



I F F R

THE ROTATING BEACON

WINTER 1994 BULLETIN

, of the

INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS

United Kingdom Section

THE PRESIDENT'S LETTER

To all members of UK IFFR,

Now that Christmas 1993 is behind us our minds can turn forward to the new year and thoughts of getting airborne again, if only the weather would settle down.

I seem to remember flying home from the French meeting, in Paris last September, in a mini-hurricane; and there haven't been many weekends since then, when the winds have been any more benign.

I hope that 1994 will give us all the opportunity to meet at least one of the events during the course of the year, and that more than one or two who have not yet ventured across the Channel will sign up and join one of the European Section International fly-ins. You will have seen elsewhere in this issue advance notice of the German, Scandinavian and French dates. Please try and make space in your diary for at least one. Those of us who regularly participate will be only too pleased to help with route planning, logistics and meeting up en route. Don't be backward in coming forward; help, advice and encouragement are all readily available and there are almost always spare seats waiting to be filled.

At the local level, why not try to arrange a real flying visit to another Rotary Club's meeting for an attendance make up? Take your President as an "official" passenger. In other words, make use of the membership of Flying Rotarians by participating in and extending inter-club fellowship. As in everything else, your enjoyment will increase in proportion to your input.

Whatever 1994 brings you, I hope there will be time and opportunity for flying and for participating in IFFR events. I look forward to seeing you and to hearing new voices in the skies in the UK, and across Europe, as we cement the Fellowship that has become firmly based over the years.

Good flying, good fellowship, safe landings and a Happy New Year.

Yours in IFFR,

Graeme Le Quesne

UK SPRING MEETING

12th & 13th March

See page 4 for full details

EUROPEAN IFFR RALLIES 1994

THE response to invitations from other European Sections of IFR to attend their International Meetings in recent years has been so encouraging that the Section Leaders are now giving us plenty of prior notice, with full details of the programmes. Please note your diaries with the following dates, and if you are thinking of attending do please contact either the UK President, Graeme Le Quesne, or Secretary John Ritchie, who will try to ensure that empty seats are filled, en route stops are made in company with your fellow pilots, and that aviation information is circulated to you.

GERMAN SECTION: DRESDEN

Thursday 12th - Saturday 14th MAY

Dresden is in the former East Germany. Trip includes sightseeing tour of the city and visits to world-famous art collections, Pillnitz Castle, Treasury Museum and the Semper Opera Ballet. Detailed Programme now available. Reservations at the HILTON HOTEL required early March.

(Is anyone interested in combining this with a flying visit to Berlin or Prague on the preceding weekend, or afterwards? If so, please contact John Ritchie - 0462 684941 - to discuss possible arrangements.)

ITALIAN SECTION

No details of date, venue or programme yet known.

SCANDINAVIAN SECTION: STAVERN

Friday 12th - Sunday 14th August

This meeting, in Southern Norway, is based on the romantic waterfront Wassilof Hotel, whose Rotarian owner offers special rates. Saturday air excursion to an outpost airfield in the mountains. Gala Dinner back at hotel. Sunday on the water for fishing and sightseeing. Full programme details available by request from John Ritchie.

FRENCH SECTION; BOURGES

Friday 9th - Sunday 11th September

After the elaborate programme at Versailles last year, the 1994 event, in Central France, will be less energetic and less expensive. Details to come with Summer Rotating Beacon.

Please note also dates for other Section Meetings in the IFFR World Bulletin, to be circulated from America shortly. Do remember that you may attend any of these events; a 'phone call to the Organiser will ensure that you are made welcome. Flying abroad is often less expensive and easier to arrange than in this country, so take your license and log-book when you go abroad. If you are unable to fly in, go by car or commercial jet.

WELCOME TO NEW MEMBERS

Members are the life-blood of any organisation, especially new members. It is sad, but we lose members every year; people leave Rotary, Rotarians give up flying, and some pass to higher service. So it is good to be able to report that since the last Bulletin was issued in July no fewer than nine new members have joined the United Kingdom Section of IFFR. Their names and details are as follows.

Norman Beadle
Wickford RC Garage Proprietor

Norman Benson
Eastleigh RC Property Consultant

Nigel Beresford
Stornoway RC Medical Practitioner

John Bowden
Tunbridge Wells RC Solicitor

Allan Chamberlain
Fareham Meon RC Gerontologist

Ian Kerr
Aberdeen St Fittick RC Office Machine Retailer

George Killip
Runcorn RC Retired Perfumier

Andrew Murfin
Amber Valley RC Solicitor

Bill Nelson
Wickford RC Transport Director

We welcome these new members most warmly and we look forward to meeting them at IFFR events in 1994 and in the years to come.

