



Summer 2022

**THE ROYAL AERO CLUB OF THE UNITED KINGDOM**

The Coordinating Body of British Airsport Organisations

Patron: Her Majesty The Queen



<http://royalaeroclub.co.uk>

## **INDEX**

<b>From our Chairman: David Monks</b>	<b>P1</b>
<b>From Your Editor: Jude Wordsworth</b>	<b>P2</b>
<b>RAeC News and Information</b>	<b>P3</b>
<b>RAeC Trust</b>	<b>P20</b>
<b>British Aerobatics Association</b>	<b>P25</b>
<b>British Ballooning &amp; Airship Club</b>	<b>P28</b>
<b>British Gliding Association</b>	<b>P30</b>
<b>British Hang Gliding &amp; Paragliding Association</b>	<b>P36</b>
<b>British Microlight Aircraft Association</b>	<b>P40</b>
<b>British Model Flying Association</b>	<b>P43</b>
<b>British Skydiving</b>	<b>P54</b>
<b>Flying for Disabled People</b>	<b>P60</b>
<b>Formula Air Racing Association</b>	<b>P66</b>
<b>Helicopter Club of Great Britain</b>	<b>P68</b>
<b>Light Aircraft Association</b>	<b>P71</b>
<b>Records Racing and Rally Association (3Rs)</b>	<b>P77</b>
<b>Some UK Regulatory Matters</b>	<b>P81</b>
<b>Is Your Airfield Under Threat?</b>	<b>P84</b>
<b>Bursaries, Scholarships &amp; Funds</b>	<b>P88</b>
<b>Royal Aeronautical Society (RAeS)</b>	<b>P96</b>
<b>RAF Museums</b>	<b>P100</b>
<b>Vintage Aircraft Club</b>	<b>P107</b>
<b>Youth Aviation Activities and Opportunities</b>	<b>P112</b>
<b>CAA Consultations</b>	<b>P122</b>
<b>RAeC Individual Membership Form</b>	<b>p123</b>



<http://royalaeroclub.co.uk>



David Monks RAeC Chairman

The Royal Aero Club of The United Kingdom AGM was at the end of July on Zoom, and I'm pleased to report I have been re-elected to serve as Chairman for a further year, thank you for your continued support. Further elections were also held and they are as follows: Matthew Bolshaw has been re-elected as Chairman of Medals & Awards and also as RAeC Treasurer; Mike Pearson as Vice Chairman Medals & Awards; Roger Hopkinson as Vice Chairman; David Roberts MBE, Sir John Allison, Colin Mitchell and Marc Asquith are all re-elected as Vice Presidents; Rob Hughes has been re-elected as FAI Vice President and Chair of the RAeC/FAI Committee.

I was delighted to see so many award winners and their guests at the RAeC awards ceremony in London in May. We were honoured to have the awards presented by RT Hon Robert Courts MP, the Minister for aviation. It is always a pleasure to see so many deserving awards being made. Anyone who has not seen the photographs can view them on the Royal Aero Club Facebook Page.

There is a milestone anniversary year currently being celebrated by one of our Associations, The British Model Flying Association, formerly The Society of Model Aeronautical Engineers. The BMFA is one of the oldest and most respected flying associations in the world. The ups and downs we all experience in our own associations can only highlight the achievement of reaching a centenary. I was fortunate enough to be invited by BMFA Chairman, Ian Pallister, to attend the BMFA Centenary Garden Party at Buckminster earlier this month. It was a pleasure to see so many people coming together at the home of model flying. There is a fantastic exhibition which was opened at the event by the Lord Lieutenant of Leicestershire, that shows model flying from the very beginning through to modern day. There is a remarkable collection of models to view, some are very rare indeed. If you get the opportunity the exhibition is worth a visit to Buckminster and runs until August 31st. The Royal Aero Club marked the event with a commemorative certificate that was presented to Ian Pallister on the day. I am sure everyone joins me in extending congratulations to all at the BMFA on this very special anniversary.

The BGA is hosting The FAI Women's World Gliding Championship in Husbands Bosworth at the beginning of August. I am sure you will join me in sending Liz Sparrow and her team every success in hosting the event and good luck to Team GB.

*David Monks*

Chairman : The Royal Aero Club of the United Kingdom



[jude@royalaeroclub.uk](mailto:jude@royalaeroclub.uk)

## FROM YOUR EDITOR



The CAA has circulated information re hot weather and moving maps. Having had all 3 onboard electronic gadgets overheat at the same time, and whilst talking to Southampton Radar, keep the chart handy! Southampton Radar were wonderful. After an “oops” from me they asked did I have a problem, I explained and I was just digging out the chart. They asked where I was headed – Bembridge for a picnic and a swim – their response “*steer xyz degrees and that’ll see you into the overhead and have a lovely swim!*”

The FAI ban against Russian and Belarus competitors continues. Many Ukrainian competitors are likely to have difficulties competing, not only as many will be defending their Country. However, **WWGC 2022** and **Liz Sparrow** are **CrowdFunding** for some of the Ukrainian Gliding Team to be able to come and compete in the FAI Womens World Gliding Championships at Hus Boss this August. <https://gofund.me/468aae5c>

If your Air Sport has had competitions, get togethers, AGM’s, Webinars etc or have anything to promote please forward photos and reports/articles for inclusion in the 2022 Autumn issue (copy deadline 15<sup>th</sup> October) and also for competitions and events being held between mid-November to mid-February 2023. Email contribution articles, information and labelled jpegs (credited where known) to me at [jude@royalaeroclub.uk](mailto:jude@royalaeroclub.uk)

If you are not being emailed the mini version of the RAeC Newsletters forwarded to your AirSport association by the RAeC General Secretary please ask your Air Sports Association secretary to do so. Where I have used/obtained information from your websites and other sources I have taken that, as usual, this will be with your blessing and photographs are credited where known.

My thanks to Paul Tallet at Progression Marketing for setting the front cover of this Summer 2022 issue and to Allie Dunnington for permission to use her photo.

Wishing you all safe and wonderful flying for the rest of this summer.

*Jude Wordsworth*

For further information on any items contained in this Newsletter, please contact the RAeC Office at 31 St Andrew’s Road, Leicester, LE2 8RE or on 0116 244 0182 or at [secretary@royalaeroclub.co.uk](mailto:secretary@royalaeroclub.co.uk)



<http://royalaeroclub.co.uk>

The Royal Aero Club of the United Kingdom (RAeC) is the national co-ordinating body for Air Sport in the United Kingdom.

Today its principal role is co-ordinating, promoting and protecting all forms of recreational and competitive air sport in the UK, represent UK air sport internationally and has a major role in setting technical standards, negotiating with international official bodies and, in consultation with our member organisations, appoint UK delegates to the various Fédération Aéronautique Internationale (FAI) Commissions.

## **RAeC NEWS**

### **2021 MEDALS & AWARDS CEREMONY**

The Awards ceremony took place on 17<sup>th</sup> May 2022 at the RAF Club in Piccadilly, London.



The Master of Ceremonies was Matthew Day (L), from our Headline Sponsor - Haywards Aviation. The Awards were presented by Robert Courts MP, Minister for Aviation, seen entering with RAeC Chairman David Monks (R)

The official photographer was Liz Isles



**SOME OF THE AWARD RECIPIENTS**



Fiona Macaskil (RAeC Diploma)



Ted Barrett (Old & Bold)



Matthew Bolshaw MBE FAI Paul Tissandier Diploma



RAeC chairman David Monks receiving the FAI Gold Rotorcraft Medal



LAA award recipients



UK Paragliding Team: Prince of Wales Cup



Cadets from 291 Westminster & Chelsea Squadron

**2021 MEDALS & AWARDS WINNERS**

**THE BRITANNIA TROPHY** Presented in 1913 by Horatio Barber for the British aviator or aviators accomplishing the most meritorious performance in aviation during the preceding year: **Travis Ludlow**

**THE PRINCE OF WALES CUP**

Presented in 1976 by the then President, HRH The Prince of Wales, for the most meritorious performance, feat or event by either a team or a group during the preceding year: **UK Paragliding Team**

**THE PRESIDENT'S BREITLING TROPHY** Established in 2010 and awarded annually to a young person or group of young people between the ages of fourteen and twenty one, for outstanding work, performance or achievement in connection with any aspect of aerospace activity: **Junior British Gliding Team**

**THE CHAIRMAN'S TROPHY** Established in 2021 this Trophy is awarded to: **Mike Smith**

**RAeC GOLD, SILVER & BRONZE MEDALS** were first awarded in 1908 are awarded annually for outstanding achievement in aviation.

**RAeC GOLD MEDAL:** **Russell Ogden**

**RAeC DIPLOMAS** Sits between the Gold and Silver medals of the RAeC. Awarded to those who have served the Royal Aero Club, Sporting Aviation, or Aviation in general by their meritorious endeavours:  
**Francis Donaldson; Geoffrey Weighell**

**RAeC SILVER MEDALS** For outstanding achievement in aviation during the preceding year, or over a number of years, principally, but not necessarily, as a pilot:  
**Jon Arnold; Rob Hughes**

**RAeC BRONZE MEDALS** For outstanding achievement in aviation during the preceding year, or over a number of years, principally, but not necessarily, as a pilot:  
**Julie Churchill; Liz Sparrow; Nick Norman; Dave Wilshere; Paul Bardoe; Cliff Lovell; Cathy Silk; David Cyster; Tony Palmer; Arno Glover**

**RAeC CERTIFICATE OF MERIT** to those who have served the cause of Aviation in general, or Sporting Aviation in particular, by their work, devotion or initiative:  
**Paul Fraser-Bennison, Chris Thompson and the LAA Rally Air Ground Radio Team; Ian Scarbrough; Courtney and Malcolm Chambers; Mike Waldron; Fiona Macaskill; Derek Grimshaw; Glenn Stockton; Jamie Cole; Richard Pidduck**

**THE NORTON-GRIFFITHS CHALLENGE TROPHY** Established in 2008 is intended to recognise adventurous endeavours, this trophy is awarded to aviators undertaking outstanding feats of courage, tenacity and imagination unrelated to traditional sporting events:  
**Amy Whitewick and Mervyn White**

**ANNE WELCH MEMORIAL AWARD** Established in 2005. It acknowledges people making a major contribution to flying instruction benefitting the BGA, BMAA, and BHPA:  
**Mike Chilvers**

**THE NEXUS AVIATION JOURNALIST OF THE YEAR TROPHY** Established in 1997 and awarded annually to the journalist, producer or author of the outstanding media item on sporting and recreational aviation during the previous year :  
**Stephen Slater**

**THE COWBURN & KAY OLD & BOLD TROPHY** Established in 1997 awarded annually to a person aged 65 or over who flies or only ceased flying during the previous calendar year, and who has been conspicuously involved in aviation in general and sporting aviation in particular, for their work, initiative, and devotion or in other ways:  
**Ted Barrett** (aged 100)

## **THE ANNUAL GENERAL MEETING OF ROYAL AERO CLUB WAS HELD VIA ZOOM ON THURSDAY 28th JULY 2022**

The Annual General Meeting of Royal Aero Club Limited was held on the 28<sup>th</sup> July 2022 via Zoom. The RAeC continues to fulfil its role within the framework of the UK air-sports representing - 12 full member associations, 9 associate member associations and 100+ individual members. The Club is represented at 5 organisations ranging from sports to safety & legislative providing a resource and interface. These include the FAI, Europe Air Sports, CAA, GAAC, APPG for General Aviation, The Sports and Recreational Alliance and other aviation stakeholders.

This year all current RAeC Council incumbents have been nominated again and are all unopposed.

The departures from EASA and Brexit still are presenting their own challenges, as was the continuing Covid-19 pandemic for the first 6<sup>th</sup> months of 2022.

We maintain our historical connection to Europe Air Sports and our healthy relationship with the CAA which will go some way in an attempt to maintaining freedom of access to the very skies our members enjoy currently.

The RAeC has continued to fulfil its role over the last year acting as a facilitator to its associations and to recognise and record achievements of its association's members. It does it very effectively with a nominal financial resource.

The Chairman thanked members, and the Newsletter editor, for the incredible amount of goodwill and time the many RAeC volunteers give to support the associations and the Club itself. Whilst the RAeC Medals and Awards ceremony was conducted in person this year, and was heralded as a success by recipients and attendees, Council meetings have been effective and productive via Zoom but will shortly hope to conduct these in person too.

The RAeC is in a good place for the future. The RAeC Council then met for their first meeting.

## **RAeC ON FACEBOOK**

If you aren't already following, and liked, our RAeC FaceBook page checkout <https://www.facebook.com/1129595953719600/posts/2985832231429287?sfns=mo>



## **WOMEN'S WORLD GLIDING CHAMPIONSHIP, 13-27 AUGUST 2022 THE GLIDING CENTRE, HUSBANDS BOSWORTH AIRFIELD, LEICESTERSHIRE**

**The Countdown Clock shows 43 days and 19 hours** to the Opening Ceremony for the 11th FAI Women's World Gliding Championship – 'WWGC2022' - this signals the start of two weeks of intense competition between the world's top female glider pilots: racing each day, weather permitting, over courses of up to 600km at speeds of up to 130kph in sailplanes precision-engineered for aerodynamic efficiency, powered by nothing but the sun's energy.

We invite you all to experience this during the free-to-enter Open Weekend, 20/21 Aug. Watch the racing via 3-D tracking on the big screen with the chance of seeing the gliders up close, visit the exhibition where aviation and aerospace companies will be showcasing sustainability and women in aviation. If you haven't seen a competition grid launch, it is a sight well worth seeing - for an hour or so, we will be busier than Heathrow...

**See the BGA section** in this Newsletter for more information and the CrowdFunding <https://www.gofundme.com/f/support-ukrainian-women-pilots-to-attend-wwgc2022> to help Ukrainian pilots to compete for their country.

## **SPORTING LICENCES 2022**

### **WORLD RECORD AND INTERNATIONAL COMPETITIONS**

We recommend that your application to your air sport association is done at least four weeks before the event in which you wish to take part **AND** that you check the FAI Database to make sure your details are registered, and registered correctly. <http://old.fai.org/about-fai/fai-sporting-licences>

To check your own licence, please enter the e-mail address stored in the sporting licence to the following field and press Submit. If you do not know what e-mail address is stored in the database, please contact your NAC. List of NACs can be found at: [http://www.fai.org/members#active\\_members](http://www.fai.org/members#active_members)

## YES

**YES**, the LAA's Youth Education and Support, are now looking for a donor to give us or sell us cheap a Primary Glider which we could renovate and put on a tripod to teach youngsters how to fly. We see this activity undertaken at Old Warden and our members in N.I. are particularly keen on making this project happen.

Contact Stewart Luck if you can assist. [captainluck@hotmail.com](mailto:captainluck@hotmail.com)

## CAA CONSULTATIONS

### Consultation on BCAR: Section S - Small Light Aeroplanes

This consultation contains the proposed updates to the next edition of CAP 482, British Civil Airworthiness Requirements (BCAR) – Section S – Small Light Aeroplanes. The proposed changes follow on from the 2021 revision of the UK microlight aeroplane definition that incorporated the new 600kg microlight classification into law.

### COTSWOLD REGION FINAL FINDINGS REPORT 2022

Final report on the CAA's findings following their review of airspace in the Cotswold region. It includes details on which volumes of airspace the process will seek to amend, as well what other processes can be used to improve UK airspace.

**See the Consultation section in this Newsletter**

## THE GAAC

The General Aviation Awareness Council (**GAAC**) is recognised by Government, the CAA and others to be the organisation that speaks for General Aviation on planning and environmental issues. The UK General Aviation associations, supported by commercial and professional bodies, established the Council to promote and protect the interests of general aviation in the UK — whether in business flying, pilot training, sport, recreation or other forms.

The critical factors for the future growth of UK General Aviation includes the need for more aerodromes, strategically sited to serve areas of economic development and enough free airspace in which to operate safely and efficiently.

For further information please contact Ian Sheppard, GAAC Communications Adviser, [gaac.alerts@gmail.com](mailto:gaac.alerts@gmail.com) or via Twitter (@gaac\_alerts) or alternatively John Gilder, GAAC Vice Chairman & Head of Planning, e-mail [planning@gaac.org.uk](mailto:planning@gaac.org.uk)

## FLYING IN CLOUD

A recent Air Accidents Investigation Branch (AAIB) investigation has highlighted the importance of being properly qualified to fly in cloud. A new CAA podcast and animation covers the safety guidance and resources that pilots should be aware of. <https://caa-safety-files.captivate.fm/>

## THE RAeS's NATIONAL AEROSPACE LIBRARY

The National Aerospace Library is one of the world's most extensive libraries devoted to the development of aeronautics, aviation and aerospace technology. Based in Farnborough, The National Aerospace Library is situated on the ground floor of The Hub in Farnborough Business Park and neighbours TAG Farnborough Airport, the site of the Farnborough Airshow and are next door to the former Royal Aircraft Establishment Q121 building which houses the listed 24ft Low Speed Wind Tunnel.

**Opening Times** Tuesdays: By appointment Wednesdays & Thursdays: 10am-4pm

The library welcomes visits from groups, clubs, societies, schools, colleges and universities. Our normal tour lasts 90 minutes and includes a presentation and time to browse the collection. Contact them for more information or to arrange a visit. **T:** +44 (0)1252 701038 or +44 (0)1252 701060 **Email:** [nal@aerosociety.com](mailto:nal@aerosociety.com)

The NAL does not charge for visits, however a donation towards our "Adopt a Book" scheme is always welcome.

If you wanted to extend your visit to Farnborough, you can also book a tour of the **FAST Museum** <https://airsciences.org.uk> The FAST Museum can accommodate groups by prior arrangement on Tuesdays and Thursdays. The FAST Museum includes a fascinating collection of aircraft, equipment, machinery, photographs, films, reports and books related to Farnborough's illustrious aviation history. And there are always enthusiastic experts always on hand to answer your questions!

For more information, contact the Museum directly. Tel: 01252 375050

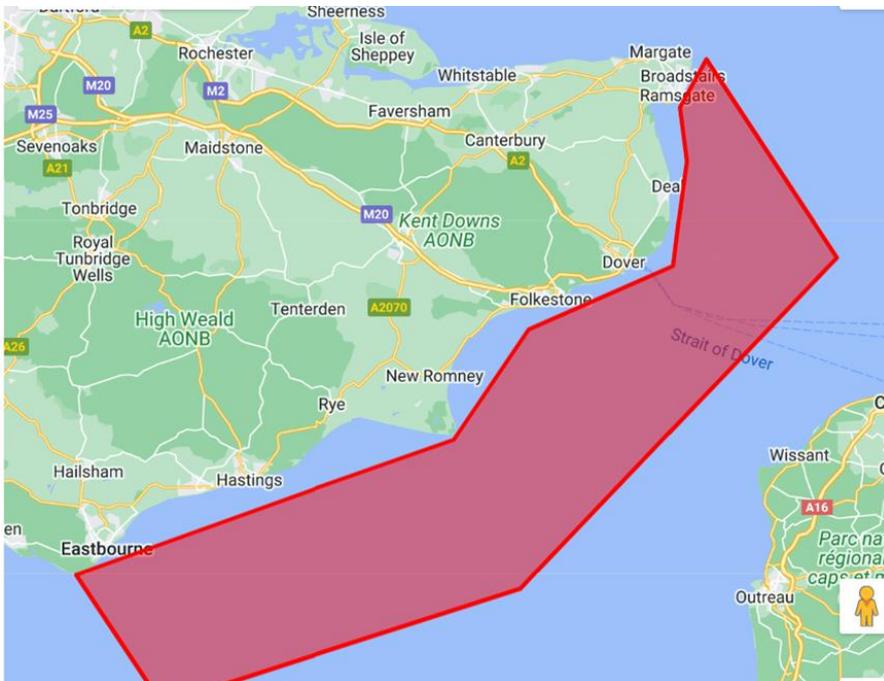
Email: [secretary@airsciences.org.uk](mailto:secretary@airsciences.org.uk)

## BRITISH AIRFIELD NEWS

See **Is Your Airfield Under Threat?** in this Newsletter

### ENGLISH CHANNEL SAR OPERATIONS AIRSPACE CHANGE PROPOSAL

Eight SE English coastal airfields and strips were in endangered by a new application for airspace.



English Channel SAR Operations proposal is for a Permanent change to the notified airspace design, the change level is TBC, for essential State operational requirement for Bristow Helicopters Limited (BHL) utilising unmanned aircraft systems (UAS) deployed from Lydd London Ashford Airport.

Bristow Helicopters Limited have been requested by the Maritime and Coastguard Agency to submit an Airspace Change Proposal to facilitate long-term UAS Beyond Visual Line Of Sight (BVLOS) operations in the vicinity of the English channel for routine HMCG patrols to support Search and Rescue taskings as a result of the increasing demand on emergency services responding to migrant crossings.

The area which may be affected by this airspace change has been amended as of 22.7.2022 to not endanger airfields and strips.

## YES - CALL FOR AIRSHOW VOLUNTEERS

**YES**, The LAA's Youth Education and Support section, **need a few more volunteers** to help on Shuttleworth Airshow days, to inspire youngsters about aviation in all its forms, at the Shuttleworth Trust's Discovery Zone in August, September and October.

You would be helping to build paper planes, Rockets and assemble the Special Pedal Plane which we use to teach children about basic engineering concepts.

Contact **07974188395** to volunteer

## **A CARAVAN OR CAMPER YOU'D BE PREPARED TO LEND?**

Do you have a caravan or camper you'd be prepared to lend or hire to a team member at the Women's Worlds Gliding Competition 2022 at Hus Bos this August? A number of people are seeking accommodation – caravans would be needed from around Saturday 6th to Saturday 27th August.

[https://docs.google.com/forms/d/e/1FAIpQLSeW\\_GPJzASN51CK1PZyK9inXakUnFvIVGloeQoO-yNVHP8mVg/viewform](https://docs.google.com/forms/d/e/1FAIpQLSeW_GPJzASN51CK1PZyK9inXakUnFvIVGloeQoO-yNVHP8mVg/viewform)

## **OTHER NEWS & INFORMATION**

### **RE-OPENING OF SAME DAY LICENSING COUNTER AT AVIATION HOUSE**

The same day counter service, which allows applicants to have their licence or certificate issued on the day, reopens at Aviation House on 4 July 2022.

The booking line will be made available from 27 June 2022. Full details of the services offered can be found at: <https://www.caa.co.uk/commercial-industry/pilot-licences/applications/process/aviation-house-over-the-counter-service/>

### **EU-UK PERSONNEL LICENCE CONVERSATION**

The CAA has launched a simplified EU-UK conversion process for gaining a UK Part-FCL licence and UK Part-Med certificate, which can be held at the same time as an EASA Part-FCL licence/certificate. Licence holders will also be able to take advantage of a new deposit scheme when using our online form for the licence application – paying just a £60 deposit, rather than the full cost upfront. The remaining balance will only be payable when the CAA has received verification of your EASA licence details and is ready to issue your UK licence.

For those yet to submit their applications, please find the following links to the online forms.

UK medical certificate application for conversion of a current EU medical certificate (SRG1217)  
<https://applications.caa.co.uk/CAAPortal/servlet/SmartForm.html?formCode=MRP>

Issue of UK FCL Licence and or certificate based on EASA FCL equivalent (SRG2157)  
<https://applications.caa.co.uk/CAAPortal/servlet/SmartForm.html?formCode=RTN>

### **RAF MUSEUM APPRENTICESHIPS**

As well as the RAeCT offering bursaries and other organisations offering flying scholarships the RAF Museum offers apprenticeships.

The RAF Museum apprentice scheme, launched in 2005 at the Michael Beetham Conservation Centre (MBCC), to preserve heritage aviation skills, the scheme ensures that apprentices are trained in subjects such as Heritage Aircraft Conservation & Restoration, Aircraft Carpentry and Welding & Fabrication. Since then, the scheme and its participants have gone from strength to strength, with local and national recognition and awards and the MBCC is now listed as one of the country's Top 100 Apprentice Employers in the UK.

The Michael Beetham Conservation Centre, located at RAF Museum Cosford and is responsible for aircraft and large 3-D artefacts in the Museum and those on loan. A world center of excellence, its primary function includes care, conservation, and restoration of the National Collection along with the movement or suspension of aircraft or large exhibits. Current projects include long term restoration of the Wellington, the Hampden, and the Dornier.

Apprentices are nominated through City of Wolverhampton College, our external education provider, where our Apprentices complete an Advanced Level In Engineering Manufacture (Fabrication and Welding) complimented by a level 3 NVQ and BTEC level 3 in Manufacturing Engineering.

## **TONBRIDGE SCHOOL CROWNED NATIONAL CHAMPIONS UK YOUTH ROCKETRY CHALLENGE (UK ROC)**

- 1<sup>st</sup>: **Team Traffic Cone**, from Tonbridge School in Kent
- 2<sup>nd</sup> **Where Are My Engines, Holt?** From Tiffin School, from Kingston Upon Thames
- 3<sup>rd</sup> **KESmonauts**, from King Edward's School, Bath

17 teams of 77 11–18-year-olds from across the UK reached and competed in the National Finals held at the BMFA Buckminster HQ.

**See the BMFA section in this Newsletter** for more information and photos

### **NOT QUITE SURE WHERE YOU ARE?**

Ever not quite sure where you are when flying? Lost the signal to your SkyDemon or other moving map system? Wherever you are D&D (121.5 MHz) are only too happy to assist if they are not dealing with a local emergency.

Tap in **0030**. What's 0030? It's the "lost on space" transponder code which will alert D&D to expect a call from a pilot who isn't declaring an emergency just experience positional uncertainty. [I remember being taught to request a Training Fix from 121.5MHz if you didn't want to admit you're not quite sure where you are]

**"Lost in Space"?** 1. Admit you're lost 2. Select 0030 & ALT on your transponder 3. Call D&D on 121.5 MHz

### **USING A VFR MOVING MAP IN HOT WEATHER?**

#### **IS THE DEVICE PRONE TO OVER HEATING WHEN EXPOSED TO THE SUN?**

The CAA advises to make sure you have a back-up plan in place that works for you.

Tablets, electronic gizzmos and mobiles can overheat in the cockpit and shut down as I have personally found out. But importantly not just not knowing, even for a couple of minutes quite where you are, can lead to an Airspace Infringements. Make sure you have a back-up plan in place that works for you in case you lose your VFR moving map etc in flight. And ideally have an up to date paper chart easy to access.

- ❖ Be prepared to orbit/hold in your position to assess the situation or fly away from controlled airspace before trying any equipment resets.
- ❖ Carry a chart that is marked-up with your route.
- ❖ Carry a printed PLOG.
- ❖ Be aware of turbulence and thermals that add to the challenges of level flight.
- ❖ Have your radio set to a relevant ATC frequency and call for navigational assistance if you are unsure of your exact location. All ATC units are there to help.

Are you planning to TAKE 2? Maybe that needs to be increased when possible.

### **"FLIGHTPATH TO THE FUTURE"**

The Government has published "**Flightpath to the Future**", a 10-point strategy to deliver an innovative and sustainable aviation sector. The report is available here

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1079042/flightpath-to-the-future.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1079042/flightpath-to-the-future.pdf)

and discusses General Aviation, from page 54. It emphasises the importance of our £4bn sector and also inspiring the next generation. It mentions airfield protection and development, including the creation of guidance for Local Planning Authorities on the importance of GA. This report should be read in conjunction with the Government's GA Roadmap

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/980399/general-aviation-roadmap-spring-2021.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/980399/general-aviation-roadmap-spring-2021.pdf)

and their clear commitment: *"We want the UK to be seen as the best place in the world for aviation and this starts at the grassroots"*.

## **POOLEY'S DAWN TO DUSK COMPETITION 2022**

The objective of Pooley's Dawn to Dusk aviation competition is to encourage the most interesting employment of a Flying Machine, within the limits of competent airmanship, and to demonstrate the capabilities of pilot and machine in a day's flying between Dawn and Dusk, whilst undertaking an original and praiseworthy objective.

All that is required is for the competitor to set a challenging goal with a theme and fly it. You then need to write up a detailed log of your preparations and flight.

From 1964 winning and highly placed entries have been submitted from more than 14 countries including Australia, New Zealand, Scandinavia, Canada, United States and from across Europe with the hope to win one of Pooley's Dawn to Dusk coveted prizes:-

### **Trophies and Awards**

1st prize: Duke of Edinburgh Trophy (£1000 prize); 2nd prize: Coventry Trophy (£500 prize); 3rd prize: Tiger Club Trophy (£250 prize); Pooley Sword – Best Presented Report and Log; Helicopter Trophy; Glenisla Trophy – Pilot and crew each having less than 75 hours in command; Icarus Trophy – Best solo entry; Microlight Trophy; Long Distance Medal; Bonney Trophy – Awarded to an all-female crew; Family Award and Best Video Award

Your entry can be flown at any time of the year, with submission of your log by 30<sup>th</sup> September 2022. Entries received after this date will be entered into the following year's competition.

**Closing date for entries is 30th September 2022**

**HOW TO ENTER:** <https://www.pooleys.com/dawn-to-dusk/>

## **NOT A SKYDIVER – BUT WHERE ARE THEY JUMPING?**

Parachute Training Organisations (PTO) are also referred to as 'Drop Zones' and in the UK you might find it useful to know where drop Zones are: <https://britishskydiving.org/where-can-i-skydive>

## **REQUEST A GASCo SAFETY EVENT**

If you or your organisation would like to host one of our safety events, for example a safety evening, seminar, webinar or other safety-related activity or if you would like us to attend one of your own events, all you have to do is to send an email to [penny@gasco.org.uk](mailto:penny@gasco.org.uk) giving us the details.

**See the GASCo section in this Newsletter** for more information



<https://generalaviationappg.uk>

This APPG has suffered from dreadful upheavals during the last couple of years owing to the Covid-19 Pandemic.

The APPG's says *“aviation Sponsors have of course been suffering severe losses with aviation being so badly affected and thus our income has suffered and has been severely depleted. But whilst it may seem like we have been in a hiatus the last 2 years our working groups and members have been doing all they can. The Airfield Working Group have been working in conjunction with the GAAC and giving advice to many airfields under threat. The Airspace team have been working on several Airspace Change Proposals. The Tax and Regulation Working Group have been busy with the Treasury on various Tax issues and licensing matters. The STEM team have been busy trying to set up a nation-wide network. So even without money to offer them much needed support our Volunteers have been working hard for you, our aviation community.”*

They intend to shortly start trying to get their Sponsors back to supplying them with much needed support so they can get even more done but meanwhile here are **some of the Working Group Aims** for the upcoming period.

**CAA Airfield Advisory Team** This has proved to be a bit of a failure in its ability to understand what is required and therefore has not been adequately staffed. As an APPG we understand that the Department for Transport had the best of intentions, but it has not been a success. We continue in a dialog with them on this matter.

**MHCLG:** We continue to discuss ways to ensure the safety of airfields against being lost to development. Many proposals have been made to them which we hope will be incorporated into future legislation.

**ANO** – The situation regards the application of the ANO to both Licensed and Unlicensed airfields need to be clarified and presented to the CAA for future reference. When we challenged the CAA on Eshott Airfield, it replied that the refusal to act was based on advice from their Legal Department so that is where we need to start. This is one area where the Airfield Advisory Team seem to have a differing view to that of the CAA themselves.

**GA Advocate:** Interviews have recently taken place to find a new GA Advocate. **Watch this space!**

**Tax and Regulation Working Group:** The issues being pursued include:

1. VAT on Professional Training being reduced and hopefully zero rated
2. Registration and funding of Apprenticeships needs to be improved
3. Tax and Duty on Fuels (SAF & TEL other)
4. LPA/CAA/AAT Regulation re Airfields
5. VAT on safety devices (Electronic Conspicuity, BVLOS components) should all be zero rated.
6. Simplification of Theoretical Knowledge for PPL Flying Instructors (Revert to old BCPL level)
7. Greening GA: preparation of simple system for Pilots to offset CO2 emissions by planting trees
8. The regulation of DTO's needs to be more sensible than current restrictions allow.
9. The UK licence requirements need to be overhauled and made easier for other ICAO licences to be agreed under BASA (Bilateral Aviation Safety Agreements).

**Airspace Working Group:** Throughout the year worked on collaboration and facilitation to enhance the position of GA with regard to airspace. Such work has included producing a joint principles document with BALPA, GATCO, AFISO, GAA and HCAP.

