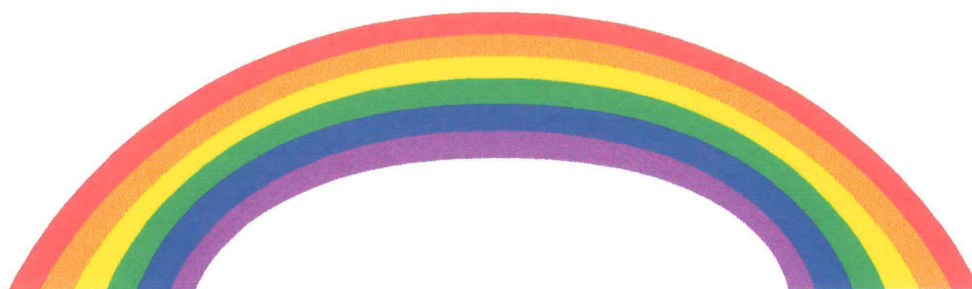


**INTERNATIONAL FELLOWSHIP
OF FLYING ROTARIANS**



1999

2000

THE ROTATING BEACON

**THE
MILLENNIUM BULLETIN
Of the United Kingdom Section**

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BACKWARDS AND FORWARDS

The end of the first century of powered flight provides an opportunity for reflection. In this issue our Founder Member, Ray Stebbings, gives his recollections of the early days of IFFR in the first Section to be created outside America, but let us look to see where we now stand.

In spite of the overall decline in membership of Rotary, and an increasingly hostile attitude to General Aviation both by professional bodies and the general public, the membership of our Section has remained constant at around 100, representing 7% of the membership of IFFR worldwide. There are 29 Rotary Districts within our remit and we can claim at least one member in every District. We have published a Section Bulletin on a regular basis for the past 20 years, have provided two of the fourteen IFFR World Presidents, and instigated both the major fund raising schemes supported by IFFR, namely the sponsored flights in aid of PolioPlus in 1987 and the Mission Aviation Fellowship Appeal in 1996.

While our members are predominantly VFR private pilots, having either the sea or the Continent on all sides they fly to attend IFFR events abroad so frequently that their passports are as essential as their aircraft documents. Over the past ten years hardly a meeting abroad has been held which has not seen some UK Section members present. Sometimes the visitors even outnumber the hosts, and the post-R.I. Convention Fly-Rounds are particularly popular.

Now what can we look forward to in the next 100 years? Just as email and fax have revolutionised communication between members, will the expansion of low cost commercial flights demanding more and more space in the air and on the ground, relentless pressure from both official and ecological bodies, and the spiralling cost of ownership and operation of private aircraft spell the end of the private pilot?

Will the declining numbers of younger businessmen and women joining Rotary reduce our membership below a viable level? Will the spread of cheap and easy communication which eliminates the need for face-to-face contact coupled with the demand for federalisation within many of the countries which comprise Europe result in the absorption of the national Sections into one European unit?

You may think that absurd, but take a look at the title of our Section, which we call the 'United Kingdom' Section. What unites it? Each of the component parts now has its own form of government, the Euro may shortly replace all the different bank notes now in circulation here, the Scots and the Welsh have more affinity to the French and the Bretons than to their English neighbours.

The International Fellowship of Flying Rotarians

by RAY STEBBINGS IFFR No. 65

My membership in Rotary started fifty-three years ago in 1946, but close contact and intimate knowledge of Rotary goes back to 1933. My employer, during four years apprenticeship in pharmacy, was Hon. Sec and a past President of the Rotary Club of Kettering. When I qualified I joined the Volunteer Reserve of the Royal Air Force to become a pilot and was sent to Alabama USA, in 1941 before the USA entered the war. The aircraft used in the USAAC in those times were the Boeing Stearman PTI 7, the Vultee Valiant BT 13, and the North American AT6 Texan. For those going on the multi-engines, the advanced training was on the AT8, the Crane.

