigsbourg renovated by Kaiser Bill from 1896 to 1905, we were shown round the French Air Force radar air traffic control centre buried deep inside a mountain with kilometres of huge tunnels, part of the old Maginot line.

A trip by coach around the edifices of the EU in Strasbourg brought forth many a ribald comment. Wine tasting at a winery of the Mochel family where we had a tasting session produced many a wallet to make purchases of some fine wines: again many new to most of us. Saturday evening was spent having dinner on a cruiser in the evening sunshine as we motored gently though Strasbourg on the Canal du Marne au Rhin.

The day of departure saw leaden skies, rain, mist and low cloud. Some had left the day before due to the poor forecast and more left as soon as they could to try and get ahead of the weather. Others stayed behind for another visit to Strasbourg and the Cathedral followed by our final local meal of Choucoutre nouvelle, in other words sauerkraut and Alsatian sausage: very nice too.

We left after lunch with rain and low cloud, wending our way through the lower hills of the Vosges. Le Touquet was our destination but we diverted to Rouen. Next morning the weather was little better but we made it across the Channel to Goodwood and it was not until we got that far that the cloud lifted and the sun shone through. The last 30 miles were flown in glorious sunshine and having been given controlled airspace transit by Southampton and direct long final by Middle Wallop we ended our trip in fine style.

*Contributed by Graham Browning – remember guests whether or not Rotarians are always welcome*

### **IFFR European Diary for 2006**

Now you have your new Diary for 2006 make a note in it of the dates of the European IFFR Meetings this summer. Further details will be provided as soon as detailed invitations are to hand, but a note now will save you from missing a visit that you (and your wife/partner) would particularly enjoy.

- |                                        |                                              |
|----------------------------------------|----------------------------------------------|
| May 6 <sup>th</sup> -14 <sup>th</sup>  | French Section Tour de France, ending at the |
| May 13 <sup>th</sup> -14 <sup>th</sup> | French Spring Meeting at Briare              |
| May 19 <sup>th</sup> -21 <sup>st</sup> | German Section Meeting at Saarbrucken        |

April 21 <sup>st</sup> -23 <sup>rd</sup>	Benelux Section Meeting – Namur, Belgium
May 26 <sup>th</sup> -28 <sup>th</sup>	UK Section Spring Meeting & AGM in Kent.
June 15 <sup>th</sup> -20 <sup>th</sup>	Scandinavian Section post-Convention Fly-Round
September 8 <sup>th</sup> -9 <sup>th</sup>	French Section Main Meeting at Toulouse
September 16 <sup>th</sup> -17 <sup>th</sup>	UK Section Autumn Meeting
September	Iberian Section meeting in Portugal

## A QUART OF OIL EVERY 52 HOURS Contributed by Feroz Wadia and Simon Barlow

I ask a Rotarian friend to obtain a quote for an overhauled engine for my Bonanza N42FW. “Why not use my hangar? I have a good mechanic and we can have it done in a week.” His hangar is in Columbus, Ohio and we have a 28 year old engine with 200 hours over TBO to get us there.

We find a ferry tank somewhere in Spain, have it installed in Barcelona and set off for Ohio. But that is a whole different story. The week turns into a month, the two bladed prop in need of overhaul turns into a three blade scimitar, the ferry tank into tip-tanks, and so on. Now I am finally allowed to go home. The Americans have done all they can for me.

**14<sup>th</sup> May 2005 (KOSU – 5M3) Columbus to Moultonboro 3.66 hrs**  
 This is to be the first long flight with the re-manufactured engine. KOSU is a GA field owned and operated by Ohio State University and I am headed for Moultonboro, New Hampshire with its numerous lakes and inhabited islands. Nearby Laconia was the home of the main Lake Amphibian dealership for many years. It is ideal country for flying boats.

An uneventful flight above cloud all the way till Boston Centre descends me towards Moultonboro -- a narrow strip in a forested valley. I am told I will have to cancel IFR if I do not see it by the time I am down to 3500 feet. I locate it and land to find it deserted. The mobile phone does not receive a signal until I walk out of the valley. I am visiting a cousin who has been a GP there for over 40 years. We last met and I took my parents flying from there 28 years ago. My logbook shows it to be the 27<sup>th</sup> August 1977 and we flew around Mt. Washington.

*(A month earlier when routing over the mountain at 9,000 ft we began to loose altitude rapidly even with full power applied. The radar controller noticed this and advised us to turn away from the mountain and maintain any level we could. Mt.*

*Washington has a reputation for high winds. We later found out that it was on its 6288 ft summit that the world's highest wind speed of 231 mph was recorded.)*

I call the friends in Columbus to tell them that I had tailwinds and was doing 166 knots. ” We were tracking you and you were doing 164 knots”. For a subscription of under ten dollars a month you can track any aircraft on a IFR flight plan. – a great way to find your friends as well as family who may be on commercial flights. Just type in the registration and the computer screen shows its position along with ground speed and ETA superimposed on a map of the United States.

