



**INTERNATIONAL
FELLOWSHIP
OF FLYING ROTARIANS**

THE ROTATING BEACON

SUMMER 1996 BULLETIN

of the

United Kingdom Section

UNITED KINGDOM SECTION

NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting of the U.K. Section of IFFR will be held at the Brands Hatch Thistle Hotel on Sunday 28th July 1996 at 9.00 am sharp.

A G E N D A

1. Election of Officers 1996-97 Present Holder
President Feroz Wadia
Vice-President Ives Branson
Secretary/Treasurer John Ritchie
Events Organiser Angus Clark
Bulletin Editor David Rowe
2. Approval of Accounts 1995 : Published in Summer Bulletin 1996
3. Any other business which time permits.

Nominations for Office will be accepted by the Secretary in any form up to the conclusion of the elections ! Volunteers for office are most welcome. The President & Vice-President were elected in 1995 and usually serve for three years.

John D. Ritchie
Secretary/Treasurer

Secretary's Report

I am delighted to report that U.K. membership has now exceeded 100. No fewer than 8 new members joined us this year. Details as follows :

<u>Name</u>	<u>Rotary Club</u>	<u>Wife</u>	<u>Occupation</u>
Keith Baldwin	Stevenage	Gill	Police Officer
Patrick Dibben	Fareham Meon	Judy	Estate Agent
Ian Hunt	Llantwit Major	Elizabeth	Retail Director
Eric Jones	Westgate	Margaret	Printer
Michael Machin	Canvey Island		Electronics
Gary Moorsby	Osgoldcross & Elmet		Security
Chris O'Connell	Wickford	Maureen	Dentist
Thomas Sheridan	Waterford Eire	Constance	Motor Company

We welcome them all and hope they will enjoy membership of IFFR as much (or more) than they already enjoy Rotary itself. We look forward to meeting them with their wives & family at our forthcoming meetings at home and abroad.

INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS
United Kingdom Section

INCOME & EXPENDITURE ACCOUNT : JANUARY-DECEMBER 1995

	<u>1994</u>	<u>1995</u>
Income		
Subscriptions & donations	1893.00	1916.00
Less International subscriptions	<u>1287.18</u>	<u>1303.21</u>
	605.82	612.79
Sales of ties, badges etc	208.55	377.00
Bank interest	<u>25.77</u>	<u>40.44</u>
Total income	<u>840.14</u>	<u>1030.23</u>
Expenditure		
Advertising	38.95	
Insurance - Stand North Weald		82.00
Meeting expenses (net)	112.58	
Purchases Ties		357.20
Refund - overpaid membership		20.00
Flight cost - World President visit	201.00	
General Aviation Awareness Campaign	150.00	200.00
Printing : Bulletins	134.25	189.36
Postages Phones & Fax	<u>205.48</u>	<u>127.05</u>
Total expenditure	<u>842.26</u>	<u>975.61</u>
Deficit/surplus Income over expenditure	-2.12	54.62

BALANCE SHEET 1st JANUARY 1996

	1/1/95	1/1/96
Balances at Bank		
Treasurers Account	1253.89	2088.51
Stock of ties at cost		<u>47.00</u>
		2135.51
Less : 1996 Subscriptions prepaid		<u>780.00</u>
Net Assets Carried forward	1253.89	1355.51

* * * * *

BUDGET 1996

100 Subscriptions @ £20	2000
Less int. subs \$20 @ \$1.48=£1	<u>1350</u>
Net income	650
Expenses	<u>500</u>
G.A.A.C	<u>150</u>
Surplus	£000

John D. Ritchie
.....

Hon. Treasurer

R. Harrison
.....

Hon. Auditor

IFFR DEUTSCHLAND - 10TH ANNIVERSARY

It must be rare indeed that the majority of the obstetric team which attends the birth is invited to attend the 10th Birthday Party. This was the privilege extended to the half dozen members of the U. K. Section of IFFR who in 1986 flew to Juist in the Friesian Islands to participate in the meeting which gave birth to the infant which is now the lusty and energetic group of Rotarian Pilots forming the German Section of IFFR.

