



The Rotating Beacon



World President Mike McFarlane, Squadron Leader John Davy and Professor Diana Green at the 2025 annual RAF Club lunch (report inside).

Enjoy our reports from around the UK, Europe and USA.
Help us make membership of IFFR amazing.

You provide the transport, we provide the refreshments and the sights!

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From the Editor

In this issue we have a number of excellent articles describing long flights, many across the Atlantic, plus another excellent additional short article by guest and Late Vulcan Pilot John LeBrun. I've also started a humorous page (Funway 36/18) and invite funny contributions (email address on the last page).

Tony Flinn - Editor, Past President and former UK IFFR Flyer of the year.



Flight to end Polio

by Peter Teahan



Three Chaps and a Plane

By: Peter Teahan

January 2, 2026

Imagine three chaps, flying a small, piston and propeller-driven, single-engine airplane, and with a dream of flying around the world to help end of polio. What could happen?

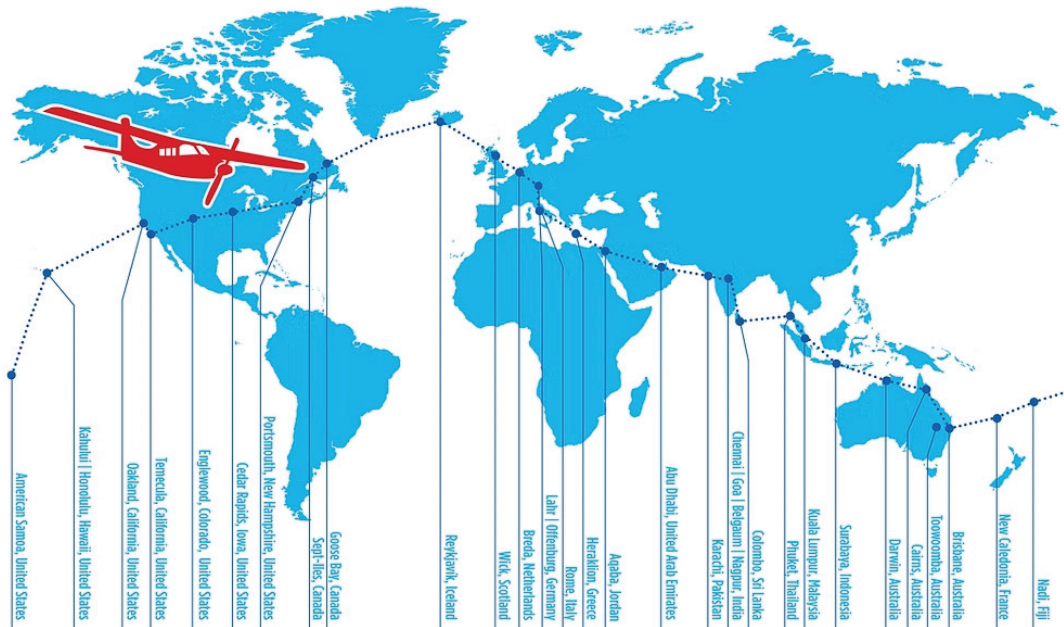
All three are Rotarians from the United States, including myself, and my cousin, John Ockenfels, both from the state of Iowa, and Ed Galkin from the state of New Jersey. We are all general aviation pilots who, as a hobby, have garnered a total of 160 years of pilot experience between us.

Never in our wildest dreams did we realize the excitement, success, and goodwill we would achieve in our support of The Rotary Foundation and the Global Polio Eradication Initiative to End Polio Now.

The goal of the Flight To End Polio flights is to raise awareness and money in support of the Rotary Foundation's efforts to eradicate polio in the world. The uniqueness of this fundraising effort is that 100% of the money raised goes to the Foundation. All of the expenses of the flight are paid personally by the pilots.

The success of both Flight To End Polio missions, Around the World and Circle the Atlantic, can be greatly attributed to the inspiration and leadership of Rotarians who learned of, and then embraced, our crazy dream of flying a small single-engine airplane Around the World in 2023, and, Circling the North Atlantic in 2025.

Visit our website www.iffir.uk for application form



The inspiration for our first flight, *Around the World: Flight To End Polio*, by John and me, started in 2017 with a scheduled departure in 2020. In 2020, 2021, and again in 2022, we were forced to cancel the flight due to COVID and the invasion of Ukraine. John and I thought very seriously about putting aside our dream due to the ongoing expenses, planning, and logistical demands. Fortunately, with the incredible support of the International Fellowship of Flying Rotarians (IFFR), and other Rotarians around the world, we were inspired and motivated to stay the course and achieve our dream.

On July 30, 2023, the flight, *Around The World*, completed a historic 90-day flight to end polio. The flight included 37 landings in 19 countries, covering a distance of more than 30,000 miles. Since our return from the first flight, John and I have made more than 150 presentations worldwide about our flight and raising awareness and money to end

polio. Our audiences have not just been Rotarians, but have included all walks and backgrounds in life.