**17<sup>th</sup> May 2005 ( 5M3 –5M3) A Local Flight 0.68 hours**

A local flight with my hosts around some of the lakes where we expect to see their daughter who is out in her canoe. Who would have thought it so difficult to spot one particular canoe or even to find the right lake to begin with! We do eventually succeed.

**19<sup>th</sup> May (5M3-KLDJ ) Moultonboro to Linden (New York) 2.00hrs**

I am off to New York to collect Simon, my co-pilot for the flight back to Kirknewton. He is flying into Newark and I feel Linden just three miles away is a better option than mixing it with the continuous stream of Continental Airlines flights. The flight is strangely eerie as I am being handled by Boston Centre, routing past Boston and then being vectored towards the skyscrapers of New York. I have seen the documentary / re-enactment of the 9/11 flights and realized they headed the same way and probably started off speaking to the same controllers.

With the skyline of New York in sight I notice the new JPI oil temperature gauge flashing. This draws my attention to the old gauge which is beginning to go into the red. Linden appears to be the news helicopter base for the New York area and I find engineers working on helicopters but no one prepared to look at a Bonanza. The best they can do is let me speak to someone at Greenwood Lakes airport who assures me that he knows what to do and that it is safe to fly the aircraft twenty minutes to him.

**19<sup>th</sup> May (KLDJ – 4N1) Linden to Greenwood Lakes 0.41 hours**

Simon arrives on time with three long flights behind him and straight from a week in Greece with his Rotary club. We buy a local VFR sectional and fly low-level to Greenwood Lakes a lovely little airfield beside a lake. The local flying club use an old Lockheed SuperConstellation as an office. How about something similar for the SAC?

The adjustment of the pressure-relief valve along with an oil and filter change takes longer than planned. We re-file our flight plan – all done easily over the phone by calling 1-800-WX-BRIEF. As we taxi out I remember that Canadian Immigration require a phone call with an ETA. I call them with an estimated flight time of six hours fifteen minutes which should give us an arrival time of shortly after midnight.

**19<sup>th</sup> May (4N1 – CYYR) Greenwood Lakes to Goose Bay 7.02 hrs**

We have headwinds most of the way and avoid clouds as temperatures are below freezing. There is a longish section towards the end when we are out of radio contact but that is expected as we have a time to call Goose Bay Approach. On schedule we call and they reply loud and clear. The runway lights are visible miles out and we land after 7 hours.

We are not the flavour of the month with the Immigration officers. They were there to meet us at midnight and it is now after 2 a.m.—I have forgotten about the time difference and the headwind has not helped. We are asked to wait there till they arrive. We hang around for half an hour when they call to say that we may go to the hotel. A month earlier there were large snow-banks everywhere. Now they are all mostly gone and Goose Bay looks a little less bleak.

The major European Air Forces use the area for low level training in the summer months and have some aircrew based there. It is a nice surprise to see RAF signs up on offices and hangars. All that is available for dinner is a delivered Dominos Pizza. By now it is 4 a.m. It has been a long day but we are still on schedule and leave a wake up call for 6.30 as the coach will collect us at 7am. An early start is necessary as the clocks will go forward as we head east.

**20<sup>th</sup> May (CYYR – BGGW) Goose Bay to Narsarsauq 5.06 hrs**

On the coach we meet three large Americans going to Germany with plans to stop in Glasgow for a couple of days. I convince them that Edinburgh is a better tourist option. The only two aircraft on the ramp are ours and a brand new Finnish registered C172 with a factory fitted ferry tank that occupies most of the rear. Surely that cannot be their aircraft!

I ask them what they are flying and they say it's a KingAir that belongs to an uncle who has plenty of expensive toys. I puzzle that one over till a spotless all white aircraft is pulled out of a hangar with "UNITED STATES OF AMERICA" on the side. They don't have to pay fees or navigation charges in Europe. It has something to do with the last war, they add. And I am still getting invoices from NavCanada !

I speak to the owner of the C172. He looks like a likely candidate to join the Flying Rotarians. The factory ferry tank will allow him to fly direct to Keflavik, Iceland in about 11 hours. I ask him why he is not going to Reykjavik and he says that the authorities do not like aircraft with ferry tanks. That seems improbable as most GA flights through Reykjavik are ferry flights. We decide to throw a cover over ours.

