



THE ROTATING BEACON

WINTER 1992/93 BULLETIN

OF THE

INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS

UNITED KINGDOM SECTION

THE PRESIDENT'S LETTER

To all members of UK IFFR,

First of all, my thanks for doing me the honour of electing me to be your president. I hope that I can live up to the example set by my predecessors.

I hope that during the coming year I shall have the opportunity of meeting you at one or other of the National or International meetings that will be organised. It is the greatest pity that we tend to see so few people actively participating in IFFR events, because I know from experience how enjoyable they are.

In recessionary times flying might not get the priority you would like to give it, but I do urge you to make a special effort to make it to at least one event in 1993. There is a "hard core" of IFFR regular attenders throughout Europe who have come to see IFFR as a means of achieving at least two objectives.

The first for many, is to give a purpose to having worked so hard to gain a PPL in the first place, and to fly for the pleasure of flying outside the confines of the local circuit, and the occasional cross-country to a known airfield. Most UK regular participants (myself included) are VFR pilots. The trip planning and completion are satisfying in themselves.

Secondly, I believe there are many who, like myself, might have become a little stuck in a Rotary rut, seeing the annual repetition of home club programmes as becoming very much the same, year after year, and perhaps lacking the challenge of change. Let IFFR be a reason for enjoying your Rotary membership, and of broadening your contacts at home and away.

I am only an ordinary Rotarian, never having made it further than Council in my own Club, but I get a heck of a lot of pleasure out of the contacts and travel that IFFR has brought my way. I hope that you too can find a way to participate in at least one event during the next flying season; don't be ashamed of driving to a "local" UK event, or indeed to foreign ones; you won't be the first, or the only one to do it.

Wear your IFFR winged Rotary wheel with pride of membership, and when asked what it is, be able to answer "I took part in a fly-in to", rather than "I understand that they sometimes...."

So come on chaps, let's be seeing you.

Enjoy Flying. Enjoy Rotary.

ENJOY IFFR

Graeme Lequesne

SCANDINAVIAN FLY-IN

THE 1992 Scandinavian Fly-in was deservedly well supported by 22 aircraft from Finland, Sweden, Norway, Denmark, Belgium, Germany England Scotland, Jersey and Italy. All participants arrived VFR at Hanko, thus avoiding a 140km road transfer from Helsinki, the nearest IFR field. The programme was arranged by Hanko locals Henry & Ritva Sandin and by 1992 round-the-world air race competitor Raimo Makkonen and wife Leena, assisted by Bengt Hellsten; I can't believe we packed so much into just three days.

For the flight Feroz Wadia, John Donne and Norman McLeod took the short route across the North Sea from Edinburgh, refuelling in Oslo; while Barry Paget and I took the coastal route through Holland, Sweden and then across to Finland. A strong Westerly airflow made the journey from UK rather shorter than our still-air projections, an airspeed of 110 kts yielding a groundspeed of 140 - 146 kts. IFFR camaraderie became ever more apparent the closer we got to Finland, with greetings being exchanged on recognition of call signs on the Info frequency; without upsetting ATC too much (I think).

We saw Barry Paget depart Malmo as we walked out to -YL on Friday morning, and a few minutes later we greeted Edi Wismeth as he taxied in after his flight from Germany.

Scandinavia just has to be seen from 2,000ft agl to appreciate the beauty of the country, with every lake and inlet and island visible. By contrast, as we found in Finland, travelling by road reveals millions of trees, with only rare scenic glimpses of water.

Friday evening we were hosted at an informal buffet dinner at the Hanko Officers Club and had the opportunity to unwind, meet old friends and make new ones. Saturday took us to the Zoological station at Tvarminne, where we learnt about the marine life of the Baltic. A visit to the Koverhar steelworks (still operating in profit) followed, where we were dined after a brief, but illuminating tour of the works. We then had a hurried visit to the Winter-War front-lines museum before a reception by the mayor, on behalf of the city of Hanko. We had the late afternoon free to take the air while the Scandinavian section held its AGM, where Poul Christensen was elected the 1992/3 President.

