



**THE ROTATING BEACON**

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**SUMMER 1989 BULLETIN**

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of the

**INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS**

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**UNITED KINGDOM SECTION**

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## 1988 A.G.M. REPORT

The deferred Annual Meeting for 1988 was held at Coventry Airport on 20th May 1989 by courtesy of the Coventry Aero Club who placed their facilities at our disposal. The early morning mist and fog delayed the start of the meeting under the Chairmanship of David Rowe which was attended by IFFR Vice-President Charles Strasser, the Committee and eight other members. Half those present travelled by road and apologies for absence were received from some 20 members who had indicated their original intention to attend.

The 1988 written Reports and Accounts published in the Winter Edition of the Rotating Beacon were approved after some criticism about the failure to inform members of the 1988 Italian IFFR meeting in Sicily in time for U.K. participation. A report from the Secretary on the current state of membership published elsewhere in this issue was received and adopted. It was also agreed that in future years a formal A.G.M. is to be held during the autumn, avoiding the dates of the French IFFR meeting, and Edinburgh was considered as a possible venue for the next meeting in October.

The proposition published in the Notice of A.G.M. was seconded and put to the meeting. A wide ranging discussion followed on the history of IFFR membership in the U.K. and the obligation and need for payment of an International subscription in addition to the local contribution to meet the cost of running the Section. After all those desiring to express their views had had an opportunity to do so the motion was put to the vote and declared to be lost by a substantial majority.

Reference having been made during the course of the debate to the Constitution of IFFR it was agreed that the Committee would consider how this could best be made available to those wishing to see a copy, bearing in mind the cost of general distribution.

Charles Strasser reported on the Jersey Air Rally. This had been generally well attended but only six IFFR aircraft had been entered, a substantial drop in participation in previous years. The Rotary Dinner had been abandoned but a group seating arrangement had been made by the Organisers for IFFR members. The Committee will consider whether this event should be adopted as an official U.K. Section Meeting in 1990, bearing in mind the proposal for an IFFR presence at the R.I.B.I. Conference in Bournemouth when IFFR member Len Smith will be in office as President of R.I.B.I.

After a short informal discussion between those hoping to attend the forthcoming Italian IFFR Rally in Varese the meeting was closed with thanks to the host members, Ron Carey, Jimmy Kumar & Brian Russell and their wives who had made us so welcome, and the party adjourned for a belated lunch at the nearby hotel prior to returning home.

### IFFR WORLD AGM - PORTLAND, OREGON, USA

The 1990 R.I. Convention in Portland, Oregon, will be held on June 24 to 27. In view of the present low cross-Atlantic air fares to the USA it is proposed that American IFFR members from the Eastern seaboard flying themselves to the Convention should be asked to provide seats for European pilots wishing to make the transamerican air trip. If you are at all interested please inform our Secretary and help make up a visiting party.

SCANDINAVIAN IFFR AGM RALLY

11th to 13th August 1989

An invitation which should appeal especially to those UK members of IFFR who live in the North has been received from the Scandinavian Section who are holding their Annual Meeting at ODENSE, Denmark. (EKOD). This is the home of the world famous author of childrens stories, Hans Christian Andersen, whose house is open for visitors. With this in mind special prices have been negotiated for members bringing children, those under 10 years of age coming free, with half price for children over 10. Customs available 7am to 11pm daily. Costings : £1 = 11.80 Dkr. Landing fee under 2 MT : £5 Avgas about 45p per litre inc VAT @ 22%. Hotel 200 Dkr pp.pd Supper 75 Dkr - Dinner including wines 325 Dkr - per head

