



**THE ROTATING BEACON**  
**The Bulletin of IFFR (UK) Limited**  
**THE UK SECTION OF THE**  
**FLYING ROTARIANS**

Published by IFFR(UK)Limited , registered in England & Wales. Regd No: 4977519  
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**SPRING - 2008**

**WE SHALL BE GOING – ARE YOU COMING TOO ?**

Many members are quite happy flying to the UK meetings at home but sometimes hesitate to tackle the formalities of flying on the Continent. These are much simpler than they at first appear as the members of the Committee are well aware. In the hope of encouraging more members to join us here are the dates of the IFFR events abroad this summer and the contact details of an experienced member who will be happy to discuss it with you. Remember, you can always bring your lady, a friend, or another pilot to any meeting.

1<sup>st</sup> to 4<sup>th</sup> May                      German/Austrian Meeting at Speyer near Frankfurt  
Contact Angus Clark, Ian Kerr, or Rodney Spokes who will be there

16<sup>th</sup> to 18<sup>th</sup> May                      Benelux Meeting at Den Helder, Netherlands  
For those that may not have heard, this is now postponed until October

30<sup>th</sup> May to 6<sup>th</sup> June                      Italian Meeting at Venice followed by flyout in Italy  
Contact Angus Clark or Ian Kerr who will be there

**25<sup>th</sup> to 27<sup>th</sup> July**                      UK Meeting in Perth, Scotland. Everyone will be there

14<sup>th</sup> to 17<sup>th</sup> August                      Scandinavian Meeting in Norway near Oslo  
Contact Ian Kerr or John Ritchie who will be there

12<sup>th</sup> to 14<sup>th</sup> September                      French Meeting at St Truiden near Liege  
Contact Ian Kerr who will be there

26<sup>th</sup> to 28<sup>th</sup> September                      Portuguese Meeting at Portimao, Algarve  
Contact names to follow nearer the date

Phone numbers: Angus Clark 01433-631585. Ian Kerr 01569-764989  
Rodney Spokes 0116-270-4710. John Ritchie 01462-684941

**From the Chairman**

This is my last message for the Bulletin as Chairman because, subject to the will of you the members, I will be handing over to Colin Walker after the AGM in Perth on 27 July – I hope to see you there.

If you would like to organise an event in 2009, join the Board of Directors, or contribute to the organisation in another way, please contact Chairman Elect Colin Walker, Secretary John Bowden, or me for further information.

Are you receiving the IFFR **Electronic Newsletter** which is sent each month from April until October to provide the latest information on forthcoming events IFFR events? If not, please e-mail [iffr@spokes.biz](mailto:iffr@spokes.biz) with “Subscribe” in the Subject Line. If you do not have e-mail facilities, it can be mailed via a child, grandchild or friend!

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**IFFR (UK) Limited**  
**NOTICE OF ANNUAL GENERAL MEETING**

To be held at the Royal George Hotel, Perth  
On Sunday 27th July 20087 at 9.30 am.

**AGENDA**

Apologies for absence  
Chairman's report  
Membership Report  
Financial Report  
To receive Accounts for 2007  
To agree subscription for 2009  
Election of Directors

- i. To consider nominations for Directorship proposed by members
- ii. Two Directors retire by rotation but are eligible for and offer themselves for re-election (There is no limit on the number of Directors)

To consider Proposals for future programme:

- (a) UK programme for 2008
- (b) International IFFR Flyaround 2009 after RI Convention in Birmingham

Any other business

Note: Members wishing to nominate Directors should submit names in writing with the nominees consent to the Company Secretary before the date of the meeting

John Bowden  
Company Secretary

## The Visit to Yeovilton

Graham Browning worked hard to arrange an interesting event to open the IFFR Spring season. The visit to the Royal Naval Air Station & Museum appealed to members, with a total of 14 aircraft that wished to attend. However as sometimes happens in the early part of the year, of these only six aircraft with a total of 27½ \* people succeeded in making it, some coming by car. A strong cold front lying across southern England kept those dependent on VMC conditions firmly on the ground. Nevertheless the visit was a great success for that that managed to arrive, and for a report we can do no better than publish (with his consent) the email sent to Graham by one of our more recent members, Joe Oxspring, a retired Airline Captain, who is the third generation of pilots in his family, the first serving with the RFC in WWI and the second with the RAF in WWII when he flew Spitfires in combat.