Back in the UK in 1943, I was posted to an AFU (Advanced Flying Unit) flying the Miles Masters 1, 11 and III and Hurricane 1, followed by an OTU (Operational Training Unit) flying the noble Spitfire 1 and 11 and finally posted on to No. 234 (F) Squadron flying the Spitfire VB's and later converting to the NA P51 Mustang. On January 15th 1945 I miraculously survived a mid-air collision about six miles up over Germany, ending up as a Prisoner of War until repatriation in May 1945.

I joined the Herts and Essex Aero Club at Broxbourne Herts, which later moved to Stapleford Tawney in Essex. Involved in pharmacy seven days a week I spent quite a lot of any spare time I had in the air and took up aerial photography which I did for about 20 years..In the 1950's we flew as a family, Effie and our three children, to places round the coast of Southern England from Yarmouth round to Weston Super Mare via Lands End, without radio or modern aids like VOR, ADF, DME or ILS, etc. which I later learned to use and enjoy in the Cherokees, Apache, Astec, Islander, etc. and in a Miles Messenger or Miles Gemini, we toured places in France and to Spain. So there is the background and I apologise for rambling on.

I bow to the evidence that IFFR started in 1965, but I have always had a feeling that I was in touch with Ed Kennell before that date. He certainly came over to the UK to see me, but I don't know when. Searching through my flying log-book I did make a note that the First UK Official Fly-in of Rotarians was to Ipswich on 21 October 1965. I had three Rotarian passengers, and I remember being met and driven to Rotary Lunch in a Rolls Royce.

There is an entry of a Fly-in of Rotarians to Redhill on 15th May 1966 with a lunch with the Rotary Club of Crawley, at the Gatwick Manor Hotel. We had more than one Fly-in to Stapleford Tawney Airfield, but I have no dates. There were Fly-ins to Rearsby in Leicester, Blackbush to go to the Rotary Club of Ascot. I vaguely remember Fly-ins to attend Rotary Clubs in Brighton, and Worthing, but have no details.

It was difficult in those early days as I did not have a secretary. I recall the tedious task of writing about one thousand letters in longhand to the Presidents of all the Rotary Clubs in RIBI telling them about the IFFR, and I think I had a list of about 200 prospective members. The sad thing was that they were left to send their subscriptions direct to the United States and arrange their own Fly-ins.

I remember flying over to Cologne on 30th September 1968, to meet Dr Gunter Neufang who owned a newspaper and the only German Aero Magazine at that time, 'The Deutcher Aerokurier'. We flew on to Gelsenkirchen to stay in his home, and I enlisted him as the first German member of the IFFR. I also flew to Denmark to persuade Kjell Akerman to join IFFR. I think he was about the first member for Scandinavia. I am also getting fleeting memories of meeting IFFR members at Southend (one was Taffy Granville), and also at the little airfield in Ramsgate. I am certain Taffy was my host at the White Hart at Burnham-on-Sea and flew with a Southend member.

The late Rotarian Ted Darlow who was residing in the US sometime in the sixties was given the IFFR, membership No.63. I think he was ex-Goodmayes or Ilford Club, but later I knew him in the Wimbledon Club. I originally knew Ted as a very good CFI in the Herts & Essex Aero Club. I remember he had a Fly-in to the Wimbledon Club, and he gave a talk on the IFFR to the Rotarians after lunch. I remember Charles Strasser came to that event, but living locally Ted and I definitely went by car.

I have found a reference in my log-book dated 5th May 1974, that I flew a Cherokee Arrow to an IFFR meeting in Bembridge, Isle of Wight, my passengers being Effie my wife, Ted Darlow and his wife Elaine. I can't remember anything about the event, but do recall seeing my old friend Peter Ayles, who held the No. 1 Instructor's licence for Hovercraft. I find also that I flew Rotarians to Le Touquet for dinner on 14th May 1974 returning to Stapleford the following day.

Effie and I continue to arrive by car at some of the UK events and AGM's one of the most memorable being the one in Chester, 1997, on the occasion of Effie's 80th birthday and Feroz Wadia flew us down in his Cherokee - Six to an IFFR lunch on the airfield at Caernarvon in Wales. Reading the Obituary to Edwin Mayhew in the Summer Bulletin of the 'Rotating Beacon' I remember Ted very well, and he always supported our Fly-ins.