Additional work as part of the Airspace Modernisation Strategy review working group and with NATS, NERL, identifying positions where intent and policy is aligned. It has been a beneficial exercise as GA has identified many areas where if truly aligned, some significant benefits can be reaped with regards to airspace.

All participants expect the CAA to deliver and assist in this programme but, it seems that they are often stifled by either a drive to align with ICAO, PANS OPS and or to align with now outdated EASA regulation thereby missing opportunities to innovate and develop modern airspace solutions or to capitalise on available and developing technologies.

The CAA requires significant pressure to deliver a suitable containment policy that embraces 21<sup>st</sup> century Nav Performance, this aligned to a more pragmatic and open EC policy alongside a full and proper Airspace Classification review that delivers significant results will make a difference to our operation.

For more information: <https://generalaviationappg.uk/stakeholder-update/>

## **EDUCATE YOUR MP**

**Download the education pack for MPs** <https://generalaviationappg.uk/wp-content/uploads/2018/09/GA-Campaign-Pack-final.pdf>

## **FLYABILITY - <http://www.flyability.org.uk>**

Flyability is a small UK charity that works to make paragliding and hang gliding accessible to disabled people through 3 main activities: 1. scholarships for disabled people to have tandem taster flights and train to fly within BHPA schools, 2. loans of specialist equipment to schools, 3. sharing information and advice on adapting flying to make it accessible to disabled people. Flyability support all sorts of disabled people - not just those with physical disabilities. The XLakes/Lakes Charity Classic competition in Grasmere in the Lake District is the next venue. <http://www.flyability.org.uk/about/press-info>



Fenella Johnson – Accessible tandem hang-gliding



Solomon & Steve Purdie of Airworks

Richard Bray – Richard has been accepted into the British Shooting Paralympic Talent Program, this is the first step towards his dream of shooting at the Paralympic Games. <https://www.gofundme.com/f/help-meachieve-my-paralympic-dreams>

Judy Leden MBE - Judy has been involved in Airways Airsports since the start. She has been Women's World Hang Gliding Champion twice and has a string of world records to her name. Judy also flies paragliders (World Champion 1995, 2 World Records) and microlights as well as light aircraft. She was awarded her MBE by the Queen for services to hang gliding, and received the Royal Aeroclub's Gold Medal. <https://www.airwaysairsports.com/airfield-information/about-us#judy>

Great British Aerotow Revival (GBAR) - a UK based national friendly competition that includes a Rigid (class 5) Class, Flexwing (Class 1) and Sport Class. <https://www.aerotowrevival.com> and <https://airtribune.com/aerotowrevival/info/detail> Flyability was invited by organisers Tony Smith and Steve Blackler to run hang gliding tandems for disabled people during the warm up days of the Great British Aerotow Revival

competition at Deenethorpe, Northamptonshire on May 11, 2022. Judy Leden MBE from Airways Airsports travelled down to help with piloting the tandems. In total across the day Judy flew 6 tandem flights with disabled passengers with 5 experiencing flying in a hang glider for the first time.

The disabled passengers included two wheelchair users: Di Coates MBE (Paralympic gold medalist) and Rich Bray (Paralympic hopeful), 17 year old bone cancer survivor Adam Bennet, Phil Paul who has been unable to work due to depression and Carl Weininger.

Phil said about his flight *“it was one of the most amazing things I’ve done, leading up to the day I was very nervous and was thinking of backing out but went for it. I never thought too much about being so high up on my very first flight. By the time I had any chance to worry about the height I was at over 1,000ft. I’ve never felt so free in my life and hope I can repeat this again as the joy I’ve had from it is huge. I’m still smiling four days later”*. Adam’s mum Samantha said *“Adam is still buzzing from such and incredible first hang gliding experience. I don’t think it will be his last”*. Di said *“A great experience and day. I will remember it for a long time. Just floating in the air”*. Rich said *“I can’t stop grinning”*.

Carl Wallbank and Moyes very kindly provided a Moyes t-shirt and cap for all the passengers.

**Flyability** has been helping disabled people to fly hang-gliders and paragliders in the UK for over 25 years. Our scholarship scheme and loans of specialist equipment exist to make both paragliding and hang gliding as accessible as possible across the UK. Flyability are delighted that we were able to share our sport with passengers with a broad range of disabilities.

### NEW VFR CHARTS

Chart Name	Next Planned Edition
1:250,000 Sheet 1 Northern Scotland West	08/09/2022 (Edition: 12)
1:250,000 Sheet 2 Northern Scotland East	11/08/2022 (Edition: 12)
1:250,000 Sheet 3 Northern Ireland	07/09/2023 (Edition: 13)
1:250,000 Sheet 5 Central England & Wales	10/08/2023 (Edition: 15)
1:250,000 Sheet 7 The West & South Wales	05/10/2023 (Edition: 14)
1:50,000 Helicopter Routes in the London CTR and the London City CTR	06/10/2022 (Edition: 20)

'VFR Charts' updates: Between annual issues, check VFR Charts within <https://www.nats.aero/do-it-online/ais>

JAN 2022

# Quick Start Guide

## to the regulations for drone flying

[www.britishdroneflyers.org](http://www.britishdroneflyers.org)



### THE LAW HAS CHANGED

- ⦿ The regulations for operating unmanned aircraft (drones) changed recently and full details can be found in CAP 722. BMFA members (including those with British Drone Flyers membership) can choose to operate under the Open Category of CAP 722 or the BMFA's 'Article 16 Authorisation' issued by the CAA.
- ⦿ The BMFA 'Authorisation' defines different and more flexible operating requirements for members operating aircraft up to 25Kg. To benefit from the Authorisation, you must familiarise yourself with the requirements.
- ⦿ For full details, please see <https://rcc.bmfa.uk/article-16>.



### LINE OF SIGHT

- ⦿ You must operate your aircraft within visual line of sight (VLOS).
- ⦿ Flying a drone whilst primarily viewing the flight on a device screen is regarded as flying 'First Person View' (FPV).
- ⦿ If flying using FPV, you must have a competent observer next to you who maintains VLOS with your aircraft. Special rules apply to FPV drone racing within a 'sterile area'.



### HOW HIGH CAN I FLY?

- ⦿ The height limit for all multi-rotor drones is 400ft (120m) above the terrain in both CAP 722 and the BMFA's Authorisation.
- ⦿ BMFA members may operate up to 1000ft with FPV aircraft (excluding multi-rotors) which weigh less than 3.5 Kg provided they are manually piloted (not flown using autonomous or automatic flight capability) and flown in accordance with BMFA published guidance.



### FLY SAFELY

You must not endanger the safety of any uninvolved person or any vessel, vehicle or structure not under your control when you fly your unmanned aircraft.

**Under the BMFA's Authorisation**, for aircraft under 7.5kg, do not fly within

- ⦿ 30m of uninvolved people
- ⦿ 30m horizontal distance from an assembly of people

The distance can be reduced to 15m for take-off and landing in some circumstances.

For aircraft over 7.5kg (or any aircraft operated by FPV) do not fly within

- ⦿ 30m of uninvolved people
- ⦿ 50m horizontal distance from an assembly of people

Flying within 'built up areas' is only permitted subject to the conditions outlined in our guidance.



### REGISTERED & COMPETENT

It is a legal requirement for most drone flyers to register as an Operator with the CAA (if 18 or over) and have evidence of their competency (regardless of age) before they fly.

You can register as an Operator through the BMFA.

- ⦿ To fly within the BMFA's Authorisation - the BMFA or CAA online test provides evidence of competency.
- ⦿ To fly a drone weighing more than 250g within CAP 722, you must obtain a CAA Flyer I.D. by taking the CAA online test.
- ⦿ A CAA Operator I.D. number must be displayed on (or be easily accessible within) the aircraft.



### MANNED AIRCRAFT

- ⦿ You must do everything possible to avoid conflict with any manned aircraft.
- ⦿ It is illegal to fly a drone of any weight within a Flight Restriction Zone (FRZ) around an airport/airfield without permission (see our guidance for details).
- ⦿ To ensure that you are not operating within an FRZ or airspace subject to restrictions, please check the UAS Restrictions Map at <https://nats-uk.ead-it.com/>.
- ⦿ Endangering the safety of a manned aircraft could result in a five-year prison sentence.

For details of the full requirements, please visit <https://rcc.bmfa.uk/article-16>

## YOU ARE RESPONSIBLE



- ⦿ You are legally responsible for ensuring that your flights are conducted safely. It is essential that you are aware of the laws which apply.
- ⦿ Our Authorisation covers flying for sport, recreation, education and demonstration. It excludes any flying for commercial purposes.
- ⦿ For further details of Operator and Remote Pilot responsibilities, please refer to our full guidance.
- ⦿ Failure to operate lawfully could result in criminal prosecution.

## MINIMUM AGE



- ⦿ There is no minimum age for a remote pilot, but they must have evidence of competency if operating without the supervision of a competent remote pilot.
- ⦿ Under 18's will need someone to act as their Operator and be registered with the CAA.

## ADDITIONAL BENEFITS



- Our Authorisation also includes special arrangements for:
- ⦿ FPV Drone Racing
  - ⦿ Visiting flyers/competitors from overseas
  - ⦿ Display flying
- For further details, please see the full guidance.

## IF THINGS GO WRONG



- The law requires the reporting of certain occurrences:
- ⦿ Serious accidents and incidents to the AAIB
  - ⦿ Serious incidents and a range of other occurrences (including breaches of the terms of our Authorisation) to the CAA.
- The BMFA has made this process as easy as possible:  
<https://reporting.bmfa.uk/>

## AIRCRAFT LESS THAN 250G



- ⦿ Even if your aircraft is under 250g you still need to register as an Operator if your drone has a camera fitted. Evidence of competency is required to operate within the BMFA's Authorisation.
- ⦿ Alternatively, you may operate within the Open Category requirements - defined in CAP 722 - for aircraft of less than 250g.

**BMFA**



## THE BMFA

The BMFA has been working hard for UK model aircraft and drone flyers since 1922. Our unbeatable membership benefits for drone flying members include:

- ⦿ Insurance – a class leading package including £25 million liability cover and £35K personal accident cover.
- ⦿ Activities and events for members.
- ⦿ CAA Operator Registration - made easy as part of our membership process.
- ⦿ The British Drone Flyers Newsletter emailed out to you 6 times a year and access to download the BMFA NEWS – for details of everything happening in our wider unmanned aircraft community
- ⦿ Achievement Scheme – dedicated to raising flying standards and safety whilst making learning fun.
- ⦿ Access to competition – membership provides access to local, national, and international model flying contests.
- ⦿ Guidance – we publish an extensive range of guidance material to help members have fun, fly safely, and remain within the law.
- ⦿ Assistance – our experienced staff are there to help, advise and support whenever required.
- ⦿ Representation - we represent the model/drone flying community at the highest levels nationally and internationally.

*All this and much more for less than 11p a day!*

[www.bmfa.org](http://www.bmfa.org)

[www.vec-beazy.com](http://www.vec-beazy.com)

For details of the full requirements, please visit <https://rcc.bmfa.uk/article-16>

## **uAvionix TailBeaconX Mode S ES transponder STC**

The uAvionix TailBeaconX Mode S ES transponder STC has been approved by the UK CAA and can be fitted to certain UK registered aircraft types eg Cessna, Piper and others. The uAvionix is working with the Light Aircraft Association to get TailBeaconX added to the LAA's TL 3.03 approved avionics list for Permit-to-Fly aircraft.

Simply remove your existing position light, install the mounting bracket, connect to existing power wires, slide in tailBeacon, and turn to lock in place.



uAvionix will be exhibiting at the joint LAA and Popham Airfield venture **“Grass Roots Fly-In” 2<sup>nd</sup> – 4<sup>th</sup> September.**

## **NEW AIR SPORTS LIVE TRACKING APP**

Two Norwegian air sport pilots have filled a gap in the market by developing an app which helps new pilots to create and practice their own Air Navigation Race (ANR) routes whilst also helping to bring their sport to a wider audience through helping event organisers and offering live streaming to broadcasters.

The new app, called Air Sports Live Tracking, <https://home.airsports.no> is a user-friendly system which is designed to help less experienced pilots to create their own detailed navigation routes on their smartphone at a very minimal cost. Pilots can also see others' flights in different locations around the world, as well as following live competitions and results and can link with media production to show live streaming of pilots' races and thus promote competitive air sports. Used in conjunction with Flight Contest it is easy for organisers and can provide an exciting overview for audiences watching from around the world. <https://fai.org/news/air-sports-live-tracking-app>

## **GASCoFLIGHT SAFETY EXTRA MAGAZINE**

**Flight Safety Extra** complements GASCo's magazine Flight Safety and is another channel by which GASCo hopes to get flight safety information to you in a convenient way and contains many valuable sources of flight safety information.

**To receive GASCo's free Flight Safety extra e-newsletter** each month contact the GASCo Office 01634 200203 or email Office Manager - Penny Gould [penny@gasco.org.uk](mailto:penny@gasco.org.uk) to be added to the mailing list

## **SEARCH FOR NEW CIMP DELEGATES**

Are you a specialist in physiological or psychological medicine with an affinity for air sport medical issues or experience in the field of aviation medicine? CIMP evaluates and advises the FAI on rules in aeromedical standards, doping issues and flight safety topics that affect air sport pilots and is actively looking to recruit new members.

Each FAI member country can appoint a delegate and an alternate delegate. Contact the RAeC General Secretary, [secretary@royalaeroclub.uk](mailto:secretary@royalaeroclub.uk) <https://fai.org/news/search-new-cimp-delegates>

If you'd like to contribute to aviation medicine within FAI, whether as a Delegate or not, or if you have any questions, please contact CIMP President Marja Osinga-Meek. [cimp-president@fai.org](mailto:cimp-president@fai.org)

### **AIR LEAGUE: GLOBAL CHALLENGE 2022**

<https://airleague.co.uk/our-programmes/the-innovators-challenge>

The Challenge is now open for entry to all university undergraduate and postgraduate students and apprentices worldwide over the age of 18. The search is on for teams and individuals to provide innovative solutions to match the pioneering days of early flight or creation of the jet engine for a sustainable, net zero future for aviation by 2050.

The Challenge gives an opportunity to present your proposal at two international aviation industry sustainability conferences in Autumn 2022 and Spring 2023 **PLUS**

- A one-week industry engineering placement with one of the Air League's Corporate Members
- A fully funded flying induction course to help offer an all-rounded understanding of the aviation sector
- One year's individual membership of the Air League
- Expert lead support in developing your pitch ready for presenting

**See the Youth Activities & Opportunities section in this Newsletter** for more information

### **EUROPE AIR SPORTS**

For those wishing to keep abreast with **Europe Air Sports** this is their latest Newsletter <https://www.europe-air-sports.org/wp-content/uploads/2022/06/EAS-Newsletter-June-2022.pdf>

## **THE FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE - THE FAI** <https://fai.org>



**The World Air Sports Federation**, the FAI, was founded in 1905 and is a non-governmental and non-profit making international organisation with the basic aim of furthering aeronautical and astronautical activities worldwide, ratifying world and continental records and coordinating the organisation of international competitions.

The FAI is recognised by the International Olympic Committee (IOC).

The FAI is now an organisation of more than 100 member-organisations, forming a strong network linking all those who participate in air sports worldwide.

The **FAI By-Laws have been updated** by the FAI Executive Board and became applicable on the 19<sup>th</sup> July 2022. You can read the updates on the FAI website: <https://www.fai.org/sites/default/files/documents/2022-07-04-fai-by-laws.pdf>

### **FAI POSITION ON THE CONFLICT TAKING PLACE IN THE UKRAINE**

The FAI's fundamental aim regarding the military conflict taking place in Ukraine is to maintain the integrity and support the development of air sports across all nations in line with a set of values that nurture inclusion and transcend national differences. The FAI Executive Board decision to suspend the FAI members of Russia and Belarus still stands and removes all rights from them as listed in FAI Statutes 2.4.2.1. In addition the FAI Executive Board will:

- ❖ Engage with FAI Members, FAI Air Sport Commissions and other stakeholders to ensure that the situation is carefully, and regularly monitored and further decisions taken as to current and future measures.
- ❖ Ensure that the organisers of all FAI sanctioned events due to take place in Europe **until April 2023** are consulted with to consider the direct and indirect impact of the conflict in the Ukraine, any mitigation measures that might need to be considered, and what forms of assistance the FAI might be able to provide to maintain the integrity of such events.

## FAI RATIFIED WORLD RECORDS

UK FAI ratified, and pending ratification, world records can be found here [https://fai.org/records?f%5B0%5D=field\\_country%3AGB](https://fai.org/records?f%5B0%5D=field_country%3AGB)

## 17th FAI World Microlight Championship 2022 24th – 29th July 2022

Hosín Airfield in the Czech Republic was the venue for the 17<sup>th</sup> FAU WMC 2022. 10 countries took part, including Great Britain. This FAI Category 1 event welcomed 42 crews representing 10 nations. Competitors are flying navigation, precision and economic tasks in their microlights - fixed wings, flexwings and Gyros.



Team GB comprised: Colin Johnson, Owain Johns, Richard Gibbs, Laurie Hurman and Mary Russell.

See the Autumn 2022 issue of the RAeC Newsletter for a report and results.

## A LITTLE SOMETHING TO MAKE YOU SMILE



Reproduced with kind permission from Gary Clark



## **Royal Aero Club Trust (RAeCT)**

Charity Commission No.1068451

<http://www.royalaeroclubtrust.org>

Through active and ongoing involvement in fund raising and the preparation of grant applications, the Trust prime focus is improving the public accessibility of the Royal Aero Club Collection and increasing the availability of bursaries to help young people improve their flying skills.

The Royal Aero Club Trust (RAeCT) has 2 main objectives:

1. The Trust's main aim is to enable young people to achieve their full physical, intellectual, social and spiritual potential through participation in air sports and recreation. To offset financial constraints, the Flying for Youth Scheme offers initial bursaries to young people aged between 14 and 21 years to enhance existing qualifications. The Advanced bursaries assist more experienced air sports persons up to 24 years of age reach the very highest level of achievement such as gaining an instructor qualification or to compete in international or national competitions.

<http://www.royalaeroclubtrust.org/bursaries>

2. The Trust through its connection with The Royal Aero Club is concerned to maintain and enhance the presentation of over one hundred years of aviation history represented by artefacts, memorabilia and archive documents originally owned by the Club and now owned by the Trust. These are primarily housed with the RAF Museums but also available through the Trust's "Collections" website ([www.royalaeroclubcollection.org](http://www.royalaeroclubcollection.org)).

## **NEWS**

**My thanks to David Bills**, Chairman of Trustees, for his report:-

The Trust has an ongoing programme of restoring and cataloguing the Collection. The Collection is available to historians and others to view and for research and is published on a bespoke website.

Both the Flying for Youth scheme and the Collections website provide a useful public service for researchers and today's youth.

## **THE COLLECTION, ART AND TROPHIES**

### **AVIATION PIONEERS – PHOTO ALBUM OF 380 PHOTOGRAPHS & POSTCARDS**

The Trust has acquired, for Public Benefit, a unique collection of 380 photographs and postcards of pioneer aviators of the early 19th Century, before the 1st World War. Contained in an album, in due course, the Trust intends to digitise the collection and to make it available for research by the general public via the Trust's Collection's website (Royal Aero Club Collection).

This photograph album containing approximately 380 photographs and real photo postcards. Depicting early aviators and aeroplanes the album collected by a Miss G. Choate, all corner mounted, including approx. 70 photographs signed by aviators such as: Claude Grahame-White, Thomas O. M. Sopwith, Edwin A. V. Roe, Francis K. McClean, and Harry G. Hawker, plus a few colour printed early aviation postcards, including a souvenir postcard from the first English airmail flight, dated 'Sp 9 1911', some photographs faded (mostly unsigned towards rear of album), support leaves brittle and faded, many detached, contemporary cloth, worn, spine detached and loosely

inserted, plus a few loose photographs at rear, a copy of 'Flying at Hendon: a Pictorial Record', compiled by Clive R. Smith, 1974, and several ink manuscript notes from aviators, addressed to Miss Choate and accompanying signed photographs sent to her.

Miss G. Choate lived at Hendon and apparently spent much of her time at Hendon airfield, watching and buying photographs of early aviators and their aircraft. Indeed, it appears that she may have taken some of the photographs herself. In one of the signed manuscript notes, sent to Miss Choate to accompany a photograph that an aviator was returning after signing, the airman remarks, "May I compliment you on the excellency of the photo, by its sharpness your lens must be very good...", and in several of the manuscript notes the aviators ask if it is possible to obtain a copy of the photograph Miss Choate has taken of them.



**The subjects of the signed photographs include:** **Claude Grahame-White** (1879-1959) was an English pioneer of aviation, and the first to make a night flight. He was one of the first people to qualify as a pilot in England, becoming the holder of Royal Aero Club certificate No. 6 in April 1910. One of the most influential aviation pioneers. He was involved in promoting the military application of air power before the First World War with a campaign called "Wake Up Britain", whilst experimenting with fitting various weapons and bombs to aircraft. During the war itself he flew the first night patrol mission against an expected German raid on 5 September 1914. In 1911 he established a flying school at Hendon Aerodrome, and many of the signed photographs in this collection are from pilots attending the Grahame-White Flying School.

**Thomas Octave Murdoch Sopwith** (1888-1989) was an English aviation pioneer. During the First World War his Sopwith Aviation Company, based at Brooklands, produced more than 18,000 aircraft for the allied forces, including nearly 6,000 Sopwith Camel single-seat fighters. Financial troubles after the war resulted in Sopwith closing his company, but then re-forming it under the name of his chief engineer and test pilot Harry Hawker.

**Edwin Alliott Verdon Roe** (1877-1958) was a pioneer English pilot and aircraft manufacturer, and founder in 1910 of the Avro company. In 1909 he became the first Englishman to fly an all-British machine.

**Francis Kennedy McClean** (1876-1955) was a British civil engineer and pioneer aviator, one of the founding members of the Royal Aero Club and one of the founders of naval aviation and amateur flying.

**Harry George Hawker** (1889-1921) was an Australian aviation pioneer. He was the chief test pilot for Sopwith and was also involved in the design of many of their aircraft. After the First World War, he co-founded Hawker Aircraft. This signed photographic postcard seems to commemorate his winning of the No. 1 British Michelin Cup for 1912, judging by the ink manuscript inscription. **Plus numerous others including:** D. Graham Gilmour (1885-1912), Charles Grey Grey (known as 'C G'; 1875-1953), Charles Gordon Bell (1889-1918), William Barnard Rhodes-Moorhouse (1887-1915), Wilfred Parke (1889-1912), William Hugh Ewen (1879-1947),

Cheridah de Beauvoir Stocks (1887-1971), Sydney Vincent Sippe (1889-1968), Louis Noel (1872-1939), Harold Blackburn (1879-1959), Arthur Murray Longmore (1885-1970), Louis Arbon Strange (1891-1966), Samuel Franklin Cody (1867-1913).

The latter can be accessed via a link on the Trust website ([www.royalaeroclubtrust.org](http://www.royalaeroclubtrust.org)). The Trust was able to acquire the album thanks to the generosity of one of the Trust's sponsors.

**The restoration of the Clarke Glider** by the Gliding Heritage Centre is complete and the Trust will make a donation towards the restoration at a presentation to be arranged in due course.

## 2022 BURSARIES WINNERS

Given the pandemic crisis, there was a good response for the call for bursary applicants and 25 bursaries have been offered. All credit to the young air sport applicants and their Clubs who were determined to advance their air sport qualifications regardless of the crisis.

The **Flying for Youth** scheme is heavily reliant on sponsors including: The Patron, the Lord Peter Cruddas Foundation, the Royal Aeronautical Society, Breitling, Doctor Brian Bramson, George Farha, John Downer, the Crocker Family, the Andrew Brownsword Foundation and the Pooley Bursary donated by Sebastian Pooley MD Pooley Flight Equipment Ltd. We and the recipients are very grateful for their continued support.

If you are interested in being awarded a bursary, then please read the instructions on the website carefully so that your application flies.

Here are 3 of the successful applicants for 2022.



**Ylva Luise Grosche** aged 16 who lives in Cambridgeshire has been awarded a bursary to help her gain the BGA Bronze badge and Cross-Country endorsement.

Glider flying is in her blood as both grandfather and father are glider pilots.

**Daisy May** is 20 and a member of her University Club and she skydives in the East Midlands. She started skydiving in 2021 and has already gained her A License. She has been awarded a bursary to complete the FS1 qualification.





**Christabel Gordon** started skydiving in early 2021, loved it and progressed very quickly through the qualifications. She applied for and was awarded a bursary to train for the BSA Freefly 1 qualification.

The full list of bursary winners for 2022 is:-

<b>Name</b>	<b>Age</b>	<b>Club/Sponsor</b>	<b>Qualification Sought</b>
<b>Light Aircraft</b>			
James Shenton	18	Turweston Flying Club	Instrument Rating
<b>Gliding</b>			
Alex Gilmour	15	Denbigh Gliding Club	BGA Bronze Award
Ylva Grosche	16	Cambridge Gliding Club	BGA Bronze Award
Jorvan Meyrick	15	The Gliding Centre	BGA Standard Aerobatics Award
Elliot Apperley	15	Cotswold Gliding Club	BGA Cross Country Award
Joshua Yates	18	Norfolk Gliding Club	BGA Bronze Award
<b>Skydiving</b>			
James O'Connor	21	Skydive Headcorn	BSA Formation Skydiving 1
Carl Le Hegarat	18	Skydive Headcorn	BSA Formation Skydiving 1
Catherine Bayada	19	my Parachute Association	BSA Basic Instructor Award
Adam Drew	20	JK Parachuting Beccles	BSA Formation/Freefly 1
Millan Grieve	19	JK Parachuting Beccles	BSA Formation/Freefly 1
Cian-David Moore	20	ny Parachuting Association	BSA Formation/Freefly 1
Jessica Hill	20	Black Knights Centre	BSA Formation Skydiving 1
Fern Devonport	20	Skydive Langar	BSA Tracking 1
Keeley Titterton	20	Skydive Langar	BSA Formation/Freefly 1
Kieran Mullis	21	Skydive Langar	BSA Canopy Training 3
Christabel Gordon	21	Skydive Langar	BSA Formation/Freefly 1
<b>Paraglide and Hangglide</b>			
Finley Redford	16	Airworks	Club Pilot Rating
<b>Flight Simulator</b>			
Adam Lowther	14	Milton Keynes Scouts	Air Experience
<b>Aero Modelling</b>			
Alexander Ladell	14	Bury MFC	Upgrade Eqpt

Name	Age	Club/Sponsor	Qualification Sought
<b>Advanced</b>			
Tom Smith	24	Hinton	Tandem Instructor
Alex Jonhson	21	Langar	CF1
Alice Marshall	22	Langar	British Artistics
Archie Buxton	22	Buckminster	Basic Instructor
Jack Jenner Hall	15	Norfolk	Basic Instructor

## **BURSARIES**

In brief, 25 bursaries were awarded in 2022 to a light aircraft pilot, glider pilots, skydivers, a flight simulator pilot and a paraglider pilot and an aero model flyer. The 2023 bursary scheme will be published in September. Applications are encouraged from balloon and micro-light pilots, and drone flyers who were absent from the 2022 cohort.

Finally, as previously stated, the Trust would welcome volunteers to join the Management Committee. There are exciting opportunities for new members to get involved in all aspects of the Trust's activities such as the Flying for Youth scheme, Fundraising, the Royal Aero Club memorabilia, Communications (PR), IT including social media, and general administrations. If you are interested in any of these roles contact the Trust chairman, David Bills ([chairman@royalaeroclubtrust.org](mailto:chairman@royalaeroclubtrust.org))

## **BURSARY SPONSORSHIPS**

The Trust is immensely grateful to all sponsors for their generous financial support vital to enable the Trust to achieve its goals of encouraging air sport youngsters in their chosen air sport and for the preservation of the Trust's aviation memorabilia.

For example, the newly donated Pooley Bursary, announced earlier in the year, and awarded to light aircraft pilot Benjamin Gilmore training for his PPL at the Shropshire Aero Club has been successfully claimed despite pandemic restrictions.

The Trust is very grateful to its sponsors who generously provide the funds for bursaries. If you, or your organisation, would like to assist young people in this way by becoming a Trust sponsor, please make contact with the Trust or click on "Donations" on the Trust website, [www.royalaeroclubtrust.org](http://www.royalaeroclubtrust.org)

## **ROYAL AERO CLUB TRUST VOLUNTEER OPPORTUNITIES**

Want to give something back to air sports? Interested in the management and future development of the Trust? Then why not apply to become a Trust volunteer?

The Royal Aero Club Trust currently seeks volunteers to further strengthen the Trust Management Team and assist the Trust in its development in the coming decade.

If you have a keen interest in air sports generally or you have particular skills, interest or experience in aviation heritage, fundraising and grant making, IT, or communications (PR), why not contact the Trust to discuss volunteering opportunities and the possibility of eventually being appointed to the Trust Management Committee.

If this opportunity excites you then email your interest to the Chairman of Trustees, David Bills ([bursaries@royalaeroclubtrust.org](mailto:bursaries@royalaeroclubtrust.org))



<https://www.aerobatics.org.uk>

## NEWS



**Alan Cassidy MBE** receiving the FAI Leon Biancotto Aerobatics Diploma from Robert Courts MP at the RAeC Medals and Medals Ceremony, May 2022.

## MEMBERSHIP 2022

This is also a good time to remind everyone that your membership has now lapsed and needs to be renewed. The fee is the same – just **£25** – so please head over to [Membership](#) and get yourself signed up. **Steve Evans** is currently checking that our training partners and flight evaluators are also up to date with their membership, so save him a job and get those fees paid, please! *Many thanks to those who have already rejoined.*

## Vacancy: Spitfire Raffle, Fundraising and the Advanced Training Scheme

Our hard-working fundraiser, **David Cowden**, celebrated a big birthday recently and has quite rightly decided to take life a little easier. Consequently, we are looking for a volunteer to pick up the baton in managing our fundraising efforts, raffle activities and as Secretary of the **Advanced Training Scheme**. The latter has recently selected a number of promising young aerobatic pilots for further evaluation with a view to supporting their aerobatic development, so this role will be extremely important. There is plenty to do, but equally it is a rewarding role for someone who is prepared to get into the detail and drive forward the marketing and fundraising.

If you think this might be the role for you, please contact **David** for an informal chat [ats@aerobatics.org.uk](mailto:ats@aerobatics.org.uk) or talk to **Steve Todd** [chairman@aerobatics.org.uk](mailto:chairman@aerobatics.org.uk).

All are welcome and encouraged to join and support **British Aerobatics** so please encourage anyone you know who wants to support aerobatics to do so as well. <https://www.aerobatics.org.uk/membership>

### Intermediate, Advanced or Unlimited

Warm up figures, to fully prepare yourself and your aircraft for the upcoming sequence and assess the wind direction and strength, have been approved following a joint proposal by France and the UK, now allows a wider range of warm ups including manoeuvres designed to help with g-tolerance during the sequence. These have now been published in the 2022 revision of CIVA Sporting Code Section 6-1 [https://cdn.aerobatics.org.uk/uploads/8278431f-fd22-44b4-8b5b-1a139a9f7fcc/Section6\\_Part1\\_v2022\\_1.pdf](https://cdn.aerobatics.org.uk/uploads/8278431f-fd22-44b4-8b5b-1a139a9f7fcc/Section6_Part1_v2022_1.pdf)

The British Aerobatics General Rules incorporate the amendments

<https://cdn.aerobatics.org.uk/uploads/3d86b4b6-f899-40af-a728-df08526b1b9b/British%20Aerobatics%20General%20Rules%202022%20Issue30%20Revised%20Apr%202022.pdf>

**Club and Sports pilots** are still permitted to perform the two half rolls to check straps and the inverted systems and also make sure that there are no loose articles in the aircraft before commencing.

Please direct any questions to [contests@aerobatics.org.uk](mailto:contests@aerobatics.org.uk) in the first instance.

## COMPETITION 2022 CALENDAR

British Aerobatics are delighted to announce that the Contest and Events calendar for this year is now published <https://www.aerobatics.org.uk/events>

Some highlights include our Senior Nationals at Sleaford 14th to 17th July and Junior Nationals at Conington 2nd to 4th September. Details of this year's international events are also published. <https://www.civanews.com/> We are still waiting to confirm some glider events for the year.

## FUND RAISING

We also have two wonderful **aviation prints for sale** from the Guild of Aviation Artists' Simon Cattlin –



a Pitts Special playing in the clouds and



a modern Extra 330 ghosted by Neil Williams Pitts S1

Both are available in a variety of finishes.