Cocktails at the Villa Thallatta preceded the more formal dinner at the Hanko Yacht Club, where official Rotary greetings were exchanged, and Pierre Maillard tried to sell souvenir T-shirts.

A late night always seems to precede an early flying start, and Sunday was no exception for the those who had elected to take part in the optional extra days, with a staggered start - fastest first - for the VFR flight to Helsinki. We had a short visit to the Finnish Aviation Museum, before we eventually got lunch at our hotel at 1500. After a pilots' briefing for the flight to Estonia next morning, there was time to explore Helsinki, which took most of us to the harbour. Some of us were lucky enough to catch a FREE boat trip around the islands in the area.

Monday saw us ready at 0900 for the half-hour trip across the Gulf of Finland, to be greeted on the ramp by members of Tallinn Rotary Club and the Deputy Director of Estonia's CAA. Formalities were kept to a minimum, with the help of these friends (no visa required by British Passport holders), and after buying local currency we got on a bus for a guided tour of the town. To say that signs of the ravages of Russian domination were still evident would be an understatement, but the mood of optimism and determination exhibited by our Rotarian hosts was fantastic, and there is every reason to believe, that given the chance, the long road to modern Western ideas of democracy and mental as well as physical freedom can be covered; but it will not be easy. In the short time we had left to wander on our own after lunch we found just how empty the shops were, and just how far the Estonians have still to travel along that road.

Tuesday had to be a long day's flight home and my ploy of landing in Helsinki at the International airfield, to be ready for an early departure misfired somewhat. Only 4 miles separate the city's two airfields, but the meteorologists could not agree about the base and vis. Consequently, having risen an hour and a half early and paid an extra 25p per litre for fuel, I eventually took off half an hour after the City airfield had started to launch the IFFR departures! 8.75 tach hours later we were in Groningen, with tongues hanging out for a very welcome litre of beer. We had followed Barry Paget from Helsinki to Norrkopjing, Sweden, and gone our separate ways from there: ours to Odense and Groningen, Barry's to northern Germany. The Edinburgh crew had stayed overnight in Tallinn and left directly from there *via* Norway again. The last day took us to Le Touquet for lunch, and thence home to lowering weather in Jersey. Round trip for -YL 23.75 hours tach.

Thankyou, Scandinavian Section.

FRENCH LEAVE

At the beginning of September the French Section held its annual weekend meeting at La Baule, Brittany. I had not attended an IFFR get-together before and this seemed an ideal place to start. Supported by some very helpful and patient advice from John, the decision was made.

With some trepidation and not a little coercion, Alisma joined me in the four hour flight from Doncaster to La Baule, which in spite of initial strong winds and heavy rain, was fairly uneventful; the crossing from Southampton to Cherbourg being a real joy with excellent visibility.

Arriving at La Baule we were welcomed by the French organising committee and met some others from the UK, Switzerland, Belgium, Italy, Denmark, Germany and of course France. In all 94 Rotarians and their partners attended the function, including the Immediate Past President of IFFR, Freddy Compean from Mexico (no, not just over for the weekend!). An extensive social programme had been arranged. The Saturday visit to the Côte Sauvage was a particular pleasure with the picturesque fishing town of Le Croisic and the fortress town of Guérande being highlights. In the afternoon there was a tour of the uniquely attractive Grande Brière area, with its combination of marshlands and canals.

The dinner on the Saturday evening was like that on the previous evening - one of true Gallic quality. The speeches, however, will not be remembered for their brevity. On the Sunday morning we visited a recently opened aquarium whose director is a local Rotarian. This was a superb presentation, far from the glitz of the typical seaside dolphinarium.

All too soon came Sunday afternoon departure time. The weekend was one of excellent fellowship, as those who had been before knew it would be. For first-timers such as ourselves and Ted Barlow, from Padstow who flew with Barry Paget, it was great to discover it. What more can I say to encourage more newcomers to join us in 1993 except to say "See you there"?

