



THE ROTATING BEACON

WINTER 1990 BULLETIN

of the

INTERNATIONAL FELLOWSHIP of FLYING ROTARIANS

United Kingdom Section

A MERRY CHRISTMAS TO ONE AND ALL
FROM THE CHAIRMAN AND OFFICERS OF IFFR

INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS
United Kingdom Section

INCOME & EXPENDITURE ACCOUNT 1989/90

	1989/90	1988/89
Income		
Subscriptions & donations	1310.50	1077.00
Less International subscriptions	<u>780.96</u>	<u>561.25</u>
	529.54	515.75
Sales of ties, badges etc	189.15	96.50
Bank interest	<u>15.84</u>	<u>21.05</u>
Total income	734.53	633.30
Expenditure		
Meeting expenses	38.80	25.00
Purchases : Badges	98.79	0.00
Donations	0.00	10.00
Postages, phones & fax & copying	133.59	116.93
Printing : Bulletins	256.64	333.45
: Membership list	0.00	173.15
Advertising	0.00	80.50
Stationery	<u>0.00</u>	<u>49.89</u>
Total	527.82	788.92
RIBI Conference expenses :		
Prize flight voucher	50.00	
Video hire	25.00	
Banner for stand	120.75	
Slides for Chairman's Presentation	80.00	
Pin lapel badges	<u>106.43</u>	
	382.18	
Less received from IFR	105.57	
" " RIBI	<u>100.00</u>	
	205.57	
	<u>176.61</u>	0.00
Total expenditure	704.43	788.92
Surplus of income over expenditure	£30.10	(-£155.62)

BALANCE SHEET 30/9/90

Balances at Bank			
Deposit a/c	300.77		
Current a/c	296.40	597.17	485.57
Stock of ties at cost		18.00	136.40
Sundry debtors	0.00		
Less creditors	0.00	<u>0.00</u>	<u>81.50</u>
Net Assets		615.17	703.47

	BUDGET 1990/91	1989/90
Anticipated income : Subs 100 @ £15	1500	1080
Less int. subs 100 @ \$15 @ \$1.75=£1	<u>857</u>	<u>697</u>
Net income	643	383
UK Bulletins, printing & postages	<u>500</u>	<u>650</u>
	£143	(-£270)

John D. Ritchie
Hon. Treasurer

R. J. Harrison
Hon. Auditor 15.11.90

UPON A PEAK IN DARIEN...

We have received a warm invitation from our International IFFR President Freddy Compean to join him in Mexico City at the 1991 R. I. Convention. He writes :

"Last Thursday 8th November I received a FAX from Rotary International letting me know that at the *SEVILLA PALACE HOTEL* they were holding a block of rooms for IFFR. As I was leaving for Mexico City (250 miles south of San Luis Potosi) to deliver a conference next day at a National Seminar on Food Irradiation I decided to check the facilities personally.

It is a nice modern Hotel inaugurated two years ago, on the Paseo de la Reforma (main avenue of Mexico City) with a total of 414 rooms of which R. I. has reserved 360, and of those we could have around 50 for our group. The fixed rate that R. I. has arranged is \$75 U.S. per double room plus 15% tax = \$86.25. (about £45. Ed.)

I checked the rooms (they claim * * * * *) their restaurants and the meeting facilities and they are all good, including a nice small covered pool on the terrace, in case we decide to hold our banquet-dance there (around \$60 U.S. plus music cost). In the largest city in the world (population wise) there are many places to have our dinner-dance, and on my next trip to Mexico City I will check other alternatives, such as the famous *Hacienda de los Morales* (more expensive). I have not yet seen the program, but usually the Home Hospitality is on Monday night so we could hold our dinner on Sunday night. Probably the Annual Meeting will be easier right at the Convention Center on Tuesday afternoon.

I drove several times from the Hotel to the National Auditorium where the Convention will take place and it took me from 10 to 15 minutes, on a nice straight drive, as the Convention and the Hotel are in the same avenue

I also went to two hotels across the street from the Convention Center : the *Stauffer Presidente* (\$100 U.S. + 15% tax) and the *Nikko* (around \$125 U.S. + 15 % tax). Those two are blocked by Rotary International. At the *Nikko* I made reservations for all of us in 1989 and they were cancelled as R. I. took them as the official hotel for the Convention. I may be able to insist with R. I. to give us rooms in one of these two, or take the *Sevilla Palace*, what do you think ? Please rush me your opinion as soon as possible.