Please visit Simon's website <https://www.simoncattlin.com> for the chance to purchase these and other excellent aviation art.

**Personal donations** can also be made by contacting our Treasurer using this contact form <https://www.aerobatics.org.uk/contact>

**British Aerobatics Spitfire Raffles:** the chance to win a flight in a genuine icon of the air - a two-seat Spitfire ! Each raffle is strictly **limited to 1000 tickets**, giving the ticket holder a great chance of joining our lucky previous winners in the experience of a lifetime. Occasionally we offer flights in other special aircraft - the L39 jet fighter !

Watch this space for details of our next BA Spitfire Raffle



The Sport Aerobatic Club of South Africa is testing the appetite for a fun Open contest at an airfield adjacent to the **Kruger National Park**.

All levels and plenty and various aircraft types available to suit most experience and budgets. This would be a South African winter event (our summer) and would involve as much social activity as flying – game drives, camping in the Park and tourist outings.

A great way to combine a family holiday with some aerobatics in stunning surroundings. South African hospitality is legendary, with great cuisine and the opportunity to see nature at its finest.

Contact Steve Todd [1stevetodd@gmail.com](mailto:1stevetodd@gmail.com) for more information



## BRITISH BALLOONING AND AIRSHIP CLUB

<https://www.bbac.org>

Founded in 1965, the BBAC is a volunteer-based organisation which exists to promote the safety, enjoyment and advancement of lighter-than-air flight in all its forms, hot-air ballooning, gas ballooning and airships.

The BBAC Members' website at <https://members.bbac.org> includes links to the technical office libraries; sensitive area database; Pilots' Circular archive; membership database; inspector information; instructor and examiner information; members' forum; personal direct debit and membership details etc.



Events from small 'meets' of a dozen or so balloons to major festivals of 100 balloons or more are held throughout the country during the year. These events usually feature, weather permitting, mass ascents morning and evening. Those open to the public often offer an after-dark 'nightglow', in which tethered balloons fire their burners in time to music to create a colourful spectacle.

A lot of pilots began as **balloon spotters**, perhaps photographing the balloons before progressing to crewing and then flight training. All balloons bear a registration mark issued by the aviation authority in their country of origin. In the UK this is the Civil Aviation Authority (CAA), where all aircraft bear the letter G followed by a hyphen and four letters (e.g., G-RIZI). In France, the country code is F, in Spain EC, in Switzerland SU, and in Japan JA. Like car number plates, some balloon registrations are personalised.

Balloons are also described in a code determined by their respective manufacturer, invariably based on their shape and their volume.

A balloon's roundness is determined by the number of vertical fabric 'gores' used in its circumference. Therefore, the bulbous 'Viva' shape has fewer gores than the smoothly rounded 'N' or 'O' types. A V-77, for example, is a Viva shape of 77,000 cubic feet capacity; a giant N-500 envelope has a capacity of 500,000 cubic feet.

Many balloons bear colourful artwork, either the personal design of the owner, or an advertising banner on a sponsored balloon. Sponsored balloons are often made in various sizes carrying the same advertising.

There's nothing quite as eye-catching in the air as a special shape balloon, and the only limits appear to be the designers' imaginations.



A useful guide to balloons registered in the UK is the UK-Eire Balloon Register, published annually by Balloon Meet Support Services. This data lists the registration mark, manufacturer, balloon type, serial number, date registered, and current owner, for all new balloons, restored balloons, and those aircraft that have been de-registered and withdrawn from flying.





British Gliding Association (BGA) [www.gliding.co.uk](http://www.gliding.co.uk)

The British Gliding Association is the governing body for the sport of gliding in the UK, representing and providing services to some 8500 UK glider pilots and 80+ clubs that are spread throughout the UK from the north of Scotland to the SW tip of England. Clubs range from small, member-run clubs to some of the largest gliding clubs in the world.

Developing and promoting gliding the BGA provides advice and assistance to clubs on a wide range of topics, including finance, regulation, operations and marketing as well as being responsible for managing training standards, UK gliding competitions and for the British Gliding Team.

## NEWS



Liz Sparrow receiving the RAeC Bronze medal from Robert Courts, MP



BGA Junior Team awarded the RAeC President's Breitling Trophy, and Robert Courts, MP (R)



BGA RAeC Award recipients



**WOMEN'S WORLD GLIDING CHAMPIONSHIP, 13-27 AUGUST 2022  
THE GLIDING CENTRE, HUSBANDS BOSWORTH AIRFIELD, LEICESTERSHIRE**

**The Countdown Clock shows 43 days and 19 hours** to the Opening Ceremony for the 11th FAI Women's World Gliding Championship – 'WWGC2022' - this signals the start of two weeks of intense competition between the world's top female glider pilots: racing each day, weather permitting, over courses of up to 600km at speeds of up to 130kph in sailplanes precision-engineered for aerodynamic efficiency, powered by nothing but the sun's energy.

We invite you all to experience this during the free-to-enter Open Weekend, 20/21 Aug. Watch the racing via 3-D tracking on the big screen with the chance of seeing the gliders up close, visit the exhibition where aviation and aerospace companies will be showcasing sustainability and women in aviation. If you haven't seen a competition grid launch, it is a sight well worth seeing - for an hour or so, we will be busier than Heathrow...

Among other highlights, Rolls Royce Chief Test Pilot Phill O'Dell will be talking about the record-breaking fastest all-electric aircraft Spirit of Innovation, you'll have the chance to help build an electric plane with NUNCATS, and there will be brilliant female role models from the aviation and engineering industries on hand to inspire and encourage youngsters and particularly girls.

Throughout the day there will be fun aviation-related activities for kids of all ages, craft stalls and food stands to keep you fuelled up. Don't miss out on the Aerosparx pyrotechnic display team at the Last Night Party on Friday 26th – tickets available via the Championship website.

Find out all about the competition, the international entries and the public events at <https://wwgc2022.co.uk> and @wwgc2022 on social media channels, and meet the pilots who will be flying the flag for the UK at <https://team.gliding.co.uk/our-teams-2> The UK team for the 11th Women's World Gliding Championship which will take place at The Gliding Centre, Husbands Bosworth.

The team representing the UK will be:

**Club Class:** Alison Mulder, Bristol and Gloucestershire Gliding Club, Claudia Hill, London Gliding Club, Carol Marshall, Dorset Gliding Club

**Standard Class:** Francesca Roberts, The Gliding Centre, Ayala Truelove, Lasham Gliding Society, Sally Walker, London Gliding Club

**18m Class:** Jane Nash, Bristol and Gloucestershire Gliding Club **Reserve:** Kelly Teagle, Yorkshire Gliding Club



Competitors and crew in the pre-Worlds practice competition 'HusBos Challenge Cup International'

The Championship starts formally on **13th August with a Parade and Official Opening Ceremony in Market Harborough** and a visit to Lutterworth's Whittle Aviation Museum.

### **STOP PRESS NEWS:**

**WWGC 2022 and Liz Sparrow are organising this fundraiser in aid of Debbie Carr.**

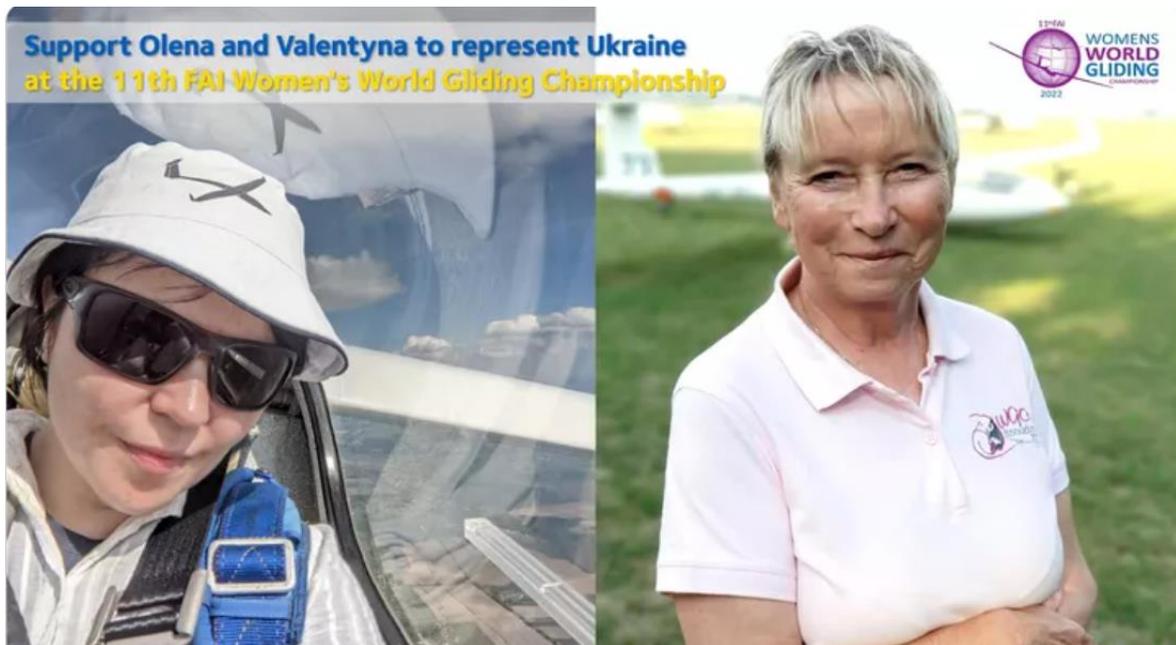
This is what our fellow glider pilots in Ukraine are facing: "The unprovoked and unexpected Russian aggression in Ukraine has been disrupting plans, aspirations and lives of many Ukrainians, as well as destroying many towns, facilities, and infrastructure. The Gliding Club Buzova near Kyiv – the main training base for Ukrainian glider pilots has severely suffered from the military activity. Most of the premises, hangars, gliders and aircraft based there are completely or partially destroyed." In this tough situation, support is crucial for Ukrainian women pilots to be able to take part in the 11th FAI Women's World Gliding Championship (WWGC2022), gliding's equivalent of the Olympics, taking place 13-27 August 2022 in the UK.

The WWGC2022 organisers have reached out to potential competitors and two of them, Olena and Valentyna, aspire to take part in the World Championship. We have already arranged gliders for them with help from UK pilots and are in the process of finding camping equipment for their stay, so now we are looking for help to cover other costs. Your contributions will be a huge support for Olena and Valentyna to represent Ukraine at the World Championship. 5% of your contribution will also support a selected NGO offering humanitarian aid in Ukraine. The competition will not only showcase the world's top sportswomen, but also serve to inspire, grow, and build a community of women pilots. Giving these Ukrainian pilots the opportunity to represent their country at the World Championship will demonstrate the support of the international community at this hard time for Ukraine.

Costs that will be incurred for participating at WWGC2022 include entry and launch fees, accommodation and glider hire. No contribution is too small - every £8.50 will buy a pilot one night of accommodation and every £42.40 will launch them into the air! Estimated costs for 1 pilot: Entry fee: £656.80 Aerotow: £508.80 (£42.40 per flight, 12 flights) Accommodation: £170 (£8.50 per day, 20 days)

Since the platform charges transaction fees, we are raising more funds to make sure the expenses of Olena and Valentyna will be covered sufficiently and that we can contribute to humanitarian aid in Ukraine. Your donation will be transferred directly to the bank account of British Gliding Association (BGA), managed by Debbie Carr, the BGA Office Manager. If we exceed our target, the additional funds will be split evenly between humanitarian aid and the Ukraine Team at the next Women's World Gliding Championship, by which time we hope that Ukraine is secure and at peace.

*"The Women's World Championship for me is a unique chance and opportunity for the first time to take part in the high-level gliding competition. I am grateful for the support and attention given to our team by the organizers and the British pilots. Without any doubt, the Championship will provide an opportunity for all participants and myself to improve skills, gain experience, show results, as well as communicate with colleagues in sports, exchange experience and knowledge. At these competitions, I will represent my country Ukraine - a country that suffers unfairly from Russian aggression and which needs support from the World community." - Olena Yakymchuk*



*"For me, participation in upcoming World Championship is an exciting opportunity to represent my country Ukraine again in Women's World-class competition. An opportunity to fly in the skies again in a glider over Husbands Bosworth, where I became the European champion among women back in 1991, to meet old and new friends at this difficult time for Ukraine, which is going through a war unleashed by Russia. I want to express my gratitude for this support that our country, glider pilots and I personally receive from many countries of the World and in particular from the UK." - Valentyna Toporova, European Women's champion in the 1991 Championship at The Gliding Centre and multiple winner of Championships in Ukraine. (Anna Chrzaszcz, Valentyna Toporova, Marie Kyzivatova)*

<https://www.gofundme.com/f/support-ukrainian-women-pilots-to-attend-wwgc2022>

As **part of WWGC2022's wider aim of raising the profile of gliding with a focus on women gliding**, we will welcome the public to an **Open Weekend on 20/21 August**. We've booked a big screen to show the racing via 3-D tracking plus fun videos, there's a children's area with activities, craft stalls, music and food stands. There will be an exhibition alongside the racing - a Sustainable Aviation Show including aircraft, cars, machines and stands which will inspire all, and particularly young people, to get involved engineering a more sustainable future, and a Women in Aviation exhibition highlighting famous women in aviation history with current aviation pioneers on hand telling their own stories and encouraging today's girls to get involved in aviation.

We invite you all to come along during the competition and join the fun. You can see more about the competition at [www.wwgc2022.co.uk](http://www.wwgc2022.co.uk). We are working with business and government partners to deliver the Championship, and if you would like to be part of this great event, please email us at [info@wwgc2022.co.uk](mailto:info@wwgc2022.co.uk)

**Women Gliding** is a community set up to support female glider pilots in the UK and worldwide. Pilots from Women Gliding who are also British Gliding Team members took the opportunity of the 'home match' to establish a squad to advance the skills of the top UK female competition pilots; this has proved a great success and helped more women qualify for the competition than ever before. As there is only partial funding for four pilots, they have set up a Crowdfunding site to help the team of seven with their costs.

You can read more about this at [www.crowdfunder.co.uk/p/support-our-womens-british-gliding-team](http://www.crowdfunder.co.uk/p/support-our-womens-british-gliding-team) and about Women Gliding at [www.womengliding.co.uk](http://www.womengliding.co.uk)

Have a look at [www.womengliding.co.uk](http://www.womengliding.co.uk) and apply to join the Women Gliding Squad.

**Fancy having a go at gliding? Fixed wing pilot looking to convert to non-powered flying?** <https://www.gliding.co.uk/club-finder/>

## YES

**YES**, the LAA's Youth Education and Support, are now looking for a donor to give us or sell us cheap a Primary Glider which we could renovate and put on a tripod to teach youngsters how to fly. We see this activity undertaken at Old Warden and our members in N.I. are particularly keen on making this project happen.

Contact Stewart Luck if you can assist. [captainluck@hotmail.com](mailto:captainluck@hotmail.com)

## SCOUTS VISIT THE GLIDING CENTRE

Rob Barsby, Aerosparx Flight Lead and Marketing Director and a Youth Ambassador has reported in this Newsletter's **Youth Activities & Opportunities section** on a recent visit by scouts to The Gliding Centre.

## UK UNIVERSITY GLIDING

### 2022 INTER-UNIS COMPETITION

The 2022 Inter-Unis was hosted by Loughborough Students' Union Gliding Club (LSUGC) in cooperation with Buckminster Gliding Club (BGC) at Saltby Airfield from Saturday 9th to Sunday 17th July.

Teddy converted to the K13 and our own glider CU, and achieved his silver height and 1hr flight for cross-country endorsement.

Brooke undertook field selection training on the Grob 109B motorglider. Congratulations as well to Darren for converting to CU and passing his Bronze theory test!

The CUGC started the week strong with Charlie Brooker achieving his 300km cross-country task, leading Cambridge to first place in the XC category of the competition!



LSUGC got to experience flying in a vintage T-31 wooden glider and some fantastic sunsets.

Pre-solo students found thermals and enjoyed their long flights in this week's fantastic but mostly blue weather.

All this wouldn't have been possible without the dedication of their instructor Andrew Watson.

Well done to **Cambridge University** on winning the **XC Cup**.



<http://www.bhpa.co.uk>

From its head office in Leicester the British Hang Gliding and Paragliding Association (BHPA) supports a country-wide network of recreational clubs and registered schools, and provides the infrastructure within which hang gliding and paragliding in the United Kingdom (UK) thrive.

## NEWS

My thanks to **Joe Schofield** for his report:

### RAeC AWARDS

Chief among the presentations to BHPA members at the RAeC Awards in May were Russ Ogden's richly-deserved



Gold Medal which he received from Robert Courts MP and the British Paragliding Team's equally well-earned Prince of Wales Cup.

### RAeC BURSARY: FINLEY REDFORD



Sole BHPA recipient of a RAeC Trust bursary this year is 17-year-old Finley Redford, a trainee paraglider pilot.

Having persuaded his part-time employer to increase his hours, he worked throughout last summer to save enough to start Elementary Pilot training.

His sights are now set on achieving CP with the bursary's help. Longer term, his sights are set on an aeronautical engineering degree and a career in aircraft design.

## PARAGLIDING

The British Winter Open took place at Roldanillo in Colombia in January and attracted 141 pilots from the UK and around the world. Colombian-born British pilot Sebastian Ospina – also a member of the British Paragliding Team honoured above – came out ahead after five tasks. Of great interest was the progress of British Paragliding Racing Academy member Dylan Mansley, entering in his first serious competition since he started flying four years ago, who finished third in the Sports class.

## PARAMOTORING

The British Open Paramotor Championships took place in July at Wingland airfield in Lincolnshire. A great turnout from pilots and marshals resulted in the largest national championships since 2016.



Dan Jones: British Open Paramotor Champion Dan Jones (Photo: Neil Forster)

Dan Jones flew in the Club Pilot class in 2020 and finished third in the Open class last year, emerged as the new National Champion ahead of Russell Hesketh-Roberts and Blaise Brogan.

## HANG GLIDING

The Great British Aerotow Revival (GBAR) attracted tugs and pilots from seven UK aerotow groups to Deenethorpe in Northamptonshire in May.

After three tasks in difficult conditions Johnny Carr emerged the winner. Johnny started flying in 1974, aged 24.

Three years later he was a founding member of the British hang gliding League. He has flown in several World and European championships and set a number of long-distance flying records, for one of which he was awarded the RAeC's Silver Medal in 2012.





This year, 48 years after entering his first competition, Johnny won the GBAR against the cream of British pilots.

At 72 he is thought to be the oldest pilot to ever win an FAI Category 2 competition.

## **ACCURACY**

Hard work by the BHPA 50th Anniversary Working Group was able to secure international paragliding accuracy World Cup and European Cup events for the UK this year, for the first time in the sport's history. The British Accuracy Cup series, incorporating these FAI events, involved three competitions in April and June, each of which attracted a strong overseas contingent.



The British Accuracy Cup Superfinal, including the European Grand Prix, will be held in August.

## GREEN DRAGONS AIRSPORTS



Green Dragons Airsports have had a huge amount of enquiries learning to fly.

They are actively **looking for more qualified and or 'trainee' instructors** (for PPG, HG, PA and PG)

Contact: Andy Shaw via [andy@greendragons.co.uk](mailto:andy@greendragons.co.uk) or Mobile 07860 875567



<http://www.bmaa.org>

The British Microlight Aircraft Association (BMAA) looks after the interests of microlight pilots and enthusiasts in the UK. It is an organisation approved by the Civil Aviation Authority (CAA) and aims to further the sport of microlight aviation, keep flying costs down to a minimum for its members and to represent them in national and international matters relating to microlight sport aviation.

## NEWS

### AGM

The 2022 BMAA AGM was held at Popham Airfield on the Saturday of their Microlight Trade Fair.

**My thanks to Norman Burr** for his report:

The Chairman, CEO and Treasurer presented their reports, all of which were thoroughly positive, while various members asked intelligent but not particularly controversial questions and appeared to be satisfied with the answers.

It is clear that the association has some interesting challenges ahead. Not the least of these is finding a way to integrate light sport microlights into our existing safety and inspection regime. As Rob Hughes explained during his address, the CAA has become nervous about finding itself held liable in court if a passenger, and particularly a trainee, suffered as a result of an accident. This problem has of course been around ever since we have had two-seat microlights, but the advent of LSMs, with their greater speed and kinetic energy, has brought it into sharp focus.

Rob also highlighted the continuing reduction in the number of permits issued per annum, a phenomenon attributed in large measure to the growth of SDR. No one wants to see SDR discouraged, it is a huge success, but it does pose two problems for the association. Firstly, it leaves a substantial number of microlights out in the cold as far as safety support is concerned. Aircraft built as an SDR never appear on the Technical Office records, while records for those created by removing a seat from an older two-seater are effectively frozen the moment that seat is removed. Some kind of voluntary scheme, coordinated by the Technical Office, might be the way forward.

Secondly, it reduces permit income, with obvious implications for the BMAA's finances, which brings me to the question of subscriptions. Subscriptions to take account of inflation and £5 was the proposal which the meeting had no issue with and was passed.

Gwyn Carwardine's campaign to prevent the CAA punishing infringements using the personal data contained in a Mandatory Occurance Report received the CEO's response as he explained that he had raised the matter with the CAA at two different levels and had discussed it with other GA Alliance CEOs. Also, the association had strongly influenced two updates of the relevant CAA document, CAP1404, to make the wording less aggressive. However, the CAA had staunchly defended its position and any further progress seemed dependent on an initiative by Gwyn himself, who has complained to the Information Commissioner's Office, alleging that the use of personal data in that situation is illegal. [We await the outcome with interest Ed]

Immediately after the AGM Chairman Tim Burrow presented BMAA awards to those winners who were there on the day.

**Tim Goldfield**, winner of the **annual MF photo competition**, selected from hundreds of entries.

Senior Inspector **Mike Batchelor** got the **Brian Cosgrove Award** for microlighting's unsung hero.

**Ben Ashman** received the **BMAA Medal of Honour**, the association's highest award, for long and distinguished service to microlighting.



Tim Goldfield



Mike Batchelor

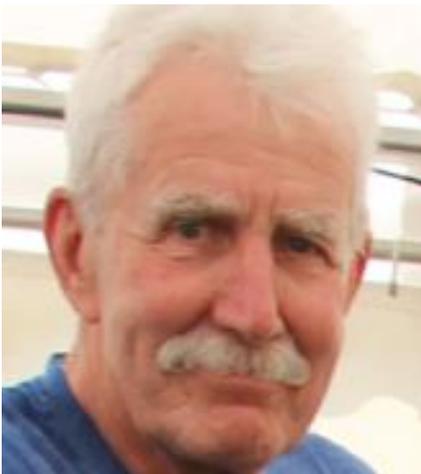


Ben Ashman

**David Garrison**, a **BMAA Medal**, a member of the BMAA Panel of Examiners and CFI at Pegasus Flight Training.

**Mark McClelland** was awarded the **Keith Negal Trophy** for getting things done, after establishing a new club following the closure of Old Sarum

MF Editor **Geoff Hill** picked up the **Chairman's Trophy** for outstanding service.



David Garrison



Mark McClelland



Geoff Hill

### **BMAA EMAIL NEWS SERVICE**

There's always a lot happening at the BMAA and they want to make sure you get to hear about it. That's why they've launched this new email service - to deliver BMAA news directly to your inbox.

Sign up for it here: <https://confirmsubscription.com/h/y/C8D44ECFBB9EB7AD>

### **BMAA SOCIAL MEDIA FACEBOOK GROUP**

<https://www.facebook.com/groups/BMAA1> is for current BMAA members to share thoughts and ideas with each other and the BMAA office staff. Members can also ask questions or ask for advice.

## **UK farm strips want flying for up to 112 days a year**

THE National Farmers Union is pushing the Government to allow flying from farm strips for 56 and even 112 days a year instead of the current 28.



The move comes after the news that New Farm, aka Piddington, has survived as a microlight airfield in spite of an abrasive meeting with West Northants Council planners.

### **FAI Colibri Scheme**

The Colibri Award Scheme is specially designed for microlight pilots by the Fédération Aéronautique Internationale (FAI) and the Commission Internationale de Micro-Aviation (CIMA). The FAI Colibri Badges are international standards of achievement and proficiency in microlight aviation. They encourage pilots to continue to acquire experience after having gained their pilot's licence by, for instance, participating in longer distance flights, increasing the total number of hours flown or competing in FAI competitions.

There are four levels of Colibri; Bronze, Silver, Gold and Diamond. The prestigious Diamond Colibri is awarded by the FAI Microlight Commission itself for holders of the Silver Colibri badge or higher for an outstanding flying achievement in the sport of microlight flying. <https://www.bmaa.org/the-bmaa/bmaa-awards/colibri-awards>

### **VOLUNTEERS AND ROLES**

Like any membership organisation the BMAA relies upon the help of volunteers to run the association as well as it can for the benefit of the members.

The BMAA Council members are all volunteers and they are helped in the management of the BMAA by other people who in some cases are co-opted onto a sub-committee.

<https://www.bmaa.org/the-bmaa/volunteers-and-roles>



<https://bmfa.org>

The **British Model Flying Association** (BMFA) is the body elected by the Royal Aero Club to be responsible for all aspects of flying model aircraft in the UK.

With over 850 clubs and approximately 36,000 members the whole of the UK is administered from the Head Office. Locally there are 14 "Area" committees which meet periodically and are attended by club delegates who can, through various channels open to the "Areas", propose changes or additions to the running of the sport which are then voted upon at Council meetings held at the Head Office. If passed, the changes will be incorporated in the guidelines produced by the organisation and published in the "BMFA Handbook".

## NEWS

### THE COMING YEAR

2022 is a significant year marking the Centenary of the Society.

As well as a number of club-based events and activities there will of course be some celebratory activity taking place at the Centre.

There will be a Centenary display portraying the highlights from 100 years of model flying located in the main Hangar for around six weeks which should make an interesting additional attraction.



Years of British Model Flying

There is also a Centenary "Camp and Fly" holiday week as well as a garden party and flying display.

To check out the full calendar of events for the coming year take a look at the National Centre website calendar.  
<https://events.bmfa.uk/>

## VISIT THE BMFA CENTENARY EXHIBITION

at the BMFA National Centre, Sewstern, Grantham, NG33 5RW



See models from the early days of UK model flying to the present day with over 100 exhibits of models, equipment and memorabilia

The exhibition showcases the legacy and history of model flying, from early compressed air and rubber-powered models to today's gas turbine aircraft and multi-rotors/drones which have more computer power than Apollo 11 used to get Armstrong to the Moon.

Open most days from till Thurs 31<sup>st</sup> August 2022 from 10:00 to 16:00 (last entry 15:00) please check opening before travel.

***Free entry but donations to the National Centre gratefully accepted***

## **OVER 3000 MODEL AIRCRAFT IN THE AIR AT ONCE: BMFA CENTENARY**

BMFA member clubs promoted model aircraft flying with an attempt to get as many model aircraft as possible into the air at once on 15 May 2022. The model flying event took place at 12:00 noon simultaneously across the UK with a total of 3109 models of all types flying into the air at once with 263 BMFA affiliated clubs participating in the event.

Simon Vaitkevicius, BMFA Records Officer, said *"I would like to thank everyone who participated and the clubs who hosted the attempt. It has been a fantastic event and has exceeded my expectations for participation and enthusiasm for all involved. Clubs around the country have made the event more than just a flight at 12 noon: some have opened their doors to non-club modellers, some have held social events, some airshows, and some used it as a chance to engage fliers of all ages. It has been a superb community building activity. I would also like to thank the press and TV for all of the coverage which has been achieved, which has given positive exposure to the sport."*

The FAI is issuing the BMFA with a congratulatory diploma.

## **GREAT BRITAIN RADIO CONTROL AEROBATIC ASSOCIATION**

**My thanks to Ashley Hoyland** for this report:-

The Great Britain Radio Control Association is a specialist body of the BMFA and tasked with providing a three man team (or four man if a Junior has qualified) to represent the United Kingdom at the FAI European and World Championship alternatively each year for Powered Aerobatic Aircraft (F3A).

I hope we recognise that to produce top pilots we have to provide a learning system and we do this in the GBRCAA by providing three other schedules so members can compete at their own level of ability and improve through promotion in our national league system.

The FAI F3A aerobatic schedules change every two years. So that all pilots have the maximum time to practice flying the Preliminary and Finals schedules before the world championships which are held in the second year of change, which mean the European Championships are held a few months after the new schedules have been introduced, although these schedules are published well in advance of the year of introduction in the Sporting Code, so no one should have any excuses.

We are fortunate as we have a very active competition scene around the country and plenty of opportunity to compete at several World Cup league events without travelling too far, France, Italy, Spain, Netherlands are just a few.

It is also invaluable to our members to run our own leg of the World Cup league which we hold in Kent each year, close to the Channel Tunnel to keep traveling down to a minimum for those pilots travelling from abroad and for our own pilots to witness 'how it should be done' . This is a time of learning.



The all-important pilots briefing

We all know how to interpret the rules and what is expected by our judges, but to see the degree of accuracy flown by the World's top pilots for ourselves, and to compare our opinions with the scores given by international judges can shine a new light on perfection.

This year our leg of the World Cup league competition was held over three days during June when we were pleased to have the World Champion, Christophe Paysant-Le Roux (FRA) and his son Antonin competing, along with Lassa Nurila (FIN), Derk van der Vecht (NED) and several other European pilots and of course the stalwarts from the UK.

Entries were lower than expected probably due to fears about restrictions.

Placed first was Lassa Nurila (FIN) by just 3.41 points out of 3000, 2nd Christophe Paysant-Le Roux (FRA) 3rd Derk van der Vecht (NED), 4th Antoni Paysant-Le Roux (FRA) and 5th Thomas David (UK).



Mike Wood with his Acuity



Mark Allen with his Spark

To have an active competition scene we have to have enthusiastic Contest Directors, Judges and solid administration particularly for our automated scoring system and of course our judges who are prepared to sit in the middle of a field all day concentrating on the flights.



Peter Jenkins with his Element



Pete Madden with his Element

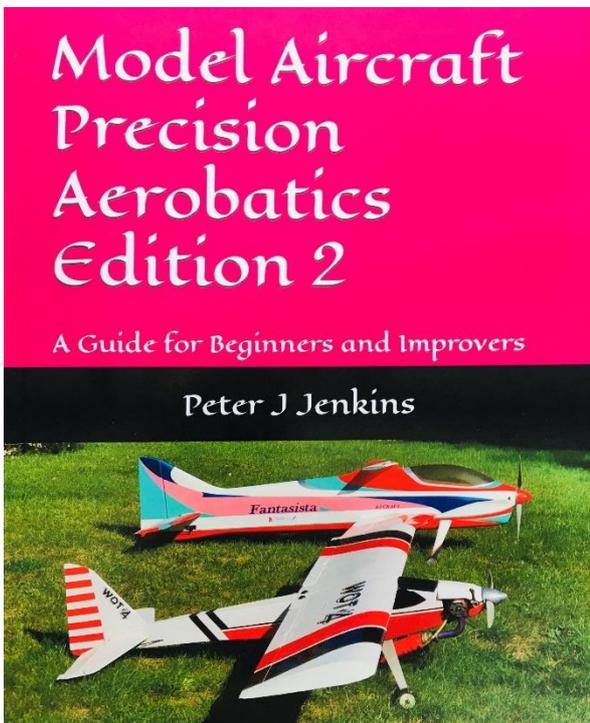
Anyone who has watched competition aerobatics will be the first to agree with me that it is one of the most boring types of flying to watch due to the repetitive nature and a need to see the detail of the manoeuvres, (the adrenalin starts to flow and the nerves kick in when you pick up your transmitter and walk to the flight line) but our judges have to get satisfaction from seeing the efforts of friends competing.



Eugene Anker with his Agenda



Chris Bond with his Fantasista



Peter Jenkins is another enthusiastic Contest Director and competitor based in the Suffolk area and he is the author of the book 'Model Aircraft - Precision Aerobatics' A book for beginners and improvers, available through Amazon.

Peter has run his annual competition at Knettishall this year and the winners were:

FAI (P): First place Garry Peacock, 2nd Javad Aghabbazadah, 3rd George Drever. Masters: 1st Pete Madden, 2nd Mike Rieder, 3rd Chris Bond. Intermediate: 1st Mick Broad, 2nd Neil Martin.

With thanks to Ron Gray and Peter Jenkins the photographs show a selection of aircraft typically seen at a National League competition.