PROVISIONAL PROGRAMME

Friday 11th August

17.00 hrs Arrival, transport to hotel, and supper

Saturday 12th August

10.00 Sightseeing in town : Andersens cottage etc

12.00 By Boat on the river to Restaurant for lunch

15.00 Tivoli Pleasure Gardens or  
Zoological Gardens or  
Visit to Old Village (Early settlement)

17.00 Return to hotel

18.00 IFFR Annual Meeting

20.00 Celebration Dinner

Sunday 13th August

10.00 Tour of factory making aircraft G.P.Units or  
Take off for BILLUND (EKBI) to visit LEGOLAND

12.00 Depart for home from Billund or Odense

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REMEMBER : This is probably the closest venue for the meeting of the Scandinavian Section that can ever be arranged. Last year was in Finland ! The direct flight distance to Odense from Newcastle is less than 400 NM. Compare that with the distance to Venegono or Bordeaux; even the "overland" route via Belgium, Holland & Germany is no longer than those. English is so widely spoken in Denmark that language need be no problem and the hospitality is legendary. GO MAN GO !  
Contact Nos : Phone 010-45-65-978737 Fax 010-45-66-188292

### THE ITALIAN CONNECTION

Fly to Italy for the weekend ? "Why not?" said 15 UK members. And so the weekend June 3rd & 4th 1989 became another success for European Rotary fellowship and for IFFR.

The centre was Venegono, north west of Milan, and the occasion was organised superbly by Italian IFFR President Carlo Vanoni - even to the extent that thunderstorm activity was kept to non-flying hours and permitted the majority of intended participants from the UK, France & Switzerland to arrive on time. Unfortunately bad weather at home prevented all but one of the Belgian contingent, and the majority of German pilots from completing their journeys.

Having been excellently lunched and wined at the Aero Club at Venegono, the party visited the nearby factory of Aermacchi. Here, under the guidance of the chief designer Rtn Dr Bazzochi, we wandered the assembly lines of the 339 & 326 jet fighters and trainers; some had a close up and insight into modern zero/zero ejector seats; and a view of the wind tunnel test facilities. Fascinating !

With thunderstorms in the surrounding hills, it was time for a quick dash to hotels to register, wash and change before being hosted by the Municipality of Varese at a reception in the Town Hall, before a superb banquet in the charming Hotel Villa Castiglioni. Local colour was added during the evening by a talented group of folk singers. Official welcomes and Rotary greetings were exchanged, rounding off the day about 1.30 am.

Being hardy flyers, 7am breakfast was no great problem for most, (although some had had trouble during the night with the vanity of the local male poultry exhibiting a distinct indifference to the rules of nighttime and boasting their virility) and a short coach ride took us to the shores of the Lake of Lugano. The weather was perfect for a delightful trip on the lake to the Villa Favorita - home and art gallery/museum of the Baron von Thyssen. There was not enough time to absorb a fraction of the collection of treasures from the world of art and jewellery on display, before being shipped back to Lugano for a reception at the Town Hall and then lunch on board the mv ITALIA as it idled its way around the beautiful lake back to Porto Ceresio.

Now was the time to say goodbyes at the airfield as MET Reports were viewed, fuel checked, flight plans cleared and the bustle of departure got under way. Ives Branson and his party in Yankee Fox took the scenic route north through the mountains, while the remaining UK participants in six aircraft met again in Cannes for an evening of instant nostalgia and some hilarity. Monday morning saw the final dispersal of the "squadron" as the different routes home were selected and followed, each carrying memories of a weekend packed with fun, fellowship, and friendships renewed and initiated.

IFFR is alive and thriving in Europe because of events like this, and our thanks are due to Carlo Vanoni, his wife & family, and his staff for having put so much hard work into making this a weekend to remember.

It was great to record the participation of the hard core regulars (Strasser, Ritchie, Branson, Gresham, Wadia, Piggott) but even better to see new faces for the first time abroad. I hope that this taste of the benefits of IFFR membership will lead to further participation in the not too distant future, and the word will spread further among the membership. Welcome to the active roll - Norman Turner, Barry Paget, Mike Liston, Brian Russell, Roy Carey & John Donne. Commiserations to Malcolm Bainbridge who ran into foul weather over France on the way down, and made the courageous but safe decision to abort the mission. Here's to the next time Malcolm.