For the registration I sent a list to Lynn Healey of all the IFFR members who signed in Portland that they would come to the Mexico City Convention (55). It is almost impossible, and could lead to errors, to make hotel reservations here, as many would like to be at private homes if they register in time for the Homestay, so I suggest filling up the applications for the Convention registration mentioning that you are of the IFFR Group and choose the *Sevilla Palace*.

San Luis Potosi Fly-in

Here everything is much easier than in the huge Metropolis of Mexico City, and I know each and every one of the Rotarians of the five Clubs we have in town. The Fly In will be similar to the one we had a few years ago, this time arriving on FRIDAY MAY 31st, we will have a dinner party with all the Clubs, spend the night with their Rotarian Hosts, leaving the next day. Time permitting we will have tours of the city on the day of arrival or early Saturday morning. If anyone would like to come a day or two earlier they are welcome, but I must know who is planning to come.

Toluca

As mentioned in the October World Bulletin it is better to land there than in Mexico City and I will have to visit the Rotary Clubs in that city early next year to arrange welcoming committees and transportation to our Mexico City Hotel

After the Convention

Mexico has so many interesting places to visit in such a wide area that it will be complicated to try to meet all the different ideas. Some of our members may like to enjoy our beautiful Pacific Beaches, others the Caribbean Beaches in Cancun, or the Gulf of Mexico ports, others may like to see the many, many archeological treasures our great Country has in the States of Yucatan, Veracruz, Tabasco, Oaxaca or even the Pyramids near Mexico City, others may like to visit small inland cities, or stay in Mexico City for a few days etc. etc. So far I feel that each one should be on his own, or maybe get together to fly or go to different places in small friendly groups who should arrange their own trips to meet their desires. What do you think ? Suggestions could be published in our next Bulletins.

Rotarily Yours,

Federico Compean M.

U.K. PROGRAMME - 1991

- May ? German IFFR International Rally. Venue to be advised.
- June Italian IFFR International Rally. Venue to be advised.
- July 12-14 U.K. IFFR International Rally Weekend at Cambridge. Full details in Spring Bulletin. NOTE THE DATE NOW
- August 1-6 Rotary Caravan Fellowship Rally at Old Warden, Beds.
- August 4th Fly-in for IFFR Members on Sunday 4th to see the first public flight of the Sopwith Triplane built by Rotn. Eric Barraclough. Arrival slot booking MANDATORY at Old Warden.
- August 23/24/25 Scandinavian IFFR International Rally at Falun, Sweden
- Sept. 13/14/15 French IFFR International Rally. Venue to be advised.

FUTURE EVENTS

As the membership of IFFR has increased so has the workload on the Section Officers. In order to improve the service to members we have appointed an Events Officer to co-ordinate and hopefully increase the number of events held in the U.K. each year attended by IFFR members. Stalwart supporter Irwin Rodgers has agreed to accept this office, so all ideas and dates to him please. IFFR enquiries should be addressed to the appropriate Officer whose address are as follows :

U.K. Chairman : David Rowe, 69 Tankerton Road, Whitstable, Kent. CT5 2All
Secretary/Treasurer : John Ritchie, 84 Broadway, Letchworth, Herts. SG6 3PH
International Events : Graeme le Quesne, La Sabliere, Samares Coast Rd, St Clement, Jersey, Channel Islands. United Kingdom Local Events :
Irwin Rodgers, Greenacres, 6 Horderns Lane, Chapel-en-le-Frith, Stockport.
1991 U.K. Cambridge Rally : Bob Tydeman, The Windmill, Barrington, Cambs.

THE FRENCH MEETING IN BELGIUM
7th to 10th September 1990

Jacques Snyers programme offered us the choice of arriving either at Hasselt (wet grass and 800 metres) or Maastricht (concrete, I.L.S. etc.). In view of the weather, with showers and low cloud forecast, we flight-planned for Maastricht. In fact we passed over Hasselt at 800 ft whilst trying to maintain VFR, noticed that five or six aircraft had already arrived and were tempted to join them. We continued the extra ten minutes to Maastricht and paid the price by having to wait while the big boys landed, and then having to carry our cases for miles. Still, with under four hours flying time from Edinburgh thanks to a tail wind it was good going.

