



I F F R

THE ROTATING BEACON

WINTER 1994/5 BULLETIN

of the

INTERNATIONAL FELLOWSHIP
OF FLYING ROTARIANS

United Kingdom Section

U.K. AGM : October 1994

Once again the British weather beat us. When the number of apologies due to IMC reached the point at which we had no quorum the Sherburn/Leeds Meeting was cancelled with sincere regrets to Malcolm & Jean Bainbridge and the members of the Headingley Club for all the efforts they had made to arrange an enjoyable weekend. The Committee has decided that to beat the Met men a Sunday lunch in Southern England will be arranged and members advised by fax or phone at no more than 24 hours notice. This is the best we can do. If there is anything you wish discussed please let me know.

John Ritchie, Secretary.

We were fortunate to receive a visit from Brian Condon, the World President of IFFR and his wife Joyce - he has provided the following article :

THE PREZ SAYS :

Having been appointed at the International Convention in Taipei it is my intention of doing my best to expand and consolidate our unique organisation. As a first step I arranged to visit Europe and the United States to meet as many people as possible to plan for the future. We left Australia on the 30th August in a QANTAS 767 and for the last hour I was invited to sit in the jump seat and remained there for the landing and docking in Singapore. This was only the start of the wonderful time that Joyce and I have spent in the U.K. the Netherlands Jersey and France.

On arrival at Heathrow as we walked down the ramp at 6.00 am we saw in the distance a large set of IFFR wings and behind them were John & Mary Ritchie who took us in hand for our stay in England. Our first stop was the Duxford Air Museum which is a must for any aviator visiting the U.K. There is a very wide variety of ancient to modern aircraft including the first Concorde and a B52.

On Friday we joined Ives & Sheila Branson in their Aztec for the flight from Biggin Hill to Midden Zeeland for the weekend of 2nd September fly-in and Inauguration of the new Benelux Section. Thanks to the conception and implementation of the idea by Stan Jesmiatka they are off to an excellent start with 31 initial members. Well done, Stan, and all those who assisted.

Sunday saw us fly with Graeme LeQuesne to Jersey where we spent much time on future planning of IFFR greatly helped by Charles Strasser (*Past World President 1986-88*). Jersey is a delightful island and I thoroughly recommend that as many as possible join the visit for the three day fly-in there prior to the Nice Convention next June.

After being thoroughly spoilt by Graeme and Sue ably assisted by Charles we flew to Bourges for the French Section AGM and fly-in. Jean-Francois Rapin and his members arranged a memorable weekend which saw visitors from seven nations attending and over 100 participants. There was much wining dining and sightseeing including a half hour organ recital in Bourges Cathedral. Ives flew us back to Biggin Hill and John took us the rest of the way to Elstree. After superb hospitality with John & Mary we then flew to the USA to meet other IFFR members there.

It is obvious that IFFR is strong and healthy in the European area and that we owe this to the dedication of the various officers who have been and are serving their members. To enable the Fellowship grow I urge each and every one of you to support their organisation and always to be on the lookout for new members. I have found that in spite of national boundaries we have a great deal in common which comes from the unique bond of International Fellowship, Flying and Rotary.

Looking forward to seeing as many as possible of you in Jersey and Nice, Joyce and I wish to thank all those concerned for being so generous and kind to us during our visit.

Brian Condon. IFFR # 1119

FRENCH IFFR MEETING - BOURGES

The second weekend in September as usual saw the greatest number of U.K. registered aircraft to attend a European IFFR event this summer. This annual reunion of old friends is always well supported and 1994 was no exception. The weather which had threatened to hamper VFR flying relented, and although the Channel Crossing was windy all the planes arrived on time and were welcomed by Jean-Francois Rapin and his band of helpers. This year the truly International party included not only the IFFR World President Brian Condon and his wife Joyce but also the incoming Australian Section Chairman Ern Dawes and his wife Nola who between them did so much to make the Australian FlyRound in 1993 such a success.

