



THE ROTATING BEACON

WINTER 1988 BULLETIN

of the

INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS

UNITED KINGDOM SECTION

Dear Flying Rotarians,

When I started to learn to fly I very soon acquired a reputation for being a "Jonah" so far as weather was concerned; in fact when the Club organised a trip I was often asked not to take part since it would muck up the weather for the rest! Come to think of it, the same thing used to happen when I was trying to learn to play golf. Well, leopards do not change their spots, it seems to be happening to IFFR, now that I am Chairman. Consider; Jersey was an IMC affair and I arrived three hours late; then in June I got to within ten miles of Wroughton before being turned back by lowering cloud and rising ground; in August the Shannon fly-in was a wash-out so far as I was concerned.

I only got to Epernay for the French IFFR meeting by going with Ives Branson, IR and bar. Even then we were reduced to creeping down the valley of the Marne at about three hundred feet, well below the level of the surrounding hill-sides and only just below the base of the cloud. Peter Gresham was map-reading, and making an excellent job of it too. At one point Ives turned to me in the back to ask for the plates for Rheims Champagne, I showed him the already opened pages - I'd been studying them for the previous five minutes! Fortunately we found Rheims Epernay at the first attempt, landed, and joined in the fun. We were expecting one or two more aircraft from the UK but none of the others managed to complete the trip. We had no word from them, so we were left to hope that they were safe. This raises an important point, that of letting the organisers of fly-ins know if we are unable to make or complete the flight. I was guilty myself over the Shannon episode. I telephoned the hotel and cancelled my room and asked the management to pass a message on to the IFFR party, but I didn't actually call the Organiser to tell him that I had been defeated by the weather, and I should have done. My apologies sir. Actually, I think the main problem is deciding at what point to give up hope of making the trip; one looks at the sky for the umpteenth time, phones for more TAFs, studies the approach chart yet again, all the while wondering what others are doing and whether "that front" has developed as much as the forecasters threatened; I find it a nightmare - quite the worst aspect of flying. Cancelling seems so final that I can understand why we "forget" to do it.

The French Section provided splendid entertainment and hospitality, plenty of champagne, and an excellent dinner in the *Caves Napoléon*, candle-lit and surrounded by magnums of the lovely stuff. The food was excellent and, there being several courses and many speeches, it went on until the wee small hours. We were taken next morning to see the cathedral in Rheims and the Palace of Tau; all very interesting.

The flight home was uneventful, but then we knew it would be, for one of the Swiss IFFR members had a device on board his aircraft that enables him to pick up transmissions from weather satellites and print them out on the spot; so we knew what the weather would be like, since we had already "seen" it.

I put on a small exhibition at our 112 District Conference recently. The centre-piece consisted of our wooden "IFFR Winged Wheel", hung under an inflatable model "Pitts" (lent by John Ritchie), which hung in turn from a conveniently placed hook over a table, a pin-board with some photographs of IFFR events and personalities, various bulletins and a few copies of "Rotating Beacon". It generated much interest, and I learned about one or two possible speakers for our meetings. As usual one meets flying Rotarians who have never heard of IFFR. If any other members feel like doing the same, or something similar, I am sure John Ritchie would be willing to make the "Pitts" available, and some of his photographs if needed. The "wings" are currently in my possession - a phone call will arrange for their dispatch, and some of my photographs if desired.

Good flying and safe landings!

Yours in Flying Rotary

David Rowe, (Chairman)

SHAMROCKS IN SHANNON

Twenty three members, wives and friends of the U.K. Section of I.F.F.R. enjoyed superb Irish hospitality over the weekend August 26th to the 29th. Our hosts, Brian Cullen and his wife Eleanor, with their fellow Rotarian Mike Collins, and his wife Margaret, made us so welcome and relaxed that no-one really wanted to leave at the end.

The highlights of the weekend, which was based on Shannon Airport, with members staying at the Limerick Inn Hotel, were a medieval banquet at Bunratty Castle on the Saturday evening, and a trip to Lough Derg on the Sunday. After arriving at Killaloe, at the end of Lough Derg on the river Shannon, we spent the morning on two luxurious motorcruisers with some lucky members being able to sample amphibious flying in Brian's Lake Buccaneer. Having lunched on Shannon salmon, we adjourned due to the poor weather, to Ryan's Bar further up the Lough for more fellowship, Irish style. Dinner at the Lake Hotel followed, when we were also able to celebrate Brian's birthday.