Until next time if any further information is required please visit [gbrcaa.org](http://gbrcaa.org) or email me at: [pro@gbrcaa.org](mailto:pro@gbrcaa.org)

## **FLYING ON SALISBURY PLAIN AREA 8**

Flyers are reminded that it is Military (and therefore BMFA FFTC) requirement, that when civilians are accessing areas away from public rights of way that an adequate number of Red Card holders must be present. A Red Card holder is deemed to be responsible for up to 6 non-Red Card Holders.

It is also imperative that a Red Card holder phones 24 Hrs. Ops. before any flying takes place, and at the conclusion of flying. 24 hrs. Ops. need to know that there are civilians on a restricted Area, and that air movements are likely to take place. Remember that we have authorised, controlled access, and these requirements are for the safety of all concerned. Failure to observe these simple requirements could have consequences.

Anyone wishing to obtain a Red Card, can obtain one by attending a briefing at Westdown Camp. Please contact Peter Watson to arrange [peterwatson47@hotmail.com](mailto:peterwatson47@hotmail.com)



**Popham Airfield**  
EGHP  
The Spitfire Flying Club

**BOOK  
EARLY**

# POPHAM MODEL SHOW

20/21st August 2022

**EVERYONE WELCOME**

TO THIS FABULOUS TWO DAY MODEL SHOW.

Full radio control flying display  
Saturday and Sunday 10am-4pm.  
Jets, Large Models, Helicopters,  
Top class pilots.

Control line aircraft demonstrations

Indoor displays and exhibits,  
model boats, trains and more.  
FPV drone racing - times tbc.  
Supported by Traders,  
'bring and buy', refreshments  
and under cover seating.



This event is supported by the BMFA  
in celebration of their 100th  
anniversary year.

Popham Airfield Just off A303  
Coxford Down, SO21 3BD

Book Online:  
visit [popham-airfield.co.uk](http://popham-airfield.co.uk)  
and click on 'Events'

All contributions subject to availability

## TONBRIDGE SCHOOL CROWNED NATIONAL CHAMPIONS UK YOUTH ROCKETRY CHALLENGE (UK ROC)

- 1<sup>st</sup>: **Team Traffic Cone**, from Tonbridge School in Kent
- 2<sup>nd</sup> **Where Are My Engines, Holt?** From Tiffin School, from Kingston Upon Thames
- 3<sup>rd</sup> **KESmonauts**, from King Edward's School, Bath

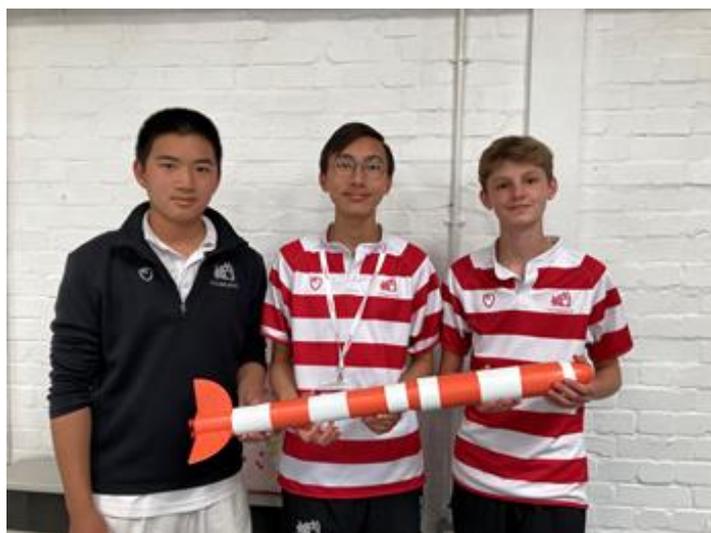
17 teams of 77 11–18-year-olds from across the UK reached and competed in the National Finals held at the BMFA Buckminster HQ.



Representing their school, three students from Tonbridge School, **Team Traffic Cone**, were crowned National Champions of the UK Youth Rocketry Challenge 2022 after they competed in a national fly-off against teams from across the UK.

They will now head to the International Rocketry Challenge finals, held this year at Farnborough International Airshow, and will compete against teams from the US, Japan, and France.

To win the National Final, **Team Traffic Cone** met the 2022 mission requirements which required each team to design, build and launch a model rocket, with the payload of two raw eggs, returning safely to ground within 44 seconds.



During Farnborough International Airshow, **Team Traffic Cone** will face the additional challenge of their rocket having to reach at least 835 feet within 44 seconds, measured by an onboard altimeter.



As part of the competition, the teams also presented to the judges on the unique design and build of their rockets, reflecting on the challenges and findings during the test phases, as well as their experience of the UK Youth Rocketry Challenge.

ADS Chief Executive, Kevin Craven said: *“A huge congratulations to Team Traffic Cone, particularly for winning as a team of three, compared to the average team size of six. Throughout the competition the team has excelled and have beaten teams from their region to reach the National Finals using their own ingenious rocket design while facing and solving many challenges along the way.*

*UK ROC, supported by industry and sponsored by Lockheed Martin and Reaction Engines, grows year upon year and plays a critical role in encouraging students to consider careers in the aerospace, defence, security and space sectors, which offer high skilled, value and wage jobs in every region of the UK.*

*This year’s Rocketry International Finals are being held at Farnborough International Airshow and are the first to take place since 2019. I expect competition to be fierce, and it would be fantastic to see Traffic Cone apply and finesse the skills they have learnt, beat the US, France and Japan and triumph as 2022 International Rocketry Champions.”*

Tonbridge School Physics Teacher, Nick Waite said: *“The thrill of flying rockets alongside the challenge of friendly competition is enormously appealing to the pupils. This year, the ‘Traffic Cone’ team worked well together and grabbed the chance to stretch what they have learnt in their science lessons to solve real problems. It was great to watch them build and improve their design after every test flight, and to see all their efforts come together in the final with an almost perfect flight.*

*The bus ride home after winning the national final was filled with excited chatter about how they might make yet more improvements to their rocket for the international final. They can’t wait to pit their skills against those of other teams from USA, France, and Japan!”*

## **FORTHCOMING 2022 CONTESTS & EVENTS**

For the **BMFA Events Calendar** check out <https://bmfa.org/Contests-Events/Contest-and-Event-Calendar> where you can find details of your local affiliated club and when they meet and what you can fly there, be it as a complete novice or an advanced flyer.

**SAM 35 FREE FLIGHT COMPETITIONS** <http://sam35.org.uk>

**MODEL HELICOPTER COMPETITIONS:** <http://www.3dchampionship.co.uk>

**BMFA WEBSITE** <https://bmfa.org>

Don't forget that reduced BMFA Membership Fees now apply! If you've been thinking of joining the BMFA family now is the perfect time.

Since the 1st of July membership is at reduced rates for the remainder of 2022! With the perfect weather now with us, why wait any longer?

Senior only £30  
Junior only £14

It doesn't matter if you're new to the sport or a seasoned flyer, with a whole summer ahead, why not spend a few minutes today and get your BMFA membership completed?

When you're ready, click on the link below and the process will take less than 5 minutes, if you have any questions just get in touch, we're here to help.

[www.bmfa.org/Join-us](http://www.bmfa.org/Join-us)  
[membership@bmfa.org](mailto:membership@bmfa.org)  
0116 2440028

No matter what discipline you love, the BMFA are proud to support our members with every flight they take and we've been doing it for 100 years!

[www.bmfa.org/join-us](http://www.bmfa.org/join-us)



## British Drone Flyers

<https://britishdroneflyers.org/>

The BMFA has established the BDF as a 'drone targeted' BMFA Membership, to try and appeal to the large number of recreational drone users out there for whom the 'standard' BMFA membership doesn't feel relevant (for instance, they perhaps don't want to receive a magazine about model aircraft, so they'll instead receive a 'drone' related electronic newsletter).

The CAA has over 210K people registered with them as operators of unmanned aircraft, of which only 30K are BMFA members. The aim of the BDF is to attract some of the other 180K by providing them with excellent (and developing) membership benefits.

**The BDF's objectives** are the promotion, protection, organisation and encouragement of safe and lawful recreational drone flying and development in all its aspects in the United Kingdom, through the medium of clubs and individual members; assistance and guidance to clubs or individuals; collaboration between members and co-operation on behalf of members with the Civil Aviation Authority or other government departments and any other bodies and organisations in the United Kingdom and overseas.

### The A2 Certificate of Competency

The A2 CofC is the first level course and with The UAV Academy, it can be completed entirely at home. This qualification allows you to legally fly your drone in more demanding locations (such as built-up areas) and to fly closer to uninvolved people. Holding an A2 CofC means that you can operate in the new A2 (Open) sub-category, no matter if it's for recreational or commercial reasons.

An exclusive price reduction with the UAV Academy for current BDF/BMFA members to take their A2 CofC course for just £49 (normal price £99).

<https://britishdroneflyers.org/a2cofc>

**£49**  
EXCLUSIVE DISCOUNT  
FOR BMFA / BDF MEMBERS

# A2

CERTIFICATE OF COMPETENCY

Have you been considering doing your A2 CofC course to open up more options to where and what you can fly?

**Then we have great news for you!**

The British Model Flying Association has agreed an exclusive price reduction with the UAV Academy for BMFA / BDF members to take their A2 CofC course for just £49 (normal price £99).

Terms and Conditions apply, for more details please visit:  
[britishdroneflyers.org/a2cofc](https://britishdroneflyers.org/a2cofc)

The BMFA / BDF in association with UAV Academy.



The A2 sub-category allows flight as close as 5m from uninvolved people with a drone (up to 4kg) which meets new product standards and has a C2 Class rating (similar to the CE stamp we see on many products).

These 'certified drones' are not yet available, so for the time being non-certified drones flying in the A2 sub-category are limited to 2kg and you will have to keep at least 50m away from uninvolved people. You will be able to fly in built-up areas provided you maintain this distance from uninvolved people.

With a drone weighing less than 500g (eg. Mavic Air, Mini, Parrot Anafi) you will be able to fly as close to uninvolved people as you feel is safe, provided you do not deliberately fly overhead them.

The A2 CofC requires you to complete a theory course and take a formal invigilated theory exam. The exam is 30 multiple-choice questions and you have to score 75% to pass. You also have to complete some practical flight training which can be self-training or by spending some time with one of our instructors.

The big advantages of the A2 CofC are that you do not need an operations manual and there is no requirement to submit any sort of application to the CAA.

As soon as you have completed the course and have been issued with your certificate you can fly in the A2 sub-category for both recreational and commercial purposes.

## THE WOBBLY GIMBAL

<https://britishdroneflyers.org/events/meet-the-bdf-team?fbclid=IwAR1wAO5vcL9wJE5LBRkLSpQsJr0OvIksZvaDkNWvUnYd8mUwnWLjutsM-to>

Did you know that British Drone Flyers Membership entitles you to FREE entry at their virtual pub, the Wobbly Gimbal? It's a bit swanky, do you like what we did with the decor? It's a place where drone pilots can come together, share stories and experiences over a virtual drink and packet of salted peanuts once a month.

Would you like to meet the Landlord and Drone Support Officer, Chris Bradbury? Would you like to have all of your drone questions answered? Would you like to be crowned champion of the Wobbly Gimbal pub quiz? You would? Great! Best get the link below filled in asap!



My thanks to Chris Bradbury for this report on 3D printing:-

## 3D PRINTING FOR DRONES AND MODELS

3D printers are something that you can be forgiven for thinking are over complicated and intimidating. The reality is that for most they are far more accessible than you might think.

If you want to create truly bespoke items for yourself, then chances are you are going to need to know how to use some form of 3D design software, but there are plenty of very simple programs to use if all you want to make is a basic forms. If on the other hand all you want to do is print parts for your drone, say a GoPro camera mount or a pilot bust for a model plane, then 'no' you don't need to know 3D design, as chances are someone has already done the design work and there will be something you can download from the internet to print at home, often for free.

**First you need a 3D printer**, for which there are hundreds available from numerous manufacturers, all claiming to be the best.

**Setting Up:** Depending on what printer you buy, it should come with good instructions, but more importantly, there are likely to be great video guides on YouTube.

**Some key things to check:** The most important things to check when setting up is a bit like setting up a drone. Check that everything that needs to move can and is able to so smoothly, but also check that all of the wires and cables are routed



well and don't obstruct any movement or snag. The filament needs to be guided to a heated nozzle, which means a filament tube and various wires, which all need to be positioned in a way that won't stop the nozzle moving around the bed.

**Level the bed:** Firstly the BL Touch device if you buy one as an extra for your printer, should be considered a way of improving print quality and not a lazy way of levelling the print bed.

A level print bed is critical to a good print, so time here is well spent.

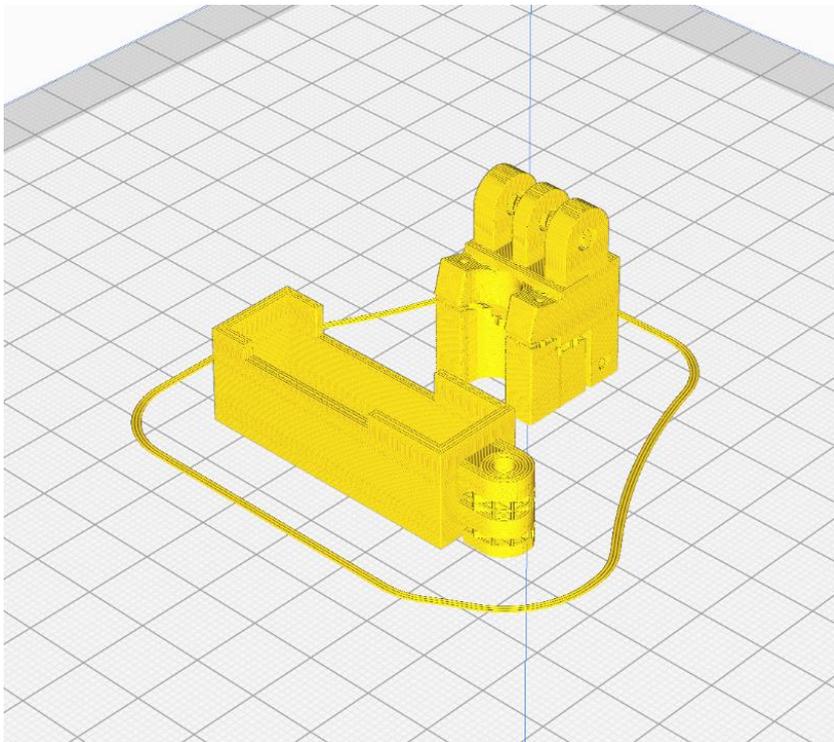


**Check your end points:** You will likely find that your printer has a default 'home' corner, where it will always go back to when switched on, for me this is the back right. As a result it has two micro switches that prevent over travel and stops the motors from burning out as a result.

**Finding Things to Print:** Google (other search engines are available) is your friend here. For most things you would like to print you may find that there is already someone that has made the design, or with many of the good manufacturers like iFlight, they even provide them for free on their website. There are some great websites to look at for pre-designed files, such as Yeggi and Thingiverse.

**Getting Printing:** Once you have found or created your 3D model, you need to 'slice' it. A little more online research and I came across a program that seemed popular and intuitive called Cura by Ultimaker. Like many programs it was free to download, but I found more of the online explainer videos using this than any other. Cura lets you bring in not only .stl files, but those with pre-set printing parameters, which helps simplify things even more.

**Slicing:** Slicing is the act of taking a 3D model and converting it in to a printing file.



With your 3D model in Cura, you have some basic tools to adjust size, reposition on the printing bed and adjust all of the print parameters.

It's important to select your printer from the menu, or one close to it, to ensure you have the appropriate print bed size selected, as this will help you identify if what you want to print will actually fit.

**What materials to use:** For the most part 3D printing is done with PLA (Polylactic Acid), but there is also light weight PLA, ABS, PET, PETG, Nylon, TPU and many more. You can also get resin and metal printers.

Each material has different qualities, for example ABS is a little more heat resistant, TPU is more rubbery when printed and flexible. So depending on what you are printing, you can choose something to suit.

When mounting items like cameras, TPU also has an inherent ability to take out some of the vibration, so does a great bonus role of helping to prevent the dreaded 'jello' in the camera feed and subsequent recordings.

Printing TPU in comparison to PLA highlights the vast difference in materials. The issue is every material has its preferred melting point, as well as printing speed and settings. Trying to work out what settings should be used is certainly a little confusing, but again, a little research on YouTube will find the answers. TPU can only be printed at about a quarter of the speed of PLA. Although both materials melt at around the same point trying to put TPU through the nozzle is a bit more like pushing treacle through compared to water, so it needs to be done a bit slower.

With the speed slowed right down and 10 degrees added to the temperature, you should end up with a perfect print, with solid layer adhesion.



## **BRITISH SKYDIVING**

[www.britishskydiving.org](http://www.britishskydiving.org)

The British Skydiving and controls all aspects of skydiving on behalf of the Civil Aviation Authority (CAA). They are a democratic, not-for-profit organisation of individuals whose purpose is to organise, govern and further the advancement of Skydiving in the UK.

Skydiving is one of today's most exciting sports. Dynamic and colourful, it offers mastery of the air and the freedom to make the skies your own! Enjoyment, exhilaration and limitless challenge are available even to the absolute beginner. And at its highest level, skydiving is an intensely competitive sport which requires finely tuned skills, intimate knowledge of the air and perfect body control. Many of their teams and individuals compete at international level and have received numerous medals and world records.

## **NEWS**

### **NEW COMMUNICATIONS MANAGER, LIAM DOMIN-GODDARD**



British Skydiving is pleased to welcome our new Communications Manager, Liam Domin-Goddard. Liam joined the team on the 17th May at British Skydiving HQ in Leicester.

Liam has been jumping for just over 10 years and is an active instructor and parachute rigger. He brings not only his jumping knowledge but a strong background of social media management, copy and content writing from his time as an agency owner. In his own words,

"I am excited to be your new communications officer and I am keen to get stuck into this new challenge. My goal within British Skydiving is to increase our presence across all channels, with content tailored to all levels in the sport. I would love to hear what you would like to see from British Skydiving, so please send me your ideas!"

If you need to contact Liam about anything communications related, you can reach him at [liam@britishskydiving.org](mailto:liam@britishskydiving.org)

**My thanks to Liam Domin-Goddard** for his report:

### **Summer's here!**

Summer has well and truly arrived! Competitions are in full swing across the country, with multiple events and Instructor courses taking advantage of the good weather. There have been no fewer than four British Skydiving competitions. Skydive Langar hosted UKSL 2 and the CF Grand Prix, Skydive Headcorn played host to the Accuracy Grand Prix and Sky High Skydiving held the most recent UKSL 3 on July 2-4.

We soon move on to the Nationals, with the first being the Wingsuit Nationals at Skydive Langar, then onwards through the summer until late into September. The events this year are nicely spread out so no excuse not to try your hand competing in something new!

**The Instructor courses are moving full steam ahead**, with two courses being held since the last Mag, the first at Skydive Hibaldstow, and the second at Skydive Sibson. It's always great to see a large number of new Instructors working their way into the sport; we wish everyone who has recently gained a rating the best of luck.

**NEW RATINGS:** The latest Instructor courses have been held at Hibaldstow and Sibson. Congratulations to all of our new Instructors, and thank you to each of the Examiners and PTOs who made the courses possible. Our new coaches are listed alongside the dropzone where they achieved their rating, but they may be available to coach at other DZs.

**Basic Freely and Basic Tracking Coach:** Christopher Sykes, Hinton and Nathan Fisher, Netheravon

**CF Coach:** David Icely, Cyprus; Sam Haste, Langar and Henry Mole, Netheravon

**CP Coach:** Kirk Theobald, Hibaldstow

**FS Coach:** Ross O'Rourke, Netheravon; Brik Padfield, Langar; Daniel Farrell and Cameron Gibson, Netheravon; Keiron Ley, Netheravon; William Sims, Netheravon; Elliot O'Neill, Netheravon; Liam Donovan; Richard Hill, Netheravon; Peter Berenyi, Sibson and Jason Nichols, Netheravon

**Freely Coach:** Alex Leslie, Headcorn and Iain Grant, Netheravon

**Tracking Coach:** Michael Bayada, Netheravon and Alex Leslie, Headcorn

**Tandem Instructor:** Stacey Canning; Paddy John Hunter; Elliot Mitchell; Tohanean Marian; Ben Fenwick; Tim Lawson; James Fidler; Lukasz Baluczynski; Henry Van Halewyn; Aaron Cosbey; Viola (Debi) Fechete and Alex Matei

**AFF Instructor:** Mikey Lovemore; Steve Powell; Jack Davies; Mark King and David Titcombe

Advanced Packer (T): Archie Glazebrook; Chris Good; Kayleigh Garbett and Ruby Watkins

### **Awards – Safety Innovation Award**

**BS are inviting entries** for any safety initiatives, physical or psychological, managerial or mechanical, ergonomic or educational – mostly anything that improves safety in skydiving.

The panel of judges consists of experts in sport parachuting safety, occupational safety, and risk management. They are hard to impress and are looking for something unique. The winner will be the proud custodian of the **British Skydiving Romero Safety Innovation Trophy** for a year, and they will also receive a **cash prize of £5,000** kindly donated by Romero Sports and Leisure, British Skydiving's insurance broker as part of their risk management activities in our sport.

**The closing date for entries is November 1 2022.** Visit [www.britishskydiving.org/safety-innovation-award](http://www.britishskydiving.org/safety-innovation-award) for full details on how to submit your entry.

### **Awards – Star Awards**

Have you experienced great service, above and beyond the norm from a British Skydiving member? Now is the time to give that service the recognition it deserves. The **nominations for the British Skydiving Star Awards 2022 are now open!** You must hold an A Licence or above to put forward a nomination. Full details can be found on the website: [www.britishskydiving.org/british-skydiving-star](http://www.britishskydiving.org/british-skydiving-star) Nominations remain **open until Friday December 2, 2022.**

**Skydive the Expo 2023** Preparations for Skydive the Expo 2023 are ramping up! Fingers crossed we have seen the last of the major Covid restrictions, and the full event can go ahead as planned on the day of the **AGM, Saturday, January 30 2023**, at EMCC Nottingham (NG7 2RJ).

As always, the day will be jam-packed full of seminars, content, and industry reps to grow and inspire the skydiving community. Enjoy the exhibition, prizes, seminars, surprises and, most of all, the camaraderie of skydivers' biggest get-together of the year. The latest up-to-date information being found on the Expo website [www.britishskydiving.org/expo](http://www.britishskydiving.org/expo)

As with previous years, there will be the Industry Day on Friday, 29 January. DZ Operators, Chief Instructors, Instructors and Riggers can get together, meet and network with manufacturers and learn about the latest best practices in our sport. This year we are looking to expand this day to include key safety talks that are useful to all jumpers, not just Instructors and Riggers. We have some exciting plans in place for this and we will share them as soon as everything is finalised.

Our exhibition partners, Eventpro UK, will be organising the exhibition and will be in touch with this year's exhibitors directly. **If you are a potential new exhibitor**, please contact Marie Moss at Eventpro UK on 01509 610452 or [marie@skydivetheexpo.com](mailto:marie@skydivetheexpo.com). Sponsorship opportunities are also available, so please enquire.

We have some incredible speakers lined up, but we are looking for a few more. If you'd like to offer a 50-minute seminar for presentation or have a topic you'd love to hear a presentation about, please email us on [info@britishskydiving.org](mailto:info@britishskydiving.org) headed 'Expo seminars'.

## **MEMBERSHIP RENEWALS**

As at the middle of July 2022, just over 4,000 members had renewed their memberships. This is much more in line with pre-Covid years and is hopefully a sign that things are well on the way to some sense of normality. Remember, many members may have taken an extended period of time away from the sport over the past few years and getting current again can sometimes feel like a daunting task. There are many ways to safely get back into the sport, so why not invite those long-lost friends to the DZ now the sun is starting to shine?

**British Skydiving Membership Numbers 2021/2022:** The British Skydiving membership year runs from April 1 to March 31 the following year. Membership totals for the membership year of April 1 2021 to March 31 2022 compared with 2020/21 are:

	2021/22	2020/21
Full	4,877	3,793
Temp (Including JSAT)	2,990	927
Student Provisional	51,753	18,780

## **VACANCIES AT BRITISH SKYDIVING**



### **British Skydiving volunteer vacancies**

**Board of Directors:** British Skydiving is still looking to fill two casual vacancies on the Board of Directors.

Are you looking for a volunteer role where you can make a difference to our sport? You would join at an exciting time, as Council's five-year strategic plan 2018-22 is complete and the next five-year plan is in development.

If you would like to be a part of it, contact Craig Poxon, Chair of Council [craig@britishskydiving.org](mailto:craig@britishskydiving.org)

**Judges' Co-ordinator:** We are also looking to fill the role of Judges' Co-ordinator.

You will mainly be co-ordinating the existing judges to make sure each event has the correct number of judges, managing budgets assigned to cover judges' expenses, liaising with DZOs/PTOs, and creating end-of-year reports for EPC. You don't need to be a Judge to fill this role, although we are looking for someone who has some competition experience. This role would be around three hours per week from March to September. The JC is a non-voting member of EPC, and this estimate includes attending the three meetings we have left across 2022. If you are interested, please send an email to [info@britishskydiving.org](mailto:info@britishskydiving.org)

### **PAID ROLE - CRM TECHNICAL LEAD**

British Skydiving are looking to hire a talented and dedicated technical project lead, with our CRM application (PIMS) as the primary responsibility. This is a newly created paid role to support our internal and external stakeholders as needed, but principally to liaise with our CRM supplier, Eudonet, on the ongoing implementation of our bespoke CRM system. The first phase of the project is nearing completion and the ideal candidate will be the technical lead on the implementation of phase two.

The role will initially be on a six-month contract and a part-time basis (20-25 hours). The position is open to hybrid working and hours can be condensed. This position may suit someone who is looking to reduce their working hours, but it is not a junior role.

If you have a technical background and are looking to make a difference in British Skydiving, this might be the role for you!

Apply via:

[https://britishskydiving.org/vacancies/crm-technical-project-lead/?utm\\_source=emailmarketing&utm\\_medium=email&utm\\_campaign=enewsletter&utm\\_content=2022-07-22](https://britishskydiving.org/vacancies/crm-technical-project-lead/?utm_source=emailmarketing&utm_medium=email&utm_campaign=enewsletter&utm_content=2022-07-22)

### **JB Boogie**

The JB Boogie 2022 was held at UK Parachuting Beccles on the 8th-10th July.

There was a great turn out, with amazing weather and a very special beach jump. All in memory of James Brooke.

### **THE FS1 QUALIFICATION HAS CHANGED**

The requirement to complete a 4-point 4-way has been removed from the FS1 qualification. Many recently qualified A Licence jumpers felt it was a barrier to an individual's progression as it could be expensive and took time to achieve.

What skills now make up FS1? The same 5 skills as before minus the 4-point 4-way. The skills needed are:-

- 1. Control fall rate and turn in place**
- 2. Dive and approach a target and achieve docking techniques**
- 3. Break-off turn and track to obtain clear airspace for deployment**
- 4. Maintain good altitude awareness throughout the skydive**
- 5. Control horizontal movement (forwards, backwards and sideways)**

**Foundation Skills Coach:** This qualification will initially be in Formation Skydiving, Freefly, Wingsuiting, Tracking and Canopy Formation. Other disciplines will be added after the trial period.

While there are some great skilled coaches in British Skydiving, the quality and qualification process can be inconsistent for these ratings. They are our own in-house ratings, and there is just the one level of coaches to teach the basic skills needed to gain your stickers. There is a need for multiple levels of coach ratings to recognise the range of highly skilled coaches we have and to have an external accreditation process.

This will raise the standard of the coaching skills and knowledge available, create a journey for coaches to develop their knowledge and skills by working their way through the levels and to have a nationally recognised accreditation process by Ofqual. The core aim is to create better coaches, with better quality coaching, giving members better skills, which means more fun.

**Terminology** <https://britishskydiving.org/wp-content/uploads/2022/03/Terminology-draft-consultation.pdf>  
**The Foundation Coach Manual** <https://britishskydiving.org/wp-content/uploads/2022/03/Foundation-Coach-Manual-Draft-Consultation.pdf> and the  
**draft CPD process** <https://britishskydiving.org/wp-content/uploads/2022/03/CPDdraft-consultation.pdf>

Let us know your thoughts and any recommendations. These qualifications are not being developed in a vacuum and then just parachuted into you all. We want to develop the best qualification we possibly can, to create the best coaches, not just in skydiving but across all sports.

## 37th FAI World Freefall Style & Accuracy Landing Championships 2022



The 37th FAI World Freefall Style & Accuracy Landing Championships 2022 is currently taking place in Strakonice, Czech Republic. Team GB comprises: Esther Reynolds, Dave Crowhurst, Steve Hastings, Les Carroll, Peter Sizer and Tony Simpson. Head of delegation is Mary Barratt.

## COMPETITION DATES 2022

### National Championships:

- 10-14 Aug** – Canopy Piloting: Skydive Pink Klatovy
- 19-21 Aug** – Canopy Formation: Skydive Langar
- 26-28 Aug** – 4-way Formation Skydiving: Skydive Hibaldstow



- 9 -11 Sept** – Accuracy National: Skydive GB
- 17–18 Sept** – 8-way Formation Skydiving: Skydiving at SkyHigh
- 17–18 Sept** – Speed: Skydiving: SkyHigh
- 17-18 Sept** – VFS Nationals: SkyHigh
- 24-25 Sept** – Artistic Nationals: Skydive Langar



**BRITISH UNI SKYDIVING** <https://www.buskydiving.org>

British University Skydiving is a volunteer-run, non-profit organisation, set up for the purpose of promoting skydiving at a university level.

There are over 30 affiliated university clubs where like-minded people can jump, compete and most importantly socialise with! Members range from "freshers" who have only recently done their first jump to graduates with hundreds of jumps who help film, coach and organise at BCPA events.

The BCPA co-ordinates annual inter-university leagues to allow clubs to compete against each other both in competition (3-way, freefly and accuracy) as well as club achievements (such as obtaining Cat-8 or FS1). This culminates in an awards ceremony at the BCPA Nationals in the summer. Many clubs find that success here can help to convince their university to allocate them more funding for the subsequent year!

Unfortunately due to unforeseen circumstances, especially with the current fuel prices, **BUS** have had to postpone their end of 2022 academic year skydiving tour.



<https://www.fsdp.co.uk>

The aim of the Charity is to help disabled people discover their true potential through the mental and physical stimulation of learning to fly a light aircraft. The challenges they face and overcome help them to find new confidence and self-esteem in rising above their own personal life difficulties, and help them to view their future with greater self-assurance.

Since the scheme began nearly 400 disabled people have benefited from learning to fly.

**You can apply for a FSDP scholarship if you are:** At least 18 years of age; Weigh 115 kgs or below (230 lbs); Registered disabled; Resident in the UK and Allowed to drive by the DVLA

Our selection process is designed to ensure that we offer scholarships to those disabled people who will have the greatest life changing experience.

#### **THERE ARE 4 STAGES TO THEIR SELECTION PROCESS:**

**Stage 1:** Applications from prospective candidates are invited up until 31st January, for a scholarship later in the same year. Applicants are required to explain how they would benefit from a scholarship.

**Stage 2:** Applications are assessed at our pre-selection meeting in February, by our experienced team, consisting of FSDP Trustees, our medical team and our flying instructors. This determines which applicants are invited as candidates to the next stage at RAF Cranwell in March.

**Stage 3:** Over three days, selected candidates will participate in two interviews, undergo a medical to ensure they will be fit enough to fly, have a chance to climb in and out of an aircraft similar to that they might get to fly in, and also get to meet our flying instructors. Candidates are encouraged to ask questions at every stage, and our scholar mentors are there to help them along the way. The selection centre is held at RAF Cranwell in Lincolnshire.

**Stage 4:** The Decision - Shortly after Cranwell selection, successful candidates are advised if they have been awarded a scholarship by the Selection Board. Successful candidates will also be advised of their training partner and nominated flying school.



The answer is a simple but powerful one! FSDP receives no government funding and the only way we can carry on making a difference is by donations from people like you.

Your help is invaluable in enabling us to keep doing what we do best – making a real difference to the lives of disabled adults through the sharing of life changing aviation experiences.

Make individual or regular donations which total £3,000\* per year and you will become a FSDP Hero. In return you will be invited to FSDP events as well as being given one of our shiny FSDP pin badges.