On the Friday evening we assembled at a local restaurant where after a few brief words of welcome everyone caught up on the events of the past year, applauded the expansion of IFFR in Japan and the formation of the new Benelux Section, and after a delightful dinner retired to the comfortable Hotel Bourbon for a good nights rest.

Next morning the company took a long stroll along the paths through the marshy gardens and allotments which lie between the different streams which comprise the River Cher at that point. Two punts, laden with well built Rotarians and their ladies, were laboriously poled by local boatmen as we admired the selection of fruits and vegetables growing on the banks. A good lunch at which the level of conversation reached uninhibited proportions was followed by a coach trip to visit the disused Abbey at Noirlac and the Chateau at Ainey le Vieil which by contrast was well occupied. We were shown around many rooms in the Chateau, furnished in period style, including the dining room which was being prepared for an evening dinner & disco. Some of us even saw the Marquise, whose home it still is, walking in the beautifully kept grounds. The two guides, charming young ladies speaking excellent English, made the tour of the Chateau more interesting than the ancient Abbey.

A swift drive back to the hotel to change for dinner, a gastronomic if somewhat protracted affair, with the speeches in French being competently translated for us by our Chairman Graeme LeQuesne. On Sunday morning we visited Bourges Cathedral where once again a guide, this time American, showed us round the Cathedral while we listened to a recital on the magnificent organ, followed by a tour on foot of the old quarter of the city. Happily Bourges was spared much of the destruction caused by the war and our guide explained in detail the history of the city, illustrated by the buildings within and without the city walls, and answered our endless questions with much patience. The weather had turned to an intermittent drizzle more annoying than inconvenient, which abated by the time we reached the airport for lunch, enlivened by a local folk dance troupe, where we refuelled man and machine before our departure.

As ever, the French telephone system presented a challenge before flight plans could be lodged (Minitel and Fax has not yet reached the terminal) but reassured by the forecast for the U.K. we climbed through a thin layer of stratus for a pleasant flight home. So many aircraft departed at such short intervals that it was no problem to follow the various call signs as each one each reached the coast, called London Information and ultimately QSYd to their respective destinations.

Once again we appreciated that the French do it differently but no less enjoyably - next year NICE. We look forward to seeing you there.

BREMERHAVEN WEEKEND - SEPTEMBER 24/25 1994

Contributed by John & Pauline Young, IFFR #4931

The co-owner of our Cessna 310 is Dutch so the aircraft heads naturally across the North Sea to any destination in northern Europe. Lowestoft, our base, is closer to Holland than it is to London.

VFR both ways, we landed at Groningen to collect and deliver Rotarian Keith Nunn and his wife, currently visiting family there. His RAF pilot son-in-law is on an exchange with the Dutch Air Force.

German regulations require increased insurance cover of £2½ million but there wasn't enough time also to obtain the noise certificate without which we believed our landing fee was going to be very high. In the event Bremerhaven Airport charged £14, a lower rate than at Norwich. The airport's new 800 metre runway is easily spotted by looking out for two large wind generators close to the approach.

The organiser, Dr Walter Peters did magnificently in arranging our accommodation at short notice and being our translator for the weekend. We were the only non German speakers but several of the German Flying Rotarians talked to us in very good English. The lack of language proved only to be a problem during the lecture at Naval Air Station 3, Nordholz, base of the Breguet-Atlantic aircraft (which we were allowed to climb all over) and of the Zeppelin Museum.

We ate in interesting places. Saturday's lunch was in a restaurant overlooking the river Weser, dinner a feast on board the three masted schooner 'Seute Deern'. The meal was interspersed with sea shanties accompanied by a piano accordion and, Walter Peters translated, accounts of a flight to America by German Flying Rotarians in two single engined aircraft.