Those members able to stay over to the Monday visited the Rotary Club of Limerick-Shannon where the guest speaker, in honour of our visit, was Liam Skelly, General Manager of Shannon Airport and Assistant Chief Executive of Irish Airports. He gave an interesting account of the evolution of Shannon Airport in recent years.

I have no doubt that Brian's offer to host another meeting in the future will be over-subscribed once the members who attended have spread the word to those who missed out this time.

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JUNKETTING IN JUIST

The island of Juist on the north west coast of Germany was again the setting for the German Section Autumn Meeting on 16th to 19th September. For the benefit of those who have not been to the area, the island is 16 kilometres long but only 500 meters wide. The aerodrome has a 700 metre tarmac strip and a 500 metre grass strip. The island's outstanding feature is that apart from Fire, Ambulance and Doctor's vehicles it is completely car free and as a result is both clean and quiet. Transport is by horse-drawn bus and taxi at a most sedate pace.

Three aircraft bearing five members and one member's wife made the trip from the U.K. to join about thirty German IFFR members and their wives for a breezy weekend. Although many arrived on the Friday, the official programme started on Saturday afternoon with a visit to the very interesting Coastal Museum. Dinner at the hotel was followed by an unscheduled display of Dutch and German country dancing.

Sunday remained free and easy for members to depart homeward at their leisure, after another excellent example of true International Fellowship, by courtesy of the German Chairman, Peter Huber-Ebert.

(Contributed by Erwin Rodgers)

Letter from Charles Strasser. Vice-President IFFR International

The Cottage, Anne Port,
St. Martin, JERSEY, C. I.
September 1988

Having just returned from the French Section IFFR Rally in the Champagne country of Epernay, I thought I would write to you on one or two matters.

First and foremost, the Fly-In was a most successful one, and the initiative shown by the French Section in choosing a very interesting venue each year is I am sure appreciated by all the participants. Despite once again poor weather and particularly poor visibility on the Saturday morning, most aircraft amazingly made it to the grass airfield at Plivot, where we were all welcomed by the Chairman of the French Section, Jean Recullet. The Fly-In was also attended by the Chairman of the U.K. Section David Rowe, by the new Chairman of the Italian Section Carlo Vanoni, by the Chairman of the Swiss Section Marc Bonnet and the Chairman of the Scandinavian Section Kurt Bjernaby, so the only Chairman who was missing, because he had a previous engagement, was the Chairman of the German Section Peter Huber.

Some 120 people sat down in the Napoleonic Room of the Caves of Moet & Chandon, whose headquarters are in Epernay, for the banquet on the Saturday night. During the banquet which was excellent as regards the food, the champagne flowed out of magnums non-stop all evening, and a few speeches were made by different people between courses, and naturally I also brought greetings from the International IFFR President John Linford. A big surprise during the evening was the award by the French Section of IFFR of two Paul Harris Fellowships, one to Francois Liaudet and secondly to Marc Bonnet, in both cases for services rendered to the French Section of IFFR over many years.

We also participated in a coach tour of the champagne wine growing country, including a visit to the Abbey where it all began and a museum showing the history of champagne right from when Dom Perignon started the whole thing with the help of dark English bottles, which the French at that time did not produce and which, so we were told, were the key to the process. On Sunday morning there was another coach tour to Reims Cathedral, and the lunches on Saturday and Sunday were at the Plivot Airfield, in the open but superbly arranged. In the afternoon of Sunday all the planes departed to their home airfields. Some pilots who because of the bad weather on Saturday just could not get into the grass airfield went instead and made an instrument approach at Reims Airport and were then collected by car.

Now to the feature which is always worrying for any fly-in organiser, particularly when the weather is bad, and that is the people who have said they are coming but do not turn up. It would be helpful if those who have said they will go to a Rally, and for whom all the necessary arrangements as regards hotel accommodation, food, and all the other planning have been made, and who then for any reason are unable to turn up, would phone the host airfield or club to say that they are not coming. Firstly this really is a matter of courtesy, secondly in the participants own interest it is a matter of safety so that the organiser is not worried as to what may have happened on the way, and thirdly it is a question of helping the organiser in advising caterers and others of the different numbers.

The English Section was represented by two aircraft, Ives Branson's and mine. Unfortunately Mike Coy and Ron Piggott who were booked to attend did not make it. There was also one Belgian aircraft present, and I again made the point during my speech that efforts should be made to get a Benelux Section going. I will have words with Peter Huber, in the hope that the German Section which is now well up and running, can take the initiative in getting a Benelux Section off the ground as the English Section did in thre case of the Germans.