£2,400\* if the donation is eligible for gift aid.

## FSDP at RIAT 2022

Flying Scholarships for Disabled People (FSDP) returned to the Royal International Air Tattoo (RIAT) on the weekend of 15-17 July after the airshow's three year break due to the global pandemic. Blue skies, sunshine and the amazing display of aviation offered the perfect backdrop for scholars, trustees, instructors, sponsors and supporters to catch up; sharing their stories and achievements that FSDP has helped facilitate with its life changing flying opportunities.

The main event was the presentation ceremony where those scholars that had learnt to fly in 2020 and 2021 received their 'wings' and those that were awarded their scholarships this year were presented with certificates. There was also a big thank you to all the FSDP sponsors without whom this would not be possible.

The amazing mentor team of previous scholars who help the new arrivals with support, advice and encouragement were also given a special award to recognise how vital they are to the success of the charity. Guy Bowen, Chairman of the Trustees said *"The whole weekend was just inspirational, the impact of receiving the scholarship, let alone learning to fly could be heard in every conversation taking place. To be together again at the Air Tattoo after three years away again reinforced why this charity is so important. Plus we got a chance to promote FSDP to those attending and already have many people wanting to apply for next year. I'd describe it as a huge success!"*

FSDP scholars have a range of disabilities and illnesses including amputation, paraplegia, multiple sclerosis, spina bifida, cerebral palsy and poliomyelitis. The charity has now helped over 500 people 'reach for the sky' and change their lives by experiencing the joy of freedom in the air, learning new skills and regaining their confidence. To find out more, apply for a scholarship, or become a sponsor please go to <http://www.fsdp.co.uk>



Royal Air Force Air Cadets QAIC 14 Cadets and Immersive Tech 2022 team setting up for FSDP



Gyrophon Aero Club off to RIAT '22 in support of Flying Scholarships for Disabled People



Jo and Anthony receiving their wings



FSDP Scholars and Mentors



Zak and FSDP instructor Debra Ford holding a painting of them during his aircraft assessment. Painted Jo Kay



Red Arrows Jon Bond and FSDP Scholar Sharyn



Anthony Magoo and Abi Evans with their Red Arrows sponsors



# Reach for the Sky



**FLYING SCHOLARSHIPS  
FOR DISABLED PEOPLE**



**fsdp.co.uk**

Through the medium of flight, our FSDP charity has helped over 450 disabled people change their lives for the better and inspired them to achieve their potential, despite their disability. Come and see us at RIAT 2022 at the FSDP Enclosure, located in the Red Zone at the eastern end of the showground, or visit our website to find out more.

Flying Scholarships for Disabled People is a company limited by guarantee (in England and Wales) No. 08112334. Registered Office: Douglas Bader House, Horcott Hill, Fairford, Gloucestershire GL7 4RB. Registered Charity No. 1148914



## HOW YOUR DONATION HELPS



**£15**  
Will buy a baseball cap and a hi-vis vest



**£30**  
Will pay for a scholar's flying jacket



**£10 PER MONTH**  
Will pay for one night's hotel and food




**£20 PER MONTH**  
Will put a candidate through the RAF Cranwell Selection Centre




**£50**  
Will provide three hours of ground school



**£180**  
Will provide an hour's flying lesson




**£500**  
Will pay for a FSDP family event



**£12,000**  
Pays for a full scholarship including selection, subsistence, flying training, ground school, safety clothing & ongoing FSDP family support.

### DONATE ONLINE

[virginmoneygiving.com/charities/reach4thesky](https://virginmoneygiving.com/charities/reach4thesky)

Or complete the enclosed donation form



**FLYING SCHOLARSHIPS  
FOR DISABLED PEOPLE**

Douglas Bader House, Horcott Hill, Fairford, Gloucestershire GL7 4RB

T 01285 713299 E [info@fsdp.co.uk](mailto:info@fsdp.co.uk) W [fsdp.co.uk](http://fsdp.co.uk)

Flying Scholarships for Disabled People, a company limited by guarantee (in England and Wales) No. 08112334.  
Registered Office: Douglas Bader House, Horcott Hill, Fairford, Gloucestershire GL7 4RB. Registered Charity No. 1148914.



## HOW TO DONATE

- ❖ Make a single or regular donation by **debit or credit card**

<https://cafdonate.cafonline.org/1116#!/DonationDetails>

- ❖ To make a single donation or set up a regular donation by **standing order by post** please download and complete the form

<https://www.fsdp.co.uk/wp-content/uploads/2019/02/Donation-Form-January-2019.pdf>

- ❖ **Text FSDP02** followed by the amount to 70070.

To donate £10 Text FSDP02 £10 to 70070.

You can donate £1, £2, £3, £4, £5 or £10. All the money you donate comes to us.

You may be charged for your text message. Please refer to your network operator's standard rates.

Details on how to gift aid your donation will be sent to you by text.

- ❖ **Call 01285 713299** to make a donation by phone.

- ❖ **Leave a Legacy:** Leaving a gift in your will to FSDP is one of the most valuable and lasting ways you can support us.

We can provide advice and information about the easiest ways for you to leave a gift in your Will to us.

<https://www.fsdp.co.uk/wp-content/uploads/2016/12/FSDP-writing-your-will-FinalVersion.pdf>

- ❖ **Remember Someone Special:** If you've lost someone special, and would like friends and family to donate to FSDP in their memory, you can set up a 'Someone Special' page with Virgin Money Giving.

<https://uk.virginmoney.com/service/virgin-money-giving/>

- ❖ **Fundraise:** Taking on a personal challenge or getting together with friends, and family is a great way to support FSDP. The only limit on what you do is your imagination!

You could take part in an organised event such as a run, skydive, cycle or swim. Or why not organise your own event; from holding a coffee morning or pub quiz to washing cars or holding a sponsored silences – the options are limitless.

See our A-Z of Fundraising Guide below for more great ideas on how to get involved. Once you've chosen your event, it's time to start fundraising!

A quick and easy way to fundraise is to set up your own Charities Aid Foundation page online

<https://cafdonate.cafonline.org/1116#!/DonationDetails>

You can then send links to your pages to your friends and family so they can sponsor your event or post on Facebook or Twitter.

The FSDP Fundraising Guide will explain everything. <http://www.fsdp.co.uk/wp-content/uploads/2017/04/Fundraising-Guide.pdf>

If you are interested in **becoming a FSDP sponsor** please contact their General Manager on 01285 713299 or email [info@fsdp.co.uk](mailto:info@fsdp.co.uk)



<http://formulaairracing.com>

**FARA (The Formula Air Racing Association)** is the recognised official governing body and sanctioning authority for Formula Air Racing disciplines. It is the governing body in the UK for the sport known as formula one air racing and, in cooperation with the American IF1 and French APAF associations it sanctions those air races around the world in the official Air Race 1 World Cup series. **FARA** is also the international sanctioning body for the new electric air racing formula, Air Race E.

The series is run by Air Race Events and led by world-leading air racing promoter Jeff Zaltman, the man behind the globally successful Air Race 1 series (the gasoline-powered equivalent) and is open to any team with the necessary qualifications according to the rules of the sport and Formula Air Racing Association (**FARA**) will work closely with registered teams to ensure competing pilots are certified to race as part of the future qualification process.

### **AIR RACING ELECTRIC PLANE OPENS NEW OPPORTUNITIES FOR ELECTRIC AVIATION**

As the competition's founding partner, Airbus is playing an important role in developing a platform to create cleaner and more efficient electric air vehicles.

As Rein Inge Hoff eases back on the control stick, the modified Cassutt IIIM rose almost silently into the air above Tønsberg Airport in southern Norway. It was an historic moment: Hoff is the first pilot to fly an all-electric race plane. For 15 minutes, he put the Nordic Air Racing machine through its paces, reaching a full-power cruise of 180 knots (333 km/h), before landing safely.

It is also an important breakthrough for electric aviation. Eventually, the aircraft will hit speeds of more than 400 km/h just metres above the ground as the world's top pilots take part in the **Air Race E series, which starts in 2023.**



The world's first all-electric airplane competition, **Air Race E** is much more than just a thrilling spectacle, though. As an official founding partner, Airbus is providing the 17 teams with research data and industry expertise to help collectively drive the development of cleaner, faster and more technologically advanced electric engines. Some of the insights gained from the competition and more especially the lessons learned from making fly propulsive electrical systems will be key assets for Airbus solutions (from urban air mobility to, eventually, commercial aircraft).

*“More than ever, when we look at the concept of sustainable mobility, the challenges push us to work differently, to be disruptive and to use the learnings and achievements from a mix of sectors. In this case, flying aircraft using tried and tested electric technologies from the automotive industry is proof of that and is an approach we fully support as part of our electrification journey.”* Stated Karim Mokaddem, Airbus Electrification Fast Track Leader

## PAVING THE WAY FOR ELECTRIC INNOVATION

As a global aerospace pioneer, Airbus is committed to developing, building and testing alternative-propulsion systems to reduce the CO2 emissions of aircraft, helicopters, satellites and future UAM vehicles.

Aerospace is not alone in this journey, of course: alternative propulsion is the main challenge for all transport sectors, and electric and hybrid-electric technologies are already revolutionising mobility on the ground. Aviation may face different challenges, but the industry can learn from the experiences of the automotive sector.

Just as electric motorsport is pushing disruptive innovation in ground vehicles, **Air Race E** is expected to soon bring similar benefits to aviation. There are many synergies between Air Race E flight testbeds and Airbus programmes like electric vertical take-off and landing vehicles (eVTOLs) and micro-hybridisation projects, which aim to power a growing number of on-board systems via batteries.

Mokaddem further says some of the best practices from **Air Race E** aircraft, lessons learned from the competition challenges, such as battery integration, system engineering and techno-bricks performance and finally safety could serve Airbus solutions. They are also helping to pave the way on standards and regulations around key electrification technologies like embarked batteries. In addition, making fly technologies coming from the automotive market like motors, batteries, converters is an approach that we fully support to improve the way we could cross fertilize ideas, technologies, roadmaps from different markets and accelerate towards our ambition to pioneer the aerospace decarbonisation. **Air Race E** is for us the best flying testbed to reach this objective and assess the first potential.

## GREEN LIGHT FOR SUSTAINABLE AVIATION

While Nordic Air Racing may have claimed the honour of the first-ever electric race plane flight, all 17 teams will now spend the coming weeks and months rigorously testing their aircraft on the ground and in the air.

**Air Race E's** first race is scheduled to take place in 2023. It will mark the official start of a mainstream platform that can accelerate innovation in electric propulsion.

As **Air Race E** CEO **Jeff Zaltman** says, “The world is depending on Airbus and partnerships like ours to guide the aerospace industry onto a sustainable path for generations to come.”

For more information about **FARA** go to <https://airracee.com>



<http://www.hcgb.co.uk>

The HCGB membership represents almost all of the private helicopter owners and pilots in the UK and actively encourages social flying and many members regularly participate in the organised events as well as organising an annual calendar of events ranging from lunch fly-ins, cross channel weekends, visits to military establishments and breweries and covering just about anything you can think of doing. The HCGB was founded in 1966 to promote the sporting and social use of helicopters but in recent years the HCGB has come to the fore in defending freedom to fly from new restrictions and expensive & unnecessary equipment requirements.

Members of the HCGB form the British Helicopter Team and compete nationally and internationally in the World Helicopter Championship and the Helicopter World Cup both at home and overseas. Annually the HCGB holds its own UK competition event.

RAeC Chairman David Monks is also Chairman of the HCGB and President of the FAI.



HCGB Chairman David Monks receiving the FAI Gold Rotorcraft Medal from Robert Courts, MP



Mike Smith receiving the new RAeC Chairmans Trophy from Robert Courts, MP at the RAeC Medals and Award Ceremony 19<sup>th</sup> May 2022

The HCGB has a full year of events planned and members can catch up with the calendar and book events at [www.hcgb.co.uk](http://www.hcgb.co.uk)

## COMPETITION FLYING

Another facet of the Club is competition flying. Since its inauguration, there has been an annual competition held by the HCGB at various venues across the UK. Those who take part are either private pilots, instructors and/or military pilots. The original concept of a British Championship has been updated with crowd facing helicopter races which are excellent to watch.

On the European and International stage, the HCGB is represented by the British Helicopter Team, Britain's best pilots and co-pilots going up against the rest of the world. The British Team has been active for a number of years with successful World Helicopter Championship campaigns in the recent years. Participation is actively encouraged and the Team is always on the look out for new crews, judges and helpers at its events.



<http://www.hcgb.co.uk>

The HCGB membership represents almost all of the private helicopter owners and pilots in the UK and actively encourages social flying and many members regularly participate in the organised events as well as organising an annual calendar of events ranging from lunch fly-ins, cross channel weekends, visits to military establishments and breweries and covering just about anything you can think of doing. The HCGB was founded in 1966 to promote the sporting and social use of helicopters but in recent years the HCGB has come to the fore in defending freedom to fly from new restrictions and expensive & unnecessary equipment requirements.

Members of the HCGB form the British Helicopter Team and compete nationally and internationally in the World Helicopter Championship and the Helicopter World Cup both at home and overseas. Annually the HCGB holds its own UK competition event.

RAeC Chairman David Monks is also Chairman of the HCGB and President of the FAI.



HCGB Chairman David Monks receiving the FAI Gold Rotorcraft Medal from Robert Courts, MP



Mike Smith receiving the new RAeC Chairmans Trophy

### **GERMAN OPEN HELICOPTER CHAMPIONSHIP**

Judges Alan Norris and Roger Gault from the Helicopter Club of Great Britain attended the German Open Helicopter Championship in Mengen, Germany, held over the weekend of 22<sup>nd</sup> July 2022. Germany did not escape the heatwave with temperatures on the first day of the competition reaching 36°.



The start of the slalom event

Judges joined from Switzerland, France and Great Britain with crews from Germany and Switzerland.

As the competition commenced an H300 went unserviceable resulting in the withdrawal of two crews.

This was a category 2 FAI event and normally UK pilots would rent aircraft in Germany.

Due to the amazing agreement with Europe we understand UK pilots are unable to fly European registered aircraft in Europe.

This is the largest single contributory factor to killing our sport.



The overall event was won by German pair Boser/Meier who scored 1180.23 out of a possible 1200.



HCGB club member Roger Gault (2nd from left) receiving his judging certificate



HCGB member Alan Norris (left) received his judging certificate

## **SOCIAL FLYING**

The HCGB membership represents almost all of the private helicopter owners and pilots in the UK. As part of the social events held and organised by the HCGB, there are regular events to take part in with other club members.

The Club organises an annual calendar of events ranging from lunch fly-ins, cross channel weekend, visits to military establishments and breweries covering just about anything you can think of doing.

The Club actively encourages social flying and many members regularly participate in the organised events. There really is something for everyone and any request for an event not on the calendar is very welcome!

The HCGB has a full year of events planned and members can catch up with the calendar and book events at [www.hcgb.co.uk](http://www.hcgb.co.uk)



<http://www.lightaircraftassociation.co.uk>

The Light Aircraft Association (LAA) was established just after the end of World War Two with the aim of ensuring that recreational aviation was affordably available to the man in the street. Pre-war it had predominantly been the preserve of the better off.

## NEWS

My thanks to **Steve Slater** for the following reports:

### NEW FACES, OLD FRIENDS and NEW PROJECTS

The past months have seen some remarkable proof that despite the soaring cost of fuel (both Avgas and in simply driving to the airfield), there remains no shortage of enthusiasm in the LAA.

Our membership numbers at the end of June stood at 7,786, representing a return to 2019, pre-Covid, levels. We recruited quite a few new members too, on the LAA Scottish Tour at the end of May, which combined a tour of Scotland by members' aircraft with a 'Meet the LAA' event at Perth. This provided a 'real' pub venue for our traditional month-end Virtual Pub Night and a great opportunity for us to show off our joint LAA/LX Avionic display trailer. "The rig" had steadily made its way north after an equally successful British Rotorcraft Association gyroplane fly in the previous weekend at Old Warden (which attracted a record 72 arrivals) and also stopped off at Eshott in Northumberland and Portmoak gliding centre en-route, so we're certainly getting about!

That's set to continue through the summer too, with future 'Meet the LAA' days at **Bodmin** in Cornwall on **23/24<sup>th</sup> July**, at **Rufforth East** in Yorkshire on **6<sup>th</sup> and 7<sup>th</sup> August** and at **Rougham** in Suffolk on **17<sup>th</sup> and 18<sup>th</sup> September**. If you are dropping in, we've looking forward to seeing you.

Don't forget too, we have an exciting new venue for our **2022 "Grass Roots Fly In" at Popham** on **2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> September**. **A joint venture with Popham Airfield**, the Grass Roots Fly In is set to be a major social event bringing flyers from around the UK and Europe to meet fellow enthusiasts. The airfield's famed rural ambience will mean that the event will focus on the fly-in and social element as much as on a large exhibition campus, creating a refreshing new take on the traditional LAA calendar fixture, something both different and new, and at the same time taking us back to our roots. The LAA Grass Roots Fly In will see some exciting new aircraft both light aeroplanes and some of the new 600kg microlights.

### NEW LAA CHIEF INSPECTOR



One new face we are particularly proud to welcome is **Lucy Wooton**, who will become the new LAA Chief Inspector, commencing late August.

She'll take over the role from Ken Craigie, who is retiring after more than 30 years' service.

Lucy comes to the LAA with a wide experience of engineering and recreational flying.

After gaining an Honours Degree in Aeronautical Engineering from Loughborough University, she has worked for Rolls-Royce and as an Aircraft Structural Repair Design Engineer for the MoD.

Lucy is also a BGA Glider Inspector, a BGA Board Member, an active PPL holder and is a key figure at Edgehill Gliding Centre.

Needless to say, we're very much looking forward to welcoming Lucy to the LAA team, heading our establishment of over 300 Inspectors. There is huge potential to take the Chief Inspector role forward, as well as integrating it with the Training, Airworthiness and Design aspects of the LAA's service to its members.

**THE JOYSTICK CLUB** operates the popular pedal plane activities, two simulators and other activities. We work with them in speaking at events, and alongside them at activities such as Farnborough Air Show and Shuttleworth, where, working with the Guild of Aviation Artists, we also support the Young Peoples' Aviation Art activities.

Development of the relationship with the Joystick Club will add a further element to young peoples' activities and also offer us a greater presence at White Waltham, where the West London Aero Club is one of the largest such organisations in the UK.



Young Peoples' Aviation Art activities.

## COLLABORATION WITH SKYFLY AND RADICAL NEW AIRCRAFT DESIGN

Looking further ahead we recently announced collaboration with British company Skyfly on a radical new aircraft design.



It is a two-seat, side-by-side compact E-VTOL, aimed at private owners rather than the Urban Air Mobility sector. It will be available in kit-built form, supported by a factory build centre and it is hoped that the first customer aircraft will be flying in two years.

The LAA is working with Skyfly in liaising with the CAA on certification and pilot licensing of the aircraft. While initial flights will be made under the e-Conditions experimental programme it is intended that the aircraft will be accepted under BCAR approvals and the LAA and Skyfly are working with the CAA to propose pilot training to NPPL requirements or similar with appropriate differences training.

The aircraft is capable of vertical flight, but has wings, and uniquely its design does not require swivelling engines or rotating wings – instead the motors are at a fixed angle, saving weight and complexity, improving safety and strength. The two pairs of compact wings give the Axe a longer range, allow glide landings for greater safety and enable an energy saving, standard “fixed wing aircraft” take-off and landing where a conventional runway is available.



One of the assets in Skyfly’s approach is in not re-inventing the wheel. The aircraft uses established market leaders to supply control systems, batteries and electric motor technology, combining them in a cutting-edge package with the potential to revolutionise affordable sport aviation in a few years’ time. It’s just the sort of innovation that the LAA is proud to be a part of.

## **“GRASS ROOTS FLY IN” at POPHAM AIRFIELD 2nd to 4th September 2022**

The LAA will be heading for the green grass of Popham Airfield in Hampshire for a new event on 2nd, 3rd, 4th September 2022. The LAA Grass Roots Fly-In will on one hand take the Association back to its traditional roots, while continuing to offer the first chance to see some of the latest aircraft and products in the recreational aviation market.

This joint venture with Popham Airfield, the **“LAA Grass Roots Fly-In”** will continue the theme of the recent LAA Rallies at Sywell, in particular as a social event bringing flyers from around the UK and Europe to meet fellow enthusiasts. The event though will be developed on a more intimate scale. The grass runways at Popham and the airfield’s famed rural ambience will mean that the event will focus on the fly-in and social element as much as on a large exhibition campus.

It was sad, but understandable in view of their recent post-Covid challenges, that Sywell Aerodrome were not in a position to host the LAA Rally this year. The Rally has for the last decade been held at Sywell. In many ways it is the ideal spot, being centrally located and offering both space on the ground and relatively unimpeded airspace around it to accommodate the arriving and departing traffic. However as it became clear that the airfield was not in a position to accommodate us, we reviewed several different alternatives.

The **“LAA Grass Roots Fly-In”** at Popham has given us the opportunity to go ‘back to our roots’ with a new event and new location for the traditional rally date of the first weekend in September. It will on one hand take the Association back to its traditions, while continuing to offer the first chance to see some of the latest aircraft and products in the recreational aviation market.

Popham has developed a reputation as one of the most friendly and enthusiastically run airfield operations in the country since it was opened in the early 1970s on land alongside the A303 dual carriageway by Jim Espin, a member of the Hampshire Strut, the local branch of the then Popular Flying Association. With the aid of fellow members of the Strut the land was cleared, levelled, seeded and transformed into an airstrip. The original strip is now the 26/08 runway of the present airfield.

In 1978, the airfield was purchased by house builder Charles Church, who restored a Spitfire Mk Vc, G-MKVC, which was to have been the start of a significant historic aircraft collection based at the airfield. Tragically however, Church was killed in the Spitfire when it crashed at Hartley Wintney in July 1989. The airfield has though continued to develop in his wife Susie’s subsequent ownership, with the addition of a second grass runway and additional hangars to host a burgeoning selection of privately owned aeroplanes, microlights and gyroplanes.

Of course, there is plenty of planning, logistics and donkey-work to do between now and September. It is particularly noteworthy though, that many of the volunteers helping with the event will be members of the LAA Andover Strut. Effectively the same Strut which helped found the airfield 50 years ago.

**My thanks to Mike Person**, Popham’s airfield manager and past Chairman of the 3Rs (Records, Rally and Racing Association) on the joint LAA/Popham **“Grass Roots Fly-In”** venture says:

*“Looking forwards to September will see the LAA’s Grass Roots Flyin coming to Popham Airfield going ‘back to basics’ and perhaps a reboot for Rally fans. Popham already hosts the Microlight Trade Fair in early May which has attracted 900+ movements in the past so we are well prepared for a big event. Learning from the FAI World Championships held at Popham in 2016 we will be extending our apron to accommodate the event. The flying community at Popham has over 500 members and I am sure there will be enthusiastic support for this new venture. The LAA Andover Strut members have been great supporters of the Rally at Sywell and will be on hand here to make the event successful. Looking forward to welcoming one and all in September. ”*

For those who don’t know about Popham then please use this summer to visit one of their many events on their calendar [www.popham-airfield.co.uk](http://www.popham-airfield.co.uk) and familiarise yourself with their lovely location.

Popham Airfield has a superb team of AGCS Operators and are well used to handling large numbers of aircraft from their purpose built Loft – even getting official recognition for their competent services! Don’t forget that while getting

a super AGCS pilots should remind themselves what an AGCS is ☺ There will also be experienced Marshalls to assist and direct you.



[Ed: If you can't remember it's **a service by an Air Ground Communication Service Operator providing aerodrome and traffic information but NOT air traffic instructions (even on the ground) or clearances**].

Popham is an unlicensed airfield located 6 NM south west of Basingstoke in Hampshire, UK. It lies alongside the A303 road. The airfield has two grass runways, designated 08/26 and 03/21.

## Join **YES (Youth & Education Support) It's Free!**

Did you know that joining **YES** is not only a great idea but it's also free?

**YES**, the Youth Education & Support branch of the Light Aircraft Association, works together with LAA Clubs, leading industry companies, local education authorities, schools and universities and many others to educate, encourage and inspire young people to take part in all sorts of activities connected with aviation.

There are more changes afoot! Watch this space for news on what is happening at **YES**.

Just down load the membership form and send it to the **YES** Secretary and you will become part of the Youth Education & Supportbranch of the LAA, delivering education, inspiration and most of all fun to the youth of today.

<https://yesflyers.org.uk/join-yes-its-free>

## **LAA STRUT MEETINGS**

Some LAA Strut meetings make a small charge for non-members but all are welcome to attend and meetings are an excellent source of advice and help, whether building, buying, training or simply wanting to be involved in the local aviation scene.

STRUT's arrange a number of flying and social events throughout the year and most hold monthly meetings and maybe an interesting aviation related talk. Meetings are an excellent source of advice and help whether building, buying, training or simply wanting to be involved in the local aviation scene and are dotted around the UK.

## **OTHER CLUBS ASSOCIATED TO THE LAA**

There are also a number of other Clubs associated to the LAA that are dedicated to a specific aircraft manufacturer or model. The Vintage Aircraft Club, Europa Club, European Luscombe Club etc., can offer social activities and useful technical support for owners or those interested in that particular type.



Light Aircraft Association



# GRASS ROOTS *Fly-In*

**2nd 3rd 4th  
Sept 2022**



**Popham Airfield**  
EGHP



[www.laa.uk.com](http://www.laa.uk.com)

LAA Annual Fly In. Vintage, gyro, home-built and sport aircraft.

## **FLYBOX AVIONICS 10% LAA DISCOUNT**

Another addition to the LAA Members Benefits scheme. Just go to LAA website home page [www.laa.uk.com](http://www.laa.uk.com) - go to Member Area – Member Benefits – click on the company you wish to order from. Other companies offering LAA members a discount are Adams Aviation, Airbox, Air Courtage Assurances, Air Team Images, Pooleys Flight Equipment, Varley Red Top Batteries and Airpart.

Checkout the LAA website for details of your local STRUT on an interactive map  
<http://www.lightaircraftassociation.co.uk/struts/struts.html>



<http://www.royalaeroclubrrra.co.uk>

<https://www.britishairracing.org/>

The Royal Aero Club Records Racing and Rally Association (also known as “The 3Rs”) is mandated to oversee British handicap air racing, British and World aviation records and formal air rallies.

Handicap air racing is both an exciting sport for pilots and a spectacle for spectators. Raced as a 100 mile race, over a 25 mile course, starting and finishing at the aerodrome, with flying no less than 500 feet above ground level! Race pilots flying solo, or with a Navigator, compete for some of the most magnificent aviation competition trophies and fly many different types of fixed wing aircraft from several variation of Vans RV, Robins, Bulldogs, Pups, Grummans, Monsuns, Cessnas – including a C172 floatplane, Pipers and a SIAI Marchetti.

The 3R's have been looking at aircraft with Rotax 912 engines to able to compete and opening out the membership of this exciting AirSport <http://www.royalaeroclubrrra.co.uk/rotax-912.html> And who knows maybe even electric race aircraft in the future too!

## NEWS

**Dates and locations for the rest of the 2022 season are:-**

August 21/22 Llanbedr

September 25/26 Leicester

### **3Rs RACE SCHOOL TRAINING WEEKEND AT POPHAM AIRFIELD 23-24 APRIL 2022**



The weekend of the 23<sup>rd</sup> and 24<sup>th</sup> April saw the running of the Royal Aero Club Records Racing and Rallying Association Air Race School at Popham. For those who don't know, the Royal Aero Club Records Racing and Rallying Association, or 3R's for short, run a handicapped air racing championship every year.

The principle of this type of racing is that aircraft are handicapped according to their speed thereby levelling the playing field amongst all types of aircraft. So, you could have a Beach Baron competing against a Cessna 152 on equal terms with the Cessna starting before the Baron but theoretically finishing at the same time if all else is equal around a four or five lap course which totals about 80nm.

The course was identical on each day to enable people the flexibility to come on either the Saturday if the weather was unsuitable on the Sunday or visa versa.



Both days started with an introductory talk by the 3R's chairman Simon Tilling giving an overview of the club. This was followed by a presentation by air racer and twice British Champion Jonathan Willis on the rules, techniques and format of air racing followed by a talk by Matt Summers on the rather complicated handicapping system which only he seems to understand (but it does work very well!) as well as presentations by Cliff Hawkins on a Vintage series.

Matt Summers explaining the handicapping system (Photo: Chris Hall)

Race start protocol by John Tansley followed by a full procedures brief for the day's flying by the Clerk of The Course, Sean Roberson.

Lunch followed and then the fun part started. Those Race School trainees who had flown in were paired up with a check pilot and future mentor.

Following a race style take off, they flew to a practice race course 19nm North of Popham.

The turn points of the course were marked out by orange tents which had been put up by our ever hard-working chief marshal Ian Scarbrough.

The check pilot coached the trainee on how best to fly the course and after a few laps they departed to another area to carry out some general handling exercises. These were to confirm whether or not the pilot's handling skills were sufficiently competent for them to be allowed to race.



Richard Parris carrying out a simulated race take off (Photo: Chris Hall)

These included steep turns with a height tolerance of + / - 25 feet and flying straight and level with the same height tolerance and a heading deviation of no more than 5 degrees.



An exceptionally good look out throughout the whole flight also had to be demonstrated. In fact, the premise behind this, is that the navigation from one turn point to the next should be via the use of external ground features and not the magenta line on a GPS!

After the afternoon's flights, everybody had a debrief and then on the Saturday, the club social secretary Julie Scott organised a fantastic evening which included a delightful meal at the airfield café followed by drinks at the Wheatsheaf pub which was attended by many of the trainees and club members.

Simon Tilling going around a turn point (orange tent in bottom left corner) in his Yak52

It was beautifully sunny on both day if a little breezy. The course was free to attend and was a fantastic success with a total of 9 pilots being checked out in aircraft including a Turbulent, Supermunk, some RV7s and a P210!

Popham's airfield manager Mike Pearson was tremendously helpful and judging by the feedback that has been received so far, the participants thoroughly enjoyed the event!



Some of the aircraft on the 23<sup>rd</sup> April at Popham and some of the old and new 3Rs members



L-R John Tanner, Sean Roberson, Will Hawkins, Cliff Hawkins and Ian Scarbrough (Photo: Chris Hall)

## INTERESTED IN AIR RACING?

Air racing in the UK is as old as aviation itself and the magnificent trophies we race for each year carry the names of some of those early pioneers. Handicap air racing is an amateur sport pitting your flying skills against other pilots racing the same course, at the same time.

Membership of the Royal Aero Club Records Racing and Rally Association (3R's) is open to anyone with an interest in aviation.

If you are looking for a new challenge in your flying then handicapped air racing could be for you. Visit the “**Become and Air Racer**” <http://www.royalaeroclubrrra.co.uk/becoming-a-racer.html> and information can also be found at: <https://www.britishairracing.org>

To become a 3Rs **air racing pilot** you need at least 100 hours P1 experience and a valid FAI Competitor's Licence. Currently you also need a piston-driven aircraft that can exceed 100mph (in level flight) and check-ride with a Race Check Pilot who will familiarise you with race techniques, accurate flying and turning.

You can also participate as a **Navigator** assisting with look-out, turn roll-out coordination, and generally staying on the best race line and being an extra pair of eyes and hands. Navigators do not have to be associated with a pilot

The 3Rs, as entirely run by volunteers, are always looking out for more volunteers to help on the ground with the myriad of organisational requirements and technical tasks. Whether it's hands on, at a race or behind the scenes.

If you can spare a little time and would like to get involved and become part of this incredible and friendly team, please contact the Acting Aviation Secretary, Dave Moorman [secretary@royalaeroclubrrra.co.uk](mailto:secretary@royalaeroclubrrra.co.uk)

# **SOME UK REGULATORY MATTERS**

## **UK AIP AND CHART FORMAT CHANGES effective from July 2022**

To conform to ICAO Doc 10066 PANS-AIM Amdt 1 and Annex 4 Amdt 61, the UK Aeronautical Information Service have implemented changes in various AIP sections and chart products.

- ENR 3 ATS Routes: Tables restructured.

- ENR 5.5 Aerial Sporting/Recreational Activities:

For easy reference all sites published in a single alphabetical list regardless of type.

- AD 2 Aerodromes: New section “AD 2.25 Visual segment surface penetration”.

