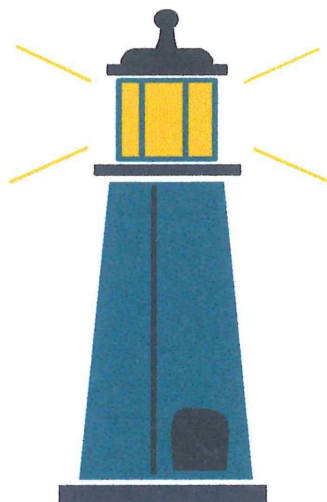


INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS

U. K. Section

THE ROTATING BEACON



AUTUMN BULLETIN 1998

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Vice Chairman	Angus Clark	01433-631585
Event Co-ordinator	Neil Smith	01270-878298
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PRESIDENT'S PROGRESS

On taking office at Indianapolis last June, Ern Dawes World President of IFFR promised to visit as many Sections of the Fellowship as possible during his term in office. He is certainly off to a good start.

Accompanied by his wife Nola, Ern took the opportunity of a recent visit to Europe to attend both the Benelux and the U. K. Section meetings on the same weekend, and the French 25th Anniversary meeting two weeks later. We had the pleasure of hosting them for a night before flying across to the Netherlands to attend the meeting at the military airfield at Gilze Rijen. Military airfields are closed at weekends in the Netherlands so we were unable to fly out on the Saturday, but the Dutch organiser, Henne van Loesebrouk, had arranged for us to be met at Seppe and taken by road to Gilze Rijen. This is the home of the Dutch Historic Aircraft Flight, and after a warm welcome from the hosts Nola took the opportunity of a flight in one of the Harvard aircraft of the Collection, while Ern welcomed four new members of the Benelux Section into the Fellowship and presented them with their IFFR badges.

The following morning we were taken back to Seppe for our return to England. We flew direct across the North Sea from Hamstede south of Rotterdam to Clacton, and thence on around the Stansted Zone to Duxford. Having flown his Malibu from America across the Pacific to his home field at Melbourne, Australia, Ern had no qualms at making what to us is the long sea crossing in spite of the cloud which prevented us from climbing above 2,500 feet. The report by Angus Clark in this issue gives details of the U.K. meeting and in spite of a little misunderstanding with Immigration all four of us were able to take part in the trip to Dieppe.

Ern & Nola then took a few days visiting friends and seeing the Welsh countryside before flying to Italy for a short Mediterranean cruise, returning to Paris where Jean Pierre Maillard met them and took them to Saumur in the Loire Valley for the French Section meeting. There they enjoyed the carefully prepared programme which included guided tours of the National School of Cavalry, an electronics factory, the famous Abbey of Fontevrault, and the Chateau of Saumur which towers over the city. The weekend naturally involved visits to some of the other local industries of particular interest to British visitors. On Saturday to the cellars of GRATIEN & MEYER, where after sampling the sparkling Saumur wine an excellent lunch accompanied by generous quantities of liquid refreshment was enjoyed by all. On Sunday morning to the distillery of COMBIER, the oldest in the district, although the need to fly home that afternoon inhibited the pilots from full participation in the visit !

The 25th Anniversary Dinner was held in the Chateau of Saumur where after a warm welcome and thanks, to the guests by Jean Francois Rapin the French President, and to their hosts by the heads of the visiting Sections, a banquet was provided which reminded all present of the range of French gastronomic expertise. Small wonder that the number of visiting IFFR members matched those of the Host Section. In spite of the unkind weather which prompted several pilots to travel by road rather than fly, the whole event was a great success. We look forward with keen anticipation to the next visit by our enthusiastic World President and his delightful wife.

John and Mary Ritchie

EGSU, EGMC & LFAB (DUXFORD, SOUTHEND AND DIEPPE)

Why would anyone want a Fly-in to Southend? This was the question Norman Beadle was left asking himself after your scribe had gently encouraged him to take the task on. As a result of some very imaginative planning Norman, with the help from Bill Nelson and Mike Pudney, put on a quite exceptional event of aviation and fellowship over the August Bank Holiday weekend.

The Imperial War Museum at Duxford was the first port of call on Saturday morning. For those of us who had not visited in the last year the new American Air Museum was worth the visit by itself. The truly comprehensive display was shown off to advantage in the stunning purpose designed building. Walking around the B52, for example, one was in awe of its sheer size and indeed of its longevity - it is expected to remain in service for a total of 70 years. The additional space created by the new museum had allowed an enhanced display of the other aircraft. The restoration projects in particular were fascinating - a tribute not only to those who flew these aircraft in anger but to those who have dedicated their time to their rebuilding.

By late afternoon it was time to leave for Mike Pudney's strip near Southminster. This was as good a grass field that you could land on. The grass was more closely cut than many a lawn. In addition to the nine aircraft that flew on from Duxford Shaun Doherty and Lyn on their first IFFR event arrived direct from Gamston. Mike's wife Jane laid on an excellent afternoon tea of scones and cakes. Bob Tatlow turned up to make sure that I was still looking after his beloved Robin. Too soon it was off to Southend to meet up again with Ives Branson and John Ritchie. Both had decided that discretion was the better part of valour as Ives had his twin and John was chaffeur-ing International President Ern Dawes and his wife Nola. Another overseas visitor was Mark Hagen from the USA who joined up with Ian Kerr.