Past IFFR World President Charles Strasser and President-elect Graeme Le Quesne flew from Jersey, and U.K. vice-Chairman Ives Branson in his trusty Aztec 'Yankee Foxtrot' carried European Director John Ritchie and their wives, accompanied by Peter Gresham and John Bowden. The Anniversary Meeting was held on Ascension Day, a most appropriate day for any aviator, at Lubeck on the Baltic coast of North Germany. This is a delightful old city, capital of the Hanseatic League, the association of merchants whose seaborne trade was for 350 years the forerunner of the European Common Market. On arrival we were greeted by Dieter Ulken, Chairman of the Section, who literally rolled out the red carpet, (although in this case the colour was blue), together with World President Brian Condon and Australian Chairman Ern Dawes and their wives, both of whom had made sure to include this event in their crowded itineraries.

An excellent modern hotel on the banks of the river Trave overlooking the seven spires of the city churches was our home for the next two nights, although the programme gave little time to spare. A conducted tour of the city by the costumed night watchman followed a convivial dinner at which the visitors were introduced to the two local delicacies - Rotspon and Niedekker Marzipan. In the 18th century the frugal merchants had included in their cargoes from Bordeaux rough French table wine, which was carried and later stored in wooden casks until needed. The improvement in quality as a result of this treatment was appreciated by the officers of Napoleon's Army when occupying the city in 1806. We can only say that we sampled it on every possible occasion, much to our delight. The evening ended with an organ recital in the Jakobi Church, dedicated to the seamen on whose efforts the merchants fortunes were dependant.

Next morning we took a short stroll in the sunshine to the Rathaus (City Hall) for a civic reception before lunch and greetings from the President of one of the three Lubeck Rotary Clubs. The afternoon was a restful sightseeing boat trip around the island on which the old city stands. This relaxed us to prepare for the highlight of the visit, the Gala Dinner at the Casino at Travemunde, the Baltic Ferry Port a short train ride along the coast. The evening commenced with a welcome aperitif, followed by a magnificent Banquet whose many courses were accompanied by pleasant music from the Group to whom we later danced, interspersed with brief speeches of welcome from the hosts and greetings from the visitors. Banners were presented to those from the U.K. who had been at the birth. Regrettably only one of the Founder Members, Freiherr von Maltzen was able to attend, but a letter of congratulation and thanks from Theodor Wuppermann who had convened the first meeting which brought the new Section into existence, was read to an appreciative audience. The evening ended with dancing or for the adventurous a spell at the gaming tables.

Saturday saw the pilots busy planning their return in the face of deteriorating weather while their wives toured the busy market, and after a farewell lunch all left for home with happy memories of a joyous visit which was a fitting celebration of such an auspicious occasion.

FRENCH IFFR MEETING - 13/15 SEPT - TOULOUSE

All European Sections are invited to join the French Section for their meeting to be held at Toulouse Blagnac, the home of Airbus Industrie, manufacturers of the A320 jets. For security reasons it is ESSENTIAL for a photocopy of your identity card or passport to accompany the reservation form which Jean Rapin, the French Chairman, has asked should be sent to him at 11 rue Blanqui 18000 Bourges France by 30th July. In this case the usual late fax will not suffice. The registration fee which covers the cost of the event but not hotel accommodation is FF 1000 (£130) per head. Hotel details and costs have not been indicated.

Programme

Friday 13 Sept

11-13.00 Welcome at the General Aviation terminal (also called freight terminal) at Blagnac. If arriving by air inform the ATC controller "Rotary Meeting".
13-14.15 Lunch
14.30-17.30 Conducted tour of the Airbus Industrie, with flight simulator training session of the A320 simulator for 10-12 participants - Don't ALL ask at once !
18.00 Transfer to Hotel Mercure, St. Georges, Toulouse Centre
20.00 Relaxed informal dinner

Saturday 14th

09.00-12.30 Conducted visit to the old town of Toulouse, the world famous "ville rose"
12.30-15.00 Lunch, followed by a conference on the beginnings of the "Aeropostale" in Toulouse
15.00-18.00 Continuation of the conducted tour. return to the hotel
20.00 Official Dinner

Sunday 15th

09.30-12.00 Surprise Programme
12.00 Informal lunch
15.00 Departure

Airfield Information

None has been supplied, but Blagnac is a major airfield, and full details are available from Jeppeson or Aerad, or from the French Guide de Aviation General by Delage, which is a virtual must for air touring in France if you can read a little French. (If you can't you may have difficulty anyway).