- SID/STAR/IAC: Changes to accommodate conventional nav aids on PBN procedures.

- SID/STAR/& Coding tables: FLs be shown as FL+three digits to include a leading zero where applicable e.g. FL050.

- For consistency “SFC” will be used throughout the AIP as an upper limit reference

<https://nats-uk.ead-it.com/cms->

[nats/opencms/en/Announcements/changestoaip.html?mc\\_cid=388962c971&mc\\_eid=caaaf4ba61](https://nats-uk.ead-it.com/cms-)

## **The Bailiwicks of Guernsey and Jersey Medical Requirements**

The Bailiwicks of Guernsey and Jersey have no operational objection to flights of UK registered aircraft being conducted to, from and within the Channel Islands by holders of UK issued flight crew and pilot licences and who have made UK CAA Pilot Medical Declarations, subject to such flights being conducted in accordance with the privileges and any other conditions imposed by the UKCAA. <https://cidca.aero/CHttpHandler.ashx?id=147118&p=0> Medical requirements for UK LAPL private pilots provides further information on medical standards, certificates and self-declaration of medical fitness.

<https://www.caa.co.uk/general-aviation/pilot-licences/applications/medical/medical-requirements-for-private-pilots>

## **The UK Government scheme to refund 50% of the cost of purchase for an Electronic Conspicuity device has been extended until 31 March 2023**

The scheme was launched in October 2020 by the Department for Transport (DfT), open to the UK’s General Aviation (GA) and Unmanned Aircraft Systems (UAS) communities and overseen by the UK CAA. The extension till 31<sup>st</sup> March 2023, or until money runs out will for those meeting the requirements can claim a 50% rebate of the purchase cost of an EC device to a maximum of £250.00 (including VAT), per applicant. Applicants can claim once for a single rebate of 50% up to £250 on EC equipment purchased. Organisations/charities can claim for multiple devices on the same rebate terms. You must produce a proof of purchase receipt and must hold at least one of the following UK issued pilot licences, UK or EASA part FCL: Private Pilot’s Licence (PPL); Commercial Pilot’s Licence (CPL); National PPL (NPPL); Sailplane Pilot’s Licence (SPL); Balloon Pilot’s Licence (BPL); Light Aircraft Pilot’s Licence (LAPL) or a registered member of the British Gliding Association (BGA), holding a current ‘Pilot’ or ‘Club Pilot’ rating; or a registered pilot of the Association of Paragliding Pilots and Instructors (APPI) and a UK resident. If you are UAS/UAV operator then you must hold an authorisation issued specifically to them by the CAA (i.e. a permission, exemption or “operational authorisation”). General Exemptions, permissions or authorisations which are aimed at a wider and non-specific group of operators are not included.

Funding is for carry-on or aircraft-fitted devices only. Ground system components do not qualify for this scheme.

<https://www.caa.co.uk/General-aviation/Aircraft-ownership-and-maintenance/Electronic-Conspicuity-devices/>

## **CAA GENERAL AVIATION (GA) PODCASTS**

Interviews and discussions on a variety of topics including the Virtual Voyage for Airworthiness; the Carbon Monoxide Detector (CODE) Project <https://caa-on-general-aviation.captivate.fm/episode/airworthiness-carbon-monoxide-stem> Audio and written transcript. Interested in participating in the next CAMO roadshow?

Complete this registration survey <https://www.surveymonkey.co.uk/r/SGVJTR5>

## UPCOMING CHANGES TO APPLICATION FORM FOR IMC/IR(R) RATINGS

A new online application form for the initial issue, revalidation and renewal of Instrument Meteorological Conditions (IMC) ratings or Instrument Rating (Restricted) (IR(R)) ratings has been created <https://applications.caa.co.uk/CAAPortal/servlet/SmartForm.html?formCode=IMC>. A new online Course Completion Certificate (CAA5019) <http://publicapps.caa.co.uk/docs/33/CAA5019%20Issue1.pdf> will need to be completed and uploaded as part of the online application. The paper version of SRG1125 withdrawn from 3.6.2022.

## OFCOM TO VARY AIRCRAFT AND AIRCRAFT (TRANSPORTABLE) RADIO COMMUNICATIONS LICENCES

All aircraft and aircraft (transportable) licensees must now comply with all the terms and conditions in their licence document as well as the standard terms and conditions contained in the Wireless Telegraphy Licence Conditions Booklet OfW 597 (PDF, 217.8 KB). [https://www.ofcom.org.uk/data/assets/pdf\\_file/0016/214117/emf-glc-licence-conditions-booklet.pdf](https://www.ofcom.org.uk/data/assets/pdf_file/0016/214117/emf-glc-licence-conditions-booklet.pdf)

For more information read [https://www.ofcom.org.uk/data/assets/pdf\\_file/0025/233863/decision-general-notice-aircraft-licences.pdf](https://www.ofcom.org.uk/data/assets/pdf_file/0025/233863/decision-general-notice-aircraft-licences.pdf)

## FLYING AIRCRAFT REGISTERED IN AN EASA STATE

UK issued flight crew licence holders should be aware that since 1 January 2021, they have no privileges to operate aircraft on the register of an EASA Member State – including within UK airspace.

Pilots require an EASA Part-FCL licence or can request a short-term validation of their UK licence, under Commission Delegated Regulation (EU) 2020/723 by applying directly to an appropriate EASA Member State National Aviation Authority. <http://skywise.caa.co.uk/flying-aircraft-registered-in-an-easa-state/?cat=10>

## THE AVIATION SAFETY (AMENDMENT) REGULATIONS 2022

These Regulations make amendments to legislation in the field of aviation safety. **Part 2 amends Regulation (EU) 2018/1139** to adopt three sets of amendments to Annex 16 (Environmental Protection) of the International Convention on Civil Aviation 1944. These relate to **certification of aircraft for noise, certification of engines for emissions, and certification of aeroplanes for carbon dioxide emissions.**

**Part 3** amends retained direct minor EU legislation. Regulation 3 amends Commission Regulation (EU) No 1178/2011 (aircrew) **to remove unnecessary transitional measures intended to transition to the Basic Instrument Rating which the UK does not currently intend to adopt.**

**Regulation 4** makes amendments to Commission Regulation (EU) No 2018/395 in respect of **balloon licensing.** The amendment in regulation 4(2) allows the holders of national pilot licences for balloons issued after 8th April 2020 to continue to fly Part-21 balloons until 8th December 2023. The amendment in regulation 4(3) allows for training undertaken for the issue of a national licence before 8th December 2023 to be credited towards the issue of a Part-BFCL licence.

**Regulation 5** makes amendments to Commission Regulation (EU) No 2018/1976 in respect of **sailplane licensing.** The amendment in regulation 5(2) allows the holders of national pilot licences for sailplanes issued after 8 April 2020 to continue to fly Part-21 sailplane until 8 December 2023. The amendment in regulation 4(3) allows for training undertaken for the issue of a national licence before 8 December 2023 to be credited towards the issue of a Part-SFCL licence.

**Regulation 6** is made in exercise of the power conferred by section 8(1) of the European Union (Withdrawal) Act 2018 (c. 16) in order to address deficiencies (of the kind referred to in section 8(2)(a)) in retained EU law. Regulation 6 amends Commission Implementing Regulation (EU) 2019/947 (**operation of unmanned aircraft**) to remove redundant commencement provisions which relate to provisions which do not form part of retained EU law.

A hard copy of the full impact assessment can be obtained by emailing [impactassessments@dft.gov.uk](mailto:impactassessments@dft.gov.uk)

## **REMOVAL OF REFERENCES TO GROUND BASED NAVIGATION AIDS FOR VRPs**

There has been minimal objection from airspace users regarding this change and will now be progressed in accordance with AIC (W) 015/2022.

[https://nats-uk.ead-it.com/cms-nats/export/sites/default/en/Publications/Aeronautical-Information-Circulars-AICs/EG\\_Circ\\_2022\\_W\\_015\\_en.pdf](https://nats-uk.ead-it.com/cms-nats/export/sites/default/en/Publications/Aeronautical-Information-Circulars-AICs/EG_Circ_2022_W_015_en.pdf)

## **New and Updated CAA Safety Sense Leaflet: Strip Sense**

[https://www.caa.co.uk/media/cwjom2ph/safetysense\\_12-strip-flying.pdf](https://www.caa.co.uk/media/cwjom2ph/safetysense_12-strip-flying.pdf)

## IS YOUR AERODROME UNDER THREAT?

**THE GOOD NEWS: Peterborough/Sibson** - Huntingdonshire District Council submitted an unsuccessful bid for a 2,500 home Garden Village on site. **Plymouth** - Council leader Richard Bingley has been in talks with long-leaseholder Sutton Harbour Group Plc (SHG) and says returning the 113-acre site to aviation is in the economic interests of the city but need to negotiate acquiring the lease.

**POSSIBLY NOT GOOD NEWS: Finmere:** proposed petrol station and coffee drive-through outlet near Finmere Airfield <https://www.alanstratford.co.uk/finmere-airfield-operational-safeguarding-assessment/> **Wolverhampton/Half Penny Green:** Study on the future business viability of Wolverhampton Halfpenny Green Airport <https://www.alanstratford.co.uk/study-on-the-future-business-viability-of-wolverhampton-halfpenny-geen-airport/>

**NOT GOOD NEWS: near Goodwood Aerodrome** - a proposed housing development <https://www.alanstratford.co.uk/proposed-housing-development-near-goodwood-aerodrome/>

My thanks to **John Walker** for his latest UK Airfields update:

<i>Aerodrome</i>	<i>Current Status</i>
Bourn	Site earmarked for some 3,500 homes in 2031 Local Plan adopted by South Cambridgeshire District Council on 27 September 2018. The Council approved a planning application for the development on 19 February 2021 subject to the completion of prior conditions.
Cambridge	Marshall Aerospace and Defence Group will be vacating the aerodrome by 2030 and have signed an option to lease land at Cranfield. A final decision on a new location has not been made but it is expected that a planning application for the new facility will be submitted in autumn 2022. The aerodrome site has been put forward for a major housing development in the First Proposals for the new Greater Cambridge Local Plan issued for public consultation that ended on 13 December 2021.
Chalgrove	Site included in South Oxfordshire District Council 2034 Local Plan adopted on 10 December 2020 for a 3,000-home development with a new runway for Martin-Baker Aircraft (MBA) operations for which development a planning application was submitted by Homes England (HE) the land owner. The application was withdrawn on 21 May 21 pending a review of the plans after the CAA recommended that the proposed development be discontinued as it was incompatible with MBA's current site operations. HE has stated that they will use their CPO powers if negotiations about the development with MBA (their tenant) are unsuccessful.
Coventry	Outline planning applications for an electric vehicle battery Gigafactory on the aerodrome site were conditionally approved by Warwick District and Coventry City Councils on 11 and 13 January 2022. The applications were referred to the Secretary of State at the Ministry of Levelling Up, Housing and Communities who in a letter dated 26 January 2022, has declined to call-in the applications.
Deenethorpe	Central Government has accepted the site for development as a 1,500 home Garden Village. East Northamptonshire Council (now part of the new North Northamptonshire Council) approved the site masterplan on 15 October 2018. A planning application for the development is awaited.
Dunsfold	Planning application for mixed use development with 1,800 homes on site approved by Waverley Borough Council on 14 December 2016 but called in for a Public Inquiry the result of which was Central Government approval for the application on 29 March 2018. Protest groups appealed these decisions in the High Court but the Court rejected these challenges on 5 November 2018. The development has now been granted Government Garden Village status. A Supplementary Planning Document for the development was adopted by the Council on 22 February 2022.
Elvington	York City Council draft Local Plan submitted for Public Examination on 25 May 2018 with public hearings commencing on 10 December 2019 includes a development of up to 3,330 homes occupying the middle section of the runway. Public consultation on major modifications to the Local Plan ended on 7 July 2021 and additional public hearings are scheduled for July and September 2022.

<i>Aerodrome</i>	<i>Current Status</i>
Fairoaks	Land owner of part of the site gave notices to vacant by February 2022 to some hangar and aerodrome building tenants which action did not affect the operation of the taxiways and runway which are in separate ownership. Public consultation ended on 9 May 2022 on Surrey Heath Borough Council's draft 2038 Local Plan Preferred Options document which states that the aerodrome is earmarked as a locally important employment site and notes its established use as an aerodrome.
Fenland	Due to the landowner's impending retirement and moving abroad, the aerodrome is up for sale.
Halfpenny Green (Wolverhampton on Business Airport)	In September 2018 South Staffordshire Council approved a Site Allocation Document expanding on the previously adopted Core Strategy within the Local Plan which states that the aerodrome is allocated and protected for employment purposes. A planning application has been submitted for the construction by MCR Property Group, the site owner, of 112 homes on south-west corner of site and aerodrome improvements, including construction of 3 new hangars.
Langar	Aerodrome currently occupied and operated by British Parachute Schools sold in January 2019 to the owner of Nottingham City (Tollerton) aerodrome (see entry on page 3).
Long Marston	Aerodrome is designated in Stratford-on-Avon District Council Local Plan adopted Core Strategy for housing and has Government Garden Village approval for which a planning application has been submitted. Developer is Cala Homes in conjunction with site owner.
Manston	On 9 July 2020, the Secretary of State (SoS) granted a Development Consent Order (DCO) for the aerodrome as a Nationally Significant Infrastructure Project. A Judicial Review application resulted in the High Court quashing the DCO on 15 February 2021. As part of a review of the decision to grant the DCO, the SoS requested an independent report on the need for the development. The draft report was published on 21 October 2021 and endorsed a Planning Inspector's previous view that the need had not been established. A public consultation on the review ended on 3 December 2021. On 9 July 2020 Thanet District Council adopted its 2031 Local Plan that safeguards the aerodrome.
North Denes	The aerodrome (Yarmouth Heliport) with two grass runways is for sale having been disused since 2015 on the cessation of North Sea helicopter operations.
Nottingham City (Tollerton)	With the support of the land owner, site and adjoining land earmarked for up to 4,000 homes in Local Plan adopted by Rushcliffe Borough Council on 8 October 2019. A planning application for development proposals to the north and west of the aerodrome has been submitted.
Panshanger	HE has bought the aerodrome site from Mariposa Investments. A public consultation by Welwyn Hatfield Borough Council ended on 1 May 2020 into providing additional housing sites for the Local Plan which schemes preclude a realigned grass runway to the north of previous runway 11/29 proposed in the current draft Local Plan. Latest public hearings on the Local Plan ended on 17 March 2021. An outline planning application to re-open the aerodrome has been submitted.
Peterborough / Sibson	Huntingdonshire District Council submitted an unsuccessful bid for a 2,500 home Garden Village on site. The Council subsequently withdrew their support for the proposal but the site is still listed in the Council's Housing and Economic Land Availability Assessment.
Plymouth	FlyPlymouth, a local social enterprise aerodrome support group, plans to reopen the aerodrome and start regional airline services. Sutton Harbour Group, the site lease holder, have proposed a mixed-use development although the adopted Plymouth City / South-West Devon Joint Local Plan adopted in March 2019 retains the site for aviation use at least until the first five-year review of the Plan.
Redhill	Tandridge District Council public consultation on four potential Garden Village sites including Redhill ended on 9 October 2017. The draft 2033 Local Plan submitted for Public Examination on 18 January 2019 with hearings ending on 28 November 2019 ruled out the site for a Garden Village and allocated it protected status as an Important Employment Site. Part of the site is within the boundary of Reigate and Banstead Borough Council whose adopted Local Plan makes no mention of the aerodrome.
Retford / Gamston	Full planning permission granted by Bassetlaw District Council on 25 October 2021 to convert hangars 6 to 11 into a vehicle testing facility and for dual use of the runway for autonomous vehicle testing and aircraft.
Thurrock	Thurrock Council have received and validated a planning application for development of 750 houses, a medical centre and employment units on aerodrome site.

<i>Aerodrome</i>	<i>Current Status</i>
Wellesbourne Mountford	Stratford-on-Avon District Council Core Strategy stated policy is to “Retain and support the enhancement of the established flying functions and aviation related facilities at Wellesbourne Airfield”. The Council have rescinded the owner’s permitted development rights and have initiated negotiations for an agreed purchase of the site whilst also taking CPO action to acquire the site. £1 million remains in the Council’s budget to fund the CPO action. Under a MoU dated 30 August 2019 between the Council and the site owners, the CPO action has been suspended for up to a year (which period has now been extended) to allow the owners to propose limited development of the site whilst retaining the aviation facilities with some of the tenants being offered continued occupancy of the site to cover the period of the MoU.
Wycombe Air Park	Site lease holder has agreed new leases with the land owner, Wycombe District Council (now part of the new Buckinghamshire Council). The Council’s adopted 2033 Local Plan provides for an industrial / warehousing complex on south-eastern part of the site requiring shortening of runway 35 and relocation of gliding activities to the north, for which changes a planning application for a new glider track was approved on 8 December 2021.

<b>MoD Sites</b>	<b>The following MoD aerodrome sites are planned for disposal in the years indicated:</b>
Abingdon Aerodrome 2030	Site earmarked for Garden Village style development with 1,200 homes in Vale of White Horse District Council 2031 Local Plan Part 2 adopted by the Council on 9 October 2019. Under the Plan, the development area is restricted to the south of the old runway 08/26.
Brawdy 2028	Cawdor Barracks. Defence Infrastructure Organisation (DIO) have submitted site for mixed use development for the review of 2033 Local Development Plan 2 by Pembrokeshire Council but this is not included in the draft Plan issued for public consultation ending on 18 March 2020.
Colerne 2025	Aerodrome was originally expected to be sold in 2018. Local business interest in maintaining the aerodrome for aviation purposes.
Dishforth 2031	Aerodrome site being disposed of but not included for development in the 2035 Harrogate Borough Council Local Plan adopted by the Council on 4 March 2020 but site is expected to be considered during first five-year review of the adopted Plan.
Halton Aerodrome 2022	The DIO future vision document for RAF Halton & the Aylesbury Vale District Council (now part of the new Buckinghamshire Council) 2033 Local Plan adopted by the Council on 15 September 2021, exclude development of the aerodrome site.
Henlow 2023	Future of the site being progressed by a partnership between the DIO and HE. The Central Bedfordshire Council 2035 Local Plan adopted by the Council on 22 July 2021 expects the site to be redeveloped for alternative, non-military uses with due regard for the on-site heritage assets including the airfield.
North Luffenham 2026	Rutland County Council have withdrawn the draft Local Plan which included a 2,215-home community for the site, from public examination and are drafting a new Plan. The community development had been accepted under the Government Garden Village programme.
Scampton 2022	The resident Red Arrows display team will relocate to RAF Waddington. The site will now be sold without any restrictions on its future use including the airspace above it. West Lindsey District Council have submitted an expression of interest in acquiring the site. A public consultation on the Central Lincolnshire Joint 2040 Local Plan ended on 9 May 2022 which called for a masterplan to be developed for the site preserving and enhancing its heritage assets.
Spitalgate 2028	Prince William of Gloucester Barracks. Future of the site being progressed by a partnership between the DIO and HE. Site earmarked for a Garden Village style settlement in South Kesteven District Council 2036 Local Plan adopted by the Council on 30 January 2020.

MoD Sites	The following MoD aerodrome sites are planned for disposal in the years indicated:
Swanton Morley 2029	Robertson Barracks. There is no reference to the closure of the Barracks in the definitive Breckland Council 2036 Local Plan adopted by the Council on 28 November 2019.
Tern Hill 2029	Clive Barracks. Shropshire Council submitted its draft 2038 Local Plan for public examination on 3 September 2021 which includes a 750-home mixed use development of the Barracks site leaving the airfield intact. Public hearings on the draft Plan started on 5 July 2022.
Topcliffe 2031	Alanbrooke Barracks. Due to close under the Future Soldier army restructuring programme.
Wethersfield 2025	Future of the site being progressed by a partnership between the DIO and HE with new prisons and housing being considered.
Wyton Aerodrome 2022	DIO in partnership with property developer Crest Nicholson has proposed a 4,500-home development on the site which is not included in the adopted 2036 Huntingdonshire District Council Local Plan.

## BURSARIES, SCHOLARSHIPS AND FUNDS

These pages are a compilation of RAeC Member Organisations bursaries, scholarships and Funds together with others that may be of interest.

### ROYAL AERO CLUB TRUST BURSARIES

**2023 Application forms and Bursary Terms & Conditions will be available for download from September 2022 with a closing date for Application forms of 31 March 2023.** ([www.royalaeroclubtrust.org](http://www.royalaeroclubtrust.org))

Air sports youngsters aged from 14 to 21 years (24 years in the case of Advanced Bursaries) are encouraged to submit applications; this includes light aircraft pilots, glider pilots, skydivers, model aircraft and drone flyers, paraglide and hang-glide and microlight pilots, balloon pilots, and flight simulator pilots.

**The President's Scholarships** (2 bursaries each worth up to £750);

**The Peter Cruddas Foundation Scholarship** worth up to £1,000

**The Breitling Bursary** worth up to £750

**The Bramson Bursary** worth up to £500

The new **George Farha Bursary** worth up to £500

The new **John Downer Bursary** worth up to £500

plus a number of additional bursaries also worth up to £500 each.

### TIPS FOR A WINNING SCHOLARSHIP APPLICATION

- Follow the rules and pay attention to details. Be sure to read the requirements for each scholarship, as they are all a little bit different. Remember that if you don't follow the rules for each scholarship, you could be disqualified.
- - ✚ Do the requirements call for two one-page letters of recommendation? If so, send two letters. No more. No less.
  - ✚ Does the scholarship you're applying for require a transcript from your school? Does it need to be certified? Be sure if they need to be certified, they are.
  - ✚ Does the essay need to be 500 words or less or more? Remember the team reviewing the scholarship applications is considering dozens and dozens of applications. If your essay doesn't meet the exact requirements you will be disqualified.
  - ✚ Type all elements of your application, including your essay.
  - ✚ If the scholarship requirements call for it, be sure to include clear copies of your government licenses, ratings, logbooks, and other required materials.
- **Spend time** on your essay and tell your unique story.
- - ✚ Be passionate and communicate about who you are, and why you are the best candidate for the job.
  - ✚ Don't submit a generic, one-size-fits-all application.
  - ✚ This is your opportunity to speak to the scholarship committee. Help them get to know YOU, and help them feel your passion and enthusiasm.
- **Tell the truth.** Don't stretch the truth; don't get creative with the truth. No exaggerations.

- **Complete the application process in full.**
  - ✚ Answer all the questions—don't leave anything blank!
  - ✚ Provide all the requested information and supporting documents. If you forget to include a required document, you could be disqualified from that scholarship entirely.
  - ✚ Include all the required documents and materials with your submission.
- **Don't miss the deadline**—consider submitting your complete application early.
- **Speak directly to the scholarship** for which you are applying. Don't send the same application, letters, and essay for all the scholarships you are applying for—remember that a successful application will appeal directly to the intent, subject, and requirements of that specific scholarship.
- **Start early!**
  - ✚ It takes time for people to write meaningful letters of recommendation and get them back to you. Allow your chosen writer enough time to complete the letter. Get multiple letters of recommendations, and submit the two that best represents you.
  - ✚ It takes time for college transcripts to be processed and sent to you. Refrain from waiting until the last minute to make the request for your official transcripts.
  - ✚ It will definitely take time to gather certificates and make copies—give yourself plenty of time.
  - ✚ It should take time for you to write a winning essay. So, start early!
- **Don't send additional stuff.** The scholarship committee works hard to give each application equal attention and equal weight. Don't ruin your chances of winning by including photos, videos, or portfolios that aren't requested.
- **Proofread your application before submitting.**
  - ✚ Ask someone else to review the requirements, and be sure your application is complete.
  - ✚ Also ask them to read your essay and submission. Check for typos, errors, and proper grammar.

## **RAF CHARITABLE TRUST**

The RAF Charitable Trust is developing a number of Scholarships and Awards open to serving airman, cadets and members of the wider RAF family. These range from Scholarships for Disabled People to Air Cadets and 6th Form Scholars with potential follow on into University to glider flying training.

<https://www.airtattoo.com/the-trust/scholarships-and-awards>

## **AIR CADET GLIDING FUNDING**

If you are an Air Cadet you can apply for gliding funding via the Post GS initiative. See [www.juniorgliding.co.uk](http://www.juniorgliding.co.uk)

## **GIRLS' VENTURE CORPS AIR CADETS**

Scholarships for **gliding** are available via Ducat-Amos Gliding Scholarships. In addition, GVCAC sometimes organise gliding through their local gliding clubs. <https://www.gvcac.org.uk/>

## **LAUNCHPOINT BURSARIES / AWARDS**

Launchpoint is a registered British charity that supports gliding and aims to provide opportunities to experience gliding and to help participants, of all ages, to develop with the sport. It does this through the Caroline Trust Awards and the Ted Lys Awards.

The **Caroline Trust Award application** form can be found here <https://members.gliding.co.uk/library/pwfmf-lp/caroline-trust-application-form/>

The **Ted Lys Award application** form can be found here <https://members.gliding.co.uk/library/ct/ted-lys-award-application-form/>

**For further information and details:** <https://members.gliding.co.uk/launchpoint/>

**Launchpoint** is also the BGA's adopted charity and provides Launchpoint's website at no cost.

## **FLEET AIR ARM OFFICERS ASSOCIATION**

The FAAOA Aviation Scholarship Trust awards gliding scholarships to young people (17-20) who are interested in pursuing a career in military aviation. **Gliding Scholarships** are normally programmed to take place during the Easter and August holiday periods and offer an intensive gliding course of up to eight days at one of three locations - Royal Naval Air Station Yeovilton in Somerset; Royal Naval Air Station Culdrose in Cornwall; and Lee-on-Solent in Hampshire. Food and accommodation is provided in the Officers Mess in a Royal Naval Air Station or Naval Establishment. Where possible, a powered flying navigation exercise and visits to FAA training facilities are included.

<https://www.fleetairarmoa.org/faaoa-gliding-aviation-scholarships>

Applications must be submitted using the on-line form between January 1st and June 10th 2023. Please do not apply outside of this period, your application will be invalid and will not be acknowledged or actioned.

<https://www.fleetairarmoa.org/gliding-award-scheme-application>

## **FLYING SCHOLARSHIPS FOR DISABLED PEOPLE (FSDP)**

FSDP offers various flying scholarships each year to candidates aged 18 to 70 years old. <https://www.fsdp.co.uk/scholarships/>

## **THE HONOURABLE COMPANY OF AIR PILOTS (HCAP) (INCORPORATING AIR NAVIGATORS)**

**PRIVATE PILOT LICENCE:** to assist successful individuals, who might otherwise not have the necessary resources, to achieve their Licence. The Scholarship covers only direct training and examination costs. The costs of obtaining the Class 2 Medical Certificate and any associated travel, subsistence and accommodation expenses are the responsibility of the Scholarship winner.

**Application Form:** <https://www.airpilots.org/file/2662/ppl-application-2018.pdf>

**GLIDING COURSE SCHOLARSHIP:** this scholarship is aimed at those with little or no flying experience and are offered to people over the age of 16 and gave successful candidates the opportunity to fly on a one week residential course at a youth approved British Gliding Association centre. This course could take a candidate to first solo.

**Application Form:** <https://www.airpilots.org/file/2661/gliding-application-2018.pdf>

**FLIGHT INSTRUCTOR CERTIFICATE SCHOLARSHIPS** which cover all direct training and examination costs for the successful candidate as they achieve their Fixed Wing Flying Instructor Certificate and must be completed during the summer before the first week of October. <https://www.airpilots.org/career-matters/scholarships>

**Application Form:** <https://www.airpilots.org/file/2660/fic-application-2018.pdf>

**BURSARIES FOR CONTINUED PROFESSIONAL DEVELOPMENT OF CAREER FLYING INSTRUCTORS** to assist instructors who might otherwise not have the necessary financial resources to keep their career on track.

<https://www.airpilots.org/career-matters/bursaries/>

The HCAP offers a range of full scholarships for PPL(A) and FI(R) each year, as well as gliding scholarships. There are also opportunities on offer for ATPL ground school studies and Jet Orientation Courses. The HCAP also list a number of other organisations that provide scholarships. <https://www.airpilots.org/scholarships/flying-scholarships/>

### **THE PHILIP WILLS MEMORIAL FUND (for GLIDING CLUBS)**

The Philip Wills Memorial Fund supports UK gliding by **lending money to gliding clubs for capital projects** e.g. purchasing land or equipment, with the Trustees having a broad brief to enable them to provide a diversity of financial assistance to both clubs and individuals.

The Fund lends at (very) low rates of interest, usually over periods less than 10 years. Typical loans would be up to c £60k. The application process is simple with the Fund's trustees generally only looking to see that there is a good business case for the expenditure and (in order to protect the Fund) that the club has the ability to make monthly repayments. <https://members.gliding.co.uk/club-development/pwmf>

### **RAeS CENTENNIAL SCHOLARSHIP FUND**

The Royal Aeronautical Society is launching a new scholarship to replace the Centennial Scholarship was to be released in 2022 and focus on awarding scholarships to those students who need financial assistance. It will shift focus from funding for educational fees to assisting young people to get internships in our industry. It has been postponed <https://www.aerosociety.com/careers-education/scholarships-bursaries/scholarships/>

### **AIR LEAGUE**

Flying scholarships, alongside the Air League's other programmes, provide individuals with an opportunity to build a foundation to enhance their journey into the various professional disciplines available within aviation, aerospace, and space. Our tiered approach offers those with zero to little experience an opportunity to gain skill, build an understanding and an insight into the amazing career pathways available.

The Air League can offer you unrivalled support, and looks for those with a flare to succeed and the determination to join our fantastic industries and awards over 100 scholarships and bursaries each year, for the benefit of future pilots, aspiring aerospace engineers and other aviation professionals.

There are 3-hour introductory flying scholarships over a 2 day period; 5-hour intermediate flying scholarships held over a 5 day period with advanced ground school; 12-hour advanced scholarship which can be residential and aims to get the scholar to go solo.

The Air League has teamed up with TalentView Aviation to ensure all our scholarship applicants continue on their career pathways within aviation and aerospace. TalentView is the place for talented individuals to find first jobs, graduate roles and other exciting opportunities and be seen by employers across the UK aviation industry

**Complete the application form online**

[https://airleague.co.uk/flying-scholarships?mc\\_cid=2e87b6d233&mc\\_eid=49ff2a77cf](https://airleague.co.uk/flying-scholarships?mc_cid=2e87b6d233&mc_eid=49ff2a77cf)

## **AEROBILITY**

Aerobility is a registered charity offering disabled people, without exception, the opportunity to fly an aeroplane. Scholarships are available to further flying training or qualifications. The next round of applications will open in Autumn 2022. <https://www.aerobility.com/scholarships>

## **WOMEN IN AVIATION INTERNATIONAL (WAI)**

WAI offer a range of scholarships to its members. Although it is a US-based organisation, it also offers scholarships for international members. WAI has also published its top tips for a winning scholarship application. <https://www.wai.org/education/scholarships>

## **THE FLEET AIR ARM OFFICERS ASSOCIATION (FAAOA)**

The FAAOA Aviation Scholarship Trust awards gliding scholarships to young people who are interested in pursuing a career in the Fleet Air Arm of the Royal Navy. <https://www.fleetairarmoa.org/faaoa-gliding-aviation-scholarships>

## **VINTAGE AIRCRAFT CLUB**

The Vintage Aircraft Club offers an annual Liz Inwood Taildragger Scholarship to support a qualified pilot under 36 years of age to achieve a taildragger conversion. <http://vintageaircraftclub.org.uk/taildragger-scholarship.php>

## **WOMEN IN CORPORATE AVIATION (WCA)**

WCA is a non-profit mentoring association for professionals in corporate and business aviation. It offers an annual scholarships programme. <https://www.wca-intl.org/scholarship-opportunities/>

## **THE NICK DAVIDSON MEMORIAL FLYING SCHOLARSHIP TRUST**

The Nick Davidson Memorial Flying Scholarship was established in 2012 as a legacy of Airbus Captain Nick Davidson. It provides funding for young aviators to complete a PPL. <https://nickdavidsonflyingtrust.org.uk/>

## **THE WORSHIPFUL COMPANY OF COACHMAKERS AND COACH HARNESS MAKERS**

The Sir Geoffrey de Havilland Flying Scholarship enables a young person, aged 18 to 30 years old, to gain a Private Pilot's Licence in the classic and vintage de Havilland DH82A Tiger Moths of the Cambridge Flying Group at Cambridge Airport. <https://www.coachmakers.co.uk/aerospace-awards/sir-geoffrey-de-havilland-flying-scholarship/>

## **THE AIR LEAGUE AND BOEING IN COLLABORATION WITH HELP FOR HEROES AND AEROBILITY**

Numerous **flying scholarships for disabled veterans/service personnel.**

<http://www.aerobility.com/i-want-to-fly/i-want-to-fly.php> and/or [getsupport@helpforheroes.org.uk](mailto:getsupport@helpforheroes.org.uk)

## BRITISH WOMENS PILOT ASSOCIATION

### BWPA Flying Start Scholarships

Five scholarships, one sponsored by SkyDemon, for new pilots to gain their first qualifications.