In 2025, in light of the success of the 2023 flight, a new dream, *Circle The Atlantic: Flight To End Polio* took flight to help bring about the end of polio. The flight team, now comprised of three pilots, with Ed and me in the air, and John serving as ground-based technical advisor, put plans in place for a flight that would set three international aviation records while raising funds and awareness in support of the Rotary Foundation and the Global Polio Eradication Initiative.

Circle the Atlantic (CTA), involved a 37-day, 9,000 nautical mile flight that made 15 landings in 11 countries as it circled the North Atlantic. The flight began and ended in New Jersey, the home of our newest flight member Ed Galkin. After departing New Jersey, we flew north to: Bangor, Maine; Goose Bay, Newfoundland; Reykjavik, Iceland;



Bergen, Norway; Odense, Denmark; Caen, France; Wroclaw, Poland; Duxford, UK; Bilbao, Spain; Cascais, Portugal; Ponta Delgada, Azores; St John's, Newfoundland; and Portsmouth, New

Hampshire; before returning to New Jersey. Though Greenland was a planned stop, we had to bypass the beautiful island due to icing conditions near the airport.



FlightToEndPolio.com
Circle the Atlantic

The 37-day, 8,800 nautical mile flight includes the following stops:

- Manville, New Jersey*
- Houlton, Maine
- Goose Bay, Newfoundland
- Nuuk, Greenland
- Reykjavik, Iceland
- Bergen, Norway
- Odense, Denmark
- Caen, France
- Duxford, UK
- Bilbao, Spain
- Cascais, Portugal
- Ponta Delgada, Azores, Portugal
- St. John's, Newfoundland
- Portsmouth, New Hampshire
- Manville, New Jersey
- Wroclaw, Poland

*Start and finish flight here

All stops listed on this map are subject to change.

HIGHLIGHTS OF THE CTA FLIGHT INCLUDE:

- Visiting the very impressive Imperial War Museum in Duxford and reliving history as we watched Spitfires take to the skies.
- Speaking with 100 university students in Portugal about Rotary's efforts to end polio and the power of Rotarians to make positive changes. For the first time, many heard how they could become involved in Rotary and make a real difference in the world.
- Walking the sacred grounds of the American Cemetery on September 11th with flags at half-mast as a remembrance of that fateful day. As a 9-11 responder, I again experienced the emotions of that day as military fighters flew low over the cemetery, timed to the moments the attacks occurred.
- Viewing our Cessna 210, highlighted and on display, inside the Portugal Air Force museum on the Sintra Air Force Base. The plane was positioned in a place of honor and surrounded by a large collection of military and civilian airplanes and drones. For four days, the public was invited to view the plane, learn about the mission of Flight To End Polio, Rotary, and the Global Polio Eradication Initiative. The four days were capped by a dinner in the museum that was hosted by the base commander.

Visit our website www.iffr.uk for application form

- Experiencing a water salute by airport firefighters in Bergen, Norway, and St. John's, Newfoundland. Flanked by firetrucks that create a magnificent arch of water, we taxied the airplane through the arch after turning off the runway. The water salute, a time-honored tradition highly reserved for very special occasions, is created with by large bore nozzles mounted on top of fire trucks.
- Celebrating with Rotarians and the public at special events, such as a medical conference in Caen on polio, and fundraisers during each of our stops. Ed and I handed out more than 4,000 Flight To End Polio cards.
- The significant media coverage greeted us at all of our stops. We were interviewed by television, radio, .coms, podcasts, and newspaper reporters. In Canada, we were featured on a country wide morning talk show, and two national television news outlets. That evening, on the Canadian Broadcasting Company (CBC) evening news, with a viewership of 1 million, viewers watched the story of Flight To End Polio and heard about the efforts by Rotary and the GPEIs' efforts to bring an end to polio.
- Circle The Atlantic, flight team set three international aviation records. Ed, at the age of 89.5 years old set an official Guinness World Record for being the oldest pilot in history to fly an airplane eastbound and westbound across the Atlantic Ocean. The third record, an official event of the Federation Aeronautique Association of Switzerland was awarded for a speed record from the Azores to Newfoundland.