If those wishing to participate will liaise with Ives Branson, Feroz Wadia, or me we can discuss routes and intermediate stops with a view to making this more of a social event for U.K. members in view of the distances involved.

John D. Ritchie

SCANDINAVIAN IFFR - BODO, NORWAY
contributed by Peter Warner IFFR 3449

Three aircraft from the U.K. were due to fly to Bodo in northern Norway to attend the Scandinavian Annual Meeting and fly-in. The World President, Graeme Le Quesne with his Jersey group flew via Odense, Denmark. The Reading aircraft flew via Bergen, and the Edinburgh group travelled commercially because their aircraft went unserviceable at the last minute.

Bodo is about 2/3rds the way up the Norwegian coast, and 50 miles north of the Arctic Circle. IFFR and the Rotary Club of Bodo had organised a full programme for the visitors from 4pm on Friday to 4pm on Sunday, and all proceedings were conducted in English.

25 visiting aircraft were expected from 10 different nations, but mainly due to very poor weather with numerous thunderstorms over southern Norway and icing conditions over the mountains only about half of them made it in their own aircraft, but most of the defaulters arrived later by various means.

Friday evening included a get-together and Barbecue with the Bodo Flying Club celebrating their 50th Anniversary, and a visit to the top of a local hill to see the midnight sun. Unfortunately cloud obscured the sun, but we saw a beautiful red horizon. There is no night for about 6 weeks at this time of year. Then a nightcap on the 13th floor of the hotel.

On Saturday we had a very interesting visit to the splendid Bodo National Aeronautical Museum, which is on similar lines to our Hendon RAF Museum but smaller and still growing. Bodo was the intended destination of Gary Powers on his flight over Russia when he was shot down. They have a U2 in the museum on loan from the USA. The 'cold war' features fairly prominently in the exhibits and after lunch we were given a talk by the Norwegian General I/C of this area during that period.

Around 120 of us attended the Saturday evening dinner. It started with "Old Father Neptune" covered in a fishing net presenting a colourful certificate to those of us who had crossed the Arctic Circle to get there. It was an excellent buffet style dinner followed by speeches and presentations which allowed Rotary fellowship to get into top gear.

10am Sunday morning saw us on a bus to see Saltstraumen, reputed to be the fastest flowing tidal stream in the world. A few Rotarians tried some fishing without much success.

The whole event was very thoroughly and efficiently organised, there were no fences between nationalities and it could have done nothing but good for the advancement of International Understanding. Congratulations to Per Strombaug and his team for an outstandingly successful weekend.

An additional programme to fly-away to the Lofoten Islands and later to the North Cape saw eight aircraft fly the 56 miles to Leknes on Sunday afternoon while numerous other groups travelled by ferry. The Vestvagoey Rotary Club met the planes at Leknes and the coastal steamer at Stamsund harbour, installed us in modernised fishermen's huts and then took us all to a replica of a Viking Longhouse at Borg. Here appropriately dressed we drank mead and then enjoyed what became a high-spirited meal followed by each nationality singing their own chosen "song".

9am on Monday morning found some 30 survivors from the night before boarding a coach for a delightful tour of the four Lofoten Islands which are interconnected by bridges. At 15.00 hours we said goodbye to our many friends. At this stage the weather seemed to us unsuitable for flying to the North Cape, so three Norwegian Rotarians from the Oslo area and Kjell Akerman and his wife Vibeke from Odense together with us two Brits from Reading booked another night in the fishermen's huts. Five of us hired a small open fishing boat and put to sea, whilst the sixth Rotarian, in radio contact, flew low overhead to observe our catch of 22 coalfish and 1 cod in an hour or so. In one of the fishermen's huts Vibeke, helped by the others, cooked our fish and with boiled potatoes and carrots, followed by bread, crispbread and cheese we had a simple meal fit for a king. We also managed to drink a fair amount of beer and wine !