Some local UK thoughts to act as memory joggers for the participants :-

Cockpit placard : "The range extender should not be used  
when vertically above an airfield"

Theme song of YL "Flying along on top of the world, and its V M C on top,  
or below, or sideways, . . . or is it ?"

"Flight level 100 is not a VFR flight level, Sir"

Two comms boxes and a hand held offer no guarantee of communication with  
the ground.

Question : "How can 4 aircraft make 9 landings at one airfield without a  
touch & go between them ?" Answer : "IFFR landing at Cannes"

Transmitting with a heavy frost on the aerial inevitably leads to a squawk  
of 7600.

Veni WeWe Venegono !

*With grateful acknowledgements to Graeme Le Quesne*

#### GLOSSARY OF AERONAUTICAL TERMS FOR THE UNINITIATED

"Squawk of 7600" - A radio facility used when the pilot has noticed that  
nobody is talking to him. Usually required because he has hit the master  
switch, accidentally turned off the radio, or pulled out the headset lead.

"Comms boxes" - receptacles into which money is poured in the hope that if  
there is enough juice in the battery you will send or receive messages of a  
quality which would not have been acceptable to Thomas Edison.

"Range extender" - The technical term for the reciprocal unit to the fuel  
tank - the fuel tank starts the journey full and finishes nearly empty.

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Useful numbers for booking forthcoming events :

Int. Liaison : Graeme le Quesne 0534-53623

Secretary : John D. Ritchie 0462-684941 FAX : 0438-740805

Danish Secretary : Kjell Akerman 010-45-65-978737 Fax 010-45-66-188292

I F F R U.K. Section A.G.M 20th May 1989

Secretary/Treasurers Report

The current paid-up membership of the U.K. Section was 83, (now 86) compared with 102 in December last. A letter was sent to all those who failed to respond to a reminder requesting payment of subscription, and the replies indicated that the principal reasons for not renewing membership was that the member had either left Rotary or given up flying.

The Bank Balances at 20th May were :

Current account           £354.08  
Deposit account           £463.88 + accrued interest to date not advised.  
There were no outstanding debtors or creditors.

The capitation fee of \$900 for the 75 members who had renewed their membership by 1st March has been paid. At the prevailing exchange rate the cost was £523 or £6.97 per head.

Income for the period was £990 subscriptions, including 3 at the 1988 rate of subscription, and £82 proceeds of sales of ties & badges

Two Bulletins had been produced and distributed at a cost of about £120 for each issue (£1.50 per copy), inclusive of postage. A new U.K. Membership List had been prepared and circulated at a printing cost of £173.15 for 150 prints (£1.15 each), to allow for demand for the period of two years until it is anticipated that another issue may be needed.

The 1989 International IFFR Membership Directory had just arrived and was being distributed by post, the cost being debitted to the International Treasurer by contra to the balance of capitation fees due for the year.

Errors and omissions in both Directories were regretted, and arose in part from the failure of members to return the completed Renewal Forms sent with the Winter Bulletin. In such cases the data was taken from any application form previously submitted, or from the previous list. Particulars were sent to America by Fax in urgent cases and being taken from the original manuscript some had degraded in transmission.

Details of IFFR had been sent to a Rotarian in Ede, Netherlands, who has an involvement in aviation and may assist in establishing a Benelux Section.

John D. Ritchie  
Secretary/Treasurer

FRENCH IFFR MEETING

Preliminary notice has been received from the President of the French Section that due to unforeseen problems the Annual Reunion fixed for the weekend 9th-10th September will not now be held in Belgium, but at a venue to be advised in the Bordeaux Wine region. More information is promised by early August, but would all those wishing to participate please contact Graeme Le Quesne the European Liaison Officer, phone 0534-53623 in order that details can be passed on without delay when received.