A quick change and into Maastricht - a lovely largely pedestrianised and cobbled city - for four hours of exploring and then back to the Airport Altea Hotel for dinner.

Next morning we were surprised to see G-DASH and G-PLUS parked behind us but no signs of Erwin Rodgers and Charles Strasser, so set off on a 12 minute flight following the canal to Hasselt amid continuous chatter on the radio as the ground controller tried to assist aircraft to find the field.

After a champagne reception and an excellent lunch in the hangar with over 80 present, we were taken off to visit the Teutonic Castle/Palace of ALDEN BIESEN. This was followed by a walk through Hasselt to the Town Hall for a reception and address by the Mayor. Back to the recently opened Holiday Inn for a short rest and then into an excellent dinner with only the bare minimum of speeches. (*Is he trying to tell me something? ED.*) The surprise of the evening was surely the arrival from Coventry of Jimmy Kumar, Roy Carey & Brian Russell just in time for dinner and due to return to Coventry first thing next morning. They received a mention for being the most enterprising with G-ATTY being noted for having come the greatest distance from Scotland.

Sunday morning was set aside for a visit to BOKRIJK open-air museum - a country park to which had been transported a working windmill and dozens of village houses and farms from different areas and periods. Lunch was a leisurely affair where we again ate too well and too much before saying good-bye to those leaving that afternoon. We had decided to stay and look around the shops on Monday morning.

The wind hadn't changed and was against us all the way with best speeds being achieved near the ground. So across the Channel at 1500 ft and then 2500 ft for the rest of the way - a five hour flight but still in time for John Donne to make his Rotary Council meeting.

Altogether with around 17 aircraft at Hasselt and 2 or 3 at Maastricht it was a most successful weekend thanks to the hard work and efficient organisation of Jacques and his helpers. Apart from a few light showers we had little cause to use the umbrellas with which we had been presented.

(Contributed by Feroz Wadia)

IN THE HALLS OF THE MOUNTAIN KINGS

The invitation to the Scandinavian Section IFFR International Rally gave us the perfect opportunity to take my Rotarian friend Stephen and his Norwegian born wife Aud to visit her homeland. What we did not expect was that so many U.K. based IFFR members would also appreciate the chance to see a part of Europe over which few of them had flown before.

The event was held at Trondheim, some 250 N.M. north of Oslo, and the pilots of the 'singles' all decided that a long sea crossing from Sumburgh via Bergen and the mountains to Oslo held little appeal, although this route was taken by John Donne accompanied by Feroz Wadia, flying from Edinburgh in the Beech Duchess. Our first nightstop was at Odense, Denmark, but the rally really began for us on Wednesday lunchtime, when we landed for fuel and food at Groningen (Eelde) on the Dutch/German border immediately behind Barry Paget and Peter James from Bodmin, who themselves were just after Dave Jenkins and Philip Jones from Swansea. Apart from the high cost of Avgas in Holland we can all recommend Eelde as a stop. Service at both ATC and MET Offices, as well as in the restaurant was excellent.

After lunch, a two hour flight over the flat dairy farms of north Germany took us to Odense where we were received by Kjell Akerman and his wife Vibeke whom we had last met in Varese the previous year. They soon had us installed in a modern hotel handy for the airfield where we were joined by several local Rotarians and later by Graeme & Sue Le Quesne with their passenger Patrick Copery, followed by Charles Strasser, all from Jersey. With him Charles had brought Bob & Jacky Wilmeth from Palm Springs, Calif. who had hosted Charles at the Portland Oregon R.I. Convention in May.

Next morning our departure was marked by the announcement from the tower that they were unable to approve our flightplanned route via Aalborg due to military air exercise being held over the Danish mainland - would we therefore reroute via the Copenhagen TMA and Sweden - cleared to line up and take-off ! Mary who was navigating found herself rapidly measuring tracks and headings on an unfamiliar map while I tried to calculate the effect on range and timings. We arrived safely in Oslo Fornebu some three hours later to be welcomed by Erik Brynildsen of the Eiksmarka Club, one of the eight based in the capital city. He was a tower of strength throughout the weekend keeping us advised of the weather actual and forecast, the departure procedures which apply to such a busy international airport, organising our hotel, lunch, a conducted tour taking in the famous City Hall, Holmenkollen ski-jump and Vigeland Sculpture Park, and ending for evening coffee at his own home. He also presented every participant in the Rally with a teeshirt printed with the IFFR logo and Rally date. By this time the party had grown to include Ives Branson & Sheila, Peter Gresham, and Malcolm & Jean Bainbridge in the Aztec from Biggin Hill.