FOR THE MOST PART THE FLIGHT WAS UNEVENTFUL EXCEPT:

- I realized upon arrival in Newfoundland that the person who loaded our personal items on the plane forgot to load my suitcase, which resulted in me needing to wear the same clothes for a week before I could find a store to replace all my missing items.
- After departing Goose Bay, Newfound for Iceland, we made it almost halfway across the Atlantic before realizing we had a problem with fuel transfer; that problem required an immediate return to Goose Bay to fix the problem.
- The day we pilots were scheduled to depart Duxford, UK for Spain we discovered we had an issue with the ignition switch as well as leaking seals in the nose gear. Fortunately, with the help of Rotarians George Chaffey and Bob Harris, the plane could be fixed in one-day by the local mechanic. Our inability to depart, required me to hop a ride on a two-hour train from Duxford to London's Gatwick airport, hopefully arriving in time to catch a flight to Bilboa, Spain, for an evening event. Though jumping on a commercial flight seemed like an easy fix, it was not meant to be that day. The change of plans became very complicated at Gatwick when I realized my passport had fallen out of my coat pocket during the car ride to the train station. With no passport, I would miss my flight to Bilbao. So off I dashed to catch a one-hour bus ride to Heathrow airport, where the Rotarian with my passport would catch up with me in time for a later flight. Happy to be reunited with my passport I took off to wind my way through security. Though security checkpoints over the years have become easier to get through, that was not going to be my experience at Heathrow. After a forgotten pocket knife was found at the bottom of his computer bag, (which is not a problem in my private



airplane), I quickly became the center of attention of four security guards, all of whom individually engaged me in a lengthy discussion of why I should not be arrested. After the friendly chats and mentioning I was a pilot with an aircraft needing repairs, fundraising, polio, and a Rotarian several times, they finally and reluctantly let me board the commercial flight. I arrived ten minutes into the start of the evening event, but in plenty of time for my presentation.

- The weather played a role with unusually strong headwinds along many of our flight legs causing flights much longer than desired. The biggest weather challenge we faced was several delays due to two hurricanes that threatened our routing across the Atlantic from the Azores to Newfoundland, and the one hurricane we personally experienced when it made landfall in the Azores during our visit.

As the pilots of Flight To End Polio, we provided the opportunity to bring awareness and generate news stories, and the conversation about the history, the present, and the future of polio. As RI told us once, “the pilots of Flight To End Polio have raised a lot of money . . . but perhaps more importantly, they have made people around the world start talking about polio once again.”

John, Ed, and I, know we would not have been as successful on our own. We were able to achieve success because of our families and our family of Rotarians around the world. As you finish reading this article, I hope you set it down knowing that we were successful because each of you were always under our wings, lifting us up during the easy times of flight, and during those days that were darkened by doubt and frustration.

In 2023, we raised significantly more than \$2 million. It is projected that Circle the Atlantic will raise more than \$1 million USD on this flight and through all the presentations that are yet to come. When considering the 2:1 match by the Gates Foundation, the efforts of Flight To End Polio may have a \$9 million impact on ending polio in the world. Be assured that

IFFR members in the UK, and around the world, will always be part of the heart and soul of the Flight To End Polio success.

Finally, let us always remember that when Rotarians stop saying they hope for the end of polio and instead tell the world they BELIEVE we are seeing the end of polio . . . polio will once and for all be gone. The power of BELIEVE will always be part of the legacy of Flight To End Polio.

Thank you for your inspiration.



Pilots Peter Teahan and Ed Galkin

Great Balls of Fire

by John LeBrun

Sadly, John died in 2025. This was one of the articles he provided for publishing in the Rotating Beacon.

This story involves one young RAF officer and a Vulcan aircraft.

In my days in the RAF, each station had an Orderly Officer normally of junior rank – Pilot Officer or Flying Officer of any trade, aircrew or otherwise, to look after the station from about 5pm when everyone was going home for the night. The OO had generally little to do except to check that the Armoury was secure, and at the time of his choosing, do a security check on one of the 6 aircraft dispersals at Scampton.

Although the Vulcan Mk 2 was not designed to carry the Skybolt air launched ballistic missile initially, the UK Air Ministry decided that it would indeed carry a pair of these missiles which it would buy from the USA. As a result, the aircraft was strengthened and other modifications were incorporated. One of these was an engine rapid start system which allowed the start sequence to take only some 20 seconds, much shorter than using the usual ground-based gas turbine. Each engine could be rapid-started individually or all four simultaneously. With the throttles and various switches correctly set up, the engines started quickly but if a mass rapid start was selected,



automatically, the alternators came on line, the electrically powered flying controls and associated systems started as well as the flight instrument gyros. All this took place in about 20 seconds. The only thing left was to disconnect the external supply - if any was connected - open the throttles to full power and go!

That day the OO was a very junior and inexperienced officer who worked in the accountant section. He had little experience of active airfields or aircraft. Having done his armoury check, all that remained was a security check on a dispersal. That day, dispersal Foxtrot was to be checked. There were six dispersals at Scampton all in the form of the letter H with one aircraft per leg. Foxtrot dispersal at Scampton happened to be close to the Operations block car park and a short walk of some 200 to 300 yards would reach the edge of the dispersal.

On Foxtrot dispersal one of Vulcans was parked with its tail pointing at the Operations block car park. The OO did not



know that if an aircraft has its navigations light and anti-collision lights on, the engines are running or about to start. The lights were on as the OO walked toward the dispersal.