Alisma and I had planned a more extensive tour of France for the next week, so we had an extra night in La Baule, as did Erwin and Carolyn Rogers. This allowed a more relaxed, non alcohol-free Sunday. On Monday, Alisma and I began an aerial tour of the Loire Chateaux. The "Recta Foldex - Chateaux de la Loire" map, bought locally, proved a godsend. Without it we would never have found half of our fourteen targets.

The flight was reminiscent of Anneka Rice's "Treasure Hunt" television programme, although the Robin is less manoeuvrable than a helicopter. This made first-time spotting essential. The chateaux, which are impressive enough from the ground, are doubly so from the air, as you can see their setting in total context. Thoroughly recommended as a trip.

After a night in the Loire town of Saumur, we left for Périgeux in the Dordogne. All was well until we approached Périgeux, then - no reply box 1, box 2 or ICOM; check the windsock - no help - no wind; locate signal square - transmit blind; land; all explained - lunchtime! Put it down to my inexperience of French habits. No matter, all was well; or was it? You do land up the leg of the T don't you? Yes? So why did the French Cessna land down it, just after my arrival? Pas de problème!

Perigeux, despite its popularity with tourists, has retained its rural French feel, with its magnificent cathedral, sprawling market place and narrow streets. After a couple of nights there, it was on to Troyes in the Champagne region. The weather produced one of those memorable flying days - cloudless, with unlimited visibility. We flew over some very underpopulated, but attractive areas, with remarkable views of central France down to the Massif Central. We spent the afternoon and evening in Troyes, the centre of which has a myriad of narrow streets with cafés, bars and restaurants. Well worth the visit.

From Troyes it was on to Belgium on a rather more disagreeable day, with rain, low cloud and turbulence most of the way. Our destination was St Ghislain near Mons and just over the French border. The airfield there has recently undergone major upgrading with a 600m runway replacing the previous grass strip. Mons is steeped in recent military history, having played an important role in both world wars.

Two days later it was back to Doncaster by way of Kortrijk Wevelgem and its low cost duty-free fuel. (What happens to *that* in the Single Market?)

This was our first Continental Tour - really all very easy. The airfield staff and controllers, both French and Belgian gave us all the help we needed. To anyone whose continental experience ends at Le Touquet, as ours used to, we say "Venture further". It's far more pleasant than flying in the UK, particularly in the South-East.

Perhaps we'll see you at the French IFFR meeting in September next?

Angus Clark

SECRETARY'S REPORT

As at 30th November we have 110 members current on our books, and welcome four new members who have joined since the last Bulletin was issued. They are **Joe Dormer**, from Corringham, Essex; **Kevin Stratford**, from Lyndhurst, Hants; **Roger Perrot** from Guernsey, C.I; and **Ted Coles**, from my own town of Stevenage. I am still trying to find a member in District 1230 (Western Scotland) to complete IFFR representation in every District in RIBI and now have a contact in Oban, Argyllshire. With the next RI Convention to be held in Britain due in Glasgow in 1997 we need a local IFFR member to welcome all those wishing to fly themselves in. Can we then plan an Air Tour of the Highlands & Islands?

Interest in the RI Convention in Melbourne, Australia is mounting. We already have three couples and two unaccompanied members who plan to attend, and are working on the intrepid **Barry Paget** to join us. It is not too late to book, either for the Convention or for the Flyabout, that the Australian Section has arranged to follow it. Full details and outline costings available on request. Don't delay, as hotel space is limited.

As you will see, the Accounts for the year to 30th September have been approved by the Auditor, **Ron Harrison**, and are published in this issue. I owe a great debt of gratitude to Ron for his continuing assistance with these each year, as he has to check the accuracy of a large number of receipts and payments, some in foreign currencies, and correct the mathematical errors I seem unable to avoid! I trust that the International Board of IFFR will produce similar annual accounts, as these would help answer the eternal questions as to the application of the capitation fee, which comprises half our subscription. I can confirm that the excess of expenditure over income represents the stock of ties and badges we now hold and for which there is a continuing demand. Ties - blue, with a gold motif and stripe - are available at the modest price of £5.95, inc p&p.

