



*THE ROTATING BEACON*

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AUTUMN 1991 BULLETIN

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of the

INTERNATIONAL FELLOWSHIP of FLYING ROTARIANS

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United Kingdom Section

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INTERNATIONAL MEETINGS 1992

Late May/ early June	ITALIAN IFFR	Genoa, northern Italy
May/June	GERMAN IFFR	Kiel, north Germany.
June 14-18th	INTERNATIONAL IFFR	Orlando, Florida
August 14-16th	SCANDINAVIAN IFFR	Helsinki, Finland
September 11th	FRENCH IFFR	La Baule, Brittany.

The exact dates of these events to which ALL IFFR members are invited will be advised with the detailed programme as soon as notified to us. Members are requested to inform the Secretary of any meetings in which they are interested so that particulars can be sent direct, as short notice may be given by Organisers and airfield charts and information may be needed.

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IFFR INTERNATIONAL A. G. M. MEXICO CITY

IFFR Member Ron Harrison #3158 accompanied by his wife Denise had the privilege of attending the pre-convention Fly-in at San Luis Potosi hosted by President Freddy Compean. In addition to those flying in by commercial airline for the R.I Convention, 20 aircraft from various parts of America made the trip all with interesting tales to tell of their journey ! On the following day they flew to Toluca, the Harrisons going with Freddy III in his Cessna 310 at 13,000 feet above the interesting Mexican countryside.

At Toluca the Rotary Club had arranged a reception with Marguerita Cocktails much in evidence, although there was some concern at the late arrival of Don Bymaster's Mooney and Jim Johnson's Bonanza. It appeared that they had suffered some "sense of direction" problems not helped by the mountainous country which surrounds Mexico City, but which let them in for much ribbing during the days that followed.

The IFFR Banquet on Sunday 2nd June was attended by 135 people, and Ned Poyser the retiring International Secretary who is incoming District Governor for his District was congratulated and presented with a superb model of his C210 in which he made trips to R.I. Conventions in Birmingham & Munich. As the plaque on the base said - "You Done Good" !

At the IFFR AGM the following day the 98 members attending discussed the problems of late or non payment of subscriptions, and of IFFR being "the best kept secret in Rotary" - not enough members know of its existence. Subscriptions received to date were only \$7,000 from a nominal membership exceeding 2,000. (*The U.K. alone has paid \$1,200 this year*).

Two new Officers were elected for 1991-1994, namely Don Bymaster as President Elect and Mike Haun as Secretary/Treasurer. Don is Chairman of the 1992 Orlando Convention Committee and will be issuing details ASAP. Marc & Margo Crotts ran the IFFR Booth with their usual enthusiasm and President Freddy & wife Lucy made the whole Convention a memorable occasion

Annual General Meeting - June 1991 - Secretary/Treasurer's Report

As at 31st May the U.K. Section had a paid up membership of 99, including 8 who had joined since 1st October last. There had been a number of resignations, most as a result of the member having left Rotary, one from serious injury following a road accident, and three deaths, the last of whom was David Jenkins from Swansea, killed in a flying accident on the mountains of North Wales. David was known to many as an active pilot and regular participant in our events, including the party who attended the Scandinavian Rally in Norway last year. Four IFFR members attended his funeral to which a floral tribute was sent on behalf of IFFR.

The Committee decided that in view of the increasing needs in membership and activities it was desirable to appoint an Events Co-Ordinator to assist the Secretary, and Irwin Rodgers willingly accepted nomination for the post. Graeme le Quesne continued his efforts to maintain contact with the other European Sections with a view to minimising the clash of dates. He proposed that having held Office for the past five years, the post should be offered to an English-speaking member of another European Section and it was agreed that Winnie Aufterbeck of the German Section should be invited to take this office.

Details of all events held in 1990 and the programme for 1991 had been published in our Bulletin, "The Rotating Beacon", copies of which are sent to all members and to the Presidents of all European Sections as well as the International President and Bulletin editor. Our principal International Invitation Event for 1991 was the Rally at Cambridge in July, and Bob Tydeman of the Cambridge Rutherford Club had accepted the responsibility of hosting the event. Invitations had been sent to all our Section members, and to the Presidents of all other European Sections and the International President.

Annual dues had been paid to the International Treasurer at the rate of \$12 per member, and the current balances at the bank were : Current a/c £993.39 Deposit a/c £307.32. There were outstanding bills due reducing the net credit to about £1,090. Assuming no increase on the International subscription at the IFFR AGM at Mexico City which was being held that weekend, it was agreed that our subscription remain at £15 inclusive for 1992.

