

**INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS**

# **THE ROTATING BEACON**

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**SUMMER 1995 BULLETIN**

of the

**Combined European Sections**

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## **YOU DON'T HAVE TO BE A PILOT TO JOIN IFFR**

**M E M B E R S H I P** of the INTERNATIONAL FELLOWSHIP OF FLYING-ROTARIANS is open to any Rotarian who holds or has held a Pilot Licence of any type, or who is actively involved in Aviation in any way.

**OBJECTIVES** To promote the Objects of Rotary through our common interest in flying, and in particular:

1. To use our flying capabilities to develop fellowship among all Rotarians.
2. To foster high ethical and safety standards in all aspects of Aviation.
3. To promote Rotary Service by providing air transportation as needed by the Community in cases of emergency.
4. To advance international understanding by stimulating regular personal contact between Flying Rotarians worldwide.

**METHODS OF SERVICE** Organising and participating as Rotarians in flying events, sponsoring aviation-related activities in Rotary Clubs each year, and the promoting better understanding of Aviation among non-flying Rotarians and of Rotary among the Aviation Community.

### **HISTORY**

IFFR is a World Fellowship Activity (WFA) recognised by Rotary International. Started by Rot'n Ed. Kennell in Seattle, USA in 1965, it came to England in 1966 and in later years other European Sections developed in France, Italy, Switzerland, Scandinavia, Germany and recently in Benelux. As knowledge of IFFR spread, other Sections were formed in Australia, Africa, Japan, Mexico, Canada and Argentina.

IFFR grew slowly at first; early records are sparse, but in 1978 twelve light aircraft flown by IFFR members from

England, France, Italy, Switzerland and Germany made a Mediterranean Tour lasting a week, hosted by Rotary Clubs in Cannes, France; Ajaccio, Corsica; Calgiari, Sardinia; Tunis; Catania, Sicily and Venice, Italy. A similar, shorter tour will follow this year's Convention, when 24 light aircraft, having assembled in Jersey, CI and flown to the convention, will visit Elba, Alghero and Bastia, before returning to France en route home.

IFFR members from America flew the Atlantic Ocean in five light aircraft to the 1984 R.I. Convention in Birmingham; in 1987 the Convention in Munich, Germany welcomed no fewer than 25 light aircraft flown by Rotarians, including seven flown from America.

Overall world membership exceeds 1,400 with each of the European Sections having an active membership around 100. Wives and fellow Rotarians are always welcome at our meetings both at home and abroad. Fly-in meetings at local airfields are organised and every summer members of European Sections are invited to attend weekend rallies held by other European Sections; these are always well supported. Details of forthcoming meetings are included in this Bulletin with the names of those to contact.

As usual IFFR will be manning a Booth in the Convention House of Friendship where our members will try to bring to the attention of visiting earthbound Rotarians the manifold benefits which Aviation brings to Rotarians, and which they have adopted as an avenue of service. IFFR really is the WFA Rotary Fellowship in which INTERNATIONAL means the most, since members actually meet each other and have the wonderful communication advantage which the world-wide use of the English language for all Air Traffic Control gives us.

## **SEKTION DEUTSCHLAND**

**KULMBACH** April 29/30 1995

Nine aircraft, with 24 Rotarians and their wives and guests flew to Kulmbach, the beer-city of Bavaria, for the German Section's Spring Meeting. Excellent weather and fine organisation by Rotarian Christian Schneider made the meeting, as Section Chairman Dieter Ulken called it, 'a great success in a warm and friendly atmosphere'.

Among the highlights of the trip were beer-tasting, a visit to the historic 'Plassenburg' castle and museum, and an IFFR dinner with a brass orchestra playing classics and jazz afterwards.

Kulmbach is located in the northeast corner of Bavaria and used to be under the Air Defence Identification Zone (ADIZ), which being effectively a border/buffer zone along the 'Iron Curtain' created many problems for private aircraft. Many fly-in participants said how grateful they are to be able to fly freely over the eastern part of the country, as they could over the west for years.

### **AUTUMN MEETING 1995**

This meeting will take place in September, again in the east; details will be published shortly, when finalized.