As you know during the latter part of August and the first part of September there really is a surfeit of fly-ins, and they all must suffer because people cannot go to all of them. We had the Shannon fly-in of the U.K.Section on the last weekend of August, and within a space of two weeks the French fly-in at Epernay and the German fly-in at Juist. Jean Recullet made the suggestion that instead of the French reunion being an annual one, he would be quite happy to give up the second weekend in September to rotate it among European Sections and I am passing on this information to Graeme le Quesne to see whether something can be worked out along these lines. It would also be helpful for all European Chairmen to send reports suitable for publication in the International Bulletin to the Editor, Tony Watson, so that Europe gets due credit for the wonderful activities organised by the various sections of IFFR.

Yours in Rotary & Safe Flying,
 Charles G. Strasser.
 Vice-President

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WHAT CAN WE DO FOR LEN SMITH ?

Although we appealed for names of IFFR members attending the R.I.B.I. National Conference held at Blackpool at the end of June we did not receive any response in time to arrange any IFFR event or publicity. Please note that in May next IFFR Member and Past District Governor Len Smith will be taking office as President of R.I.B.I. at the Bournemouth Conference. If IFFR is ever to be recognised as a worthwhile World Fellowship Activity we MUST be prepared to put on a show worthy of note. The minimum would be a Booth at the Conference Centre and a Fly-in to Hurn. If you can provide a Banner-towing plane to fly over the Conference with a suitable Greeting, or an aerobatic display over the sea, then we should really be in business. We have received an invitation from THE TWO RONNIES (Piggott & Harrison) who are based at Bournemouth and who are willing to deal with the Airport Authority on our behalf. Has anyone any special ideas ? Can we arrange a Parachute Drop ? Microlight Display ? Airship Ride or Hot Air Balloon ride (There is usually plenty of Hot Air at Rotary Conferences). At the least are our Aircraft Owners willing to give First Flights to Rotaract Members attending the Convention ? Dont hide your strobe under your IFFR cap (available from Charles Strasser - price on request). Let the Chairman or Secretary know what you could organise or provide. While the Fellowship is not wealthy some financial help may be available. We have plenty of enthusiastic members who have attended previous Conventions so what about some real encouragement for the first IFFR member ever to be elected RIBI President. All ideas would be very welcome, preferably with some indication of the likely cost and the manpower required.

PUT THE DATE IN YOUR DIARY NOW

INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS
United Kingdom Section

ACCOUNTS FOR 1987/88

INCOME & EXPENDITURE ACCOUNT

	1988	1987
Income		
Subscriptions : 99 @ £10	990.00	982.00
Sales	50.80	626.48
Bank interest	<u>11.96</u>	<u>18.78</u>
	1052.76	1627.26
Expenditure		
International Sub.	453.25	275.00
A.G.M. expenses East Midlands		
Coach hire	80.00	95.00
Secretarial	33.64	-
Purchase of ties	220.46	392.16
Donations - Hungerford disaster	100.00	150.00
Postages	142.11	103.85
Printing & photocopying	222.58	181.95
Telex & phone	-	25.25
Advertising	-	35.36
Stationery	7.70	29.92
Bank charges	<u>00.00</u>	<u>8.01</u>
	1259.74	1295.50
Excess of Income over Expenditure	(206.98)	331.76

BALANCE SHEET 30/9/88

Funds at Bank		
Deposit account	463.88	
Current account	335.61	
Stock of ties @ cost	214.34	75.81
Sundry debtors	<u>00.00</u>	<u>10.00</u>
	1013.83	1001.84
Less sundry creditors	<u>76.80</u>	<u>100.00</u>
Net assets	937.03	901.84
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N.B. As a pin badge is included in the first subscription the cost of the current stock of badges has been written off.

BUDGET 1988/99

International sub \$12 x 90 @ \$1.65=£1	655	
Secretarial & Bulletin 365 + 10%	<u>405</u>	<u>1060</u>
Estimated 90 members @ £12		1080

John D. Ritchie : Hon Treasurer

R. Harrison : Hon Auditor

SECRETARY'S REPORT

Rotarian Pilots really are different ! The calendar year ends on 31st December, the fiscal year on April 5th, the Rotary year on 30th June, and the IFFR year in the U.K. ends on 30th September. I am happy to report a steady if gradual increase in membership greatly assisted by the full report by Graeme le Quesne of the R.I. Conference published in the 'Rotarian' magazine which has brought IFFR to the attention of several Rotarians. The present membership has now reached 102, two of whom joined since 1st October. The accounts for last year, incorporating the Budget (mine not Nigel Lawson's !) for 1989 are published in this issue, and I would like to express my thanks to Ron Harrison for his help in auditing them.

