

THE ROTATING BEACON

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SUMMER 1990 BULLETIN

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of the

INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS

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UNITED KINGDOM SECTION

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Dear Flying Rotarians

I am sure all who went to Bournemouth had a most enjoyable RIBI Conference. President Len SMITH and his committees had arranged a most amusing and interesting programme. So far as IFFR was concerned, after a shaky start, we had a very successful weekend, with many new members signed and paid up and much interest aroused. Secretary John RITCHIE now has his hands full trying to cope with all the extra paper-work thus generated.

Both RI President Hugh ARCHER and Len SMITH had chosen to highlight World Fellowship Activities in their Rotary Year; so a session on the Saturday morning was devoted to four out of the twenty five Fellowships recognised by RI. These were Rotarians Of Amateur Radio (ROAR), of which Hugh ARCHER is an active member, IFFR, with our own Len Smith a luminary, then Yachting (IYFR) and Caravanning (ICFR), which both started in RIBI. Each was asked to give a seven minute mini-presentation on its history and activities. Presenters were asked to arrive early on the Thursday, to rehearse on stage, but we were squeezed out by other groups; I managed to get just one run-through in the projection room, to mark the slide change points in the projectionist's copy of the script. I believe the Caravanners had no rehearsal at all!

The "House of Friendship" was as far from the centre as could be imagined. Of the space and equipment promised for our Stand there was only the space! Nevertheless, by good old-fashioned war-time "liberating" and scrounging we concocted a Stand to be proud of, but which required interested flying Rotarians to practise their navigation skills to find! But, once he had located it, the visiting Rotarian found plenty on display; information about IFFR, brochures from several airfields and flying clubs, paintings of war-time aircraft, photographs of IFFR recent activities, as well as ties, pin-badges, caps, pullovers, books and other aviation/IFFR paraphernalia to buy. We also gave away free button badges supporting RI President Hugh ARCHER's theme for his year which proclaimed that "Flying Rotarians Enjoy it in the Air and on the Ground". These were designed by IFFR member Ron HARRISON's wife Denise, who also commissioned the splendid banner that formed the back-drop to the stand. Our thanks to them for their help. Several wives helped their husbands at the stand, including Mary RITCHIE, Sue Le QUESNE, Heather JENKINS and my wife Gill; we are most grateful for our Ladies' help and support, not only at the conference but throughout the year. Whilst thanking people I must single out Sec/Treas. John RITCHIE, without whom, as the cliché goes, there would be no IFFR, as we know it, in this country. Few people realise just how much time, effort and resources he devotes to our Fellowship.

At the Fellowships presentation on the Saturday morning, while waiting to "go on", I got chatting with Michael BENTINE, who was to climax the morning session; he was so amusing and friendly that I quite forgot to be nervous. But I am glad he was following me and not the other way round - I have never laughed so much in my life! I was especially impressed by the way he kept faith with the two themes of the morning, "Enjoy Rotary", by keeping us all laughing, and "Look East", by referring to his wartime service with Polish members of the RAF; then he combined them, by telling a few jokes in Polish, so that the Polish Ambassador, Rotarian Tadeusz de VIRION, who had also just addressed us, could have a laugh too! A real character, entertainer and gentleman!

Len SMITH was much in demand in Bournemouth, but found time to put in an appearance at our IFFR AGM, of which a Report appears elsewhere. We were also pleased to welcome Carlo VANONI, chairman of the Italian section of IFFR. A thoroughly enjoyable Conference week-end.

I am sorry I have not attended many IFFR flying events this year, but I am spending most of my time (and money!) trying to get an IR; I have passed the "written" and have to complete the Approved Flying Course this year; furthermore, the Belgian IFFR event clashes with my final meeting as President of the British Medical Pilots Association, which I must attend, in order to hand over to my successor.

Yours in Aviation Rotary,

David Rowe, Chairman IFFR UK

MINUTES of the ANNUAL GENERAL MEETING of the United Kingdom Section of the International Fellowship of Flying Rotarians held by courtesy of IFFR member Ron Harrison at the offices of Interair Aviation, on the North Side Bournemouth International Airport on Sunday 3rd June 1990.

Present : The Chairman, Committee and various members and guests as recorded in the attendance list. A warm welcome was extended to the President of the Italian Section, Carlo Vanoni, who had been present at the R. I. B. I. Conference held on the preceding two days, and to R. I. B. I. President Len Smith who had arrived with R. I. President Hugh Archer down from the skies at the opening session of the Conference.

Committee Reports :

The Reports and Accounts published in the Winter Bulletin were formally approved. The Treasurer reported that current membership had risen to 99, five new members having joined at the Conference. The current net bank balances amounted to £633. Two Bulletins had been produced and circulated this year at a net cost of £176, and a successful meeting held at Leeds.