### **INTERNATIONAL MEETING MAY 1996**

The German Section holds an International Meeting biannually, alternating with the UK Section. The 1996 meeting will be held on 16, 17 and 18 May in the ancient Hanseatic city of Lubeck, near Hamburg, which has been elected by UNESCO as part of the World Cultural Heritage. Many people associate Lubeck with Marzipan and Rotspon (their word for red wine). The meeting will not only include these two, for a dinner will be held at the famous 'Schabbelhaus'; the next day we shall visit the old city, with a reception on the 'Pertrkirche' tower after lunch in the 'Schiffergesellschaft'; a concert is scheduled for the late afternoon, followed

by a boat trip to an old sailing ship anchored at the shore of the Baltic Sea.

We hope this summary of our programme will attract many of our European IFFR friends, whom we cordially invite to attend. The members of the German Section are looking forward to meeting many of you in Lubeck. For further details contact Harald Joos: fax +49 30 702 94 09.

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## **UNITED-KINGDOM SECTION**

### **CAA SAFETY DAY - BRISTOL**

**21st April 1995**

52 aircraft and a slightly over-booked audience of 242 people attended the first CAA Safety Day at Brunel College, Bristol on a CAVOK Friday. So many aircraft arrived at Filton that the transfer coaches were delayed crossing the active runway and the programme started late. This unfortunately left very little time for questions and discussion; furthermore the self-briefing display was too crowded to be able to study in the allotted time.

However, an excellent hand-out was provided, giving details of the talks; this certainly helped me to fill gaps in knowledge left by having to absorb too much in a short time.

The day was intended to explain Regulations and Air safety in rather more detail than is possible during a Safety Evening.

I have since spoken to John Thorpe, Head of Safety Promotion Section, congratulating him on a great idea to have Safety Days and on a very good start. I expressed the hope that this was only the start of a progressive series of Safety Days and that later ones might deal with Air Safety more particularly from the single-pilot point of view. Such matters as medical aspects of keeping a good look-out by day and by night, single-pilot cockpit management to deal with flying the aircraft while monitoring the gauges, navigating by map, VOR and GPS whilst still maintaining a good look-out; analysis of the weather forecasts that were available at the time of weather-related accidents to help improve our

interpretation of forecasts; study of engineering-related accidents etc are all examples which immediately come to mind as topics needing frequent regular reconsideration to help improve safety.

The programme comprised:-

**1030** Welcome address by Head of General Aviation Department.

**1035** Aeromedical, the 1% rule and Pilot /Disorientation by CAA Medical Division.

**1110** Air Accident Investigation Branch by Senior Inspector of Air Accidents (Operations)

**1145** Flight Crew Licensing - Now and the Future by Head of Flight Crew Licensing

**1230** Two-sitting lunch and continuous showing of RAF video "Wake Turbulence - the Unseen Menace"

**1345** Self Briefing - The Electronic Revolution (Met Office) NATS / AIS

**1425** ICAO Airspace in the UK - Proposed changes by Bill Walker (NATS Airspace Policy)

**1450** Military Low-Flying by Wg Cdr Phil Atlay RAF (NATS Airspace Policy)

**1515** CAA Video - "It can happen to you"

**1535** Departure briefing for pilots by GASIL Editor

**1545** Session Co-ordinator's closing remarks by John Thorpe, Head of Safety Promotion Section

This first excellent Safety Day was a very worthwhile exercise; I congratulate the organisers and strongly recommend all practising pilots to attend any more that might be arranged in future.

Peter A. Warner  
IFFR #3449

## NAMES & ADDRESSES OF EUROPEAN SECTION OFFICERS

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Switzerland

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Letchworth, Herts  
SG6 3PH

## UK SECTION: NOTICE OF A.G.M

The Annual General Meeting of the UK Section of IFFR will be held at the HOTEL POMME D'OR, ST HELIER, JERSEY on FRIDAY 9TH JUNE 1995 at 0900A.

### AGENDA

1. Election of Section President to follow Graeme Le Quesne - World President-elect.
2. Election of Vice President:  
(Currently Feroz Wadia)
3. Election of other Officers:  
Secretary/Treasurer (Cur'tly) John Ritchie  
Events Organiser (Cur'tly) Angus Clark  
Bulletin Editor (Cur'tly) David Rowe
4. Approval of Accounts 1994:  
published in Winter Bulletin
5. Any Other Business

Nominations for Officers will be accepted by the Secretary in any form up till the conclusion of the elections! Volunteers most welcome.

