



THE ROTATING BEACON

WINTER 1987/8 BULLETIN

of the

INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS

UNITED KINGDOM SECTION

OFFICERS - U.K. SECTION 1988

SECRETARY/TREASURER

John D. Ritchie,
84, Broadway,
Letchworth
Herts
SG6 3PH
0438-312211 (B)
0462-684941 (H)

CHAIRMAN

David Rowe,
69, Tankerton Rd.,
Whitstable
Kent
CT5 2AH
0227-274715 (B)
0227-261506 (H)

INTERNATIONAL LIASON

Graeme le Quesne,
Les Cailloux
Rue des Cotils,
Grouville,
JERSEY C.I.
0534-22571 (B)
0534 53623 (H)

COMMITTEE PROFILES

DAVID deLACY ROWE. Age 50. Dentist in General Practice in Whitstable, also involved with post graduate Vocational Training as Associate Adviser to South East Thames Region of National Health Service. Joined Whitstable Rotary Club in May 1970, learned to fly in 1974 and joined IFFR in May 1976. Private Pilot with IMC and Night Ratings. Joint owner of Robin DR400 'Regent' G-BALJ based at Headcorn. Has taken part in numerous Rallies in Malta, Jersey, Guernsey (Overall & Concours d'Elegance Winner 1987). Set out to fly to Rome R.I. Convention '79 but magneto quit at Lyon. Planned to fly to Munich Convention '87 but aircraft u/s following collapse of hangar. Actually flew to R.I. Convention Birmingham '84. President-elect of British Medical Pilots Association. Wife Gillian & son Robert both have solo time.

JOHN D. RITCHIE. Age 60. Solicitor in General Practice in Stevenage. Joined Stevenage Rotary Club in July 1970 and IFFR in 1974. Private Pilot with IMC rating - believes that only owls fly at night. Joint owner of Piper Arrow G-BMJG based at Elstree. IFFR Director & Past UK Chairman. Flew to Rome Convention in 1979, on the IFFR Tour in 1978, to Parma for Italian Rally in 1984, and Munich in 1987, but ran out of fuel after diversions on the way to Swiss/French Rally in 1986 with consequent loss of face & aircraft. Rotaract son George and daughter Jenny both hold PPLs and wife Mary is enthusiastic navigator/stewardess with some landing experience

GRAEME le QUESNE. Age 50. Pharmacist in General Practice in Jersey C.I. Joined Jersey Rotary Club in 1980 and IFFR 1983. Gained PPL in 1982 IMC Rating 1984 and about to complete full IR. Has flown 400 hours mostly on Piper Archer G-BEYL of which he is joint owner. Participated in many of the French IFFR Meetings and most of the U.K. ones. Maintains sharp listening watch on RT and had wit to divert early to Dijon on the way to 1986 Swiss/French Rally, having previously attended the rebirth of the German Section at Juist. Will be going to Philadelphia in June. Wife Sue and two sons 15 & 17 enjoy IFFR when allowed! (Editors Note - Fancy learning to fly on an Island with permanent IMC restrictions and the need for lifejackets on circuits and French money for the 'cross country' flights)

=====

MEMBERSHIP RENEWAL

To save the expense of sending you reminders please complete and return the enclosed form to the Secretary with a cheque for £10 payable to IFFR by 31st January. This will help us to keep the records up-to-date.

LETTER FROM THE CHAIRMAN

First of all may I thank those of you who wrote in agreement with John Ritchie's proposal that I succeed him as UK Chairman of IFFR. He has lead the fellowship very well over the past five years and IFFR has gone from strength to strength. It will be a hard act to follow! Fortunately his talents for organisation are not lost, since he is taking over as Secretary/Treasurer, where *he* will have a hard act to follow Peter Gresham, who sadly resigned from office at the AGM, as did Ives Branson, who is succeeded as European Liason Officer by Graeme Le Quesne of the Rotary Club of Jersey.

I was unable to attend the AGM, as I was away flying. As some of you may know, my Robin DR400, G-BALJ, was severely damaged in the hangar collapse at Headcorn in January, caused by an extraordinary weight of snow, deposited by a blizzard. We had it repaired by Brinkley Light Aviation Services at Meppershal and got her back on August bank holiday weekend, looking in concours condition. After a few snags were sorted out we finally got properly air-borne in mid-September.

We felt that the Guernsey Rally would be a fitting "flight of the phoenix". This clashed with IFFR AGM, but one of the big attractions of flying is the ability to get to islands without going on a ferry - so Guernsey easily beat East Midlands as a destination!

In the event, our choice was justified, as we won the Concours d'Elegance and the Overall Trophy and our club took the team prize. I must give the major credit to my co-owner, who handled all the negotiations over the rebuild and who was Captain for the Rally. I claim a share of the credit for my efforts as Navigator, which involved some "creative arithmetic" as well as drawing a few lines on the map and noting the time as we went along. We now look forward to the Spring and the Jersey Rally, which IFFR has made very much its own event; many of our European fellows have expressed a wish to take part - let's hope it proves yet again to be as big a success as it has become in recent years, thanks to the efforts of Charles Strasser and the rest of the 'old' IFFR Committee.