R. I. B. I. Conference :

The Chairman David Rowe was congratulated on the audio-visual Presentation he had given to the Conference and expressions of thanks were given from the floor to the Committee for the efforts made in respect of the IFFR stall in the House of Friendship. The Treasurer advised that the expenses of the IFFR stand and Conference Presentation amounted to £325 of which R. I. B. I. had promised a contribution of £100 and the IFFR International Board had provided £105. Ron Piggott reported that Rotarian Colin Iliffe of Weymouth Club had provided the use of a video player and screen free of charge after a quotation of £100 had been given by the Conference Centre, and it was proposed and unanimously agreed that a donation of £25 should be made to a charity to be nominated by him.

Election of Officers :

All the members of the Committee being willing to hold office for another year, and no other nominations having been received it was proposed and unanimously agreed that the Officers be re-elected en bloc for 1990.

Annual Subscription :

The Treasurer reported on the increase in costs of running the Section due principally to higher printing and postages charges. The amount of the International Subscription represented about £8 and might be increased at the forthcoming AGM at the R. I. Convention in Portland, Oregon. He proposed and it was agreed that the subscription for next year be raised to £15 inclusive of the International subscription.

Future Programme :

After considerable discussion it was agreed that the 1991 Section AGM should be held in conjunction with a Spring Meeting and that at least one one-day rally should be held this summer. Sywell, Northants, had been offered as a venue, date to be arranged. An International Rally in England should be held next year, Cambridge & Shoreham both being suggested as having suitable airfields and ground facilities. To reduce the burden on the Officers it was agreed that a Rally Convenor be appointed to organise the events, preferably a member having participated in European events.

FRENCH SECTION MEETING  
8th/9th September

An invitation has been received from Jacques Snyers to attend the Annual French IFFR Meeting to be held at HASSELT, BELGIUM, on this weekend. The Programme details are set out below. Please contact Jacques DIRECT at Rode Kruisplein 8, B 3820 ALKEN, Belgium. Tel 32-11 31 36 33. Fax 32-11 31 64 52

Saturday Sept 8th

- 10-12.30 Arrival Hasselt aerodrome EBZH - Grass runway 800 m. Fuel 100LL  
Customs & Police available Radio 123.75 Club phone 32-11 21 25 50  
Participants preferring a hard runway can use Maastricht EHK -  
Transport to Hasselt on request to Jacques Snyers as above.
- LUNCH ON ARRIVAL
- 2.0 pm Visit to the ancient castle of ALDEN-BIESEN Teutonic Order.  
6.0 pm Reception by the Mayor at Hasselt Town Hall  
7.0 pm Holiday Inn Hotel - Brand new building in the town centre  
8.0 pm Statutory Rally Dinner at the hotel

Sunday Sept 9th

- 10-12 pm Visit to BOKRIJK, open-air museum, where dwellings & customs of  
the previous centuries can be seen.
- 12.30 pm Lunch in a typical local restaurant
- 2.0 pm Departure to the aerodromes of Hasselt & Maastricht. Weather  
reports, police customs & flightplan facilities available.  
Duty free fuel at Maastricht only on uplift more than 250 litres.
- Costs : 5,500 Belgian francs (about £92). Hotel (double room including  
breakfast) 3,200 BF (about £53)

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FLY-IN MEETING, MONTARGIL, PORTUGAL

An invitation has been received for any IFFR members visiting Portugal to attend a Fly-In on 14th to 16th September. The full Programme is too long to print here, but available on request to the Secretary. Cost £46 p.hd.

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ITALIAN IFFR MEETING

The Italian Section held its International Rally starting at Perugia on 15th June. Unfortunately no report of this event had been received by the time of going to press. If any U.K. Section member can contribute a report for inclusion in the Winter Bulletin this would be much appreciated.

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LET'S GO FLYING !

Members wishing to give a talk on flying to their own or neighbouring Clubs or other organisations are reminded that this 30 minute video is available on loan from the Secretary free of any charge except postage.

## VISIT THE LAND OF THE MIDNIGHT SUN

Once again the Scandinavian Section has invited us to join them at their International Meeting to be held at Trondheim on the August Bank Holiday Weekend. Nine members have already indicated their desire to participate and seats may be available for those not wishing to take their own planes so far. The Programme is set out below, and those intending to go have expressed a desire to assemble at Odense Denmark on Wednesday 22nd August where a warm welcome awaits us from IFFR Past Chairman Kjell Akerman. We would then fly on via Oslo to arrive in Trondheim on the Friday afternoon, departing on Sunday after the Airshow, via Oslo with a Monday return home.