Next morning we took leave of our Scandinavian friends at Leknes Airport, and following their advice flew below the scattered low cloud between the string of mountainous islands the 350 miles to the North Cape. The scenery was dramatic and breathtaking and the flying quite exciting at times. We refuelled at Tromsø and then flew around the North Cape where we headed south down to Horningsvåg Airport runway, which is at right angles across the end of a deadend fjord. An approach I will long remember !!!

As we were a day late on programme we decided not to contact the Horningsvåg Rotarians, who we were told would help us if necessary. We ate reindeer as a starter to an excellent fish meal in our hotel and finished the evening by taking a taxi the 20 miles to the North Cape to watch a dramatic video in the very touristy area, where there were waiting several hundreds of people with parked motorcaravans all waiting for the sight of the midnight sun.

On Wednesday 10th July we found Italian IFFR member Carlo Vanoni parked next to us at the airport, but time pressed and the takeoff from Horningsvåg runway with a sharp left turnout into a 300 ft cloudbase quickly sharpened our wits. Above the clouds, flying south at 8000 ft with stunningly beautiful scenery over mountains and fjords under a sunny blue sky made up for all the poor weather we had experienced previously on the trip. After a refuelling stop at Bodø, and a night stop at Alesund, we flew home via the Shetlands and Newcastle to land at our Brimpton farm strip at 7.30 pm on a lovely summer evening, with waiting loved ones wondering if we were hungry. In all 25 hours flying over 3250 miles. Memorable !

GLASGOW R.I. CONVENTION - 15:19 JUNE 1997

DON'T DELAY - BOOK NOW : ALL CONVENTION HOTEL ROOMS IN GLASGOW ARE ALREADY TAKEN BY EARLY REGISTRATIONS. REGISTRATION FORMS AVAILABLE ON REQUEST BUT SPECIFY "IFFR HOTEL" ON YOUR REGISTRATION FORM. AFTERWARDS A FLY ROUND SCOTLAND PROGRAMME PLANNED. IF YOU HAVE SEATS TO SPARE PLEASE TELL US, AS THE FLIGHTS WILL BE TOO SHORT FOR RENTAL AIRCRAFT TO BE MADE AVAILABLE.

GERMAN SECTION - PEENEMÜNDE SEPT 28-29

We are cordially invited by the German Section to their autumn meeting at Peenemunde, on the Baltic Coast, the birthplace of space flight. The hotel stands in a park in a resort village, a former "bathtub of Berlin".

PROGRAMME

Saturday 28th

10-12.00 Welcome on arrival at Peenemunde Airport - EDCP
12.15 Light lunch at the airport
13.00 Lecture and guided tour of the historic airport area by Rotarian Roland Grapentin, an airport director
14.45 Transfer and visit to the Space Museum Peenemunde
16.00 Check-in at Parkhotel am Glienberg, Zinnowitz
17.00 Guided walk through the restored resort village, Zinnowitz
18.00 German Section IFFR Meeting
19.30 Reception and dinner in the Parkhotel restaurant

Sunday 29th

09.00 Depart hotel for boat ride across the beautiful Achterwasser Bay to the Peenewerft shipyard at Wolgast (luggage to be separately transferred to airport)
11.00 Tour of the most modern shipyard in East Germany by CEO Mr. Gerstmann
12.30 Farewell lunch at the shipyard
13.30 Transfer to the airport for 14.00 Departure

Airfield Information

EDCP - Concrete runway 13/31 - 1300 m. Radio 122.30 C/S Peenemunde Start

Position 28nm on radial 139 from VOR/DME TRT 108.45 Circuit 1000ft SW
Airfield is PPR except for our arrival & departure. If IFR approach is essential use Heringsdorf EDAH Runway 10/28 2300m with ILS on 28 and request organisers that transport be provided to Peenemunde

Registration fee, including landing fees, transfers, meals, drinks AND hotel charges for bed & breakfast : DM 335 (£150) per person single room or DM 295 (£130) per person in double room. Please register early, closing date 31st August. Hotel ; Parkhotel am Glienberg, Glienbergweg 10, 17454 Zinnowitz Phone 0049-383-77-720. Fax 0049-383-777-2494. Pay on departure.