Those of you who went to Munich will remember that IFFR was by far and away the most conspicuous Fellowship at the Convention. That was because we were the best organised, thanks to IFFR World Chairman Charles Strasser and his team. We recruited so many new members that we ran out of Application Forms - let us hope that these new boys receive every encouragement to come along to our events and functions.

Isn't it amazing how often one meets Rotarians who fly, but who have never heard of IFFR? I was at a Medical Pilots meeting recently and noticed a Rotary badge in the lapel of the main speaker, an instructor of many years experience. When I spoke to him afterwards I found that he belongs to a new Rotary Club, with several pilot members, which actually meets in the Coventry Aeroplane Clubhouse on Bagington Aerodrome, yet none of them had heard of IFFR. We do try with our publicity, but we just do not seem to be getting through enough.

Talking of publicity, the Medway Fleet of the International Yachting Fellowship of Rotarians had a stand in the House of Friendship at District 112's Conference at Eastbourne in October. It occurred to me that perhaps our members might like to do something similar for IFFR at their Conferences.

I had a long chat with the Commodore, who had been involved as an engineer with the development of a particular make of microlight aircraft, (needless to say he had never heard of IFFR). He asked me whether we had any 'microlighters' in IFFR and I had to tell him I didn't know; it seems a good idea though, after all we are a *flying* fellowship, not just a "Spamcan" fellowship or a commercial aviation fellowship. What do you think about it? Do we know any Rotarians who fly microlights - or have Rotarians more sense than to try? Seriously, the way costs are rising we might soon be glad of the chance to fly *anything*.

David Rowe,

INTERNATIONAL PROGRAMME 1988

April 30-May 2 JERSEY AEROCLUB RALLY

Once more the Jersey Aero Club with the co operation of the combined Rotary Clubs of Jersey and de la Manche have offered to host this event to which all IFFR members are invited. Our Chairman, flushed with success at the recent Guernsey Rally, has suggested that we should enter an IFFR team to compete for the Team Prize. Your Secretary who has collected two engraved decanters for bringing his machine to ground on the runway instead of in the surrounding countryside is keen to complete the set, and several of those who have entered in past years have indicated their wish to do so again. The German Section has notified its members of the event and it is expected that several of our French IFFR members will join us. All U.K. IFFR members will be invited to apply for the Rally Entry Forms - don't delay with your response. There will be a Dinner for IFFR members & their guests on the Friday evening, details to be given on receipt of your completed application form, which should be sent to the Jersey Aero Club. The Rally fee includes the cost of that dinner.

May 22-25 R.I. INTERNATIONAL CONVENTION, Philadelphia, U.S.A.

All IFFR members participating in the Convention are asked to attend the IFFR International Dinner on Tuesday 24th May, and the A.G.M. on Wednesday 25th. Charles Strasser will be handing over office to John Linford of California and would welcome your support. Adib Barsoum, of the Greensburg Club has reserved 50 rooms at the new Holiday Inn @ \$80 per room which he can hold until mid February. Registration forms, available from your Club, should be sent to him AS SOON AS POSSIBLE. Leave Part II of the registration form blank for him to complete on your behalf. His address is R.D.#7, Old Route 30, Greensburg, Penn. 15601. Phone 537 9100. Charles Strasser is trying to arrange a package flight for all European IFFR members so if you think of going phone him on 0534-51681 for details.

June 23-26 R.I.B.I. CONFERENCE - BLACKPOOL

Our members based north of Watford assure me that there is an airport at Blackpool equipped with many of those aids which are of such help to those accustomed to the congested airspace of Southern England. IFFR member Len Smith is R.I.B.I. President-elect and this would be a notable manner in which to bring IFFR to the attention of the Sheen Lane Mafia (now moved to the Midlands). If enough are coming we can arrange our own event. Volunteers would be welcome, and an IFFR Booth might bring our existence to the attention of a new public. Is there anyone based at Blackpool who can help ?

July-August THE ITALIAN JOB

You may remember this as a very funny film. Some of the older members will also recall the 1978 Mediterranean Tour, the 1979 Rome R.I. Convention, or the 1984 Parma Rally. Now the Italian Section have announced that their 1988 event will be held in Catania, Sicily, exact date to be advised when fixed. A Pied Piper Party is proposed, picking up Pipers (Cessnas & Robins) along the way and stopping overnight at congenial venues before a mass arrival. (Turn right at Mt. Etna !) Places will be in demand so names please to Graeme le Quesne a.s.a.p. with some indication of departure point and numbers aboard or seats available.

September 10-11 THE FRENCH CONNECTION

(This cine title stuff is catching).