### *p r o g r a m m e*

24th Friday	1600-1900	Arrival at Trondheim ENVA Customs on arrival Transport to HOTEL NEPTUN
	1800-1900	Council Meeting IFFR
	2000	Get-together Dinner at Hotel
25th Saturday	1000	Sightseeing in Trondheim Choice of four trips
	THE CATHEDRAL	Within walking distance
	MUNKHOLMEN ISLAND	by boat
	RINGVE MUSICAL MUSEUM	by bus
	SVERRESBORG FOLKSMUSEUM	by bus
Lunch will be at your own choice and place, and the afternoon will be free for strolling and shopping		
	1700-1900	IFFR Annual Meeting at hotel
	2000→	Dinner & Dance at the famous PALM GARDEN within walking distance of the Hotel
26th Sunday	1000-1200	Transport by bus to Airport
	1100-1200	Tax Free shopping at Airport
	1200-1600	Yearly Airshow at Airport - ENVA Departure at your own discretion

HOTEL NEPTUN : Thomas Angels Gate 12 B, N-7011 Trondheim, Norway.  
Phone from U.K. : 01-04-77-51-21-33

COSTS : Inclusive of Room & Breakfast from Friday to Sunday,  
Dinner on Friday & Saturday

Per person in Double room	NKR 1400	(£130)
Per person in Single room	NKR 1600	(£148)

*NOTE : There are no Banks open on Saturday or after 1500 on Friday. Send remittance in NKR to B.K.Hjulstad, Asylveita 2, 7012, Trondheim, Norway. Bank A/c No: 6401.11.26195. with your Name, Address, Aircraft Registration ETA Trondheim and choice of Outing on Saturday morning. A call to Graeme le Quesne on 0534-53623 will help to co-ordinate our entries. Please keep a note of your booking details. Rally Organiser : Rotn. Bror-Eric Hjulstad, Phone 01-04-77-520782 (H), or 520301 (B)*

### How I Didn't Do It !

A recurring theme in articles in aviation magazines is the description of some record breaking epic flight completed against the odds. I was therefore amused to see a subtle protest against this in the S&G gliding magazine which was a tongue in cheek article with the above title.

Being a relatively new member of the IFFR, I was aware of the rule which says that you must get to at least one meeting, and that I am therefore in danger of having to go into hiding to avoid losing my Winged Rotary badge. The trouble is that I would never get away, because there seem to be so many policemen and lawyers with faster aeroplanes than mine ! So as it is, I have decided to give myself up and record the excuses for my defence.

The story starts in May . . . .

The Colt was having its annual at Chilbolton, and it happened that I could collect it and fly home via Coventry and pop in to the 1989 AGM. It was a bit hazy below, so I flew up on top of a thin layer of cloud, working each RAF radar service with no problems. The newly painted aircraft performed faultlessly until the change to Coventry frequency.

I could hear other aircraft calling the radar controller, but he could not read my transmissions clearly so the desired radar approach was impractical. I called Birmingham with no problem, and circled Daventry while I worked out a diversion to Denham. By the time I passed Bovingdon, the sun had burnt off the morning haze there and I landed in the clear.

One radio fault turned out to be the mike, which was due to lack of use. A dry out and a few sharp taps loosened the carbon granules and improved the hi-fi, but I still cannot figure out why only Coventry complained.

We now move on to August . . . .

The attempt to get to Odense Denmark had the same fate. It was bad luck that in such a fine summer, this was the only really bad weather weekend. Armed with new maps and life jackets, I planned Dunkeswell-Norwich non-stop as the first leg. This was partly to ensure that the Colt (and me!) could get across 100 miles of water, as this is more than the second leg distance direct to Groningen-Eelde.

The nice weather over Bath & Oxford turned into solid cloud and drizzle at Bedford, so I had to return to Cranfield for an unplanned lunch stop. After an hour or two the weather looked slightly brighter, but the subsequent leg to Norwich was in and out of low cloud and drizzle. The very helpful Met office at Norwich suggested an overnight stop there instead of Groningen.

The following morning it was drizzle & low cloud, and it turned out that nobody got away from Norwich until the rain cleared at midday. The forecast weather in Denmark for that day and the next looked too wet & windy for the Colt, and so we reluctantly took the aeroplane 'back home' to Dunkeswell via Oxford. I do not know if anyone else made it to Odense, but now that I have practised once I am determined to try again.

*(Contributed by Richard A. Dupee, to whom our commiserations & thanks)*

## R. I. CONVENTION PORTLAND 1990

The 1990 R I Convention in Portland Oregon USA was a success for Rotary with over 21,000 registrations, and perhaps more importantly for IFFR was our best yet.