In the harbour dedicated to old ships there was also a wonderful nautical museum of which we had time only to see a part on the Sunday morning. Thanks to the thoughtfulness of Dr Peters we were allocated an English speaking guide. Two of us braved claustrophobia to tour the inside of a U-Boat.

The meeting was rounded off by a Group lunch at the airfield where Claus Thonet, Flying Rotarian President, came to our aid with his mobile telephone enabling us to contact Groningen direct for weather.

This was our first ever Flying Rotarian meeting, but it won't be the last !

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GERMAN NOISE CERTIFICATES

If you are planning to visit Germany you will benefit from a Certificate, obtainable from AOPA Germany, if you send them photocopies of the pages of your Aircraft Flight Manual giving the Registration and Model, max weight, engine/propellor configuration, and DM 50 (about £20) service charge. Their address is : AOPA German, Haus Nr 1, Flugplatz, D 63329 EGELSBACH Germany

MOMENTS OF MADNESS

All pilots dream, it was dreaming of better things than motorways that got most of us airborne ! Day-dreaming while watching the rain and thinking of past IFFR events we have enjoyed, my thoughts turned to those ahead.

Last year the R.I. Convention was in Australia, and the Fly-Round to Ayers Rock and Alice Springs is something that will live forever in the memories of those fortunate enough to be able to take part. Next June the R.I. Convention is in France, a delightful if overcrowded and expensive destination, but one familiar to all U.K. pilots, whether they have just made a first faltering excursion to Le Touquet or regularly enjoy the cuisine for which La Belle France is famous.

In 1996, however, the R.I. Convention is especially important for U.K. IFFR members as Chairman Graeme LeQuerne will then be elected World President, one of the few non-Americans to hold the post, and only the second member of our Section to do so in 30 years. The Convention will be held in Calgary, Canada, and that is where the dreaming really begins.

You may recall that in 1984 and again in 1987 several American IFFR pilots flew themselves across the Atlantic to Birmingham and to Munich. More can be expected in 1995 to fly across to Nice. Some have already announced their interest in doing so. Have we among our 94 members any who could devote the time and money needed to fly themselves to Calgary and back in June 1996 ? An Instrument Rating is mandatory so far as the Canadian Authorities are concerned, a twin engined aircraft would be preferable but more expensive. On the other hand singles are regularly delivered from America by air and several of our members hold IRs on singles. It would probably involve a three week break, it is as far across Canada to Calgary as across the Atlantic. Heaven knows what the cost would be - Concorde might well be cheaper !

Well it is only a pipe-dream, but with time for contemplation during the long winter months ahead, if anyone would like to give the idea a thought and join me in a beer or two please give me a ring - 0462-684941. If Mary answers ring off before she sends for the men in white jackets to get me !

PLEASE DON'T DO THAT, John's memory is short. He was a newish member of IFFR in 1978 when the famous trip round the Med was planned. "No, we can't go, I can't afford it, I've not enough experience, we're too old, I don't know who is going!" BUT the Chairman was persistent, he rang me with great regularity and with ever more enthusiasm, telling me of all the plans, where we would go, the fabulous places to see, how many IFFR members were coming from many countries and how many friends we would make. I told John every time he rang me up! Eventually John was overcome, and invited another couple, long time friends, to join us. He had been a (well decorated) RAF Pathfinder in that area. So we went and had the most fantastic trip. We saw places and events which could never be repeated BUT quite the best thing was the friends we made. We see them still at IFFR meetings and when we are in their vicinity we give them a call. Encourage the men to take you ,it opens new worlds (on the '78 trip the Chairman took 2 girls with him!!).

Even if we are too old to fly the Atlantic in 1996 surely some of you will come to France and see for yourselves the enjoyment to be had. For the Birmingham Convention Ned and Betty Poyser flew a single engined aircraft across the Atlantic, and Betty's birthday present to Ned was the extra fuel tanks for the plane !

So come on girls push the men to come to fly-ins where ever they are.
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