Friday morning dawned with heavy showers, an unfamiliar sight to the English visitors who were suffering at home from the summer drought. Phone calls to Trondheim and Koros, en route, revealed that the valley was clear of low cloud and we all set off in turn for our destination. On arrival we were greeted by Bobo Hjulstad, the IFFR member who had planned the Rally and who was engaged not only in receiving 15 visiting planes but also with running the Airshow on Sunday which was the occasion for our visit. We were received, welcomed and dispatched to catch the next airport bus to the City almost before we had time to realise that we had reached our objective, the northernmost city in which an IFFR meeting has been held. That afternoon the British contingent assembled to enjoy a late lunch at an outdoor restaurant fronting the canal which crosses the town, and then did some sightseeing and shopping before an informal dinner in the hotel with all those who had arrived from Sweden and Germany.

Next morning we all took a boat trip to a nearby island fortress, formerly a monastery, in which the King of Denmark had detained his Prime Minister for 18 years in the 19th century. Several members commented that he had established an precedent which could usefully be repeated elsewhere. That evening we all enjoyed the Gala Dinner, honoured by the attendance of General-Major Olav Aamoth of the Norwegian Air Force, who is the President of the Norwegian Aero Club, and his General Secretary Jens-Henrik Johnsen. The speeches were limited to a welcome from the President of Trondheim Rotary Club, and expressions of thanks from the other Presidents. Dancing followed for the younger members while old friends conversed.

On Sunday we watched the Airshow, before departing amid scattered showers some returning to Oslo and others flying on to Gothenborg in Sweden. In Oslo we were hosted by an old friend of our guests and were shown around the modern harbour redevelopment next morning before returning home via Odense and Kelde, getting hotter every mile we travelled south.

Looking back we realise that with good weather, good organisation both from Graeme le Quesne and in Odense, Oslo & Trondheim, and the support of our increasing number of IFFR friends we had enjoyed a trip of almost 3,000 miles spread over a week, and our guests had at last an opportunity of showing us the beautiful scenery that Scandinavia offers. Next year the Scandinavian Rally will be held at Falun in central Sweden on the last weekend in August. I am confident that if we are invited again there will be many of those who flew to Norway this year and Denmark last year who will wish to sample the delights of another new destination.

////////////////////////////////////

BERLIN OR BUST ?

IFFR past President Charles Strasser sent this report of his latest exploit

For the last 45 years, to get to Berlin by air it was necessary to use one of the 3 corridors from West Germany to Berlin and these all had a ceiling of 10,000 ft. Only commercial aircraft of the Allied Powers such as British Airways, PanAm, Air France etc. were allowed to fly within them. After the recent re-unification of Germany it came to the notice of Charles who was at an exhibition in Cologne, that the air corridors were being abolished so he decided that his Piper Seneca II Twin G-PLUS should be the first British registered non-scheduled aircraft to land in East Berlin on a direct flight from West Germany.

On Sunday morning he duly filed a flight plan at Cologne-Bonn for Schoenefeld Airport to fly at 11,000 ft with an estimated flight time of 1 hour 40 minutes. The journey was uneventful being handled in turn by the Cologne, Dusseldorf & Bremen A.T.C who then handed him over to the Berlin Centre Controller based at Tempelhof Airport who with a distinct American drawl handed him over in turn to the Schoenefeld Approach Radar Controller in former East Berlin who received him in distinctly Germanic manner. After landing, Charles was instructed to proceed to a parking ramp. Lo and behold, another British registered aircraft was already parked there. This plane belonged to Ian Rosewell, a friend and former employee of Charles to whom he had mentioned the opening of Berlin to General Aviation aircraft. Ian had ensured that he took off first, but Charles flew the first twin engined aircraft and is the first IFFR pilot of any nationality to have landed at Schoenefeld since the re-unification of East and West Germany.