All Officers offered themselves for re-election, and the Secretary agreed to produce the Bulletin unless another member was willing to undertake the responsibility. They were re-elected en bloc.

Future events : Agreed that a Winter meeting capable of access by road or air be arranged, and that 1992 AGM should be held in May/June but NOT as part of Jersey Air Rally weekend due to access problems for non rally goers

Ties - after full discussion agreed that better class of ties at cost around £6.50 for woven motif on blue or grey background was preferred to existing style of which stocks were exhausted. Secretary to order.

Ladies scarves - Suggested that a headscarf be available for ladies, but problems arise if Rotary motif is used for non-Rotarians. No action.

### ALONE AMONG THE NORSEMEN

(Contributed by Barry Paget IFFR # 3431)

The Scandinavian IFFR rally at Falun in Sweden was a huge success and although I was the only pilot attending from the UK, the welcome could not have been better.

We took off in SIERRA NOVEMBER from Bodmin airfield on Wednesday 21st August. Flying with me on this occasion was my son, Cliff, home on a short holiday from Australia. Our route took us along the south coast to Lydd for Customs and then a short flight across the Channel to Le Touquet for a night stop.

The following day we flew in superb weather across the Low Countries to Gronigen for refuelling, thence to Odense in Denmark where we were met by Kjell Akerman. We stayed at his house, about 15 minutes drive from the airport and there we enjoyed the wonderful hospitality of him and his wife, Vibeke, for an evening which alone was worth the trip up there.

On Friday we left Odense for Borlange (the airport for Falun) but landed en route, for fuel and customs, at Jönköping, where I was able to get a weekly season landing card for Sweden for the equivalent of £28. With that and fuel at about 42p a litre, I was quickly 'hooked' on Sweden as a country to fly in, quite apart from the lovely scenery.

Arriving at Borlange at about 4.30pm we found everything highly organised to cope with the 13 aircraft arriving, almost simultaneously, from Finland, Norway, Germany, Italy as well as other parts of Sweden. Hadan Hedell did a brilliant job marshalling us and seeing to the (minimal) formalities. Kjell and Vibeke arrived just after us, in their Partenavia, direct from Odense and we were soon surrounded by old friends from last years Norway trip. Refuelling was done there and then while we all chatted and exchanged greetings.

We were taken by bus to Falun about 30 km away and installed in the Grand Hotel which was very comfortable and also the venue for the first night's informal and enjoyable dinner at which Secretary, Sven-Ove Haggquist and Chairman Ake Nerell, filled us in on the weekend's programme.

Saturday turned out to be another gorgeous day and we assembled after breakfast for a conducted tour of the 700 year old Falu copper mine, now a tourist attraction and very interesting. From there we toured the town and surrounding district before being taken to the Town Hall for a Mayoral reception and buffet. The whole town was en-fête that day as it was their centenary and the place was ablaze with flags. Among the many displays was an astonishingly accurate descent by three paragliders right into the dead centre of the crowded town square.

At 5.30 pm we boarded the M/S Slussbruden for a boat trip on Lake Runn. It was a still, sunny evening, perfect for such a cruise and drinks were served throughout, including a very special potion supplied by Sven-Ove, which ensured that, on arrival at the Haganäs Inn, we were already in the party spirit. There we had an excellent dinner, some good and never boring speeches, followed by dancing until well after midnight and a return to our hotel about 1.30 am.



### IFFR GOES TO CZECHOSLOVAKIA

The last week of April saw a party of seven Jersey Rotarians including IFFR members Charles Strasser, Mike Liston & Graeme Le Quesne fly themselves in three aircraft to Prague to participate in the rebirth of Rotary. The Jersey Club had undertaken to co-sponsor jointly with the German Club of Neuberg a new Club at Znomjo, a town in the south of the country about 15 miles from the Austrian Border. After a brief tour of the city and a chance meeting with the President Vaclav Havel, two hired Skoda cars took them southward through a pleasant landscape entirely bereft of livestock, the agricultural policy having concentrated exclusively on grain crops, and the regional specialty of gherkins.

While in Czechoslovakia the party was able to take part in the Charter celebrations of the Bratislava Club, one of whose members Ivan Micik was the first IFFR member from that newly liberated country. Another founder member was joining Rotary for the third time having twice been removed by action of the authorities in banning Rotary, firstly by the Nazis in 1938 and later by the Communist government after the War. It is difficult to comprehend fully the task which faces the new Rotarians. The economy has been held in a time warp, and while they have now regained their freedom the average wage is only equivalent to £50 per month, inflation is galloping with rents and prices climbing far faster than incomes. The days of 100% employment are past, and it is vital that the spirit of enterprise is re-kindled and that there is a re-investment at all levels so that living standards can once again be raised. It behoves Rotarians in the Western World to support the efforts of their counterparts throughout Eastern Europe with hard cash rather than pious sentiments.