Now on the flight deck, the captain decided that he was going to do a mass rapid start of the engines just for the fun of it. He set up the throttles at about 50% RPM, the Normal/Rapid switch at Rapid and the Ignition switch on. All there was to do now is to press the Rapid Start button. As he did so all four engines started to wind up but there was no jet pipe temperature showing. The captain looked at the engine start panel and he noticed that the ignition switch was off, probably knocked off by accident when he



pressed the start button. He decided to select it ON. By that time a fair amount of fuel had accumulated in the combustion chambers. When all this fuel ignited there was a mighty whoomff as four balls of fire, one from each jet pipe, were ejected and bounced on the grass towards the OO who turned sharply round and ran to his car abandoning the security check that day.

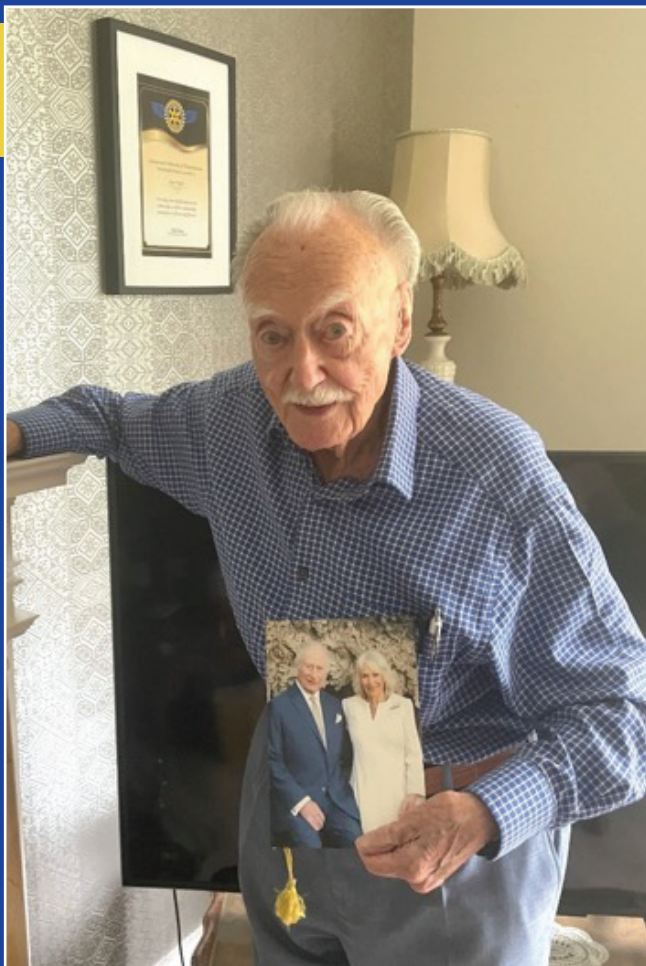
Ron Wright 100th Birthday

IFFR member
Ron Wright is

100

So a big
congratulation!!

Ron has been a member of IFFR UK for many years now, and was a stalwart supporter of our fellowship, who from 2008 onwards, attended many meetings in the UK and Europe.



In 2019, at the age of 93, together with Joyce Norfolk, his partner of many years, he flew with PWP George Ritchie and Caroline to Hamburg in G-IFFR to attend his first ever Rotary International Convention. At the IFFR Gala Dinner in Hamburg, IFFR President Phil Pacey presented Ron with a Presidential Citation ***“For many years of dedication to the fellowship as well as outstanding attendance at fly-ins and fly-outs”***. Ron felt deeply honoured by this award and the certificate still hangs in pride of place in his living room.

Congratulations Ron from the Rotating Beacon.

A Ferry Flight ...The IFFR Way

by Past President Feroz Wadia

In the 1980s we lived and worked in Edinburgh and enjoyed having a share in a Piper Comanche 250 with its relatively large engine and retractable gear.

By 1989 however we had three children keen to go places so needed a six-seater. A Cherokee Six 260 G-RAYE served us well for the next eleven years and just under a thousand hours of flying all around Europe.

At the turn of the century, with two of the kids having left home we sold the Cherokee and started looking for something more exciting. I tried a Mooney but found it small so decided on a Beechcraft Bonanza..... one that would run on motor gasoline as Avgas was even then expensive and not always available everywhere.

A 230 hp, low compression Bonanza BE33 could be operated on Mogas with an STC if on the American register. So the States was the place to look. I soon found the aircraft I wanted but it was in Texas.

Being a member of IFFR is a privilege. Opening the Membership Directory showed a member, Mike Pinson, as a resident of Killeen, Texas. He was a District Governor and also a flight instructor and aircraft dealer. He would check it out and if suitable have any necessary work done. I would happily pay his expenses.

I also wanted to get my Instrument Rating so I booked an instructor to work with me full-time for ten days while Mike kindly put me up at his home.