“Dear Graham,

RNAS visit 24/4/08

Just a short thank you note for organising the above so well.

I can honestly say I really enjoyed it more than I could have imagined.

The companionship was excellent, it was great being in the aviation environment again. I knew I was missing it, but did not know how much.

You were right about the carrier experience that was the best. I found it a bit spooky in the helicopter on my own, when the lights went out, with all the noise & shaking. Then I met up with the others for the rest of the tour. I also enjoyed the rest of the museum especially the WW1 exhibits, my uncle was in the RFC.

I look forward to the next visit wherever that is, assuming I can make it. I do go away a bit abroad, it always shows me how expensive this country has become!

Best to fly in America, I said to my Rotary friend in Sacramento "your hobby is much cheaper than here"; whatever you want to do there is always easier & cheaper.

It was a pleasure to meet so many like-minded Rotarians, some people in our club think it is just for lunch, I will report otherwise.

Thanks again for all your work & doing the recce.

Kind Regards, Joe Oxspring”

\* (The half was a young man not old enough to be a pilot or Rotarian)

## **NEW MEMBERS**

We send a warm welcome to our new members, who come from north, south, east & west. We look forward to meeting them, and their names and Rotary Clubs are:

Edwin Farrer	Swansea	Paul Hicks	Kendal Sth Westmorland
James Hull	Winchester	David Pike	Windsor St. James
Eric Pryde	Tenterden	Peter Walton	Hadrians Wall, Newcastle

And a retired Airline Pilot: Joseph Oxspring from Pershore, Worcs

## **The French met at Blois.**

Charles Strasser has one advantage denied to the majority of our members who only fly VFR. He used his Instrument Rating to good advantage to attend the French IFR Meeting at Blois, a delightful spot with a fascinating chateau in the Touraine district. While others from the UK were kept firmly on the ground with forecasts (and actuals) well below even the most relaxed view of VMC conditions and with the IMC rating not yet accepted in France, Charles was able to fly happily at FL70 above the clouds skirting a few CBs. He reports that he enjoyed a delightful weekend with the best Gala Dinner on the Saturday that he can remember. Well, there is still their September meeting to come. For details see the Front Page.

## **Thinking of Moving Up ?**

Are you tired of renting little aeroplanes for short flights with limited availability at weekends? Perhaps you cannot justify buying your own aircraft, but do you yearn to be able to tour the Continent with family or friends whenever you wish for as long as you wish without having to worry about getting back by a Club deadline, or whether you are within weight & balance limits if they all come?

Now I am not able to act to act as pilot we are looking for a fourth pilot to join Kevin, my son George, and daughter in G-IFFR our PA32 (Cherokee Six), based at Henlow with easy access by road from the A1(M). It will carry four 12 stone people with 20 lbs luggage each and full fuel for a five hour cruise. It is as easy to fly as a PA28.

The insurers look for a pilot with 250 hours total time and 25 hours on so-called "complex" aircraft – it has a VP prop but fixed undercarriage – but if you have an IMC rating and 150 hours we are willing to negotiate with them.

How much? £9,950 for a share, £250 per month standing charge, and fuel at cost.

For more details give me a call on 01463-684941 or in the evenings George on 01462-486699 or Kevin on 01354-659501.