### BWPA Flying High Scholarships

Four scholarships, one sponsored by SkyDemon, for licensed pilots who wish to gain further qualifications.

### BWPA Oriana Pepper Scholarship

One scholarship, to be awarded to a BWPA Flying Start or Flying High candidate who aspires to become a commercial pilot.

### BWPA Easy PPL Ground School Scholarships

Two scholarships, each for the full value of a Private Pilot Licence (A) ground school course.

### BWPA [624squadron.com](https://www.624squadron.com) Scholarship

One scholarship, for a female aviation enthusiast, for her own special mission and flying adventure, donated in proud memory of 624 (Special Duties) Squadron Royal Air Force.

### BWPA CATS Scholarship

One scholarship for a Commercial Pilot Licence (CPL) or Airline Transport Pilot Licence (ATPL) (A) or (H) distance learning theory course.

### BWPA CATS Full Time Scholarship

One scholarship, for a taught ATPL (A) distance learning theory course.

### BWPA Bristol Groundschool Scholarships

Two scholarships, each for half the value of an ATPL (A) or (H) distance learning theory course.

### BWPA Flight Deck Wingman Scholarships

Three scholarships, each for an Airline Assessment Preparation Course.

### BWPA Wings Alliance Scholarship

One scholarship, for an Airline Pilot Assessment.

### BWPA Helicentre Aviation Scholarships

Two scholarships, each to subsidise the cost of an integrated CPL(H).

For full details and application forms, visit our website <https://bwpa.co.uk/scholarships/2022-scholarships/>

Each year, the **BWPA** awards a number scholarships to women to support them in further flying endeavours. Their scholarships vary from year to year, with their committee working closely with outside organisations and potential sponsors to gain support to assist women to achieve their aviation goals.

This year, 2022, **BWPA** is offering **23 scholarships**. Scholarships are only available to **BWPA** members. Please allow 2-3 days for your membership application to be processed before applying.

**BWPA** scholarships are awarded subject to our terms and conditions. <https://bwpa.co.uk/scholarships/>

## **THE HONOURABLE COMPANY OF AIR PILOTS (incorporating Air Navigators) SCHOLARSHIPS**

In addition to flying scholarships funded directly by the Company, or one of its Charitable Trusts, each year they are also able to fund sponsored flying scholarships which are administered by the Company. Application criteria and information <https://www.airpilots.org/scholarships/flying-scholarships/flying-scholarships-2022/>

These include:

- 'The Air BP Sterling Scholarship': for one PPL (fixed-wing) scholarship
- 'The Grayburn Scholarship' for one PPL (fixed-wing) scholarship
- 'The Cadogan Scholarship' for one PPL (fixed-wing) scholarship
- 'The Farnborough Airport Flying Scholarship' for one PPL (fixed-wing) scholarship
- Air Pilots Benevolent Fund - funding for several PPL (fixed-wing) scholarships
- 'The Foyle Scholarship' for one FI(R) (fixed-wing) scholarship
- 'The Swire Scholarship' for one FI(R) (fixed-wing) scholarship
- 'The Donaldson Scholarship' for one PPL scholarship
- 'The Squadron Leader Brian Letchford Scholarship' for one PPL scholarship
- 'The Wrigley Scholarship' for one PPL scholarship
- 'The Lane-Burslem Scholarship' for one PPL scholarship
- 'The Signature Scholarship' for one PPL scholarship

**Private Pilot Licence Scholarships** cover all aspects of training up to licence issue for a candidate who is prepared to dedicate a considerable part of the summer to gaining their PPL. Providing up to 45 hours of flying training, these scholarships can take a candidate with little or no experience to completion of their flying licence during the course of the summer; alternatively they can "finish off" someone who is already partially trained. The scholarships are awarded entirely on merit as evidenced on the completed application form and as assessed by a selection committee appointed by the Company. Candidates must be 17 or over on 1 June of the year of application and the course must be completed by the beginning of October.

**Closing date for applications: February 2023**

There is funding for a number of residential course **Gliding Scholarships Closing date for applications: March 2023**; and **Flight Instructor Certificate Scholarships Closing date for applications: March 2023**. Flight Instructor Certificate Scholarships cover all direct training and examination costs for the successful candidate as they achieve their Fixed Wing Flying Instructor Certificate. Training must be completed during the summer before the first week of October.

### **FLYING FOR THE DISABLED 2023 SCHOLARSHIPS**

A scholarship includes 35 hours flight tuition and associated ground school which means that most will have flown solo and some, at their own expense, have gone on to achieve their PPL. Scholarships commence with a scholar's seminar near the end of April, during which scholars are introduced to their instructors and scholar training partner(s). Flying training is undertaken at flying schools in the UK between May and October and will be of three or four-weeks duration in either a PA-28 or a Microlight aircraft.

To apply for a scholarship complete the online enquiry form and a full application form will then be sent to you. Applications from prospective candidates are invited up until 31st January, for a scholarship later in the same year.

<https://www.fsdp.co.uk/scholarships/>

### **BMAA - Young Person's Flying Bursary**

The BMAA award funding each year to selected candidates between the ages of 15 and 20 on the date of the award. In order to qualify they must show some history of an interest in microlighting and will be selected by an appointed panel. Closing date for Applications is **31st March 2023**

Apply here: <https://www.bmaa.org/information-library/bursary-application-form>

## **BMAA – Flying Instructor Bursaries**

The BMAA invites suitable applicants to a selection day for bursaries to support training to become a flexiwing instructor. Candidates will need to explain their motivation, express their commitment and also demonstrate their potential during an air experience flight.

Closing date for Applications is **31st March 2023**

Apply here: <https://www.bmaa.org/information-library/bursary-application-form>

## **THE MOLLY ROSE PILOT SCHOLARSHIP**

This **PPL scholarship**, funded by Marshall of Cambridge in association with Cambridge Aero Club, is in memory of one of the women pilots in the Air Transport Auxiliary and is open to young women considering a career in aviation and particularly as a pilot. The scholarship awards a full Private Pilot's Licence (PPL) to an individual who has demonstrated an interest in flying as a career with training provided by the Marshall owned Cambridge Aero Club.

CAC operates a fleet of three “newly modernised” 152 training aircraft, two Cessna 172 touring and training aircraft, one Cessna 182 and one Extra 200 aerobatic training aeroplane.

Molly Rose was the daughter of Sir David Marshall and sister of Sir Arthur Marshall who set up Cambridge Airport and the aviation side of the business in 1930. Molly was an apprentice engineer at the Marshall of Cambridge, the family company, before becoming a pilot and volunteering for the ATA.

Molly's life story has also inspired a book and a new film, “Attagirls”.

For more information: <https://www.aetheris.co.uk/mrps>



<https://www.aerosociety.com>

The Royal Aeronautical Society (RAeS) holds major conferences, lectures and events at its headquarters in central London at 4 Hamilton Place, London W1J 7BQ. Lectures and conferences normally open to interested non-members. The RAeS also encompasses a variety of special interest groups and local branches in the UK, and overseas, who too organise programmes of lectures and events and is the sister organisation of the Royal Aero Club (RAeC).

## NEWS

### ABOUT THE ROYAL AERONAUTICAL SOCIETY from CEO David Edwards FRAeS

<https://www.youtube.com/watch?v=DJGCXdQM8i4>

### AIR COMMODORE PETER ROUND FRAES ELECTED RAES PRESIDENT

Air Commodore Peter Round joined the RAF in 1979 as a University Cadet and read Metallurgy at Manchester University. After officer and flying training he flew Buccaneers in the maritime strike/attack role from RAF Lossiemouth. He became a RAF Qualified Flying Instructor in 1990 and a T37 Instructor Pilot and Flight Commander at the Euro-NATO Joint Jet Pilot Training School at Sheppard Air Force Base, Texas in 1992.



After a tour as Deputy Chief Flying Instructor at the Central Flying School he became a Staff Officer in the Ministry of Defence working for the Director of Military Operations with particular responsibility for Arms Control issues and in particular the implementation of the Chemical Weapons Convention requirements in UK, the principles of which were later used by Canada, Switzerland and Sweden. He completed Joint Advanced Command and Staff Training in 1999 and went on to run RAF Basic Fast Jet Training.

This was followed by an operational tour as the RAF Detachment Commander at Prince Sultan Air Force Base, Saudi Arabia with responsibility for Air Operations over Southern Iraq. He then completed a tour as an Operations Team Leader at the Permanent Joint Headquarters with responsibility at different times for UK Operations in Afghanistan, the Balkans and all UK supported UN Operations including Iraq, Cyprus, Georgia, Sierra Leone,

Eritrea and Ethiopia. Later, on the Policy Director's staff in the Ministry of Defence, he was responsible for International

Defence Relations Policy, UK/US policy staff interaction and was a co-author of Defence Strategic Guidance 05 and particularly the Defence Relations Strategy which set the way UK would use 'soft power'.

He returned to the UK in 2010 and after a period as Assistant Director Flying Training with responsibility for all aspects of pre-OCU flying training for the Royal Navy, Army and Royal Air Force and the introduction of the United Kingdom Military Flying Training System.

In 2012 he became the Capability, Armament and Technology Director at the European Defence Agency. Here he was responsible for more than 100 Capability and R&T programs including the EU 'Flagship 4' RPAS, Cyber Defence, Air-to-Air Refuelling and GovSatCom. He oversaw the relationship with OCCAR and defence industries for capability issues across the whole defence domain.

Today he is the Chairman of Kleos Space a 'New Space' company based in Luxembourg, UK and the USA. Kleos has its own constellation of Satellites and delivers RF derived Geospatial Intelligence from space. He is a Consulting Senior Fellow at the International Institute for Strategic Studies and runs his own consultancy.



Also elected is Karissa Khan MRAeS as President-Elect and she will take over office in 2023.

## **NATIONAL AEROSPACE LIBRARY**

The National Aerospace Library is one of the world's most extensive libraries devoted to the development of aeronautics, aviation and aerospace technology. Based in Farnborough, The National Aerospace Library is situated on the ground floor of The Hub in Farnborough Business Park and neighbours TAG Farnborough Airport, the site of the Farnborough Airshow and are next door to the former Royal Aircraft Establishment Q121 building which houses the listed 24ft Low Speed Wind Tunnel.

**Opening Times** Tuesdays: By appointment Wednesdays & Thursdays: 10am-4pm

The library welcomes visits from groups, clubs, societies, schools, colleges and universities. Our normal tour lasts 90 minutes and includes a presentation and time to browse the collection. Contact them for more information or to arrange a visit. **T:** +44 (0)1252 701038 or +44 (0)1252 701060 **Email:** [nal@aerosociety.com](mailto:nal@aerosociety.com)

The NAL does not charge for visits, however a donation towards our "Adopt a Book" scheme is always welcome.

If you wanted to extend your visit to Farnborough, you can also book a tour of the **FAST Museum** <https://airsciences.org.uk> The FAST Museum can accommodate groups by prior arrangement on Tuesdays and Thursdays. The FAST Museum includes a fascinating collection of aircraft, equipment, machinery, photographs, films, reports and books related to Farnborough's illustrious aviation history. And there are always enthusiastic experts always on hand to answer your questions!

For more information, contact the Museum directly. **Tel:** 01252 375050

Email: [secretary@airsciences.org.uk](mailto:secretary@airsciences.org.uk)

The RAeS have also have released **National Aerospace Library YouTube channels** which contains over 30 videos. [https://www.youtube.com/channel/UCvOINKE\\_4cR6oBMKv\\_8wNKA/videos](https://www.youtube.com/channel/UCvOINKE_4cR6oBMKv_8wNKA/videos)

## WHY SO FEW PILOT TRAINERS ARE FEMALE?

A new report from the RAeS and the University of the West of England looks at why so few pilot trainers are female and what are the barriers are to career progression for female pilots. Bill Read FRAeS summarises the main conclusions. <https://www.aerosociety.com/news/achieving-flight-training-gender-diversity>

## THE RAeS ANNUAL BANQUET 5<sup>TH</sup> MAY 2022

This year's annual Banquet was held at the InterContinental London on Park Lane. Established as a key event in the social calendar of the aviation and aerospace community, the Royal Aeronautical Society Annual Banquet attracted high-level industry attendance and offered the ideal opportunity for networking and corporate entertainment.

This black tie event included a pre-dinner networking reception followed by an exquisite four-course meal with fine wines and coffee.



The new RAeS President, Peter Round FRAeS, welcomed guests to the event and the Guest of Honour was Patrick Ky, Executive Director at the European Union Aviation Safety Agency (EASA). In his speech, Peter Round laid out his key themes and messages for his Presidential year, which includes a focus on young people and a revamp of the Society's governance.



Patrick Ky explained to the audience, that even after Brexit, the UK remained a close and key partner in cooperating in enhancing aviation safety on the international stage.

With over 360 guests in attendance it was fantastic to see industry colleagues face to face again and bring people together to make new connections and discuss the latest innovations and issues within the field after a two year absence.

## RAeS CENTENNIAL SCHOLARSHIP FUND

The Royal Aeronautical Society was launching a new scholarship to replace the Centennial Scholarship and was to be released in 2022 and focus on awarding scholarships to those students who need financial assistance. It will shift focus from funding for educational fees to assisting young people to get internships in our industry. It has been postponed <https://www.aerosociety.com/careers-education/scholarships-bursaries/scholarships/>

## EVENTS

In these challenging times of COVID-19 the RAeS have transformed how they deliver many of their events and Lectures to ensure they continue to provide value to their membership and beyond. They look forward to ensuring audiences receive the same high quality content but in a new and engaging way, plus it will be accessible to everyone wherever you are in the world.

General Aviation Lecture: <https://www.aerosociety.com/events-calendar/raes-webinar-general-aviation-lecture/>

Some RAeS activities may be being held but please check before attending and many others are online:

### AUGUST:

**11<sup>th</sup>:** RAeS Isle of Wight Branch Lecture: The Fokker D.21 WWII Fighter Dutch Air Corps Replica: 'A Flying Monument'. Speaker: Frank van Dalen Chief Engineer, Gulfstream at GKN-Fokker VENUE: Isle of Wight College - Main Hall Medina Way, Newport, Isle of Wight PO30 5TA. 1800 – 1945 Free Parking and Admission (Although Small Donations Always Welcomed)

### SEPTEMBER:

**7<sup>th</sup>-8<sup>th</sup>:** Helitech Expo 2022. ExCel Exhibition Centre, London. 300 Exhibitors.

Secure your **FREE** ticket to the UK's leading event for the rotorcraft industry via <https://tickets.prysmgroup.co.uk/helitech/6431/?TrackingCode=ptnroyalaerosociety>

**14<sup>th</sup>:** Preston Branch: The Iraq War 2003 - separating Military success from Strategic Failure **VIRTUAL**. Please advise Alan Matthews of their intention to attend and register your interest via [preston@aerosociety.com](mailto:preston@aerosociety.com)

**Time:** 19:00.

**29<sup>th</sup>:** RAF Museum Lecture: Norwegians in Bomber Command. Dr Ole Jørgen Maaø will discuss the experience of Norwegians who flew with Bomber Command and the policy of the Norwegian government regarding their participation. This lecture will be hosted and live-streamed from the Royal Aeronautical Society. **VENUE:** RAeS, No. 4 Hamilton Place, Mayfair, London, W1J 7BQ. **Time:** 18:00 BST

### OCTOBER:

**12<sup>th</sup>:** RAeS Brough Branch: Buccaneer S2 and TV/AR Martel. **SPEAKER:** George Caple, MIET, MINCOSE **VENUE:** Cottingham Parks Golf Club, Woodhill Way, Cottingham, Hull, East Yorkshire, HU16 5SW **Time:** 1930 - 2115 GMT

**19<sup>th</sup>:** Hatfield: Reaction Engines. Sir Geoffrey de Havilland Memorial Lecture Virtual Speaker: Lord Davies of Gower, Co-Chair of the All-Party Group on General Aviation (APPG-GA) **Time:** 1900 - 2130 BST Further details from [Hatfield@Aerosociety.com](mailto:Hatfield@Aerosociety.com)

### NOVEMBER:

**3<sup>rd</sup>-4<sup>th</sup>:** The RAF Museum Lecture: A Case Study in Military Effectiveness. Cliff Lloyd (University of Wolverhampton) examines the RAF's military effectiveness during the campaign for France in 1940 through archival research and a structured, systems-based approach. This lecture will be hosted and live-streamed from the Royal Aeronautical Society. **VENUE:** RAeS, No. 4 Hamilton Place, Mayfair, London, W1J 7BQ. **Time:** 18:00

**9<sup>th</sup>:** Preston Branch: Young Persons Network Mini Lectures. **VIRTUAL LECTURE**  
<https://www.aerosociety.com/events-calendar/preston-branch-young-persons-network-mini-lectures/>

### RAeS BLOGS:

<https://www.aerosociety.com/news/electrifying-general-aviation-the-revolution-continues>

<https://www.aerosociety.com/news/solo-flight-the-uks-brexiteer-deal-for-aerospace-assessed>

### RAeS PODCAST:

<https://www.aerosociety.com/events/catch-up-on-events/video-audio-archive/>

The RAF London museum is situated on what used to be RAF Hendon and holds over 95 aircraft in four themed aircraft halls.

The Museum at Cosford, acknowledged as one of the leading public attractions in the Midlands, displays over 70 aircraft and is home to the National Cold War Exhibition.

## MUSEUM NEWS

### SIGN UP FOR THE RAF MUSEUMS NEWSLETTERS

[https://30229adb.sibforms.com/serve/MUIEAOX1m05LLb7YSUV6RxULqDKeTM\\_iKMNTGg-JnBjVfl-1qsJ2NsVpGKeGnGMCTnkdPylSSc71t5A5ZHFMbK\\_SAd536j8nsV6IDDWZ26PvwOWV9eM9FImOUHPPxEaJsuxO38lnlpXmYcGJ-m7nSXZc2eGKIChMTQ2N2IJ-0Py0CbIJ0oPElcT7PdktdgQp3bMQLo1s2bBYF\\_lu](https://30229adb.sibforms.com/serve/MUIEAOX1m05LLb7YSUV6RxULqDKeTM_iKMNTGg-JnBjVfl-1qsJ2NsVpGKeGnGMCTnkdPylSSc71t5A5ZHFMbK_SAd536j8nsV6IDDWZ26PvwOWV9eM9FImOUHPPxEaJsuxO38lnlpXmYcGJ-m7nSXZc2eGKIChMTQ2N2IJ-0Py0CbIJ0oPElcT7PdktdgQp3bMQLo1s2bBYF_lu)

### Virtual Spitfire 10K 2022

27 August - 15 September 2022

You are invited to be part of this incredible event and challenge yourself whilst supporting the RAF Museum. A race for everyone – whether you are a regular runner or would like to try something new! Tailor your race experience to fit your schedule and abilities – a great opportunity for runners from all over the UK, and across the world to run in honour of a Battle of Britain pilot and support the RAF Museum.

The virtual race allows you to tailor the racing experience to fit your schedule and ability. You can choose to start the race on race day at 10:00am for a real race experience; or run the entire distance at some point over the weekend. If running 10K is not for you, why not split the distance into a few runs; or maybe go on a long walk, row or a cycle.

You have until 15 September, the Battle of Britain Day to complete the challenge. No minimum age– but recommend under 16's are accompanied by an adult whilst running.

**Run with The Few!** RAF Museum Roll of Honour cards are one of the most popular elements of the race. They enable you to carry the name of a Battle of Britain serviceman with you on your run. You will receive your Roll of Honour Card with your race pack in early August, so that you have enough time to research the incredible life of 'your' serviceman and share their stories.

**Standard Entry\*: £22.50:** Additional costs to cover packaging and postage will apply for runners that join our virtual race from abroad. Please note that booking fee is applicable when booking entry to the Spitfire 10K race online.

**Discounted Entry\*\*:** £20.50: Members of UK Athletics affiliated clubs and Armed Forces Personnel will be asked to enter details to receive the discount <https://bookitzone.com/NiceWork/FljFFX>

## RAF MUSEUM COSFORD

The RAF Museum at Cosford, Shifnal, Shropshire, TF11 8UP, is open daily from 10am and **entry is free of charge**, but **parking charges apply**. Charges apply for some events and activities For more information visit: [www.rafmuseum.org/cosford](http://www.rafmuseum.org/cosford) 01902 376200

**Opening hours:** 10.00am – 5.00pm applies March – end October last entry 4:00pm  
10.00am – 4.00pm November – end February last entry 3:00pm

## BATTLE OF BRITAIN PROMS 2022 13 AUGUST 2022

New for 2022 - a colourful mixture of musical entertainment – from classical to pop, opera to swing and celebrate the summer in a unique outdoor setting with a backdrop of aircraft and historic hangars!

The RAF Museum has partnered up with Fizz Festivals for this new event! Join us on Saturday 13 August 2022 for a festival of music, food and fizz, featuring some of the best talent across the country, supported by local acts. Hosted by BBC Radio Shropshire's Paul Shuttleworth, we will be bringing you an afternoon and evening filled with 6 hours of music and entertainment.



A variety of solo performers and bands will entertain the audience and encourage to dance and sing along. An orchestra will provide a rousing finale to the event leading the audience through all the Last Night of the Proms favourites.

Lay out a picnic blanket, or set the scene with table, chairs, and of course union jack bunting and hand waving flags!

**10.00am - 5.00pm [last entry 3.30pm]**

**A car parking charge is payable.**

[https://royalairforcemuseum.digitickets.co.uk/event-tickets/27090?catID=26471&branches.branchID=2048&\\_ga=2.177007077.1104353776.1650626088-1917508029.1650626088](https://royalairforcemuseum.digitickets.co.uk/event-tickets/27090?catID=26471&branches.branchID=2048&_ga=2.177007077.1104353776.1650626088-1917508029.1650626088)

## OUTDOOR CINEMA 2022 - 2 September - 4 September 2022

RAF Museum Cosford are bringing a wide range of films to the big screen for all the family, including the greatest sing-a-longs, new releases and nostalgic classics. Enjoy the films on a huge LED screen surrounded by iconic aircraft including the Hercules and VC-10.

A wide-range of delicious food and drink stalls are also on site providing the perfect accompaniment to the event. Feel free to bring your own drinks and snacks but all drinks must be in plastic bottles or cans and no BBQ's are permitted.

**What's On:** Afternoon screenings at **12:30pm** each day is suitable for our young visitors and the whole family; our evening screenings at **17:30pm** are suitable for everyone over 12 years (12A rated films, children under the age of 12 must be accompanied by an adult).

You can also **arrive early** to our evening screenings and enjoy exclusive late night access to the museum's hangar 1 where you can **see our newest acquisition the Chinook Bravo November**.

**Friday:** 12:30 till 4:30 (early) TBA

5:30pm till 10:30pm – TBA

**Saturday:** 12:30pm till 4:30pm (early) – Sing 2 (PG)

5:30pm till 10:30pm (late) – Sister Act (PG)

**Sunday:** 12:30pm till 4:30pm (early) – Encanto (PG)

5:30pm till 10:30pm (late) – To be announced

<https://www.eventbrite.com/cc/outdoor-cinema-at-raf-museum-midlands-277789>

## AVIATION PHOTOGRAPHY WORKSHOPS

**01 October 2022 (Beginners) 11:00 – 18:00** The RAF Museum has teamed up with Chappers Photography and Lee Chapman, an experienced aviation photographer and fully qualified lecturer in adult education. Learn more about the theory behind aviation photography and useful tips and tricks before you put your skills to the test in a range of settings, scenarios and cameos in and around the RAF Museum.

**£75.00 per person** (including lunch and parking).

Places are limited to 20 per day and tickets must be purchased in advance.  
[https://royalairforcemuseum.digitickets.co.uk/category/31326?branches.branchID=2048&\\_ga=2.132721102.1989403254.1657025052-1917508029.1650626088](https://royalairforcemuseum.digitickets.co.uk/category/31326?branches.branchID=2048&_ga=2.132721102.1989403254.1657025052-1917508029.1650626088)

**02 October (Advanced)** This full-day course is a great opportunity for photographers who have already got some experience or have attended our workshop last February. This hands-on course will give you the chance to learn, plan, execute and develop as aviation photographers. The RAF Museum has teamed up with Chappers Photography and Lee Chapman, an experienced aviation photographer and fully qualified lecturer in adult education.

**£75.00 per person** (including lunch and parking). Places are limited to 20 per day and tickets must be purchased in advance.

[https://royalairforcemuseum.digitickets.co.uk/category/31326?branches.branchID=2048&\\_ga=2.167413374.1989403254.1657025052-1917508029.1650626088](https://royalairforcemuseum.digitickets.co.uk/category/31326?branches.branchID=2048&_ga=2.167413374.1989403254.1657025052-1917508029.1650626088)

### FREE Virtual Lecture: The Jewish Chaplains of the RAF in the Second World War 13 October 2022

Dr Jonathan Lewis discusses the seven Jewish Chaplains who were appointed in the Royal Air Force during the Second World War, together with the system of chaplaincy visits to Jewish personnel at RAF stations throughout Britain.

Jewish Chaplaincy in Britain began in 1892. In both World Wars Jewish Army Chaplains served in many theatres around the world. The Second World War saw the appointment of seven Jewish Chaplains in the Royal Air Force.



Two -**Jacob Ferber and Ruben Abenson** – served in Britain; one – **Sebastian (Sonnie) Bloch** – in the Far East; one – **Louis Sanker** – in Europe; and three – **F. G.Nathan, Israel Brodie and Eli Cashdan** – in the Middle East. Nathan was locally appointed, one of the thirty thousand Jews living in the British mandate of Palestine who served in Allied ranks.

Brodie was “translated” into the RAF from the Army, with which he had been evacuated from Dunkirk, and on return from RAF service in the Middle East “retranslated” into the Army to become Senior Jewish Chaplain and later Chief Rabbi. From London the Jewish Chaplaincy organised visitation to Jewish airmen, including the speaker’s father, serving on RAF stations around Britain

This virtual lecture will be held on the Museum’s Crowdcast Channel on Thursday 13 October at 6PM. Registration required: <https://www.crowdcast.io/e/raf-sww-chaplaincy/register>

On 29 and 30 October, the RAF Museum Midlands is organising a weekend dedicated to mark the end of the confrontation on 28 October 1962. Join us as we go back to the dark days of October 1962 when the world counted down to nuclear war.

Visitors will have the opportunity to find out more about the tense 13-day political standoff between the Soviet Union and the United States by following the reenactors from UP AN' AT 'EM! HISTORY around the iconic National Cold War Exhibition.

Have a close look at their kit and equipment and find out what the crisis felt like for members of the different parties, including the Civil Defence Corps, RAF V-Bomber Pilot, Royal Observer Corps, British Army Berlin Brigade and US and USSR Air Forces.



**Have you got what it takes to make quick decisions?** Visitors choose the route through this diplomatic nightmare, order blockades, airstrikes, reconciliations, olive branches and brinksmanship whilst doing their level best to avoid the outbreak of an unwinnable war. Rollover and surrender and the Soviets may annexe Berlin. Go too hard and they may launch at you before you get too strong, and wild cards such as Turkey, Castro and the UN may get in your way as well. The game **can be played by all ages either individually or in groups.**

# RAF MUSEUM HENDON

The RAF Museum at Hendon, Grahame Park Way, London, NW9 5LL is open daily from 10am and **entry is free of charge** but there are **parking charges**. For more information visit: [london@rafmuseum.org](mailto:london@rafmuseum.org) 0208 205 2266

**Opening Hours:** April to November: 10:00am - 5:00pm last entry 4:30pm

Admission charges apply for some events and activities. There is a charge for parking.

## MERLIN ENGINE DEMONSTRATION 6 AUGUST - 7 AUGUST 2022



The Rolls-Royce Merlin engine was used in many of the famous fighter aircraft during the Second World War – most notably, the Supermarine Spitfire and Hawker Hurricane. Join us to hear the engine roar on our ‘airfield’ this summer. The engine will be on display and will do 4 engine runs a day. It’s loud, windy and great fun!

10.30am, 12.30pm, 2.30pm and 4.30pm to hear and see the Merlin Engine. All you need to do is book your free admission ticket. Merlin Engine demonstration lasts for 10-15 minutes and it will be very loud. The Merlin will be within a fenced area and you will be at least 10 meters away from it at all times. To book your **FREE** admission ticket

[https://royalairforcemuseum.digitickets.co.uk/event-tickets/28387?catID=27839&branches.branchID=2042&\\_ga=2.178151653.1104353776.1650626088-1917508029.1650626088](https://royalairforcemuseum.digitickets.co.uk/event-tickets/28387?catID=27839&branches.branchID=2042&_ga=2.178151653.1104353776.1650626088-1917508029.1650626088)

## SUNDOWN CINEMA AT THE RAF MUSEUM 10 AUGUST - 13 AUGUST 2022

Sundown Cinema is back at the Royal Air Force Museum this summer! We are teaming up to host a series of fantastic films this summer. The family friendly outdoor screenings will include films for all ages, with plenty of space for the kids to move about.

### THE FILMS

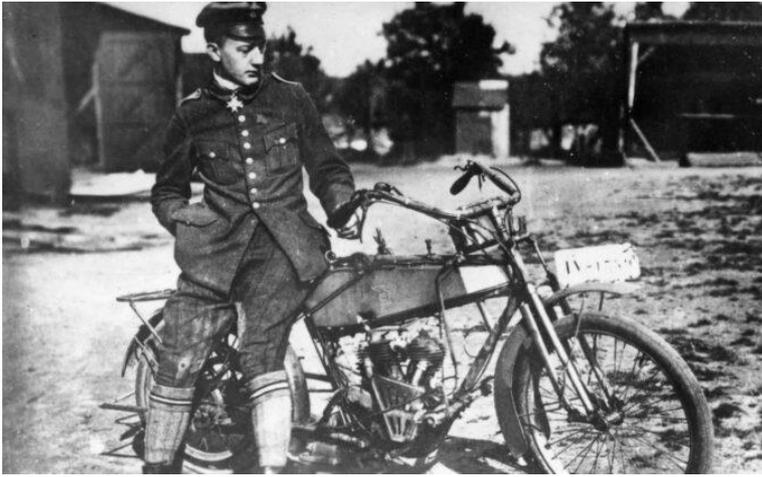
Wednesday 10 August	12.00pm	Planes (U)
Wednesday 10 August	3.00pm	Moana (PG)
Thursday 11 August	12.00pm	PAW Patrol: The Movie (U)
Thursday 11 August	3.00pm	Cruella (12A)
Friday 12 August	12.00pm	Encanto (PG)
Friday 12 August	3.00pm	Raya and the Last Dragon (PG)
Saturday 13 August	12.00pm	Finding Nemo (U)
Saturday 13 August	3.00pm	Ron’s Gone Wrong (PG)

The screenings will be at 12.00pm and 3.00pm which gives you time to explore the Museum. We are showing a great selection of films including Encanto, PAW Patrol and Moana!

**Adult:** £11.00\* **Child** (0-14 years): £5.50\* **Deck Chair Hire:**£5.00\* **\*Booking fee** £0.75 will apply per ticket

<https://www.ticketsource.co.uk/sundowncinema/planes-at-the-royal-air-force-museum-london-u/e-jrygik>

**VIRTUAL LECTURE: THE FINAL FIGHT OF WERNER VOSS AND ITS ROLE IN RFC MYTHOLOGY**  
**25 AUGUST 2022 18:00**



Michael Terry (Open University) discusses the circumstances of Werner Voss' legendary final fight and how the subsequent mythologization of that fight, and of Voss himself, has obscured the reality of what happened.

The lecture will be live-streamed online via Crowdcast. Registration required.

<https://www.crowdcast.io/e/voss-final-rfc-mythology/register>

**Virtual lecture: Trials, Triumphs and Trauma in the Controversial Life of Sholto Douglas**  
**1 September 2022 18:00**

Dr Katharine Campbell discusses Sholto Douglas, 'a gloriously contentious character', and examines the highs and lows of Douglas' life, illustrated with original photographs and accompanied by insights from the scientific literature on PTSD and moral injury.