I would also like to congratulate our Chairman, David Rowe on his repeated success in the Guernsey Rally, winning the Navigation Cup and the Concours d'Elegance in his superbly maintained Robin. No-one would ever think that the hanger roof fell on it last year. To complete the triumph his plane was one of those forming the Team from Headcorn who won the Team Prize for the second year running. Erwin Rodgers once again qualifies for the IFFR Automobile Challenge Cup. In 1987 he reached Munich in a borrowed car after being grounded by weather in Belgium. This year the wicked weather which stopped either the Chairman or me from getting across to Shannon forced Erwin down at Dublin where Hertz came in useful once more !

The summer showed an increase in IFFR activities notwithstanding the permanent IMC which afflicted Europe for weeks on end, and required a high degree of instrument flying capability to ensure safe arrival at some of the events. A report on the Jersey Rally was included in the Summer Bulletin, and I am pleased to be able to include contributions from various members in this issue, describing the European IFFR Meetings they attended. For those members who have not so far participated I would urge you to make every effort to attend at least one event abroad (and all those at home). Frequently spare seats are available for those who for any reason are unable to fly themselves. For those who are regular participants I would draw your attention to the appeal in the letter from our International Vice President, Charles Strasser. In return he is asking all Organisers to specify in the invitation or booking forms the contact phone number for use on the day. A.T.C. and hotel reception are often too busy to pass on messages from those who are not detained or diverted.

The other matter raised in this letter, namely that the September meeting should rotate among the European Sections is under consideration, but this date has been so long established that it might be preferable for each Section to hold its Rally in a different month, say May for the U.K., June the Italians, July in Scandinavia, August in Germany and September being reserved for the French. What do you think ? A response from all those who are interested would be appreciated. We have also received a general invitation to enter at least one crew in the 20th Annual Malta Air Rally to be held next year on 24th to 28th June. Would those interested please contact Graeme le Quesne who will co-ordinate our entries.

John D. Ritchie

Secretary/Treasurer

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tf It is with much regret that we inform members of the death of Ted tf
tf Darlow, IFFR # 62 who jointly with Ray Stebbings IFFR # 66 brought tf
tf IFFR to the United Kingdom in 1966 after its foundation in America tf
tf the previous year. Ted, who was aged 82, had attended many of our tf
tf meetings over the past 20 years and always took a keen interest in tf
tf aviation activities. He was past Chairman of the City Livery Club tf
tf Aero Section. At his request no flowers were sent, but a donation tf
tf has been made to the Imperial Cancer Research Fund in his memory. tf
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WINTER MEETING

In truly democratic manner the Committee after much deliberation decided that it was not necessary to hold a formal A.G.M. just to re-elect Officers to posts which no-one else is willing to fill, or to confirm a subscription determined by outside forces. However we ARE holding a Winter Meeting, details of which are given below, giving an opportunity for members to raise any matters they desire, and to discuss the 1989 Summer Programme.

- DATE : Saturday 18th February 1989
- PLACE : Rochester Airport, Kent. ATC Phone : 0634-61378
- HOTEL : Rochester Crest Hotel (On the Airfield and M2 Motorway
Phone : 0634-687111 : FAX 0634-684512
- PROGRAMME : Arrival on Saturday am. Lunch at hotel if required.
- Afternoon : Talk by James Goodson, WW II Fighter Pilot & author of "Tumult in the Clouds" - Time for questions & discussion
- Evening : Dinner at Hotel - Lounge suits - No speeches.
- Sunday am : Either business session or local tour as preferred.
- Departure time to suit yourself. No fixed lunch arrangements.

BOOKING FORM

(Please complete and return OR phone to 0462-684941)

I would like to participate in the Winter Meeting to be held at Rochester
 There will be _____ persons in my party. Please book _____ double/single rooms.
 I will depart from _____ and need/can offer _____ seats.
 I expect to travel by air/road. Registration plane/car.....
 I would prefer to attend : the business session / the local tour.

NAME.....PHONE NUMBER.....

Return to: John D. Ritchie, 84, Broadway, Letchworth, Herts SG6 3PH. NOW !
 Contact phone : 0462-684941. On the day phone : Hotel 0634-687111