I have been a flag-waver for IFFR, for thirty or more years, visiting Rotary Clubs round the world, wearing the badge and the IFFR tie, which has created a lot of interest. I once persuaded an Israeli to join from the Rotary Club of Ra'Anana, Israel, but his name is no longer in the Directory. With my long connection with No. 234 Squadron RAF (now finally disbanded in 1994) and spending holidays here and in Australia with my ex-wartime colleagues, my involvement with IFFR was not as full as it might have been and the brilliant organisation that exists in the UK today, could possibly have materialised much earlier. Anyway, I am proud to have been associated and involved with the beginning of IFFR in RI and RIBI in particular.

Madame Jacqueline Recullet

Those members who have attended the events of the French Section of IFFR will regret to learn of the death of Jacqueline Recullet, the beloved wife of Jean Recullet, following serious injuries in a road accident. Jean who was the President of the French Section for many years was always supported by his wife on these occasions and many members will have happy memories of weekends spent in their company. Our sincere sympathies go out to Jean in his grievous loss.

THE INTERNET

All those members who have access to the Internet are asked to include their email address on the membership renewal form enclosed with this Bulletin. There are already 30% of our members who receive information and Bulletins in this manner, which is both a quicker and cheaper way for us to reach you. This information will be included in the next World Membership Directory. The email address for the secretary is john@ritchieiffr.freemove.co.uk

You are also invited to look at the IFFR page on the Web, which includes links to many of the Sections and is updated to include dates and details of forthcoming events and the persons to contact. The address is www.iffr.org Graphics are kept to a minimum so it is quick to load.

Luis Henriques the President of the Iberian Section has recently created a Web page devoted to all Rotary Fellowships with links from one to another. The address of that page is <http://www.angelfire.com/ri/fellowship>. Have a look and see what else there is to offer in Rotary Fellowship.

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**SEE WHAT HAPPENS WHEN YOU SQUAWK**

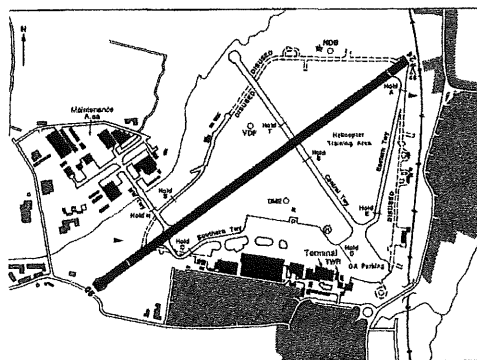
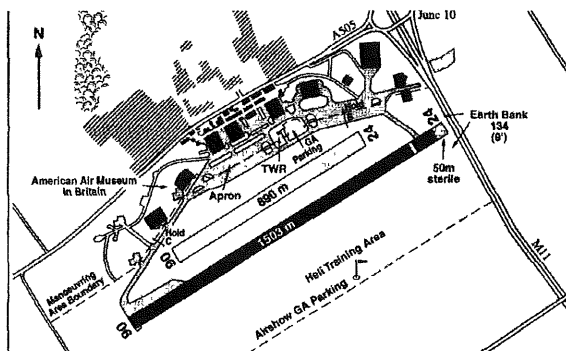
By courtesy of IFFR member Stuart Hyde we have the opportunity of seeing the LONDON A.T.C. CENTRE in action on either of two dates. It is a fascinating experience and if you would like to take part please complete and return the pro-forma included with this Bulletin direct to Stuart. Numbers are strictly limited to ten for each visit and names and car registration numbers MUST be given for security reasons. He will then confirm details of the assembly point etc. As replies will be handled in order of receipt an early response is necessary. DON'T MISS THIS ONE

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For those wanting to make their own way direct to the LATCC this is situated in Porters Way, West Drayton. From the M40/M25 at Junction 16/1a take the A408, signs Uxbridge and Heathrow Airport. Just follow the A408 through Uxbridge, Cowley, and West Drayton. Through West Drayton High Street, where the shops end, you are very close. Porters Way is on the left after a left hand bend immediately before a pub called 'The Fox & Pheasant'. Follow Porters Way for a mile or so and the LATCC will be on your left. Meet at the Main Gate at 7.00 pm when you will be met by Dennis Sargeant, a retired Controller and member of the Rotary Club of Yiewsley & West Drayton, who will arrange the issue of passes. Don't be late !