John D Ritchie: Secretary/Treasurer

## UK IFFR SPRING FLY-IN

I had the good fortune to meet Angus and Alisma Clarke at the Scandinavian Fly-in in Norway in 1994, so when the Spring Meet at Sheffield was announced both Norman MacLeod and I were keen to get there if at all possible. We had had great fun sharing the flying over to Torp and meeting the Scandinavian flyers, but sadly our aircraft had become temporarily unavailable.

However, Feroz and Rachel Wadia of the Edinburgh Club came to our rescue and suggested we fly down in their PA-32 with them and their son Malcolm.

Above and beyond the call of friendship Feroz even volunteered to fly up to Stornaway to pick us all up. We thus had an added bonus with our weekend of Rotary fellowship beginning on the Friday night, with a get-together at Norman and Dolly's home in Stornaway, during which Norman persuaded Dolly to join us for the trip.

Somewhat surprisingly, we were all ready to depart the next morning. We flew out of Stornaway at 0800 on a beautiful Hebriddean morning, with some stunning views through the scattered cloud. We made good progress down to Edinburgh where we picked up Rachel and Malcolm for the trip on to Gamston; we were aware that we were expected at lunchtime.

If you fly out of Stornaway on a fine day you can be sure that the murk will be waiting for you somewhere before your destination, and this proved to be the case. We were not surprised to be in IMC from Newcastle southward. The PA-32 was comfortable for the six of us, and with only moderate turbulence we descended towards Gamston. With a cloudbase at around 1200ft and falling, Feroz made a faultless approach and landing, so we were on the ground and in the rain on schedule. If you live in the Hebrides, when the rain falls vertically it's a beautiful day; we therefore marvelled at the absence of any wind whipping rain into our faces and just basked in the downpour.

We repaired to the tower to await further

arrivals, and shortly thereafter Graeme and Charles came on the radio announcing that they were on finals; some time after that they appeared in the sky and landed.

The Gamston staff were kind enough to hangar the aircraft and then we were chauffeured off to spend the afternoon at Chatsworth House in Derbyshire. This was an opportunity for the flyers to meet those who had arrived by car, and a pleasant relaxed lunch, followed by a walk round the stately home was interspersed with the greeting of old friends and the meeting of new ones.

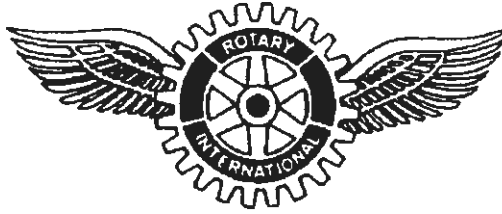
The evening was spent at the beautiful home of Angus and Alisma, deep in the countryside. We had a fine evening of good Rotary fellowship and, it being the first meeting of the season, there was a lot of catching up to be done. As a newcomer, I must say that I was made to feel most welcome.

The next day the weather had lifted and a trio of knowledgeable and sympathetic guides took us on a tour of the Derbyshire plague village of Eyam. There is a lot of history here. We were then driven to a pub for lunch. The food was plentiful and encouraged serious thought to weight and balance calculations.

Departing Gamston at 1500 and heading North in hazy sunshine we had fine views over Lincolnshire and Yorkshire before climbing to FL65 above scattered cloud in bright sunshine. Air traffic was busy at Edinburgh, but finally welcomed us in. We were on the ground an hour and three-quarters after leaving Gamston. When it works G.A. is a great way to travel. Once again Feroz very kindly flew Norman and me up to Stornaway on Monday, where the Hebrides offered a typical island welcome. After ninety minutes IMC from Edinburgh the cloudbase on arrival was a pretty typical 1,000ft, with a 20kt wind from the North-east. We certainly knew we were home.

Thanks are due to Angus and Alisma for organising a very convivial and successful weekend; to Norman and Dolly for their unfailing good company and especially to Feroz and Rachel for all the kindnesses shown to us. We hope to be seeing you again soon.

Nigel Beresford:Stornaway



# **Invitation**

**to the Annual Meeting of the Scandinavian Section of IFFR  
August 18 th - 20 th, 1995 in Halmstad, Sweden**

**We have the pleasure of inviting you to our annual meeting 1995 with  
FLY-IN AT ESMT**

Preliminary program, (all times local = UTC - 2)

**Friday August 18th**  
1500-1800

Arrival at ESMT. Getting together at the acroclub.  
Transfer to Hotel Tylöhus.

Evening

Visit to the provincial residence, where we are greeted by the  
governor Björn Molin (former minister of industry), who will show us  
the 16th century castle.  
Get Together Dinner at a restaurant in the center of Halmstad.

