



I F F R

THE ROTATING BEACON

AUTUMN 1994 BULLETIN

of the

INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS
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United Kingdom Section

GREETINGS FROM THE CHAIRMAN

I write to all 90 plus members of our UK Section, in the hope that we will all make a point of trying to take part in at least one fly-in during 1995.

The opportunities are there if you only plan ahead and make the effort to contact one of the small number who have experienced the fun of flying in uncrowded continental airspace. We would love to help you and love to have your company.

Perhaps 1995 will be the year. Our own International Fly-in will be in Jersey immediately preceding the R. I. Convention in NICE, South of France. Plans are already afoot for the IFFR programme. Get out your diary now :-

June 7 - 10 : Jersey Fly-in followed by June 11 - 14 : Nice

A full invitation to you to participate will be included with the October International Bulletin, but unless you think ahead time creeps up on you, and another chance to join in the true International Fellowship which membership can bring is missed.

Spread your wings in 1995 - you have already joined the "club", now join in the fun and make Fellowship happen.

I look forward to putting faces to more of the names in our membership list during the next 12 months.

Enjoy your flying.....enjoy Rotary.....enjoy both together in IFFR.

IF ONLY I HAD THOUGHT ABOUT THAT :

Two incidents which have occurred to members recently remind us that we sometimes take our aircraft for granted, and overlook the obvious when minor problems arise. The contributors shall remain nameless to spare their blushes !

1. If your electrics fail soon after takeoff with a full fuel load - no radio, no nav aids, no transponder, no green lights even after operating the emergency gear-down - and you decide to rejoin the circuit where a Lufthansa Airbus is practising touch and go, together with other GA aircraft, then save yourself a long three minutes of copious perspiration and a change of underwear. RECYCLE THE MASTER SWITCH before getting safely to the ramp and breathing a deep sigh of relief

2. If you have one of the early Piper retractable singles fitted with the Autoextension device and the gear will not go up properly on lift-off do not suspect the gear motors, the gear switch, or your engineers and spend a fortune on investigating the reason. On the next landing lock out the autoextension and see whether this cures the problem. BUT BEWARE - unless you have had the system modified you will have no audible warning should you fail to put the gear down on final approach and will then join the Wheels Up Club. Two kinds of membership - those who have done so and those who are going to !

(*Editor's note - Such contributions are always welcome - strict anonymity ensured - unless of course you want notoriety !*)

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On the following morning the party toured one of the mammoth works of sea defence for which the Dutch are famous - the barrage across the East Scheldt River at Neeltje-Jans. This recently completed construction is designed to prevent floods in Zeeland occurring for the next 4000 years and together with the allied dams further north has shortened the Dutch coast by many kilometres. After lunch at the Middleburg Abbey Restaurant we toured the abbey itself and then the city, with the help of a lady guide whose fluent command of English enabled us to understand the interesting history of a land fought over and occupied by the Vikings, Romans, Spanish, French and German all of whom have left their individual mark on the city.

The evening was free for the visitors to make their own plans, and the eight members of the British contingent found an Indonesian restaurant to complete the cosmopolitan day. By Sunday most of the Continentals had left for home, but we enjoyed a tour by coach and on foot around Vrede, an old fishing port now the site of a thriving marina, direct access to the North Sea having been cut by the barrage. The morning weather was unpromising, but by departure time the low clouds had lifted enough for all the four G-registered aircraft to leave, bucking strong headwinds on their way home.

The new Section is off to a promising start. No fewer than 32 members many of whom were present at the Inaugural Dinner, full of enthusiasm for IFFR, and we wait with keen anticipation the next event they hold, likely to be well supported by all the other European IFFR Sections. Our thanks once again, Stan, for a job well done.

German Section International Fly-in

DRESDEN MAY 1994

Contributed by Graeme LeQuesne

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Reception at Dresden's very new and smart airport was supervised by our friend Edi Wismeth, and a relaxing cake and glass of wine or coffee in the VIP lounge started us off on the right foot. Charles Strasser arrived with all his luggage (that's why he flies a twin !) soon after us and taxis transported us to the Hilton Hotel for the weekend stay.

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GERMAN SECTION AUTUMN MEETING
Bremerhaven
24th-25th September 1994

PROGRAMME

Saturday 24th September

- 10.00-11.30 Arrival at Bremerhaven-Luneort (EDWB)
Welcome and "gossip"
- 12.30 Lunch in the 'Standhalle'
- 14.00 Registration for rooms at Nordsee Hotel Naber
- 14.30 Leave by coach for Nordholz
- 15.00 Visit to the Naval Air Station 3 at Nordholz
(Breguet-Atlantic, Lynx Helicopter, Zeppelin Museum)
- 20.00 Dinner and Meeting aboard the 'Seute Deern' a Threemasted
Schooner in the Museumship Harbour

Sunday 25th September

- 10.00 Visit to the German Maritime Museums
- 12.00 Return to the Airport for departure

HOTEL INFORMATION

Nordsee Hotel Narber : Phone 010-49-471-48770. Please book direct and settle your own account. Special Price for Rotary - Double room DM170 (about £73) Single room DM140 (about £60) per night including breakfast

COST :

DM 200 (about £85) per head excluding accommodation. This covers meals, drinks, entry fees to Museums, coach travel etc.

Remit direct with details of your booking to : Dr. med Walter Peters,
Deutsche Bank Bremerhaven Konto 808 7777 01; BLZ 290 700 51.

For confirmation contact Rotarian Walter Peters : Phone 010-49-471-87771 or Fax : 010-49-471-503318.

NO AIRFIELD INFORMATION SUPPLIED. Please check with Jeppesen, Aerad etc. Unverified indication gives Asphalt runway 07/25 688m 10ft AMSL with 100LL and Customs on request. Phone (also unverified) 010-49-471-72642. Please check that your insurance cover meets requirements for flights in Germany.

Any member attending this event is requested to submit a report for inclusion in the next U.K. Bulletin.