After a Garmin 430 had been installed and the aircraft declared ready, I landed in Dallas just before midnight on a Saturday night in March and was met by Mike. He handed me the keys to my 32 year old Bonanza and said that I would be flying it immediately to Killeen. Never having flown a Bonanza and especially flying it at night after a very long journey from Scotland....“In at the deep end” did come to mind.

Ten days later after intensive instrument training, an exam and flight test I left Killeen for Columbus, Ohio on 2nd April, 2001. Here again a Rotarian proved to be a true friend. As there were thunderstorms forecast for part of the way to Columbus, Mike was not happy to let me fly alone with my limited experience of American thunderstorms.

He therefore quickly arranged for the pilot of the Texas State Government aircraft to fly with me. At one point even he was not happy flying without a storm-scope so we landed at Gatesville and Jonesboro to look at the radar screens in the control towers to decide whether to continue. The radar operators did a great job diverting us around the cells.

Phil Yoder, IFFR member from Columbus, Ohio had flown his Cessna 310 to the Glasgow Convention and then around Europe in company with us so this was to be his third crossing. Raye and I had flown with Phil and Margie around Alaska after the Calgary Convention and we had all got on really well. With considerably more

flying hours than I had, Phil took a week off from work and offered to fly to Scotland with me.

In 2005 we flew back to Columbus and had a factory zero-timed engine, storm-scope, auto-pilot, tip tanks and a three-bladed prop installedagain all thanks to Phil, a good Rotarian and true friend. Should I have increased the hull value for insurance purposes? Yes. Did I remember to do it? No. But that is another story.

That early in the year there was no fuel available in Goose Bay so we had to route via Frobisher Bay (Iqaluit) over 700 nm further north but it was the only place that had Avgas remaining from the previous summer.



En-route to Frobisher Bay

The day before we were due to leave Ohio we were surprised by a notam that there would be no Avgas at Frobisher either for another twenty-six days.

The temperature was forecast to be minus 31 degrees centigrade so we had booked place in a heated maintenance hangar for the overnight stop.....cheap they said at \$400 for seven hours.

We called them to cancel the hangar and were told that there was a charter

operator there who might sell us some of his fuel. He did but I would rather forget what it cost.

So it was Killeen to Jonesboro to Columbus (6.5 hours). Then Columbus to Sudbury to La Grande Riviere (7.2 hours). A five hour flight to Frobisher Bay with everything covered in snow or ice and then the first night landing.



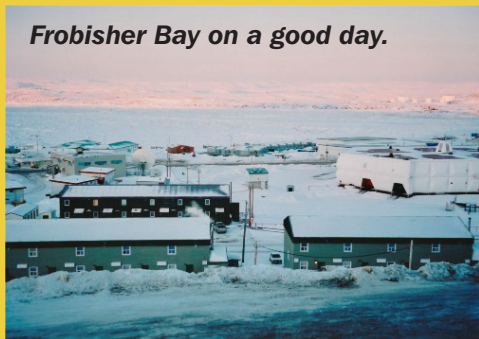
The heated hangar

The next morning an early start for a 4.2 hour flight across the largely frozen sea to Sondrestrom. The de-iced runway really stood out from amongst the frozen bay and surrounding hills. If only all runways were as easy to spot.

Expensive fuel again and then 5.4 hours mostly at FL120 across Greenland, that being the minimum sector safe altitude. The surface varies in altitude between 7,500 and 12,000 ft and the ice is between one and two miles thick.

Another night landing in Reykjavik with having to brush snow off the aircraft in the morning. The picture below shows the Spanish crew of a transport aircraft heading to the States on a sales trip having to use a ladder. We had a chat with them and had we been heading the other way they kindly offered to keep an eye on us as we would both be travelling slowly.

Frobisher Bay on a good day.



Sondrestrom clearly visible.



On approaching Stornoway (a 5.3 hour flight) as our alternator had failed we lost radio and power just as we landed.

Here again, another IFFR Member, Norman MacLeod, came to the rescue and gave us a jump start which enabled us to fly the short distance gear down and non-radio to the engineers in Perth.

Norman had organised the visit to Stornoway after the Glasgow Convention when thirty-one IFFR aircraft landed there....the most at any time since the war when it was a staging post for flights from the United States to Europe.

Had we not landed in Stornoway but routed to Aarhus in Denmark before flying to Scotland there there would have been a zero rate of VAT payable on the import of a used aircraft. A expensive lesson learned. In 2007 that is what we did when Phil and I brought my second Bonanza to Europe.

A aircraft purchased, prepared and ferried thirty-four hours over four days all with the help of IFFR members. Thank you all for helping do it the IFFR way.

Reykjavik next morning



Wroclaw visit report

by Mike Cromati

This was the last IFFR meeting of 2025 and as the weather was proving unpredictable, we decided to hop on Wizz Air arriving the day before along with George and Caroline. James and Catherine arranging to meet us there as they had stayed on in Germany after the French meeting the week before.