With the ferry tank and the new tips we contemplate flying Narsarsauq to Stornoway direct. We are hoping to avoid the expensive handling and fuel in Iceland as well as save an overnight stop. Provided we do not encounter headwinds it is just within range. What we do not know till the engine is fully run in is an accurate oil

consumption figure. The oil level seems to be happy at the 9 mark but I put a quart in anyway as we have a five hour water crossing ahead. We stick to our original plan.

On departing we hear the 172 speaking to Goose Bay Radar. That is the last time we hear him. After the first hour we are asked to try and contact him on all possible frequencies. Passing airliners try as well. This goes on for the five hour flight to Narsarsauq. We wonder if the problem is due to insufficient training on the wonderful new glass panel with which the 172 is equipped..

Every half hour we relay position reports via the airliners. BA, Lufthansa, KLM and Virgin all help. Only Air India has a problem with our co-ordinates and I am tempted to speak to him in Hindi but stick to the language of the air. At one point we transpose two digits and are asked to confirm the position again. It is nice to know that someone is keeping track of us and our last known position. Everyone listens out on the guard frequency of 121.5 and we do hear a bit of chat in French and a helicopter speaking to an ice-breaker.

Our first view of Greenland is islands with 6,000 ft peaks protruding above the solid cloud layer with a second range of 10,000 ft peaks behind on the icecap. Narsarsauq is between the two. So its time to study the NDB approach plates again. We have a few anxious moments till we spot a hole in the clouds and spiral down through. The clouds soon clear and the field itself is in sunshine. We land, refuel and are told that they are closing in 15 minutes—please depart. Just enough time to buy a hot dog and a Mars bar each. The early start paid off as the cost of keeping the field open for us does not bear thinking about.

### **20<sup>th</sup> May (BGGW – BIRK) Narsarsauq to Reykjavik 5.26 hrs**

We are now in Europe and can start using Flight Levels and millibars again, so climb to F120 the minimum sector altitude as the icecap rises to over 10,000 feet within a few miles of the coast. It is a beautiful cloudless evening with unlimited views of the glaciers and icecap – absolutely amazing views as we are only a couple of thousand feet above them. The scenery during the next hour makes everything else worthwhile. Simon takes over a hundred digital pictures

Our peace is soon broken as we are asked to start calling the 172 again. This goes on periodically during the next four hours as we seem to be the only aircraft flying that route that late in the day. As it gets dark we see a light in the water and ask if they would like us to descend and see what it is. The answer is “affirmative.”

We are down to 4000 feet when we hear that he has landed and as we are nearly home we stay low for another after- midnight landing. Strong crosswinds with a bumpy approach and freezing while trying to cover the aircraft is what I remember. Then Customs charge us for coming out, the handling agent charges double for staying open after midnight, we pay an extortionate rate for the fuel and hotel....and the only food available is a delivered Dominos Pizza!

### **21<sup>st</sup> May (BIRK – EGPO) Reykjavik to Stornoway 4.5 hours**

We need a customs airport for entry into the EU. As Stornoway is almost directly on track we decide that their £33 landing fee is preferable to Edinburgh's £100 plus rip-off. Again there is a sector where we are out of radio contact but apart from that we have far better weather than on the outward leg.

*(On that occasion we waited at Kirknewton for three hours till we had 5 Km visibility and Edinburgh would allow us to depart VFR. We could have positioned ourselves there the night before for an early IFR departure had we been willing to pay their fees! Then when north of Stornoway a voice with a strong American accent came on the air to ask the controller if the little guys down there knew that there was severe turbulence from the ground to 20,000 feet along the south coast of Iceland. Three hours later when we got there the turbulence has subsided but we did have 192 knots ground speed on downwind and we still had height to lose. I feel we must have been on final for at-least fifteen minutes!*

*Our plan to do the two legs to Narsarsauq in one day was abandoned. We also found that all airfields in Greenland are shut on Sundays but will open for you for approximately \$2000. A late arrival will cost you an additional fee. We decided to sit out a wet Sunday in Reykjavik.*

*Then we are told that the only fuel available was six drums of Avgas and that it is in Kulusuk, an undulating gravel strip! I paid for a drum but could only use 120 litres. I wish that I had had the presence of mind to say that we would be back for the remainder on our way home.)*

## **21<sup>st</sup> May ( EGPO –ZZZZ) STORNOWAY to K'TON 1.14 hours**

It feels strange flying without the immersion suits and good to be over familiar territory and with a tailwind. We are flying VFR for the first time and are asked to look out for the Strathallan aircraft, and route via Kelty, the Bridges and overhead to Kirknewton. Familiar welcoming words! And it is great not to have Pizza for dinner.