First the Iron Curtain, then the Berlin Wall, and now the restrictive air corridors have all disappeared, and freedom to travel at will - one of the essentials of democracy - is truly back throughout the whole of Europe.

ONE LAST TRI

Eric Barraclough tells how he came to build a Sopwith Triplane :-

It all started in 1973 when a Yorkshireman - John Langham - decided to collect a group of enthusiasts to, as he said "preserve the skills which were inherent in building the aircraft which flew in the '16s, '20s and early '30s." Margaret saw the article in the Yorkshire Post and I rang John to offer my services - only to find that I was the only one to join the group with actual aircraft experience. This had been gained in Comper Aircraft, starting in 1934, when I became an apprentice, progressing to the design office where I spent my war years at Heston, West London.

At an early meeting our group was persuaded to build a Sopwith Triplane for the Shuttleworth Collection, who were to supply the Clerget Rotary engine, and pay for all the materials. So first to find the original drawings we approached Hawker Siddeley who occupied the old Sopwith factory at Kingston upon Thames, and managed to purchase a full set. The stage was now set. All we had to do was muster some super enthusiasm which must last, I knew, for at least 10 years. I must admit that I was doubtful from the start that the aircraft would ever be completed. It meant filing metal and chipping wood to make, exactly, some 2500+ different parts - all necessary to build an aeroplane with nothing like an aeroplane in sight to spur us on.

Some came and some went, and we filed and chipped away. Eventually, after about 7 years, we managed to assemble the first wing - a great day ! Only five more to go - plus a fuselage of course ! I have always said that anyone can make an aeroplane providing that they have sufficient PATIENCE - and that is the whole secret. It has been quite a task. Many of the members had absolutely no engineering experience. In fact, some dropped out because their work proved to be sub-standard - and they didn't like having it rejected ! Eventually we got about a dozen or so steady stickers whose enthusiasm has won through to the present.

Northern Aeroplane Workshops, as we call ourselves, is a group of enthusiasts who enjoy a hell of a lot of 'job satisfaction' which seems to be generally in short supply these days. We have some 40 members and have had, most of the 17 years to date, but as in most organisations there are "them that will and them as'll let 'em". But the basic dozen are the real enthusiasts who have slogged on and eventually built a REAL Sopwith Triplane which, when it flies this year, will be the only flying example in the world. In fact, Sir Thomas Sopwith (who died in February 1989 at the age of 101 and was an honorary member of NAW) said that our aeroplane was "not a replica, but an extension of the production line which ceased temporarily - in 1917 !".

There are only two triplanes existing today, out of the 152 which were built in 1916/17. One is in the RAF Museum at Hendon, and the other at a museum just outside Moscow. Of course, these are not airworthy - ours will be ! I say a big 'Thank You' to all those members who have stuck by me through the years to complete this colossal task.

(Reproduced by courtesy of former Rotarian Eric Barraclough and the Editor of the International Caravanning Fellowship of Rotarians - See our Programme for details of the Flying Day at Old Warden next August). Ed.

INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS

United Kingdom Section

MEMBERSHIP RENEWAL FORM - 1991

I apply to renew my Membership of IFFR and undertake to attend and promote its activities to the best of my ability. I enclose a remittance for the Annual Subscription of £15 inclusive of the International subscription and confirm that I am a current member of Rotary International.

To enable the Secretary to maintain accurate records PLEASE complete details in the information requested below. Those with London phone numbers formerly 01 are especially asked to assist by giving the correct 071 or 081 code. Full details are needed for the International Directory. Bulletins will be sent to your home address unless otherwise requested. A Fax number for urgent messages will speed communications.

Members Name.....Wife's name.....
Home address.....
.....Phone.....
Business address.....
.....Phone.....
Rotary District No :.....Fax.....
Rotary Club.....Meeting day & time.....
Occupation.....Airfield.....
Current Pilots licence : YES/NOSeats available.....

(Please complete the following entry)

I wish to participate as a pilot / passenger in the following flying events organised or supported by IFFR this year - at home / abroad :

Please supply an IFFR tie when available. Colour blue / wine / green.

Signed.....Date.....

Please return this form with cheque for £15 payable to IFFR. to the Secretary :

John D. Ritchie, 84, Broadway, Letchworth, Herts SG6 3PH.

Phone : Evening 0462-684941 Day 0438-312211 Fax 0438-740805