THE IFFR EUROPEAN SONG CONTEST!

Having missed the Scandinavian IFFR Meeting in 1992 I was determined to attend the 1993 Rally in Odense, Denmark. We had stopped there in 1990 on the way to and from Norway, but this time decided to make our fuel stop in Bremen, Germany, rather than the more obvious choice of Groningen in Holland to avoid the mandatory low-level VFR routing which the Dutch demand around the Rotterdam/Amsterdam area. This can be tricky if the North Sea haze reduces visibility.

The trip gave us the opportunity to take Mary's cousin and her husband to visit their son and his family now living in Odense and we departed from Elstree in good time on the Friday morning cruising across Belgium and Holland into Germany without incident. The Bremen ATIS reported Cavok and after a light lunch in the sunshine on the roof of the airport I put my head into the Met Office without a care in the world. I left it 10 minutes later much chastened. A warm front was sitting directly across our track only 50 miles to the north full of drizzle and cloud to ground level. My passengers were slightly sceptical, but as we were all determined to reach Odense that night and AVIS was able to offer a suitable car at weekend hire rates we took the path of discretion and set off by road.

For once the Met man was absolutely right. We hit the front a few miles north of Hamburg and drove for 4 1/2 hours at the best speed possible in rain and drizzle, mist and cloud, until we reached the turning for Odense where the weather relented. After leaving our passengers with their family we joined the IFFR party as they began dinner and were welcomed with open arms and a polite disbelief that we had been able to drive from Bremen in the time on a Friday evening. We told them we had read the speed limits in mph not kph!

Next day dawned bright and clear. Several of the Scandinavians had been held up by the weather and we learned that both Carlo Vanoni from Italy and John Donne with Michael Mortazavi and their wives from Edinburgh had been obliged to make full ILS approaches, breaking cloud just above IFR minima. Angus and Alisma Clark from Gamston were even less fortunate. They had planned for Groningen which by the time they were due to arrive had gone below limits, but with the aid of Dutch radar they found an airfield nearby where they could spend the night. It was too far for them to drive to Odense in the time available and next

day they returned home much disappointed. On hearing this our decision to drive seemed ever wiser.

The programme was delightful. A short bus ride to the docks, cruise through the harbour to Valdemar Castle, a stately home still in private ownership where our guide told us of the troubled history of those parts, followed by lunch and a leisurely tour by coach through the countryside before returning to the hotel in time for the Gala Dinner.

The Danish culture requires that on such occasions the guests should compose a song suitable for the occasion. It says much for the true international spirit of IFFR that each Section represented took part in this entertainment which punctuated the courses. Jean-Pierre Maillard with Louis Mattone and their wives, who had come up from France especially for the event contributed three verses to the tune of Marseillaise, one sung in French, the second in English, and the third in Danish. Vibeke Akerman whose command of the French language made the occasion more enjoyable for those with limited English had been busy with translation. Not to be outdone and wishing to choose a topical IFFR theme we had written three verses telling of the Great Australian IFFR Tour of the outback, much to the amusement of Sven Bergqvist, the Scandinavian Vice-President on the IFFR Board, who had been with us on the Tour. This was sung to the tune of 'John Brown's Body' with the refrain to end each verse 'And it rained like hell all day'. The whole party joined in by the time we reached the third verse. Dancing followed the dinner and we retired to bed late but happy.

The following morning the programme provided for a tour of the city and a visit to Hans Christian Andersen's house where many of the famous fairy stories were written, but the need to return our hired car meant an early start to reach Bremen in time to fly home. We need not have hurried. A mile or two short of the airport we ran into the rain once again. This time the Met Office had closed up leaving a full set of TAFs and METARs for the Channel coast, northern France and southern England. One look at these and we went to find an hotel for the night. The front had moved south but promised to clear by morning, when we were able to thread our way through and around the broken clouds over Germany with the weather improving every mile. Home in time for lunch after another happy weekend among good friends. Need I say more?

WE HAVE SEEN BOTH ENDS OF THE KIEL CANAL

When visiting an unfamiliar airfield, pilots are often concerned that the ground support vehicles are adequate to meet their needs. Mostly this is a question of Avgas tankers, fire engines, or transport to and from the terminal. For those who were lucky enough to join the German Section Autumn Rally at St Michelisdonn, a mile or two north of the River Elbe, the ground support came in a memorable form.

Having arrived on the Friday afternoon, Ives and Sheila Branson with Peter Gresham in the newly restored Aztec G-ARYF and ourselves in the Arrow were made most welcome by Jens Peters and his charming wife, and on the Saturday morning went with them to receive the German members who flew in from various localities in the region. Although bright, it was a cold showery morning which reminded us that this was the last event of the season. It was then that we sampled the benefits of true German Ground Support. Karl Riemann rolled up in his replica 1920's Bakers Van with a cargo of hot coffee and a great variety of pastries much to the delight of all concerned.