### **R.I. CONVENTION 2006 - Post Convention Flyround**

The Convention will be held jointly at Copenhagen, Denmark and Malmo Sweden on the 12<sup>th</sup> to 14<sup>th</sup> June 2006. Program and registration details are available from R.I. sources. After the Convention the Scandinavian Section has arranged a Fly Round commencing on Thursday 15<sup>th</sup> June at Roskilde Airport in Denmark and finishing at Sindal in Denmark on Wednesday 21<sup>st</sup> after the Gala Dinner the previous evening.. Full details of the program were set out in the recent Rotary Flyer – the World Bulletin of IFFR - For those not wishing or unable to attend the Convention it would be possible to fly from northern Europe including the U.K. to Roskilde in a day on Wednesday 14<sup>th</sup> and if desired to fly home from Sindal on the following Tuesday thus taking only a week away. It would be a notable tribute to our World President Angus, who will be handing over office at that Convention, if a substantial number of European IFFR members could attend the Convention and take part in that Fly Round. If you can consider being part of the group will European Section members please register with the Organiser Bo Johnsson at [bo@sitdown.se](mailto:bo@sitdown.se) from whom further

information will be available shortly. Any UK Section member without a seat is welcome to contact John Ritchie at [john@ritchieiff.fr](mailto:john@ritchieiff.fr) for help

### **BEWARE THE FIRST NIGHT**

Dear Friends,

I have been forwarded the provisional programme for the 2006 RI Convention. As in the past there are two opening ceremonies - a problem that we have encountered before has arisen again. The second ceremony does not finish until 2100 hours - too late for anyone who wishes to attend the IFFR Banquet held on the same night. I would recommend that those intending to attend the Convention register early and on their forms request the first ceremony citing a conflicting event. Where this is not given they can, when they get to Copenhagen, endeavour to exchange with someone else or simply turn up for the first ceremony and use their negotiating skills to get in.

I will also contact RI and see if preferential treatment can be given to those members who request it. I do suspect however that movement on this will be down to the individual. I would appreciate it if you could pass this information on to those who may be planning to attend the Convention.

With best regards for 2006.

Angus Clark

World President 2004-2006

### **News from Abroad**

Many of you will have received the French IFFR Winter Bulletin, but for those that do not, or don't read French, you may wish to know that their founder President, Jean- Pierre Rapin, has been awarded TWO Paul Harris Fellowships within the space of one month, and that Bernard Violette has received the Cross of Chevalier of the Legion of Honour. These are well merited decorations in recognition of their services to Rotary and the community. We offer our congratulations to them both.

### **Luton Airport Development**

(Submitted by John D. Ritchie)

Those of you that live away from the Home Counties may be unaware of the proposals for the redevelopment of London-Luton Airport to meet the future needs of air traffic over the next 25 years. Among these is the construction of an entirely new and longer runway 1,000 yards to the south of the existing one with a new terminal building.. Details were circulated locally proposing that the existing runway be retained for emergencies and maintenance purposes only. I wrote privately to the Airport Director pointing out that nowhere in the consultation document was any mention made of General Aviation whose needs could be met by using the existing runway and part of the present terminal building as a dedicated G.A. and business facility without hindering the public transport traffic using the new main runway and terminal. This is his reply :

“Thank you for your letter of 3<sup>rd</sup> November and your comments with respect to our Master plan and we note your observations with respect to general aviation. The Government, in its White Paper *The Future of Air Transport* focussed specifically on forecasts for passenger services and the necessary infrastructure to facilitate that demand, it did not consider general aviation, cargo or maintenance traffic. In short, the Government’s White paper only answered part of the question!

Beyond 2012, once our replacement runway is fully operational, general aviation traffic will ultimately be forced out of London Luton by the growth for passenger services. We have suggested that reopening the existing runway for light general aviation use would prevent the need for this important business having to find another home. 60% of London’s general aviation traffic uses London Luton Airport today – we would like to see that continue.

Your comments are very helpful and will assist us greatly in developing our final Master Plan. Public consultation on our draft Master plan is open until 27<sup>th</sup> January 2006. The documents are now available for downloading or viewing on our website [www.london-luton.co.uk](http://www.london-luton.co.uk). I enclose our Non Technical Summary and would welcome your comments

Yours sincerely,                      Simon Earles,                      Project Manager: Project 2030”

Although he puts the blame on the Government White Paper for not asking the right questions, for an airport that currently provides facilities for 60% of London’s G.A. traffic to have completely overlooked that demand is inconceivable. Is this the “writing on the wall” for General Aviation in south-east England ? Heathrow, Gatwick, & Stansted all make G.A. traffic unwelcome. If Luton follows suit Biggin Hill may be the only hard surfaced airfield left with easy access to London for international G.A. operations.

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