



INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS

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**THE  
ROTATING BEACON**

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**SUMMER 1997 BULLETIN**

of the United Kingdom Section

# **AN APPEAL BY THE IFFR WORLD PRESIDENT**

## **SERVICE PROJECT 1997-98**

As part of its ongoing development as a true arm of Rotary International the Directors of IFFR have agreed on a service project. Because we are aviators the project needed an aviation basis, and the work of the

### **MISSION AVIATION FELLOWSHIP (MAF)**

became the focus of attention.

MAF is a non-denominational evangelical Christian Charity which operates in all parts of the third world. By using its fleet of aircraft it is able to achieve the aim of bringing education, medicine and care to people living in areas remote from centres of developed communities. This is obviously closely parallel to Rotary's H-H-H programme aims.

MAF European division operates mainly in East Africa using 32 small aircraft selected for their ability to operate out of primitive bush airstrips. They are used to transport medical supplies, doctors, nurses, and teachers. Access to many villages would take several days by surface transport. By flying the use of human resources is maximised. For example :

A three day air safari in Kenya and Somalia enabled a medical team to perform over 100 operations to restore sight to the blind. To achieve the same result without aircraft would have taken 2-3 weeks.

Emergency medical evacuations to hospital are regularly undertaken, and MAF has been closely involved in evacuation and aid in the troubles in Rwanda. MAF Europe had a budget for 1996 of £6.2 million. 80% was spent on operation and only 1% on administration. 35% of income was generated by fares, charter and freight carriage charges - the remainder by donation.

It is IFFR's target to raise £30,000 to fund the cost of specific equipment required by MAF for their operations. Members of IFFR are asked to bring this project to the attention of their own Rotary Club in the hope that it will feel able to make a contribution in the name of International Service. I thank you in anticipation of your support.

Graeme Le Quesne  
IFFR President 1996-98

*Editor's Note : At the closing dinner of the Scottish Flyround a speaker from MAF enlarged on the activities and problems encountered by MAF in its work with the aid of an audio-visual presentation which was well received. Donations should be sent direct to Graeme in Jersey.*

## PROGRAMME OF I.F.F.R. MEETINGS - 1997

For your convenience we have listed the European IFFR Events below. Remember, your only obligation of membership is to participate, try and attend at least one activity this summer, more if you can. Ladies and other Rotarians are always welcome, and we treat friends as potential members !

August 8-10	Pori, Finland, Scandinavian Section International Rally
(August 22-24	Luxemburg, Benelux Section Fly-in - CANCELLED)
Sat. Sept 6	Air Day Wales - Cardiff Airport
Sun. Sept 7	Old Warden, Bedfordshire. Fly-in and AGM 8 SLOTS ONLY AVAILABLE TO IFFR. Please book early.
September 12-14	French IFFR Section Fly in, Chalon Sur Saone.
September 20-21	German Section Autumn Meeting - Bremen.
October 4-5	Benelux Section Meeting - Maastricht, Netherlands Visit to Eurocontrol Centre
October	Caribbean Cruise : IFFR & IYFR Benelux Section

Booking forms, hotel and airfield information available on request.

Contact FAX numbers for direct bookings :

Scandinavian Meeting	- Gustav Rosenlew	FAX : 00-358-2641-5235
Cardiff Air Day	- Ian Hunt	FAX : 01446-796162
Old Warden Flyin & AGM	- Norman Beadle	FAX & Phone : 01268-521948
French Meeting	- Jean-Francois Rapin	FAX : 00-33-348-21-02-74
German Meeting	- Wolfgang Kapferer	FAX : 00-49-6261-808-222
Benelux Meeting	- Stan Jesmiatka	FAX : 00-31-118-562-349

Please note that guaranteed reservation dates have probably passed by the time you read this, but late bookings can usually be accommodated if you let the organisers know as quickly as possible.

Those wishing to attend one of these events but without transport, please contact me as you may be able to fly in to an IFFR event in the G-IFFR aircraft. We have six seats to fill, as has Ives Branson in his Aztec. If coming from further North contact Feroz Wadia.

Will any member with Rotary connections in Greece please contact me.

John D. Ritchie, 01462-684941 - European Vice Chairman - IFFR.

## 1998 PROGRAMME

Dates have already been indicated for some of next year's events :

May 21-24	German Section Meeting, Augsburg, Germany.
June 18-25	American Flyround from Indianapolis to Chicago via Dearborn Michigan, Macinac Island, and Sault Ste Marie to follow the R.I. Convention. Early advices requested.
Sept 12-13	French Section Meeting
Sept/Oct	Iberian Section Meeting, Gerona, Spain or nearby.

## NOTICE OF ANNUAL GENERAL MEETING

The 1997 A.G.M. of the U.K. Section of IFFR will be held at Old Warden, Bedfordshire, on Sunday 7th September 1997, in conjunction with the Flying Day event being held there on that day. The intended time is 12.00 noon subject to sufficient members having arrived to form a quorum. The air display and commentary during the afternoon will preclude the orderly conduct of an Annual Meeting at any later hour

### AGENDA

1. Formal approval of the 1996 Accounts published in the Winter Bulletin
2. Election of Officers :
  1. Section Chairman
  2. Vice Chairman
  3. Secretary/ Treasurer
  4. Events Organiser
  5. Communications & Publicity Officer
3. Report on the Scottish Flyround following the R.I. Convention
4. Programme suggestions for 1998 Meetings
5. Any other business

John D. Ritchie  
Secretary/ Treasurer

Note :The Board of World IFFR has recommended that wherever possible each Section should provide Internet addresses for Board Members and Officers to facilitate the swift and economic exchange of information, especially with reference to Meetings and Bulletins. Ian Kerr has offered to provide the necessary facilities for the U.K. Section and the Committee will be recommending the creation of the new post and nominate Ian Kerr to fill it. Nominations for all other offices should please be sent to the Secretary in good time, with the prior agreement of the nominee. Members are expected to hold office for at least a minimum of two years.