Jean Recullet will be holding the customary Rally of French & Swiss IFFR members on the second weekend in September. Last year it was held in Avignon and although some of those participating felt that the cost had been allowed to escalate the point was expressed and accepted so that we can look forward to the usual gastronomic endurance test when details of the next venue are announced. Just put the date in your diary now.

September 17-18 JUUST THE PLACE FOR A SWIM !

The German Section is only two years established but has already signed up no fewer than 60 members. They have appointed Peter Huber-Ebert as co-ordinator in place of their founder Chairman Theodor Wuppermann who has expressed his support for IFFR by making available facilities for their Autumn Meeting on the North Sea island of Juist. The U.K. members who flew there to help form the Section have happy memories of the trip (weather notwithstanding) and the German members have co-operated by putting back their date by a week to avoid clashing with the French meeting. All members are invited to participate but please communicate through Graeme le Quesne so that adequate accommodation for man and machine is reserved. It really gets busy on a fine day, being just a few miles from the Dutch border. Cheap duty free fuel is available in Holland or Belgium so don't plan to refuel on the island if you can avoid it. Landing chart on request.

October For the past five years we have held our own Autumn Meeting in October to round off the flying season. Numbers were down this year whereas we had good support at Staverton & Sandown in previous years. If we are not getting it right please SAY SO. All sorts of ideas have been put forward, including a visit to Shannon where one of our IFFR members has an amphibian and flying is truly a case of getting your feet wet ! Tell us what you want and the Committee will do its best to provide it. A phone call will do, details at the top of page 1 of this issue.

#####

OTHER AVENUES OF SERVICE

Just in case you thought that IFFR ignores the other aspects of Rotary service and concentrates solely on International Fellowship, you may care to know and to tell your fellow Rotarians that this year the U.K. Section has made two donations out of the surplus income from the sale of ties badges etc. at Munich. £100 was given to the Hungerford Rotary Club Appeal for assistance to the families of the shooting incident who unlike the unfortunate victims of other disasters this year have no carrier responsible for their losses. We have no fewer than four IFFR members from this one Club and felt it right to respond to their needs. The other donation was £50 to Heartbeat Wales, a sponsored flight in the shape of an 'R' from South Wales undertaken by IFFR pilot John Pile from Haverfordwest in aid of the prevention of heart disease. In addition the idea of another member that all IFFR Pilots flying themselves to the Munich Conference should be sponsored by their Clubs in aid of the Rotary PolioPlus Fund has produced a staggering response with a sum in excess of \$10,000 committed to this Appeal. Who says that Pilots are all hot air ? If you know of any similar achievements please tell us so that we can publicise them.

A.G.M. REPORT 1987

Attendance at this meeting held at Castle Donnington, East Midlands, on 4th October was disappointing. The International IFFR Chairman Charles Strasser, accompanied by Graeme le Quesne, flew over from Jersey, but apart from the Committee Members there were only 7 other members present. The Chairman congratulated Charles on the success of the Munich R.I. Convention, and Len Smith on his election as President elect of R.I.B.I. Perhaps we shall now get some recognition from R.I.B.I.

Ives Branson reported on the European events of the year details of which have been included in past issues of the Bulletin. Attendance at the U.K. meetings had been encouraging in spite of the unkind flying weather throughout the summer.

Peter Gresham gave details of membership which for the first time had topped 100 with 20 new members for the loss of 9, of whom 3 were resident outside the U.K. and may have joined other Sections. He submitted the Annual Accounts which were approved.

The outline financial situation is as follows :

Subscriptions	982.00	
Net bank interest	10.77	
Profit on sales (ties etc)	<u>234.32</u>	
	1227.09	1227.09
International subscription 1987	275.00	
1986 A.G.M expenses	95.00	
Donation Hungerford Rotary Appeal	100.00	
" Heartbeat Wales	50.00	
Advert Pilot magazine	35.36	
Printing & photocopying	181.95	
Postages telex international phone	129.10	
Stationery	<u>28.92</u>	
	895.33	<u>895.33</u>
		331.76
Opening bank balance 1986	570.08	
Excess of income over expenditure	<u>331.76</u>	
Closing Bank balance	901.84	

The matter of the annual subscription was then put, but after a discussion on the question of payment of the International Subscription of \$10 per head which was agreed by the majority of those present, Peter submitted his resignation from office over the issue, and this was followed by the immediate resignation of Ives Branson in his support.

After consideration of the forthcoming programme of events for 1988, details of which are given in more detail elsewhere, the Meeting was adjourned for consideration to be given to the matter of Officers and subscription for 1988. After all those present had been circulated, unanimous support was given to the election of David Rowe as Chairman, with John Ritchie taking on the post of Secretary/Treasurer and Graeme le Quesne as European Liason Officer. After consultation with Ron Harrison the Hon. Auditor the subscription was determined at £10 per member.