John D. Ritchie

## **LAST CHANCE SALOON**

**IFFR UNITED KINGDOM SECTION**

**Perth, 25<sup>th</sup> to 28<sup>th</sup> July**

**Members on email will have already received this form. Numbers registered are rising and space is limited.**

**If you have not already booked please do so ASAP. Please complete and email to [iankerr@ifb.co.uk](mailto:iankerr@ifb.co.uk)**

**Or post to Ian Kerr, Liathach, Woodcot Lane, Stonehaven AB39 2GJ**

Registration form

Name :

Address:

Telephone number:

Mobile number:

Email address:

Aircraft Type and registration:

Name of emergency contact:

Telephone number of emergency contact:

Name of passenger 1:

Name of passenger 2:

Name of passenger 3:

I will travel in own aircraft: yes / no

I will travel by car or fly commercially: yes / no

Arrival date:

Departure date:

I have booked my hotel accommodation

### **UNMANNED AERIAL VEHICLES**

In the GAAC there has been much debate about the safety of Unmanned Aerial Vehicles flying in class G airspace. We thought it might be of interest to our membership to hear of the technology used for "see and avoid" (basically it seems to be a ground based operator looking at a TV screen. This report is taken from a thread on the (USA-based) rec.aviation.soaring.Usenet group.

"I have "Flown" the early Predator. The pilot (on the ground), can see and identify other aircraft miles away in the area the UAV is flying. N numbers are readable long miles away. On most missions the Predator is so high that not many planes can fly at that level. After 30,000 flights in lots of planes and gliders, except near testing sites I would say the threat is nil. There are NOTAMS posted for test flights. The optics are so good they do not have to fly in general aircraft airspace. The see and be seen ability exceeds nearly all pilots in flight. When Predator test pilots trained, they also trained in gliders. They can travel far after an engine failure. Who would be threatened by a 6 ft model airplane at 200 ft flying over open areas ? They are built so light, they might not even break a window if it hit. These things are not cheap due to the optics and electronics and the manpower to use them. They are not a "Big Brother" threat, unless you are trying to escape a felony attempt. It may become so much of a threat that model airplanes may not be allowed to fly. What a tragedy it would be for the Feds to over regulate airspace in "the interests" of safety because ghosts may be flying and accidents that threaten people on the ground are few and far between. I believe that class G airspace is not very regulated as of now. There are regulations in reference to minimum safe altitudes, but as of now, it applies to airplanes being flown by pilots in command. Police helicopters often fly below the minimums. They rarely fly where I'm going. I would not want to stop them. Most low altitude and low speed UAVs have a fuel limit that only allows short time flights. The threat to people on the ground is much less than the threat of a criminal intent on harming you. Use a little reason and rational thought. Unless you, yourself want to threaten people with harm, you have nothing to fear. If you want to aid and abet criminal activities, I would think of you as one of them. Rest easy and enjoy the best freedom of action and opportunities that are found nowhere else in the world. Who me worry? Not one minute. Fred Robinson"

Our vice-chairman Colin Walker to whom this was sent comments as follows:

"The thread talks about the safety of a 6' vehicle as being very light and posing almost no risk to safety. Now I have seen the damage done by a two-foot bird going through a Cessna windscreen and I would not describe it as insignificant.

Also the thread talks of slow flight at only 200 feet which would not affect general aviation, yet one of the proponents of UAV's in the UK are the mobile phone companies who would like to

have them circling in class G airspace at 2,500 feet as airborne transmitters to improve phone reception in rural and hilly areas."

What do you think? If you have strong views raise them at the forthcoming AGM in Perth and we will ask the Secretary to send our submission to AOPA for consideration. 80/125 pilots can't be wrong (or can they !) At least we should be heard.

### A Short History of European IFFR

**Looking back over the past 30 years has shown just how far IFFR has travelled both in time and distance around Europe since it was first introduced to the UK from America, and perhaps this short history may interest some of our more recent recruits and stimulate the memories of the older members.**