The dates and details of next year's events have not yet been finalised, but please mark your new diaries with IFFR AGM in Melbourne on 25th May, followed by the Flyabout; the UK International Rally at Oxford on the weekend 2-4 July; and the Scandinavian Rally at Odense, Denmark on 20-22 August. Others will be announced when notified to me.

With this Bulletin comes a request for payment of the 1993 Subscription. It takes a great deal of time, freely given, to run this Section and we cannot continue to publish the Bulletins and hold events without a regular income. Please help me by sending back the form with any changes of particulars marked up and a cheque payable to **IFFR**, (not to me) without need for any reminder. I can then be sure that you will appear in the 1993 Directory. At the AGM it was agreed that we should support the General Aviation Awareness Campaign (GAAC) by a generous donation and to invite members to make up the subscription of £17.50 to the round sum of £20. I hope you will all contribute in this manner to help keep General Aviation airborne.

Finally, if you have anything interesting to contribute please let me know. It may be a report of a flight or holiday, notice of an event you think we might support, a talk given or requested on IFFR, or even a "Letter to the Editor". All would be welcome and I will publish them if I can.

John D Ritchie

TALKING POINT

At the IFFR AGM in Melbourne the Fellowship will be asked to approve a new Constitution, made necessary by the expansion in membership in recent years and the formation of regional Sections, running their own events.

The UK members of the IFFR Board have submitted many representations to ensure that your views are properly considered.

However, the most fundamental change to be considered arises from the recent decision of RI that wives may be admitted as members of all Rotary World Fellowship Associations; which raises the question of whether IFFR should offer wives member status, and if so whether as full or associate members. They have always been welcome at our events as guests, but if they become members should there be a "Family membership" subscription?

Please write or telephone your views to one or other of the members of the Committee, for us to pass your opinions on to the membership at large at the IFFR AGM.

**INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS
UNITED KINGDOM SECTION**

INCOME & EXPENDITURE ACCOUNT 1991/2

Income	<u>1990/1</u>	<u>1991/2</u>
Subscriptions & Donations	1603.00	1470.00
Less International subscriptions	<u>731.71</u>	<u>692.08</u>
	871.71	777.92
Sales of Badges, Ties etc	38.00	188.65
Bank Interest	10.78	7.67
Registration fees: Cambridge	<u>2176.83</u>	
Total Income	<u>3097.32</u>	<u>974.24</u>
Expenditure		
Meeting expenses	14.50	149.50
Purchases for resale: Badges		128.37
Ties		376.00
Wreath	25.00	
General Aviation Awareness Campaign		100.00
Printing: Bulletins	205.41	307.63
Postages: Bulletins & Directory	133.41	245.72
Postages, phones & fax. secretarial	40.44	47.19
Sundry secretarial expenses		<u>34.06</u>
Cambridge Rally expenses	<u>1991.45</u>	
Total expenditure	2410.21	1388.47
Surplus/defecit of Income over expenditure	687.11	-414.23

Balance Sheet October 1992

Balances at Bank		
Deposit a/c	311.55	669.22
Current a/c	<u>1092.96</u>	<u>321.06</u>
	1404.51	990.28
Stock of ties at cost		267.90
Less: Sundry creditors/debtors	<u>-115.23</u>	<u>130.00</u>
Net Assets	1289.28	1388.18

BUDGET	1991/2	1992/3
100 Subscriptions @ £15.00	1500.00 @£17.50	1750.00
Less Int. subs @ \$1.70 = £1.00 \$12	<u>882.00 @\$20.00</u>	<u>1145.00</u>
Net income	618.00	605.00
Printing, postage, secretarial	<u>550.00</u>	<u>650.00</u>
Surplus (Deficit)	143.00	(45.00)

John D Ritchie R.J.Harrison

Hon. Treasurer Hon. Auditor