President John Linford had arranged well in advance for a good IFFR hotel immediately next to the Convention centre - so buses and cars were not necessary on a day by day basis. The weather was more than kind and the city of Portland and the surrounding countryside provided a superb backdrop for all that took place.

Going backwards first though, let us not forget the wonderful fellowship and friendship provided by our American hosts in providing transport to Seattle for the pre-convention visit to Boeing (qv), and then down to Portland. Charles Strasser & Graeme Le Quesne were ferried from the San Francisco area by Marlyn Henderson and Bob Wilmeth respectively, and David Reynolds came all the way from New York with Dan Nalven. From the U.K. Section our warmest thanks for the kindness shown to us.

Boeing, Boeing . . . there we were, landing at Everett Field where the 747, 767, and soon the 777 are assembled and make their first flights. The factory hangar covers an astonishing 52 acres, and is so immense that near complete aeroplanes are dwarfed in the relative size of it all. The facts and figures are staggering, but suffice it to say that a new 747-400 comes off the line every 4.1 days - orders placed now will be started in late 1994; no credit offered by the company - cash in advance at each stage of production; each machine to individual specification; 2½ million hand set rivets in the outer skin; etc, etc, etc.

The Seattle/Everett visit was hosted by Lynwood Rotary Club, who also organised a visit to the Museum of Flight, where by coincidence among the many exhibits was the actual aeroplane in which President John had learned to fly.

From Seattle we flew to Portland taking a good look at the snow covered peaks of Mt Rainier and Mt St Helens - the latter now smoking cheerfully again and building up a new cone. The area of devastation following the eruption is still quite obvious and quite vast.

In Portland the Convention opening session was a disappointment after previous conventions, but the IFFR Booth was perhaps the best yet. Over 100 new members signed up including the first 14 from Japan. The Booth became a firm meeting point for all in the House of Friendship, and it was no coincidence that the IFFR Dinner had a record attendance of 215, and that the Fellowship Dinner hosted by IFFR was the first to be 'sold out' with nearly 1,000 diners. The Annual Dinner was indeed the highlight of the week for IFFR, and the participants enjoyed a fine meal and superbly danceable music at Shenanigans restaurant overlooking the Willamette River. Recognition of President John's splendid work during his year of office was made in the form of the presentation of a replica of his wartime bomber aircraft.

The Annual Meeting heard reports presented on behalf of Australian, South African, German, Scandinavian, French, Mexican, U.K. Italian and U.S. sections, and received a report of a very much healthier set of accounts than in previous years. A proposal to increase the annual subscription from \$12 to \$20 was defeated, in favour of setting a level necessary to meet expenses. It was felt that there may be ways of reducing costs of mailings and this is to be investigated before a proposal is put to the Board as to the required level of subscription.

The meeting elected Frederico Compean of Mexico as President for the next two years; the other Officers having agreed to continue in office were returned unopposed. The 1991 Convention was confirmed as being in Mexico City, but there remained some doubts as to the venue for 1992. Repeated but unconfirmed rumour suggested that Barcelona is postponed and that Orlando, Florida will have the honour.

Overall, the 1990 Convention was a great experience, and was certainly the best yet for Fellowships in general, and for IFFR in particular. May it continue to gain in strength through your participation and enjoyment.

*(Contributed by Graeme Le Quesne, of Jersey Club, Director IFFR 1988/90)*

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#### SUBSCRIPTIONS

PLEASE don't shoot the Pianist - he is doing his best !  
In order to assist the smooth and economic collection of the International element of the IFFR subscription, it was agreed with the Board of Directors that each Section should collect dues from all its members and remit en bloc - thus saving the considerable bank charges imposed for sending small sums in dollars, or in converting sterling cheques into dollars. Several members of the U.K. Section have received demands from IFFR Treasurer Don Simpson for payment of the 1990 sub, notwithstanding that payment has been made to me and sent as part of a block payment to the IFFR Secretary Ned Poyser with a list of U.K. members in March last. Other members have joined or renewed since that date and payment for them is due to be dispatched shortly. Unhappily it would appear that the cheque may have gone astray, as it has not yet been cashed. The U.K. Officers are taking issue with Don for his action in sending reminders direct, but in the meantime please do not worry. All U.K. members who have renewed membership have paid up, and my records are completely up-to-date. A fresh cheque and list is being sent

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#### U.K. INTERNATIONAL MEETING 1991

The Committee is considering venues for a fly-in weekend meeting open to all European IFFR members next summer. Those proposed to date are Shoreham and Cambridge. Easy access from an international airfield is essential to overcome possible adverse weather conditions or for those coming from afar. Suggestions and offers of hosting would be welcome. The Secretary would be happy to discuss ideas by phone - evenings 0462-684941.