## **IFFR WORLD BOARD MEETING 1997**

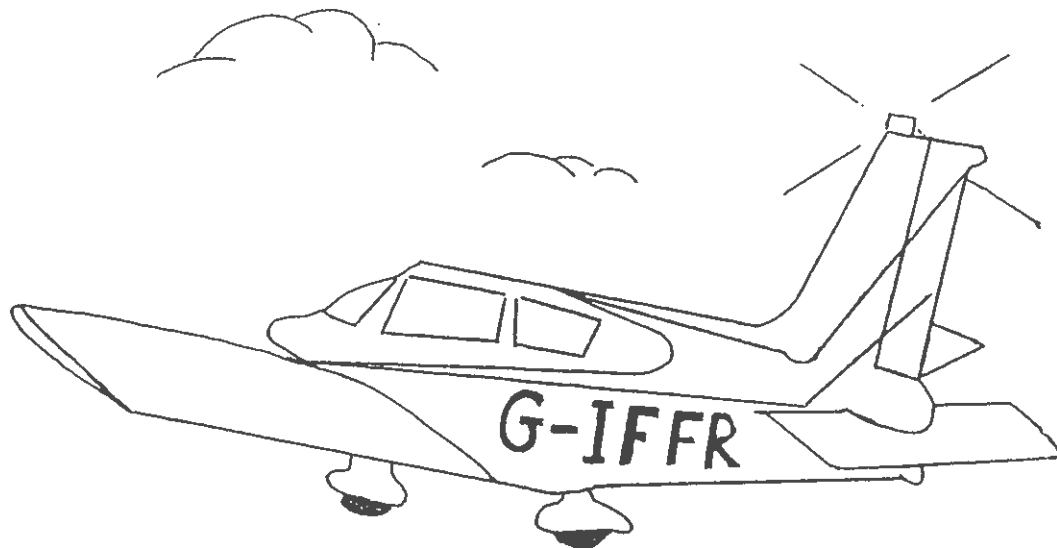
A full account of the AGM will no doubt be given in the next World Bulletin. For those wanting early information this summary may suffice. Sixteen Board Members attended the Meeting. The Treasurer reported that the membership was 1,386 paid up and a further 240 with current subscriptions outstanding. There had been a 14% attrition in the past year. The financial situation had been turned round, with \$16,834 in the bank and few liabilities outstanding. Annual income for 1996 exceeded expenditure by \$9,153 and consideration is being given to a future reduction in dues if the income can be maintained in spite of reducing membership.

The President reported on his Service Project (see page 2) which will close in June 1998 at Indianapolis. Life membership of IFFR was discussed but will not be pursued due to lack of support. Bob Renner and Dan Nalven put forward the proposals for the 1998 Flyround to follow the R.I. Convention and Ern Dawes indicated that any flying after the 1999 Singapore Convention would be in Queensland and Northern Australia as there were few facilities in Malaysia for General Aviation, although some Australians may fly up.

Communications were the topic of much debate, and all Board Members were asked to provide an E-Mail address for communications. There are already WorldWideWeb pages on IFFR available from Sarasota, Florida, and from Scandinavia. Others are requested giving local information. The World Bulletin will be handled by Laurie Chapman from Australia after the next Convention issue and individual Section Editors were asked to send copies to him and to other Editors in their Region. At the conclusion of the Board Meeting the European Vice-Chairman discovered that due to a communication breakdown his luggage was on its way to another hotel 2.5 hours travel away - so much for word-of-mouth communications !

## **THE SCOTTISH FLYROUND**

Yes, we really did manage the ambitious programme of getting 31 aircraft into Stornoway in time for lunch, and out again next morning after the Ceilidh able to fly down to Mull before turning North east up the Great Glen and over Loch Ness to Inverness. A frantic tour of Fort George, Culloden, and Loch Ness before dashing back to the airfield for a 30 minute flight to Aberdeen, which in some cases took an hour ! After a half hour hold circling at Inch some of the pilots were as dizzy as the Aberdeen Controller. Next day the rain did its unsuccessful best to spoil the coach trip to Crathes Castle, Balmoral, and the Lochnagar Distillery. The day ended with a Dinner for about 120 of the party joined by local Rotarians, and a Banner Exchange which looked like the Edinburgh Tattoo. It was not until late afternoon on Sunday that the weather eased enough for the majority of the planes to get away to Edinburgh for the Highland Show, leaving six aircraft waiting for the storms in the south to clear for their return home next morning. A more detailed report will be published elsewhere at a later date, but suffice it to say that our heartfelt thanks go to Angus & Feroz, Norman, Ian and Bill for the superb organisation which made the whole trip possible. It really was a memorable experience for every one of us - you should have been there.



1983  
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UNITED KINGDOM SECTION

## NOSTALGIA CORNER

Some of you may have seen the photograph on the back page of the recent World IFFR bulletin showing the only the only aircraft known to bear the registration "IFFR". While researching for the preparation of this bulletin your editor came across a copy of the first U.K. bulletin he composed, and the sketch above was the cover page of that issue dated Summer 1983. A long held ambition has been achieved. We were then preparing for the first IFFR reception at an R.I. convention to be held in Birmingham in 1984. That year the first IFFR flights across the Atlantic were welcomed at Stornoway by Norman Macleod, who once again arranged the reception there for the Scottish Flyround. As the French section are wont to say - " Plus ca change - plus c'est meme chose".