After lunch at the hotel, the coach took us between showers to visit the southern terminal of the Kiel Canal, the northern end of which we had inspected on the occasion of the German International Rally in 1992, before calling at a tiny fishing port to see the research station and laboratory where the seal population of the North Sea is monitored. A hot rum drink on a chilly autumn afternoon and then the return for the Gala Dinner, where the party was entertained by a local folk-singing duo, whose repertoire was a little solemn for such a happy occasion.

Next morning the local pilots made a short sight-seeing tour along the coast while the Brits struggled with the formalities of ATC and Customs for the VFR flight home crossing Germany, Holland and Belgium before the cliffs of Dover came into sight between the showers. Thanks to all the hosts for making us so welcome, and to the Peters for such a comfortable hotel.

John & Mary Ritchie

A BALANCING ACT ?

This issue of the Bulletin contains the Accounts for the UK Section for the year to 30th September 1993. These have for several years past been audited on our behalf by IFFR member Ron Harrison, a task which in view of the Treasurer's limited ability to count in decimal money is both responsible and time consuming. Our sincere thanks to him for his efforts once again. Ron reminds us that he is now concentrating on the sale and purchase of good secondhand aircraft within a range likely to appeal to our members and anyone considering acquisition or disposal would be well advised to make contact with him by phone or fax on 0305 814040. A full current list is available on request.

UK SPRING MEETING: HENDON

THE Committee thought it would be nice to re-visit the Royal Air Force Museum at Hendon as it quite a long time since we last made the trip and the exhibits are always changing anyway.

Furthermore it is a good opportunity to get together over dinner in the evening for some good old-fashioned IFFR fellowship.

Saturday, March 12th is the date and the informal dinner is at the Elstree Moat House, Barnett-by-Pass, Borehamwood Herts. WD8 5PU.

Those coming a distance, or who want to make a weekend of it may stay in the hotel, but you will have to book it yourself. Mention that you are attending the IFFR function; a special rate has been arranged at £35.00 per person per night, including Table d'Hote dinner and English breakfast. Additional supplement of £10 for a single room/occupancy. For those taking dinner only the price is £17.00 per person.

Telephone on 081 953 1622. Fax on 081 207 3194. Book soon, there are not many rooms left

Anyone wishing to fly to the event should land at Elstree; transport will be arranged to the Museum and Hotel if you contact John Ritchie on 0462 684941.

Please let John Ritchie know if you are coming since the Museum staff need prior notice in order to allow a Group discount.

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

INCOME & EXPENDITURE ACCOUNT 1992/3

Income	<u>1992/3</u>	<u>1991/2</u>
Subscriptions & Donations	1807.60	1470.00
Less International subscriptions	<u>1195.11</u>	<u>692.08</u>
	612.49	777.92
Sales of Badges, Ties etc	112.55	188.65
Bank Interest	3.86	7.67
Repayment of postage: Int IFFR	82.75	
Surplus on Rally at Oxford	<u>149.09</u>	
Total Income	<u>960.74</u>	<u>974.24</u>
Expenditure		
Meeting expenses		149.50
Purchases for resale: Badges	134.64	128.37
Ties		376.00
Wreath	50.00	
General Aviation Awareness Campaign	200.00	100.00
Printing: Bulletins	128.26	307.63
Postages: Bulletins & Directory	104.53	245.72
Postages, phones & fax. secretarial	33.04	47.19
Sundry secretarial expenses	<u>44.53</u>	<u>34.06</u>
Total expenditure	695.00	1388.47
Surplus/deficit of Income over expenditure	265.74	-414.23

Balance Sheet October 1993

Balances at Bank		
Deposit a/c	673.08	669.22
Current a/c	<u>615.97</u>	<u>321.06</u>
	1289.05	990.28
Stock of ties at cost	<u>165.65</u>	<u>267.90</u>
	1454.70	1258.18
Less: Sundry creditors/debtors	<u>-33.04</u>	<u>130.00</u>
Net Assets	1421.66	1388.18

BUDGET	1993/4	1992/3
100 Subscriptions @ £20.00	2000.00 @£17.50	1750.00
Less Int. subs @ \$1.45 = £1.00 \$20	<u>1380.00 @\$20.00</u>	<u>1145.00</u>
Net income	620.00	605.00
Printing, postage, secretarial	<u>500.00</u>	<u>650.00</u>
Surplus (Deficit)	120.00	(45.00)

John D Ritchie R.J.Harrison

Hon. Treasurer Hon. Auditor