For those who missed the 10th Anniversary Meeting in Lubeck (and for those who attended it) this event should be well worth the journey. Copy Booking Form from your Secretary, John Ritchie, on request - 01462-684941.

BENELUX IFFR MEETING : 16-18 AUGUST

This will be held at GENK/ZWARTBERG, EAST OF BRUSSELS, AND TRANSPORT will be provided ON THE SATURDAY TO ATTEND THE OLD TYME FLY-IN AT SCHAFFEN-DIEST, WHERE HUNDREDS OF OLD AIRCRAFT HAVE AN ANNUAL REUNION. THERE WILL BE AN IFFR GALA DINNER AT THE 4 STAR HOTEL ALFA MOLENVIJVER IN GENK ON THE SATURDAY EVENING. REGISTRATION FEE BF5555 PER HEAD (£120) AND A SPECIAL PRICE HAS BEEN NEGOTIATED OF £20 PER HEAD PER NIGHT FOR THE HOTEL. LIEGE IS AVAILABLE FOR IFR ARRIVALS IF REQUIRED. Official Booking date has passed, but please contact me immediately for late booking form and contact number.

ONE FOR THE LADIES

One of the benefits of being Bulletin Editor is that I receive copies of all the other IFR Bulletins, and can lift the best bits for the information or entertainment of the U.K. members. The following is copied without apology from their report on the Australian IFR Fly-in to Frost last February. Many of our members and their wives will have met Roma on one of the visits she and Ian have made to our events.

Saturday night : The highlight of the evening was a rendition of "How a Lady has a Pee in a Cessna 210 Whilst Flying over the Arctic Circle". ROMA RICHARDS had us all in stitches, with tears running down our cheeks, with her description and physical actions to back up the description of the situation leading up to 'the event'.

The Scenario was pilot and co-pilot with respective wives as passengers. One of the requirements for flying over the Arctic Circle is that full survival gear be carried, including inflatable raft, and the wearing of a one-piece full body suit with built-in boots, gloves and hood, which left only eyes and mouth exposed, and zippered from crotch to neck.

Mid way through the flight, Roma's friend got to the stage where she just HAD to PEE. Roma's description of what took place cannot be related in just a few words but if you can imagine yourself, ladies in particular, seated in the rear of a small plane, trying to stand up, bent over unzipping your survival suit, getting your arms and upper body out of the same, peeling down your slacks, thermal underwear, knickers then not being able to locate 'the bottle'. All the while Roma is holding a space blanket to screen her friend from the fellows, who it transpires were too busy flying to notice what was happening anyway. After the deed was done, using an empty jar with an opening almost too small. Roma's description of the reverse procedure including holding a warm leaking jar was just too much for us all, the tears of laughter flowed. All in all an excellent evening.

With grateful thanks to Alan Grady, Bulletin Editor

For those with the opportunity to visit Australia or New Zealand the dates of their forthcoming IFR Fly-ins are as follows : You would be most welcome, and contact phone/fax numbers are available from me. 01462-684941.

CAMDEN (near Sydney N.S.W.) 18th-20th OCTOBER 1996

CHINCHILLA (near Brisbane - Queensland) 18th-20th APRIL 1997

The newly founded New Zealand Section will be holding two meetings both in the North Island :

WAIPUKURAU 21/22 SEPTEMBER 1996.

WHAKATANE 22/23 FEBRUARY 1997

Those who recall with great satisfaction the 1993 Central Australia Air Tour may also like to know that a similar Tour is under consideration to follow the R.I. Convention in Singapore in June 1999. How better to celebrate the Millenium than a trip you will remember well into the next Century. Details to follow when available.

CANADIAN CAPERS

ONE person's misfortune can be some-one else's stroke of luck. Last year John and Mary Ritchie flew Herman and Doris Hassinger - IFFR members from New Jersey - to the IFFR events in 'old' Jersey and Nice, including the Mediterranean fly-about, during all of which Gill and I got to know them quite well. The Ritchies couldn't take up the reciprocal invitation for this year, so the Hassingers very kindly invited us to fly with them in their Bonanza N540Q from New Jersey to Calgary, and back to their holiday home on Block Island RI.