- 1965 – IFFR then known as Rotary Birds was founded in Seattle, USA
- 1965 December – letter from Ray Stebbings, #65, in ROTARY the magazine for UK Rotarians told of the founding of IFFR and asked for members from the UK
- 1968 – First list of UK members giving names of 80 members of whom only Ray Stebbings and Charles Strasser still continue in membership in 2008
- 1973 – French Section founded under President Jean Recullet
- 1974 June – Report in District 113 Newsletter giving details of future UK activities and stating that the worldwide membership exceeded 1,500 with 35 in the UK
- 1975 – First International meeting of the Italian Section at Voghera
- 1976 – Swiss Section founded under President Marc Bonnet
- 1977 & 1978 – First UK Newsletters issued by then secretary Phil Pickford
- 1977 – The meeting of French & Swiss members at Annecy was attended by UK members including Ted Darlow # 62 with Phil Pickford and the Ritchies
- 1978 – First IFFR Mediterranean Tour comprising 6 French aircraft, 3 British, and one each from Germany, Italy, & Switzerland. Of those that took part three French and two UK members are still in membership thirty years later
- 1980- UK President Francis Willinger died of injuries following a flying accident while carrying children (all unharmed) on an IFFR meeting in Swansea to provide air experience for under-privileged children. UK activity was low-key for a time
- 1983 – In consequence of a clash of dates of events between the various European Sections a meeting was held in Valenciennes, France, to agree a program of dates and a European Directory of members. This meeting was attended by representatives from the French, British, Italian & Swiss Sections since when the Italians have usually held their principal international meeting on the first weekend in June and the French on the first weekend in September.
- 1983 The French Section celebrated their 10<sup>th</sup> Anniversary with an international meeting at Gien in September
- 1983 - A new UK Committee was formed with John Ritchie as Chairman
- 1983 – The issue of a regular Newsletter to UK members commenced.
- 1984 – RI Convention at Birmingham saw IFFR aircraft flown in from America and the first IFFR international dinner to be held at an RI Convention

1985 – Following a visit by Karl Steen, a Norwegian Rotarian, to the Jersey Air Rally at which IFFR had arranged a dinner for members he returned home and founded the Scandinavian Section which by the following year had 30 members.

1986 – With the RI Convention due to be held at Munich, Germany, the following year Ives Branson & Peter Gresham wrote to Rotary Clubs and aviation magazines in Germany telling them of IFFR. Theo Wuppermann of the Leverkusen Club hosted a meeting at Juist in the Frisian Islands attended by both German Rotarians and UK IFFR members and the German Section (later to become German/Austrian Section) was born.

1987 – At the RI Convention in Munich a dozen IFFR aircraft flew in including seven flown cross-Atlantic by American members to Jersey C.I. and at the IFFR Dinner Charles Strasser the then World President was presented with a Paul Harris Fellowship subscribed by the members present.

1993 – While taking part in the Australian Section Tour to Ayers Rock & Alice Springs that followed the RI Convention in Melbourne, Stan Jesmiatka an IFFR member from the Netherlands was persuaded of the attraction of having a Benelux Section comprising Belgium, Holland & Luxembourg

1994 – September. In the presence of Brian Condon, World President from Australia and with 17 aircraft having flown into Midden Zeeland from Holland, Belgium, Germany and the UK, the Benelux Section was born under President Stan Jesmiatka

1995 – The RI Convention in Nice saw an international contingent of IFFR members making the now customary post Convention tour to Elba, Sardinia & Corsica

1996 – Saw the birth of the Iberian (now Portuguese) Section formed by Luis Henriques & Peter Neufert with its first meeting in Portugal.

1996 – There were problems, largely of a political nature, concerning general aviation and ownership of private aircraft in Italy and for a year the Section was inactive. These were overcome and the Section resumed full activity under the successive Chairmanship of Cesare Cardani followed by Giorgio Aletti.

2000 – The Millennium was celebrated by a Fly-round from Manston in Kent to Salzburg in Austria with overnight stops on the way at Luxembourg, and Colmar, France where the UK pilots were joined by members of other Sections

2002 – The RI Convention in Barcelona, Spain was followed by a Fly-round which saw a total of 70 people in 20 IFFR aircraft visit Granada, Seville, Cascais, Oporto, and Santiago but also saw the loss of past World President Graeme Le Quesne with his passengers from America & Australia in a flying accident.