A QUIZ TO AMUSE YOU OVER CHRISTMAS

1. Of the 14 IFFR World Presidents all save one came either from America, Australia, or the U.K. Can you name the odd one out ?
2. Which years was he World President ?
3. Is ORTAC an NDB, VOR, TACAN, or none of these ?
4. What are the current callsigns of
 - a. Stansted Approach b. Southampton Approach
5. Which is further North : Sleep or Little Snoring ?
6. Which is further East : Northampton or Southampton ?
7. European IFFR events have been held at aerodromes with the following ICAO identifiers in recent years. Can you name them ?
 - a. EBZW b. EDMA c. EGNS d. EKRN
 - e. ESKN f. LERS g. LFOD h. LIRJ
8. To emulate the French who endeavour to forbid the use of English names where a French equivalent exists, translate the French version of these airfields into their English equivalent :
(Example Papa-Jambon = Popham)
 - a. Colline-Rouge b. Verre-Allez c. Demi-sou-Vert
 - d. Arbre d'Enfer e. Mer du Cygne f. Vieux Gardien
9. Five aircraft which have regularly attended IFFR events across Europe. Can you name the IFFR members who fly them?
 - a. G-ARYF b. G-RAYE c. G-PLUS d. G-IFFR e. HB-GFF
10. Two airfields IFFR has visited. Can you identify them ?



ANSWERS ON THE BACK PAGE

A few more 'one-liners' of interest to pilots - and their passengers!

1. Try to keep your number of landings equal to the number of your takeoffs
2. There are three simple rules for making a smooth landing. Unfortunately no one knows what they are.
3. A good landing is one you can walk away from - A great landing is one after which you can use the aircraft again

PLANES AND SHIPS AND TRAINS

We try to plan the Programme of events so that different parts of the country are visited each year. In recent years we have met in places as far apart as Brecon and Blackpool, Glasgow and Norwich. This time it is the turn of York, a beautiful and interesting city which we have not yet visited. The Railway Museum and the Yorvik Museum alone would justify a weekend there. Full details will be given in the Spring Bulletin but in the meantime just note the date.

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SUBSCRIPTIONS

These are due now, and include your share of the International Subscription which is paid in bulk to minimise bank charges. Please check the enclosed slip, amend as necessary, add your Email address if you have one, and return with a cheque payable to IFFR-UK, not to an individual. I am sorry that we cannot offer facilities for payment by credit card, direct debit or standing order as I need to identify each payment and there are several members with the same surname.

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MOTOR CARS & MOZART BALLS

The program for the year 2000 is not yet finalised, but we are trying to arrange a week touring holiday commencing on the May Bank Holiday Weekend, sightseeing on alternate days. Starting at Manston or Lydd, then on Monday to Luxemburg, on the Wednesday to Mulhouse to visit the world famous Bugatti car collection and ending on the Friday at the first Austrian Meeting of IFFR at Salzburg, famous for Mozart and the delicious chocolate confections to which he has given his name. We hope other European members will join us en route. Full details later but make a note of the dates and book your aircraft NOW. 27th May to 4th June 2000. A call to Neil Smith or Ives Branson after Christmas to indicate your interest would help us with the planning

If you got them all correct you had better join the IFFR Board

1. Frederico Compean - he comes from Mexico
2. 1990-1992
3. None - it is an IFR Reporting Point between the Channel Isles & Southampton
4. a. Essex Radar b. Solent Approach
5. Little Snoring
6. Northampton
7. a. Genk-Zwartburg b. Augsburg c. Isle of Man d. Bornholm
8. e. Stockholm - Skavsta f. Reus g. Saumur h. Elba - Marina di Campo
9. a. Redhill b. Glasgow c. Halfpenny Green
10. d. Elstree e. Swansea f. Old Warden
9. a. Ives Branson b. Feroz Wadia c. Charles Strasser
10. d. John Ritchie e. Mark & Ruth Bonnet from Geneva
10. Duxford Southend

CHRISTMAS QUIZ ANSWERS