Flying seems to be much easier in the USA; it's a normal activity; people seem eager to help. You can file a flight plan and get an en route weather briefing all in the same telephone call, very helpful in a continent where thunderstorms are much more violent than in the UK; you can usually file DCT. There is "Flight-following" for VFR, similar to the service for IFR flights and there seems to be no fuss if you want to change from one to the other and back again, even in the New York area. You are handed over from one Center to the next, mainly for the altimeter setting, Transition Altitude being 18,000'. An autopilot makes for more relaxed flight on cross-continental routes.

The great day dawned reluctantly; low cloud and mist were not what we expected on nearly the longest day of the year at 40 North, the same latitude as Minorca!

It seems there are no take-off minima for instrument-rated PPLs in USA; we could almost see the other end of the runway at South Jersey Regional Airport, but we didn't lose sight of the ground until we were quite a bit above the reported 300' cloudbase. When we were on top at 8,000' Herman gave me the pole to get the feel of the Bonanza by threading my way between the build-ups that were beginning to poke up through the cloud deck.

Strong westerlies cut our ground-speed by nearly forty knots. Hunger and other discomforts demanded a landing; Herman asked on Unicom if any pilot in the area knew a field with a good restaurant; someone mentioned Youngstown so Herman just called Center, refiled and headed down, following vectors for the ILS. After lunch our route to Oshkosh Wisconsin crossed 90-mile-wide Lake Michigan. On the motel ramp we parked beside the Bonanzas of Dan and Barbara Nalven (with daughter and grand-children) and Jim and Beth Heck; also the TB20 Trinidad of Marilyn and George Alderman. Herman had planned this night stop for an IFFR visit to the superb museum. Next day, for the second leg, Herman was brave enough to put me in the left seat, which wouldn't

go back or down quite far enough for me; I was OK taking off and flying straight and level but found the yoke banging my knees on manoeuvring for the approach; after landing I went for the toe brakes and my leg opened the throttle! I decided the right seat was mine for the duration. 40Q has the throw-over yoke, and it's not practical to change sides on the approach, so this flight was really an "assisted first solo".

Beautiful morning for the leg to Calgary; good thing we filed IFR, it got cloudy at the end, including icing at 8,000'! Warm reception at Calgary; we were first in, so we got the full treatment. At the Convention IFFR fellowship, as usual, centred round our stand in the House of Friendship. We also took the opportunity to enjoy scenery; we had the Rockies in view all the way on a round trip by car to Banff: Lake Louise possibly *is* the most beautiful lake in the world.

There were two fly-abouts this year; one to Alaska, the other around Alberta. The first day was common to both, with a 40 mile hop to Drumheller with its world-class Museum of Palaeontology set in the area where the first dinosaurs were found. Then 90 miles north to Wetaskiwin to visit Canada's Aviation Hall of Fame and museum and the Reynolds Alberta Museum of Transport, started by a motor dealer who would take anything in part-exchange. Great collection, well laid out. President Warna Moore of the Wetaskiwin Rotary Club welcomed us to her town and exchanged bannerets. As we took off for Edmonton, 33 miles away, we saw fields full of future exhibits awaiting space in the constantly enlarging museum. At Edmonton the hotel was again on the field. Next day we went to West Edmonton Mall, the biggest under cover in the world. It has a funfair and a beach complete with surf, a dolphin pool and submarine rides in the lake (it has more submarines than the Canadian Navy), a vast hotel, numerous restaurants and over four hundred retail outlets. We spent the whole day there without seeing everything; the Alaska party left at mid-day. The Alberta party had a very convivial IFFR supper in the hotel that evening. Next day we cut out of the rest of the Alberta trip; there was a fair weather slot between two nasty sets of storms and we figured we should get back east without delay. This we did with stops at Winnipeg, International Falls and beautiful Mackinac Island, in Lake Huron, where they allow airplanes but not cars. Then a week on Block Island where we lazed, ate lobster, drank, boated and went to July-4th parties. A great trip with marvellous sights; a wonderful way to see part of a vast continent and experience the American way of aviating. Thank you Herman and Doris.

David and Gill Rowe