2003 – Saw us cross the Irish Channel for our AGM at Waterford in Eire

2006 – The RI Convention was held in Copenhagen & Malmo followed by a Fly-Round across Sweden, night ferry to Helsinki, and on return flight across Sweden to Fagernes in Norway before returning home via Skagen in Denmark

## **Section Leaders of the European Sections**

### At Home:

To begin with there was no formal constitution of the UK Section but by the mid-1970's Francis Willinger was established as Section Leader and remained in office until his untimely death in 1980. For the following two years activities were few but in 1983 the invitation to join the French Section for their 10<sup>th</sup> Anniversary celebrations provided the spur needed to resurrect the Section and a new committee

was formed of which John Ritchie was appointed as Chairman which post he held until 1987. Thereafter David Rowe held the post until 1992 followed by Graeme Le Quesne until he became World President in 1996. Then it was agreed that the office should correspond with the two years term of office of the successive World Presidents who retire at the AGM held at alternate RI Conventions. Feroz Wadia followed Graeme from 1996-98, Ives Branson from 1998-2000, Angus Clark from 2000-02, Ian Kerr from 2002-04, John Bowden from 2004-2006, and now Rodney Spokes who will hand over at our AGM in July.

## **In Europe**

Jean Recullet held office as President of the French Section for the first 20 years, followed by Francois Rapin for 9 years and later Jean-Pierre Gabert. Marc Bonnet did the same for the Swiss Section until 2003 the year before his death. Stan Jesmiatka has led the Benelux Section since its foundation. The German, Iberian (now Portuguese), Italian, & Scandinavian Section Leaders have changed on a regular basis and the names of the current Presidents appears in the IFFR World Directory.

## **CORRESPONDENCE**

In response to John Ritchie`s article in the New Year Beacon about the loss of his licence.

John,

If the loss of your medical is the only thing stopping you from flying step over the divide and join the microlighters. The only medical requirement is to be healthy enough to hold a drivers licence for a small van.(You don't actually have to hold one) You can be signed off by your local GP for about £20.

We are talking microlights with a stick and rudder not the weightshift variety. Performance available in a microlight? At the top end, mainly fitted with 4 stroke engines these days there are several types with 100mph cruise at around 11 to 15 litres an hour. Range? 5 or 6 hours. You cannot take the whole family but provided you are not too much of a heavyweight you can carry a passenger in comfort with enough spare capacity for a small weekend bag.

Should you go for a whole new experience you can drop a little further down the price and performance scale and still have a machine which will happily bumble around at 60/70 mph for a couple of hours on a tank of fuel. The view too is likely to be superior to your average spamcan.

Microlights are almost all STOL and can show a clean pair of heels in the climb to a Cessna. Add to this the advantages of being able to carry out much more work on the plane and engine than you would be allowed to do on an `A` licence

You would probably have to undergo a short conversion, in fact you would be unwise not too. Microlights tend to stop when the throttle is closed because of their low inertia and that tends to catch out pilots who are unused to that reaction.

I am not quite up to your 81 but I am only a few years behind. I can pull my plane out of the hangar unaided, preflight and fly off with no assistance. Fly away for the day and return and put the plane away at my own convenience. I operate from a farmers strip so no traffic control problems and cheapish hangarage. I get fuel from a garage half a mile away and refuel with a hand pump or pour from a jerrycan.

Unlike a few years ago most airfields will accept microlights these days so the choice of places to go is probably wider for a microlight than for a light aircraft.

Come on over and smell the daisies.

Pat Ladd

## Reply

Pat

Thanks for your suggestion. I suspect that the licence you mention is the NPPL. If I got one I could probably still fly G-IFFR solo but only as far as the FIR boundary. After years of touring the continent with Mary who always enjoyed her flying, I fear that this would be too restrictive to suit me. When AOPA confirm that EASA or the French are willing to accept the NPPL for flights abroad I will contact my doctor to see if he is amenable, although I may then have difficulty in finding an insurer willing to underwrite a pilot over 80 even without passengers.

As for smelling the daisies, I have smelled the sunflowers in France as some of the older members will recall.

John