**Saturday August 19th**

Excursion to Varberg by bus. Guided visit to the fortress, a 15th  
century Danish stronghold against the barbarians. Lunch at the fortress.  
On the way back we stop at a privat Car and Airmuseum exhibition  
140 cars and 35 aircraft.

Approx 16.00

Annual meeting at the hotel. Those who do not participate in the  
proceedings have the opportunity to see videos and photos from recent  
fly-ins. Contributions are wellcome.

Evening

Gala Dinner at Hotel Tylöhus. The rotary clubs of Halmstad are  
invited.

**Sunday August 20th**

Relaxing visit to Hallandsgården, in the pittoresque setting of the  
"Gallowsmountain".

Lunch at Ringenäs Golf Club overlooking the sea.

On the way to the airfield we stop to get acquainted with the works of  
Halmstadgruppen, six reputed painters, who for 50 years maintained  
their own nordic style of surrealism.

Approx 15.00

Time to say Au revoir and head for home.

**ESMT**

Pos N56.41.5 E012.49.4.  
RWY 01/19 asphalted, length: 1700 meter.  
CTR and instrument facilities  
Customs and fuel (AVGAS 100 and JET).

**Cost**

SEK 1600 per person in doubleroom. Singleroom surcharge SEK 365.  
Including meals, transportation and entrance fees.  
For children extra beds can be arranged.  
Enroute- landing- and parkingfees not included.

**Hotel**

**Hotel Tylöhus**, superbly located on the beach in one of Swedens favourite summer resorts. Swedens best golfcourses are at the doorstep.

**Golf**

Those who want to take advantage of the possibility to arrive early or stay on to play golf or just enjoy the seaside, are requested to let us know as early as possible. We will be happy to assist with the necessary arrangements.

**Registration**

Please fill in the registration form and send it at your convenience but not later than June 20th to telfax (+46)-35 11 54 20 or mail it to IFFR Scandinavia, Box 351, S-301 09 HALMSTAD, Sweden

**Further informations**

Sven Iverström +46-(0)35 11 54 57 or fax +46-(0)35 11 54 20  
or Sven-Erik Jönsson +46-(0)35 51498

*We wish you all heartly wellcome to Halmstad*

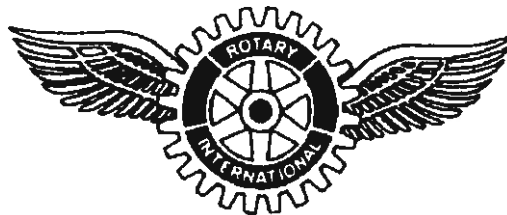
*Sven Iverström*  
# 3111

*Sven-Erik Jönsson*  
# 4388

*Ove Särnunger*  
# 4594

*Rolf Åsberg*  
# 4038

## FLYING ROTARIANS



## DO IT IN THE AIR

## AS WELL AS ON THE GROUND

# UK SECTION

## LATE SUMMER FLY-IN

Sunday 3 September 1995

*OLD WARDEN*

*1995 Shuttleworth Pageant*

The Pageant will feature flying displays by a number of the Shuttleworth Collection's aircraft and will also include a parade of some of their vintage cars. A spectator enclosure giving an excellent viewing position will be provided for the exclusive use of IFFR members.

A limited number of pre-allocated landing slots have been made available to IFFR and these are available on a strictly first-come first-served basis by application on the form below.

Old Warden is centrally situated off the A1 so a good attendance by flyers and drivers alike should be expected.

Bring a picnic and have an excellent day of fellowship and nostalgia.

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Normal Shuttleworth entry charges will apply:

|                                  | £     |
|----------------------------------|-------|
| Pilot/Driver                     | 8.00  |
| Pilot/Driver + 1 passenger       | 14.00 |
| Pilot/Driver + 2 to 4 passengers | 20.00 |

Regardless of means of transport, please return the form below so that an idea of numbers can be given although on the day this might be affected by the weather.

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**LATE SUMMER FLY-IN**

Sunday 3 September 1995, Old Warden, Shuttleworth Pageant

By Car       By Air

Aircraft Registration .....

Numbers attending .....

Name .....

Address .....

Return to:

*Angus Clark, Folds Head Close, Sough Lane, Calver, Sheffield S30 1XJ  
Tel. No. 01433 631585*