I believe there were 47 attendees for the meeting including Peter Teahen and Ed Galkin on their flight around the Atlantic to raise funds for the Rotary fight against Polio.

The hotel was a Lovley modern hotel right in the hart of the old town.

That evening we met up in the hotel lobby bar for a drink before heading into the towns square to have a look around and decide which of the hundreds of restaurants we would eat at.

The one thing that impressed us all was how clean and tidy, well kept the city was, and the same goes for the drive in from the airport.

The following day we decided to go to the museum at the royal palace rather than going to the airport to meet the others arriving.



On the drive in from the airport in the middle of a roundabout.

The City Square just round the corner of the hotel



That evening we had a short tour around the stunning old town before going for dinner which was only 10 mins from the hotel.

On the way back from dinner James hijacked us all to going into a locals bar which was opposite the hotel. Which I must say was an excellent move as the atmosphere was brilliant. Which we visited again the following night.

This Bar did not open until 16.00 but closed at 05.00.

On the Saturday after breakfast we had a tour around the city in electric tour carts. The weather was a bit unsettled and wet but we all enjoyed it stopping off at a small restaurant by the Zoo for lunch.

After lunch we had a tour of the Hydro polis water Knowledge centre which proved very interesting . Apparently there

are several rivers that flow through the city and through the century's the city has flooded many times, this explains why the reception of our hotel was on the 1st floor with very little on the ground floor.

That evening we had a very nice Gala dinner in the hotel with a presentation from Peter Teahen and Ed Galkin on the progress of their flight.

After which a traditional Polish Buffet was put on. After which we adjourned to the Pub across the road.

On Sunday morning after saying our goodbyes we had a leisurely breakfast and then headed to the airport for our return flight to the UK.

This was our first IFFR visit to Poland and I must say how clean the city is and how hospital the people are and we would love to go back some time.



Inside one of the university rooms



A model of the city lay out and the rivers that flow through it which also flood the city.



Dwarf's statues were all around the city.



The reflection of the building in the river.



The Types of buildings surrounding the Square.



From IFFR World President Mike McFarlane

IFFR Christmas Lunch 2025 - A Flying Visit to London

One of the great privileges of serving as World President of the International Fellowship of Flying Rotarians is the many generous invitations received from across the globe for us to participate in the flying and social activities of our Sections. These occasions offer far more than aviation alone; they provide opportunities for fellowship, shared experiences, lots of fun and the building of lasting friendships across nations and cultures.

Our recent visit to London for the IFFR UK Christmas Lunch, held at the RAF Club, was a fine example of this spirit in action. Sali and I experienced firsthand the many benefits of active participation in IFFR, and the following is a brief reflection, roughly in chronological order, on what was a truly memorable visit.

George and Caroline Ritchie were exemplary hosts from the moment we arrived at Heathrow until our departure for Melbourne. They made us feel entirely at home, offering warm hospitality, delicious home-cooked meals, great wine, engaging company, and a most comfortable place to rest. We could not

have felt more welcome accordingly, we are indeed deeply grateful for their hospitality, kindness, and generosity.

So, one might reasonably ask: why travel so far just before Christmas? It's a fair question—and one best answered by a few familiar words in the IFFR world: flying, fellowship, friendship, and shared experience. Nowhere are these better illustrated than at the IFFR Christmas Lunch in London.

We arrived in the UK and stayed at Letchworth Garden City, graciously hosted by George and Caroline. With careful planning, each day was designed to make the most of our visit—catching up with family and friends in Edinburgh and Wales, plus enjoying the spectacular Blenheim Palace Christmas lights. The illuminated grounds were truly magical, while the Wizard of Oz display inside delighted both the young and the young at heart. The journey itself was part of the pleasure, winding through countryside, villages and hamlets, with a leisurely lunch at “The Lion”, a charming local hotel en route.

“Planes, Trains and Automobiles” came to mind as we set off to reconnect with friends. Pete and Helena drove from Chepstow to Reading for an hour and a half to meet us, while Sali and I travelled by train for an hour and a half on three lines in total. There was much joy and laughter sharing lunch, stories, and memories from a decade ago when we first met on a long cruise from Melbourne to London.

December weather in the UK is not known for clear blue skies, so we were delighted when Wednesday delivered exactly that. Caroline and Sali went off to explore Cambridge, while George took me flying in G-IFFR from Duxford; my first general aviation flight in UK airspace, notably more compressed and complex than back home. After a thorough pre-flight and the obligatory photos, we departed eastwards before meandering north to the historic Old Buckenham airfield for lunch at the Station 144 Café. Later, I discovered that James “Jimmy” Stewart had served there during the war as a USAAF Major flying the B-24 Liberator and being the Group Executive Officer with the 453rd Bomber Group—an unexpected and fascinating historical footnote.