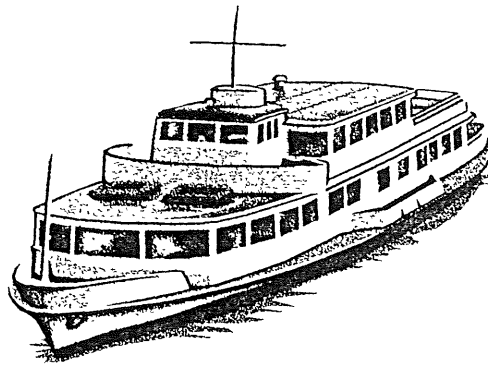
On arrival at Southend Bill Nelson took over total administrative responsibility. Arranging refuelling, flight plan submission and even a bus service to the hotel.

Next morning John and Pauline Young were the early risers. Dieppe was more than a hundred miles away and as John put it, "With the Citabria I'll probably be first away and last there." In the event he wasn't - last there that is. Feroz unfortunately could not join us in Dieppe, this left eleven aircraft to make the trip. The weather was exceptionally kind with the early morning mist burning off before we arrived on the other side. Norman's organisation was again proved to be of the highest order with the French bus driver arriving bang on time to take us to town - no - Nelson's Coaches don't go that far.

The Dieppe arrangements had been left deliberately informal. Twelve of the party had decided that the cultural aspects could be best enjoyed by staying overnight. In other words so that a proper sampling of the local beer, wine and food could take place.

Congratulations and thanks to Norman and his team for an excellent weekend. It was good to welcome Rodney and Pauline Spokes together with Shaun and Lyn to their first IFFR event. We look forward to welcoming others in 1999.

ANGUS CLARK



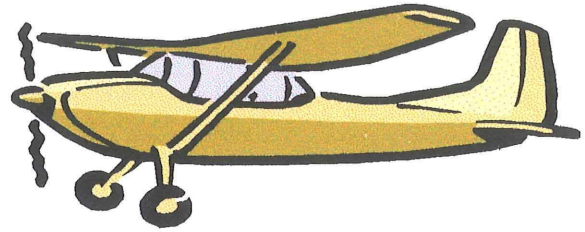
EUROPEAN INTERNATIONAL MEETING NORWICH 21-23 MAY 1999

Make a note of this date in your diary now, and keep these days free for the major event of the year. In accordance with past practice each Section plans one major international event each year to which members of all the other Sections are invited. The Committee have decided upon Norwich as our venue as it has a major airfield close to the city equipped with all the facilities likely to be required, and is accessible from the Continent without the need to contend with the restrictions which apply to the London Control Zones. The city is a fascinating mixture of old and new, and the programme will provide something of interest for both pilots and their families. In particular the proximity to the Norfolk Broads offers an opportunity for a day cruise including lunch in a typical Norfolk pub before returning to the hotel for a dinner designed to satisfy the appetites of even the most enthusiastic supporter. Accommodation has been reserved at the Maid's Head Hotel at £45 per head per night inclusive of Dinner and a full English breakfast, with NO supplement for singles. The hotel which stands opposite the Norman Cathedral, is in the heart of Norwich and itself dates back to 1272. Registration forms will be out early in the New Year.

NEW MEMBERS – U.K. SECTION

We are delighted to welcome three new members who have joined us in response to introductions from existing members. Remember that any Rotarian with an active interest in aviation is eligible for membership – pilots are especially welcome.

NAME	ROTARY CLUB	BASE
Michael Cohen	Brighton & Hove Soiree	Shoreham
James O'Neill	Kelvedon & District	Earls Colne
Andrew Ware	Crewe & Nantwich Weaver	Welshpool



This palindrome was attributed to the late Napoleon Bonaparte, but whether or not that is true those of us who visited Elba during the Flyround which followed the 1995 R.I. Convention in Nice will have the happiest memories of a warm welcome to a delightful and unspoilt island. Now the opportunity has arisen to revisit this Mediterranean paradise. The Italian Section will be holding their 1999 Summer Meeting there on the weekend 7-9 May and we have been invited to join them. More information will be available in due course, but note the date now.

HOW FAR ARE YOU WILLING TO GO ?

Within the next 18 months we shall have completed the Second Millennium. Almost a Century ago we saw the first flight of a machine heavier than air, and the following year the creation of Rotary International, which like the aeroplane now encompasses the world. Within Rotary, our International Fellowship has grown from a few founder members in America to one which also spans the divides of country and continent. The time has come for IFFR to celebrate the start of the New Millennium and how better than an Air Tour visiting as many as possibly of those countries in which IFFR has established Sections. A complete tour of the world is beyond the capability of most of us, but a tour taking in all the European Sections in turn would be a memorable event and quite capable of accomplishment. From Southern Norway to Northern Italy is barely 1000 miles.

The majority of members being VFR pilots only, the tour should be held during the summer months of the year 2,000. More than one stop may be needed in the larger countries to reduce the length of flights to the range of the smaller aircraft, and as many of those wishing to take part may be unable to spare the time needed to complete the full circuit the tour would be divided into sections.

I have written to all the European Section Leaders to ask whether they and their members would wish to take part in this celebration, and a positive response has been received from the French, German, Italian and Scandinavian Sections. Before we can go any further I need to know whether YOU would be willing to spare a week in the summer of the year 2,000 to take part in this ambitious event. Those who can spend longer can naturally visit more Sections, but as the purpose is to show how the Fellowship unites Rotarians in Europe we would hope that those taking part would visit at least three of the venues chosen.

Please let me know by letter, phone, or fax whether this project interests you, in which case we can pursue the idea in more detail. Any suggestions you have to offer would be welcome, particularly in respect of a theme for Millennium Tour.

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IFFR Vice President Europe