The flights were not without problems. Graeme took the precaution of bringing an I.R. co-pilot and after fuel stops in Liege (Belgium) and Bayreuth and fighting a 15kt headwind ultimately arrived at Prague to find both visibility and cloudbase fast decreasing, all heights given in metres, no QFE and a downwind ILS procedure which made a go-round inevitable. Thereupon the ATC Radar went down, so back to the beacon only to watch the ADF needle circle endlessly and meaninglessly. They tried the other NDB - no problem - back to ATC who cannot understand it. Retry the original NDB now working fine - everyone thoroughly confused but a procedure turn and cloud break at 350ft into 1500m visibility produced a conventional landing.

Mike Liston flew back on the Sunday, and Charles on the Monday after a delayed start cured with the aid of a blunt screwdriver which caused his arrival over Jersey to coincide with 24 hours of fog and necessitated a day and night in the fleshpots of Deauville before reaching home.

The lack of Avgas in Czechoslovakia had necessitated a detour VFR along the magnificent scenery of the Danube Valley into Vienna before continuing to Bratislava. The return run to Salzburg should have been equally spectacular but solid IMC prevailed right onto the ILS before refuelling en route to Luxemburg. However the benefits of an Instrument Rated pilot were marred by the action of Paris ATC Flow Control who could only offer an airways slot three hours after the requested time making a night landing at Caen and an early rise next morning necessary to arrive in Jersey late for work but in time to welcome the IFFR participants in the Jersey Air Rally due that day.

## FRENCH IFFR REUNION - CANNES

115 Rotarians, family and friends descended on Cannes Mandelieu airfield for the French Section Annual meeting in September. The weather was scorching and perhaps the sudden transition was a bit of a shock for those from up North, but it was a pleasant shock. We were received by Jean Reculet the French President and his family, and with charming Swiss efficiency Loco Bonnet performed the necessary but painless operation of collecting the registration fees. Transfer by coach, car and minibus took us to Grasse where a small but welcome swimming pool offered relief to parts not reached by a glass or two of the frothy stuff.

After informal greetings and catching up with old friends, and some young ones, a stroll through the town took us to the House of Fragonard where we saw the perfume museum and were let into some of the secrets of the perfumery industry, and were by chance given the opportunity to buy some of their wares. Dinner that night was attended by the Presidents of the two Rotary Clubs of Grasse and official greetings and welcomes were exchanged.

Saturday morning saw an early start by coach to the Yacht Club of Antibes where a flotilla of magnificent yachts had been organised to take us for a day on the ocean waves. Groups of 4-10 visitors were quickly allocated a skipper, packed lunch, wine etc. and the fleet set off on a leisurely motor to anchor between the Iles Lérin (off the coast of Cannes). The sea was clear sparkling and 25 deg C. The sun was quite a bit hotter! Most people spent a fair time in the water, coming up for food only because it was that time of day, rather than being in the mood to eat. It was a popular mooring place for many other than our 20 boat flotilla, such that the icecream man came round in his Z-Boat, fully equipped with ices, pizzas and a microwave, plus a radio link to the support/supply ship. A light and favourable breeze allowed the sails to be hoisted for the return to Antibes, and the calm and quiet journey rounded off a superb day out.

However, we weren't finished yet. 45 minutes in the coach back to Grasse to change and dress in 31½ minutes, before a 45 min. coach to . . . . Antibes for Dinner at the Eden Roc. The setting sun on a balmy evening made it a splendid event. The meal lived up to the reputation of the renowned hotel, and the speeches were of very short duration. Official thanks were expressed to the skippers of our host yachts, through their Club President, and dates exchanged for the 1992 IFFR fly-in programmes. Bed was welcome when it hit the body at an early hour Sunday morning.

Many guests made it on the coach to a local glass blowing works later that morning - some chose to wander in Grasse and take a quiet petit-cafe or two before the final lunch, notable as another excellent meal, and also as the occasion when Ron Piggott, celebrating his birthday, became 9 years younger.

Goodbyes were shared and hopes for further meetings renewed as the participants started to make tracks back to their homes in France, Italy, Belgium, Switzerland, Sweden, England, Scotland and Jersey. A memorable weekend and a sincere "Merci" to Jean, his family and team.

*(contributed by Graeme Le Quesne, Vice-President IFFR 1990-92)*