Australians are accustomed to travelling long distances, so we were mildly surprised by the reaction when we mentioned flying from Stansted to Edinburgh for the day to visit extended family and break bread together by the three bridges. Even Margaret asked a couple of times where we were staying while there—until she realised we planned to return to London that evening. That was the plan, at least, until Murphy intervened.

Our EasyJet flight was cancelled, no alternatives were available that night, and only one seat remained on the following day’s Ryanair service. Enter George, whose calm efficiency saved the day. He quickly worked out that we could just make a tram connection to Edinburgh Station, board the 6.30 pm train south to London with minutes to spare, and arrive back in Letchworth close to midnight—where he kindly collected us. A good night’s sleep was well earned.

Refreshed, on Saturday, George and I returned to Duxford to visit the Imperial War Museum and the American Air Museum. For any aviator,

the museums are exceptional; seeing iconic aircraft such as the Memphis Belle and the actual Spitfire flown in the “Battle of Britain” movie brings history vividly to life.

On the Monday we travelled into London and checked into the RAF Club, where we stayed for two days, barely leaving except for a walk around Hyde Park and Buckingham Palace. Much time was spent simply absorbing the atmosphere of the Club, admiring its remarkable aviation art, portraits, and artefacts. The sense of history is palpable, and the Churchill painting is particularly striking.

An informal dinner in the Club’s impressive library brought together international guests attending the Christmas function, providing a relaxed chance to catch up with old friends, which was very enjoyable.

The highlight, of course, was the IFFR Christmas Lunch itself. Some seventy members, partners and friends gathered from around the world to share a superb meal, fine wines, and plenty of laughter and fellowship. The UK Flyer of the Year award was presented to James Alexander, accompanied by a fascinating presentation by Andy Patsalides on Biggin Hill’s evolution—from wartime fighter base to modern business jet aviation hub.

Both RAF Club events were expertly hosted by Squadron Leader John Davey (Ret’d) and his team, with wonderful support from Diane Davey.

And so, back to that opening question: why travel all that way just before Christmas? Because moments like these remind us what IFFR is really about. A shared love of flying, yes—but just as importantly, the friendships that grow around it. Fellowship, after all, is simply people with a common passion taking the time to come together, whether over a meal, a flight, or a good story—often in unexpected places, and always worth the journey.

In the end, it truly was a trip of a lifetime—made possible through active involvement in IFFR, a gathering of like-minded people across cultures and continents sharing that precious commodity “time” together.

“Onwards & Upwards Always”, Mike.

2025 RAF Club lunch

by Tony Flinn



ROYAL AIR FORCE CLUB
FOUNDED 1918

Our annual Lunch in the superb facility of the RAF Club in Piccadilly, London was a resounding success with 70 participants from all over Europe and beyond. After gathering at noon for a drinks reception in the Churchill Bar, Lunch was served in the Sovereign's Room.

Andy Patsalides, Marketing Manager at Biggin Hill talked about the history of Biggin Hill Airfield. World President Mike MacFarlane briefly addressed the luncheon stressing the need for younger members to be brought into the Fellowship. Long time member James Alexander to his great surprise received the IFFR UK Flyer of the year award.



Exchanging gifts at the RAF Club Lunch

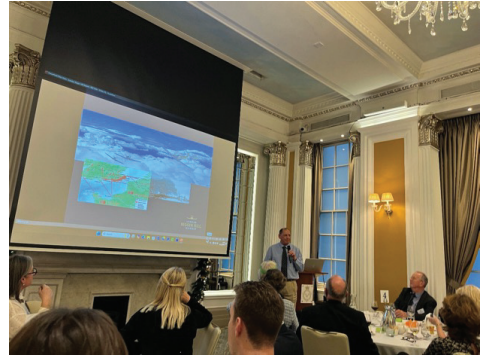




IFFR World President Mike McFarlane addressing members and guests.



The Rotary E Club of Aviation was well represented with 10 members attending.

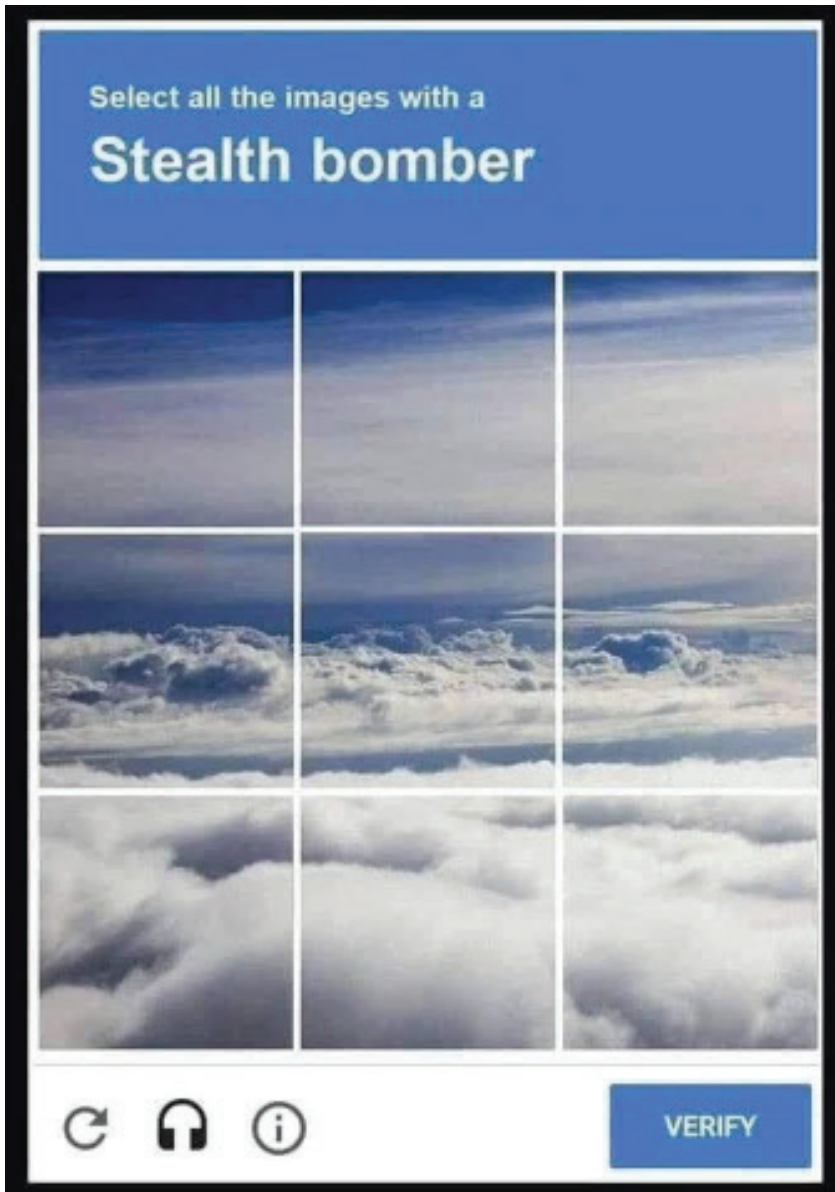


Andy Patsalides marketing Biggin Hill Airport to lunch goers.



James Alexander receiving the Flyer of the Year Award

Funway 36/18



2026 Events

European events in 2026 (in reverse order):

18 - 20 September 2026 All Day	2026 - IFFR Italy Section Meeting: Venice 18 - 20 September
4 - 6 September 2026 All Day	2026 - IFFR France Section Meeting: Corsica 4 - 6 September
21 - 23 August 2026 All Day	2026 - IFFR Switzerland Section Meeting: Mollis 21 - 23 August
6 - 9 August 2026 All Day	2026 - IFFR Nordic Section Meeting: Karlstad, Sweden 6 - 9 August
26 June - 11 July 2026 00:00	2026 - IFFR UK Section Meeting: Likely to be west of England late June or early July
13 - 18 June 2026 All Day	2026 - Rotary International Convention: Taipei, Taiwan - 13 to 18 June
29 - 31 May 2026 00:00	2026 - IFFR Benelux Section Meeting: Twente - Enschede (NL) 29 - 31 May
7 - 10 May 2026 00:00	2026 - IFFR Germany & Austria Section Meeting: Munich (or ???) 7 - 10 May
10 - 13 April 2026 All Day	2026 - IFFR Australia & IFFR New Zealand Joint Meeting: Auckland, New Zealand, 10 - 13 April
6 April 2026 All Day	2026 - IFFR Benelux "Spring is in the Air" Meeting: 6 April



Obituary – Alisma Clark

ALISMA CLARK (1944 – 2025)

Alisma approached every aspect of her life with remarkable enthusiasm. She served as Chair of IFFR(UK), President of her Rotary Club and Lady Captain of her Golf Club. She gained a First-Class honours degree at the age of 50. No challenge was too great for her.

She took up flying without Angus's knowledge, only confessing after she had gone solo. Angus was thrilled and encouraged her to go all the way and gain her licence. She agreed, but on one condition – that Angus took up golf! Angus

readily agreed but confesses that Alisma was a much better pilot than he ever was a golfer!

Flying was something that they enjoyed together. They were enthusiastic participants not only in IFFR(UK) events but also in Fly-ins all over Europe. They flew themselves in rented aircraft on IFFR events in the USA and Australia.

Alisma led a full life.

She is missed by us all.



Alisma and Angus at Jyaskyla in 2005 travelling to a Scandinavia IFFR meeting, having diverted to avoid a thunderstorm. Photo taken by Bo Johnsson.

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