Katharine Campbell's father Sholto Douglas was an unconventional senior commander in the Royal Air Force, described as 'a gloriously contentious character'. Following childhood abandonment and poverty, he became a pioneering aviator in the Royal Flying Corps in the First World War, rising through the ranks of the fledgling RAF in the inter-war years and playing an important part in the development of radar.

During the Second World War, he was appointed to crucial role as C-in-C in turn of Fighter, Middle East and Coastal Commands. In the war's devastating aftermath, he served as C-in-C of the British Air Forces of Occupation and then as Military Governor of the British Zone in Germany. He ended his career in civil aviation as Chairman of BEA.

Despite his rise to the heights of the RAF, Sholto's career was marked by controversy, notably over the Big Wing in the Battle of Britain, when he undoubtedly backed the wrong tactic. He became embroiled in arguments over Churchill's disastrous 'Operation Accolade' in the Middle East and was the subject of a protracted row between Churchill, Sholto's strong supporter, and Roosevelt, who mistrusted him.



The lecture will be live-streamed online via Crowdcast. Registration required. <https://www.crowdcast.io/e/sholto-douglas/register>

**FREE Virtual Lecture: The Jewish Chaplains of the RAF in the Second World War 13 October 2022**

Dr Jonathan Lewis discusses the seven Jewish Chaplains who were appointed in the Royal Air Force during the Second World War, together with the system of chaplaincy visits to Jewish personnel at RAF stations throughout Britain.

See **RAF Museum Cosford** above for details

## **Pillows and Pilots London 24 September - 25 September 2022**



Pillows and Pilots is back and better than before! Grab your sleeping bag and get set for an evening of fun.

These sleepovers are for organised groups of children aged 7 – 15. So if you're part of a scout, brownie or cadet group this is perfect for you! There will be activities that take place in Hangar 3, 4 and 5, including a science show and craft activities.

There will be a film screening outside on our airfield – silent cinema style – so you can munch your evening snacks and watch our film. After all this you will settle down for the night surrounded by aircraft in either H6 or H1 and a light breakfast in the morning.

For early risers, there will be a chance to go on some fascinating tours in our other galleries and get early bird access to the Museum Shop. Sleepovers at the RAF Museum **cost £36.00 per child and £12.00 per adult**. A minimum ratio of 1 adult for 8 children applies (adults over this ratio will be charged at full price, £36.00) and groups must be a minimum of 16 children and 2 adults.

[https://royalairforcemuseum.digitickets.co.uk/event-](https://royalairforcemuseum.digitickets.co.uk/event-tickets/38218?branches.branchID=2042&_ga=2.159541629.1989403254.1657025052-1917508029.1650626088)

[tickets/38218?branches.branchID=2042&\\_ga=2.159541629.1989403254.1657025052-1917508029.1650626088](https://royalairforcemuseum.digitickets.co.uk/event-tickets/38218?branches.branchID=2042&_ga=2.159541629.1989403254.1657025052-1917508029.1650626088)

## **60th Anniversary of the Cuban Missile Crisis 28 October 2022 12:30**

### **Virtual Lecture: Cuban Missile Crisis – How close did Britain come to Armageddon**

On 28 October, the RAF Museum Midlands is organising a weekend dedicated to mark the end of the confrontation. Join them virtually as they go back to the dark days of October 1962 when the world counted down to nuclear war.

Bill Pyke will discuss how and why the Cuban Missile Crisis occurred, what preparations were in place in the U.K.'s top secret 'War Book', and what lessons we can take away from the experience.

Registration required:

<https://www.crowdcast.io/e/cuban-m-crisis/register>



## **Remembrance Service 2022 13 November 2022**



Please join us at the RAF Museum, London, on Remembrance Sunday to pay respect to those Service men and women who made the ultimate sacrifice during their tours of duty. There will be a commemorative service followed by readings and a performance by the North London Military Wives Choir. If you are attending the service, please arrive by 10.30am. There will be limited seating available, and priority will be given to those who are unable to stand for the whole service. You will also be required to book a ticket for the service, we will release tickets in September.

There will be a site wide two-minute silence at 11.00am.

<https://www.rafmuseum.org.uk/london/whats-going-on/events/remembrance-service-2022/>



## Vintage Aircraft Club

<http://www.vintageaircraftclub.org.uk>

The Vintage Aircraft Club may be of interest to RAeC members who fly older aircraft types and aim of the Vintage Aircraft Club is to provide a focal body for owners, pilots and enthusiasts of vintage and classic light aircraft by arranging fly-ins and other events as well as publishing a magazine called "Vintage and Classic". VAC has 350 members from all walks of life. Some are airline captains, Air Traffic Controllers or Airfield Managers, some work for the NHS and others are engineers, designers, photographers, aviation historians and writers, enthusiasts and amateur aircraft builders. Many are also PPL's.

### NEWS

**My thanks to Anne Hughes**, Chair of VAC for her report

As anticipated, and with thanks to favourable weather conditions, the Vintage Aircraft Club has started the main season with a flurry of events. As a club we are invited to many events across the country as seeing a line-up of vintage aircraft always sets the scene at different venues and we are pleased to bring notification of these to our members' attention. We are grateful to our hosts for providing VAC members with free landings and free entry to special fly-ins. We also host our own events at various airfields with several taking place at Turweston Aerodrome as we regard this as our 'home' airfield.

### VAC FLY-IN TO POPHAM

The Vintage Aircraft Club were more than pleased to accept an invitation to Popham for a Spring fly-in, especially as the facilities from the Bank Holiday Microlight Rally were still on site.



However, the morning of Monday 2nd May proved a little challenging for aviators as early mist remained across the south in the morning but as it lifted our vintage aircraft started to arrive.

The earliest from further down the airfield being Cliff Hawkins lovely Leopard Moth. (L).

We were fortunate to have Cliff with us all day on the flight line and making sure the electronics worked in the presentation

marquee!

Another early arrival was the Pietenopol, G-BUCO, with the James brothers on board. For Terry James it was a trip down memory lane as he celebrated 30 years of flying with Alan. Alan says, "Popham airfield has always been a favourite destination of mine but the VAC fly-in on the 2<sup>nd</sup> May was particularly rewarding as I regard it as G-BUCO spiritual home. This was where I took her up on her maiden flight in 1992, almost 30 years ago to the day.



Four days later after completing the full test schedule in record time, I took my brother Terry up as the first passenger, quickly followed by my wife Margaret. Jim Wills - UK agent for the Pietenpol plans at the time was next – his first and only ride in a Pietenpol.

It was also from Popham that I climbed to 10,500', just to see how high it would go. Many of my long distance flights into the continent started from there and most of the 415 Pietenpol passengers so far recorded flew out of Popham.

Although not an aviation enthusiast, Terry has been supporting my passion from the earliest of days of aeromodelling when sharing a bedroom that wreaked of Titanine dope, up to more recent times when helping out at our annual fly-in. He was in the front seat for my first Channel crossing to the Netherlands in the Pietenpol a year after the first flight, and later, numerous trips to the Isle of Wight, Wales and the west country.

Sixteen years ago with his health failing, we were fortunate to complete a kidney transplant and now when we go flying together, I have my left kidney in the back seat and the right one in the front with Terry. It's no wonder we look so pleased with ourselves when we arrive anywhere together in G-BUCO!"

As time passed we had a long line-up of vintage aircraft showing a huge diversity of design and the pilots were pleased to join us for a cream tea, with the compliments of Popham, later in the afternoon.



The VAC entertained with several presentations after lunch which included Alan James in his role as president of the Pietenpol Club, telling us of his special relationship with those aircraft and also how he began his business of making propellers.

David Phillips and Vron Tanner had set up the VAC merchandise stall in the marquee and David gave a presentation on the Currie Wot, Airmouse, which had belonged at one time to Harold Penrose. (Photo: Neil Wilson)



David had been involved with the project to keep Airymouse flying and Steve Slater is now the proud owner of this iconic aircraft. (R)

I knew that the Prototype Beagle Pup was due to arrive at Popham later in the afternoon, and had to share the story of the six year restoration to flight of G-AVDF!

Having overseen the project for David Collings at Turweston it is always a joy to see this beautiful aircraft in the skies.



In summary, Tim Badham, editor the VAC's magazine 'Vintage and Classic' sums up the day.

*"The kindly folk at Popham pulled the stops out to make members of the Vintage Aircraft Club, who arrived by road and air on May 2<sup>nd</sup>, feel welcome. Our club had encouraged members to fly interesting aeroplanes to join in this gathering of historic aircraft and vehicles. I drove from the West Country and poor weather conditions en-route meant I was not optimistic of finding a good turnout. How wrong I was – the number and variety of old aeroplanes and vehicles on site was staggering.*

*It was evident that much hard work had gone into planning and setting up, which had paid off. Fortunately the bad weather was more localised than I had feared. It was good to easily be able to link up with fellow VAC members and Popham locals alike. The atmosphere was relaxed, the facilities excellent and the size of event, access and organisation spot on.*

*The icing on the cake for me was an opportunity for a brief flight in Forney Aircoupe G-ARHB, currently operated from Popham by Michael Pearson. I had arranged to meet up and fly with him at the end of the day. It had been a long-held ambition to sample this innovative and unusual design which originated pre-WWII as the Ercoupe. This experience was very instructive and rounded off a perfect day. Thank you all at Popham!"*

Our VAC Merchandise Stall raised money for the club and an opportunity for new members to enroll.

**Photos:** unless stated otherwise: Mark Rutley



We have been pleased to accept the **invitation from Bicester Heritage** to fly our aircraft into the regular Scrambles and, in return for putting the aircraft on the flight line, our members have enjoyed free landings and entry to this superb event. The day is usually a sell-out for all who enjoy seeing the best of vintage cars and the workshops at Bicester. We were also given space inside one of the hangars for a static display of vintage aircraft alongside our VAC information stand.

**(Photo: Trevor Jarvis)**

**Blackbushe, Thruxton and Middle Wallop** were other venues which held public weekend events in June and again invited our members to put aircraft on static display for the public to enjoy. We look forward to participating in more of these larger events as well as our own social fly-ins.

An **annual visit to Fenland for the VAC's Tulip Fly-In** proved a success again this year and our Membership Secretary Wendy Hinchcliffe was on hand to greet members who took advantage of the good weather and enjoyed the excellent café on the airfield.

Our members were treated to a day out at **Fawley Hill Museum and Steam Railway** near Henley, courtesy of Lady Judy MacAlpine.



(Photo: Anne Hughes)

It made a change for our pilots to climb aboard the steam train which hauled us up the steepest track in the country and then to sit at the old station among the memorabilia of the MacAlpine's amazing collection of railway souvenirs, sipping tea and eating homemade cakes! Several vintage aircraft flew overhead making this a real trip down memory lane.

Another highlight of the year is our **annual Fly-In to Brighton** where a real Yorkshire welcome is always extended to the VAC by the Real Aeroplane Club.

Many members arrived by road, including our expansive Merchandise Stall which we set up in the hangar. BBQ food, ice creams and burgers were provided and there was a plan to enjoy musical entertainment in the evening, sadly postponed. The sky was blue and in the shelter of the hangars it looked ideal for a Summer fly-in but unfortunately across the whole country the wind was too much our vintage aircraft with a strong cross-wind at Brighton. Nevertheless we did see a few intrepid aviators including David Beale with his Mew Gull, a Chipmunk from Old Warden and the adventurous Nigel Hitchman in his RV.



(Photo: Anne Hughes)

The Real Aeroplane Company have a selection of aircraft second to none and we all enjoyed a relaxing weekend at this superb location with thanks to Charles Sunter, Andy Wood and all our hosts. Greg and Dianne Shepherd also enjoyed hosting the **VAC at Seething Airfield** in July and conditions were favourable for another full day for VAC members with refreshments on hand and the museum open for all to enjoy.



(Photo: Carlos Stebbing)

Thirty four VAC aircraft arrived at this Norfolk location from various parts of the country and thanks again for the hospitality.



A memorial day for VAC member David Gray, who sadly passed in 2020, was organized by his wife Kate at Barton.

The event was well attended by road but the weather did limit air arrivals.

David's Gemini and Jodel were brought into Barton and put on display. Our thoughts are with Kate and the family.

David Gemini's Jodel  
Photographer: Andy Wood

Our programme for the Summer includes VAC fly-ins at Old Warden, Bicester and East Kirby with a very special VAC/WLAC Aviation Poetry Evening in September at White Waltham where we will be joined by the directors and producer of the film 'Lancaster'. Details of how to join the VAC are on our website <http://www.vintageaircraftclub.org.uk> as well as membership information.

All updates and news of VAC events can be viewed on the VAC website <http://www.vintageaircraftclub.org.uk> as well as membership information.

VAC membership continues to grow and their programme is regularly updated on the website [www.vintageaircraftclub.org.uk](http://www.vintageaircraftclub.org.uk)

# YOUTH ACTIVITIES & OPPORTUNITIES

## THE UK YOUTH ROCKETRY CHALLENGE

More than 135 teams have registered for UK ROC 2022, the largest UK youth rocketry challenge run by ADS, the UK trade organisation representing the Aerospace, Defence, Security and Space sectors.

Teams of 11–18-year-olds across the United Kingdom are currently, designing, building, and testing model rockets with the aim of being crowned international champion at Farnborough International Airshow in July 2022.



In early May, teams competed against other teams from across their region for a place in the national finals and a chance to be crowned National Champions. The Finals, in June, were held at the British Model Flying Association in Buckminster.

The National Champions won an all-expenses paid trip, to represent the UK in a “fly off” against international teams from the USA, Japan, and France at the Farnborough International Airshow in July 2022.

UK ROC involves the design, build, and launch of a model rocket, with the payload of two raw eggs representing the astronauts. At the regional and national finals, the flight duration goal is 44 seconds, and the ‘astronauts’ must remain intact throughout the launch and landing. Rules governing the competition are altered each year to encourage innovative thinking amongst participants and ensures previous designs can’t be repeated.

Commenting on the challenge, ADS Chief Executive, Kevin Craven said:

*“The UK Youth Rocketry Challenge is a fantastic example of how the aerospace, defence, security and space sectors can support and encourage young people into fascinating and rewarding careers in these flourishing sectors.*

*I am very pleased to see more than 135 teams register for this year’s competition. It’s a fun one-of-a-kind competition and gives the participants an opportunity to develop the skills needed for high-value, high-wage and high-skilled career opportunities in the aerospace, defence, security, and space industries.*

*This year’s challenge will be bigger and better than before – it would be a brilliant achievement for a UK team to triumph over teams from the USA, Japan and France in the international finals at Farnborough International Airshow.”*



See the **BMFA** section in this Newsletter for the results and more photos

If teams are interested in the **2023** competition, **pre-registration is open**: <https://www.ukroc.com/registration/>

If you'd like to find out more about the UK ROC, please visit the website, and to keep up to date with the latest blast offs, follow us on Instagram and Facebook!

**Website:** <https://www.ukroc.com>

**Instagram:** [https://www.instagram.com/uk\\_roc](https://www.instagram.com/uk_roc)

**Facebook:** <https://www.facebook.com/UKRoC>

## YES

**Youth & Education Support**, the **Youth Education branch of the Light Aircraft Association**, and more commonly abbreviated to **YES**, works together with LAA Clubs, leading industry companies, local education authorities, schools and universities and many others to educate, encourage and inspire young people to take part in all sorts of activities connected with aviation, through:-

- Aircraft building projects (**YES** Build-a-Plane)
- Training in meteorology, navigation and airmanship
- Exhibits and activities for young people at aviation shows
- Arranging talks and practical activity sessions for schools and youth groups
- Arranging aviation activity days for Beavers, Cubs, Scouts, and Explorers, Girl Guides and others
- Production and demonstration of training equipment for navigation and radio communications
- Maintaining an independent web-based aviation information centre for youngsters, and
- Providing guidance on a future career in the varied world of aviation.

**YES** are a group of aviation enthusiasts and pilots who organise and support events to help youngsters develop an interest in flying and get them into the air.

**YES** has also become aware of some events which might be of interest to groups of youngsters living within an hour or so of **Old Warden**. The events are free to attend but registration is required by e mailing.....

[Learning@Shuttleworth.org](mailto:Learning@Shuttleworth.org)

**For Scout groups** who wish study for the **Scouts Aviation Badge Stage 2**, the final event is being held on **Tuesday October 25<sup>th</sup> 2022**.

**For Year 6 School students** there is a further Schools Day organised covering **STEM** and other subjects. The dates **Thursday 20th October 2022**.

**My thanks to Stewart Luck** for his report:-

Things seem to have got off to a slow start this year but are picking up now. We are again supporting the Shuttleworth trusts Discovery Zone activities to inspire youngsters about aviation in all its forms.

**YES** could do with a few more volunteers to help on Airshow days to inspire youngsters about aviation in all its forms for that task at the in August, September and October. You would be helping to build paper planes, Rockets and assemble the Special Pedal Plane which we use to teach children about basic engineering concepts.



Volunteer Mark Stasiuk carefully loads a newly built rocket for the owner onto the launch pad.

At the last Airshow one of the Scouts was given instruction on how to engage with families and then teach their children how the plane went together using common sense and basic engineering skills.



Scouts learning engineering skills before applying them themselves to teach others.

It's fantastic to see the confidence of the young Scout who didn't believe they had "instructing in them". We could see them grow bigger mentally as the hours went by.



**In August** some of the **YES** team are travelling to Oshkosh to see what's new in the way the EAA inspire young people at Kidventure. Their "can do" culture seems so different from ours.

**The current record:** In 2021, the USA were unable to pull together a gathering at Oshkosh in July 2021, and a proposed gathering (albeit smaller than the UK & USA) at the Australian International Air show in Avalon Airport initially in July and then postponed to November, was also cancelled due to Covid.

Andre Faehndrich saw the ideal time to move the UK gathering to late in the year and once more pulled together with The Joystick Club and **YES**, his Belgian customer and several individuals with 1, 2, 3 or 4 pedal planes, to make the record gathering seen at Old Warden on 29 December 2021, and thus beating the current USA record.

Plans are being drawn up to go bigger and better at Shuttleworth in December 2022. See you there!



The WW1HT sim at a Stansted school the students get a talk about how the simulator helped train WW1 fighter pilots in the art of tactics and gunnery.

Afterwards they try their own hand at flying and fighting in the air as it was back in that dreadful period of WW1



More good news is that in North Essex the **Uttlesford District Council** has sponsored the WW1 Heritage Trusts Virtual Reality Simulator. The WW1 Aviation Heritage Trust is a registered Charity (1156699) set up to provide an enduring flying collection of World War I Allied and German aeroplanes all flying on LAA permits. The goal is the education of current and future generations as testimony to the aircrews of the Great War, their planes, and their sacrifice.

**YES** are now looking for a donor to give us or sell us cheap a Primary Glider which we could renovate and put on a tripod to teach youngsters how to fly.

We see this activity undertaken at Old Warden and our members in N.I. are particularly keen on making this project happen.

On **September 24th YES** will host Cub Scouts at Audley End **contact 07974188395 to volunteer.**

## **SCOUTS VISIT THE GLIDING CENTRE**

**My thanks to Rob Barsby**, Aerospax Flight Lead and Marketing Director and a Youth Ambassador for this report on a recent visit by scouts to The Gliding Centre. **A drop of inspiration is all it takes ...** One of the privileges of

being an instructor and display pilot for Aerosparx is having a platform to help give and encourage the gift of flight to new persons. Whether young or old every day is a "school day"

In this world of the internet and the ability to book anything within reason we wish, flying has now to compete as it has never had to before. However the wonderful part of aviation and flying is we have a great product / experience to match anything else on the market.

The hard part is getting participants to engage and take the trouble to come and try especially after numerous miss understanding around aviation created by the media and others.

Scouts, schools and youth groups are eager to learn and hear all about aviation, career opportunities using the visuals and stories associated with flying with pyro's around the World etc. "it opens the door in a way they do not expect" Called creative marketing!



On arrival we have a fun and informal chat to get them on board, excited whilst covering the mandatory health and safety along with numerous questions that are asked. An opportunity to sell the activity "not a boring powerpoint"

Then we move on to flying ...



Wow, Amazing.. I did not know gliders / motorgliders are like this and they could do that!!! I hear quiet often.

Off we go to the launch point and start to fly the guys with winch launches, aerotows and even the odd loop.



On landing the post flying activity says it all ... smiles around, excitement and questions. How do I do this again ...



Some will not come back but some will. Whether soon or in the future, but at the worst they will talk about it and tell friends especially if they record and post on social media, creating links and awareness.

We even sometimes finish off with showing them the 2000 LED lights on the Aerosparx and the Grob109b, and remind them they can fly this type of aircraft anytime they wish.

Leaving an “inspirational seed” to grow can only be good for aviation, so the more we do the more we are rewarded ... whether our target audience is young or old.

## AIR LEAGUE: GLOBAL CHALLENGE 2022

The Challenge is now open for entry to all university undergraduate and postgraduate students and apprentices worldwide over the age of 18.

The search is on for teams and individuals to provide innovative solutions to match the pioneering days of early flight or creation of the jet engine for a sustainable, net zero future for aviation by 2050. The competition offers the winner a first prize opportunity to take flight and launch their product or company directly to industry at global sustainability conferences in Autumn 2022 and Spring 2023.



The Air League and Sustainable Aviation have launched a brand-new competition and are calling for entries for the 2022 Innovators' Global Challenge to support the industry in delivering its net zero emissions by 2050 (NZE 2050) ambitions. Officially open for entry to all university undergraduate and postgraduate students and researchers and apprentices worldwide over the age of 18 yrs. The challenge has five work streams you can select to work towards, based on the priority pillars that will deliver NZE 2050. Teams can choose one or more, but all concepts must be developed fully for the selected stream(s).

[https://airleague.co.uk/our-programmes/the-innovators-challenge?mc\\_cid=26190c1e4b&mc\\_eid=49ff2a77cf](https://airleague.co.uk/our-programmes/the-innovators-challenge?mc_cid=26190c1e4b&mc_eid=49ff2a77cf)

## THE RAF MUSEUMS APPRENTICESHIP PROGRAMME

Apprentices are nominated through City of Wolverhampton College, our external education provider, where our Apprentices complete an Advanced Level In Engineering Manufacture (Fabrication and Welding) complimented by a level 3 NVQ and BTEC level 3 in Manufacturing Engineering.

**GET HIGH VOLARE!**

[www.gethighvolare.org](http://www.gethighvolare.org)

My thanks to **Tim Wiltshire** for his report on **GET HIGH VOLARE!** ...

### **Another unique milestone for Kids Aviation Charity "GET HIGH VOLARE"...**

We are all very proud to share the news that our **field in Wales is now secured**, and work can now be started towards it becoming our operational base for the West of the UK, and indeed, "**The Ella Roberta Outdoor Activity Centre**" that he have been working towards for the last 3 years to be Ella's lasting Legacy.

Yes we still need to raise a significant amount of money to bring it fruition (which is where you guys come in), but we continue to make steady progress towards our goal. Being an Aviation Charity having the use of our own airfield ensures the future of both the Charity and the airfield for posterity.

As this has been a project that has taken up a significant amount of our time and resources, our operational flying commitments have had to be reduced, which fortunately reflects entirely the limited engagement possible with our participants as the Covid wave recedes. Fewer participants, may equate to less flying, but we are still meeting our commitments, and are still on track to meet our flying hours targets.

Work on our new aviation woodworking shop has also slowed down, primarily due to the rise in price of building materials that we cannot source from recycling, but we hope to have the roof on and be watertight by the Autumn. This is particularly important as currently we do not have anywhere to train fabric covering techniques.

Our FAI World record attempt is still on track, and to this end, we are now working through ideas on getting the maximum economy from a Rotax 462. We are being greatly assisted in this by a local individual we have located, who has been racing scooters since the 1970's and seems to know all there is to know about modifying 2 strokes for power and economy. Our own engineer, Dominic, is starting a program of overhauling all our Rotax 582's. as we still have a lot of work for these 2 strokes to do before we move onto more modern engines.

We do have another important milestone to announce of which we are rightly very proud. We have been delivering STEM into mainstream schools for some time now, but have finally made arrangements to deliver STEM into a Pupil Referral Unit (a school for challenging children). This is in line with our ethos of changing the lives of those most in need, which is why we have always provided our services to children from the most deprived wards. This is however, on a whole new level. The students will be refurbishing a Pegasus XL Flexwing under our supervision, which will ultimately be their own aircraft, and be used to fly them (the first of many, we hope...).



This came about from a request by the school to fly the kids as a reward for working hard on their studies, which has now transformed into a full-on Learning program for the kids with credits towards their NVQ's. Our perception is, that is we can deliver this program into a Pupil Referral Unit we can deliver it anywhere, and we hope to be able to "copy and paste" this project, deliver it into a number of Schools, and ideally get them all together at one of the larger air shows.

This is of course all takes money, but there is a unique opportunity for a company to come on board and sponsor this and the PR opportunities for this are immense. Therefore if any company or individual would like to come on board please get in touch and we can discuss how we can best assist you. This will ideally be a "single sponsor" arrangement, but we may be able to split it. We are not currently calling for sponsors for the World record attempt, as we are still negotiating TV coverage for this. Full details will follow over the next few months.

All in all, a very exciting summer, and only getting better day by day.

Finally I would like to continue to send the **call out for more "Hangar Queens"** to provide us with new projects and serve as spares sources. We collect anything promptly, from complete aircraft, engines, airframe spares, instruments even nuts and bolts! It has been the sheer generosity of the Aviation Community that has done so much to support us, and our efforts have done much to get many aircraft back into the air that otherwise would not have done so,, but have also freed up much unproductive valuable hangar space for the Aviation Community at large.

To all those who have donated aircraft and spares we would like to send out a huge thank you, and for the rest of you, please look down the back of all your Hangars and sheds, and see if there is something there that we can put to good use (even as a training aid).

If you do have anything, please call **Tim** on:- **07752 257277**, and he will arrange to collect it pronto..!

## YOUTH IN AVIATION

**Youth in Aviation** is a collaboration of the non-profit, charitable and educational organisations involved in enabling young people from all backgrounds to experience aviation and aerospace inspiring the next generation.

There are 16 organisations involved including **YES, RAF Cadets, Scouts; the Air League, Young Air Pilots, the BGA, RAF Museums, the RAeS, Brooklands Museum** all working together aiming to further the opportunities and access to aviation and aerospace activities and providing over £300,000 of scholarships and bursaries each year.

**The General Aviation Awareness Council** have educational information for schools and many of their members offer special facilities from visits to local airfields and pleasure flights to arranging for helicopter visits to school sports field.

See <http://www.gaac.org.uk/wordpress>

## JUNIOR GLIDING CENTRES (JGCS)

The British Gliding Association has set up a network of Junior Gliding Centres (JGCs) to help you get what you want out of the sport. Each centre is part of a leading BGA affiliated club and is just the place to meet up with other young pilots, develop your gliding skills and have a great time. Everything is set up so that you'll feel part of the gang from day one and can get straight down (or up!) to flying and having fun.

Subject to completing the required training, you can fly a glider solo at age 14. And there is no upper age limit.

<https://www.gliding.co.uk/juniorgliding>

## CADET SCHEMES

There are many opportunities and the majority of gliding clubs in the UK offer cadet schemes. These schemes offer lower flying rates and sometime FREE flying in return for assisting with daily club operations. Contact your nearest gliding club for details

**If you are an Air Cadet** additional funding is also available to you via the Post GS initiative. See [www.juniorgliding.co.uk](http://www.juniorgliding.co.uk) for details.

## UK JUNIOR GLIDING

<https://members.gliding.co.uk/junior-gliding/>

The 'mission statement' of **UK Junior Gliding** is:

- ✓ To promote, encourage and develop Junior Gliding within the UK, and remove barriers to participation at all levels.
- ✓ To ensure British gliding continues to grow from grass roots, and that young pilots are retained within the sport.

If you are new to the junior gliding scene, there is a network of mentors who can help you get involved with the other pilots, events like the Junior Nationals / Winter Series and also be able to answer any questions you have about gliding. They've all got a fair bit of experience and will help push you to develop and become the next generation of glider pilot.

As well as being great fun, gliding is a serious sport (for some). The annual UK Junior Nationals attracts pilots from across the country while the British Junior Gliding Team competes all over the world

## CAA CONSULTATIONS

### Consultation on BCAR: Section S - Small Light Aeroplanes

This consultation contains the proposed updates to the next edition of CAP 482, British Civil Airworthiness Requirements (BCAR) – Section S – Small Light Aeroplanes. The proposed changes follow on from the 2021 revision of the UK microlight aeroplane definition that incorporated the new 600kg microlight classification into law.

BCAR Section S (Small Light Aeroplanes) is the main certification code for microlight aeroplanes in the UK and specifies the initial airworthiness requirements as well as acceptable means of compliance. The technical requirements in BCAR Section S have been revised to reflect the increased maximum take-off mass and stall speed limits in the new microlight aeroplane definition.

**Closes 19 Aug 2022** Use the online form or email your comments to [ga@caa.co.uk](mailto:ga@caa.co.uk) with 'CAP 482 consultation response' as the subject line. <https://consultations.caa.co.uk/ga/bcar-section-s/>

## CLOSED CONSULTATIONS

### COTSWOLD REGION FINAL FINDINGS REPORT 2022

Final report on the CAA's findings following their review of airspace in the Cotswold region. It includes details on which volumes of airspace the process will seek to amend, as well what other processes can be used to improve UK airspace.

[https://publicapps.caa.co.uk/docs/33/Cotswold%20Classification%20Review%20\(CAP2359\).pdf](https://publicapps.caa.co.uk/docs/33/Cotswold%20Classification%20Review%20(CAP2359).pdf)

### CAP 403 Flying Displays and Special Events: Safety and administrative requirements and guidance 2022

A total of 49 comments to the draft CAP 403 from 18 respondents were received. Of these, 34 comments were textual in nature, suggesting revised wording or highlighting minor drafting points. Many of these comments were duplicated between respondents; and the other 14 comments were more substantive, calling for some sort of change of the underlying policy.

13 of the comments were accepted (27%). Most of these comprised of suggested rewording of content for clarification. A further 12 comments were suggested changes which had already been made. Of the 23 elected not to implement, most called for revision to text that had been carefully drafted in cooperation and consultation with other groups. Others asked for further expansion on material that is covered adequately either in this document or elsewhere. Some suggested the introduction of content that was thought not necessary and outside the scope of this CAP.

We have produced a final version of CAP 403 Edition 19 which was published on 9 February 2022

[https://publicapps.caa.co.uk/docs/33/CAP403%20Edition%2019%20Final%20\(2022\).pdf](https://publicapps.caa.co.uk/docs/33/CAP403%20Edition%2019%20Final%20(2022).pdf)

## CAA RESPONSE TO CONSULTATIONS

For other responses and CAA action taken on recent closed consultations see [https://consultations.caa.co.uk/we\\_asked\\_you\\_said/](https://consultations.caa.co.uk/we_asked_you_said/)

# THE ROYAL AERO CLUB



OF THE UNITED KINGDOM  
The Coordinating Body of British Airport Organisations

Patron: Her Majesty The Queen  
President: His Royal Highness the Duke of York, KG

Chacksfield House  
31 St Andrew's Road  
Leicester  
LE2 8RE

Tel: 0116 2440182  
Fax: 0116 2440645  
[secretary@royalaeroclub.org](mailto:secretary@royalaeroclub.org)  
[www.royalaeroclub.org](http://www.royalaeroclub.org)

## Individual Membership of the Royal Aero Club

The Royal Aero Club co-ordinates and represents all forms of air sports and recreational air activity in the United Kingdom. Its officers and volunteers from all branches of the sport are fighting to protect our pursuits from the increasing pressures of legislation and restriction, from local, national and international bureaucracy. We also endeavour to create a positive image and encourage participation for all air sports.

Needless to say, all this costs money and the more there is, the more effective we can be. To this end we are asking you to join the Royal Aero Club as an individual member to help us preserve this unique form of leisure and to strengthen your connection with aviation.

By joining the Royal Aero Club your £18 annual subscription will be valuable in helping to protect your right to pursue your hobby. Your active participation would be even more welcome. Member benefits include a quarterly newsletter and the use of the Royal Aeronautical Society premises.

For further details, or to pay the subscription by standing order, please contact:

The Royal Aero Club, Chacksfield House, 31 St Andrew's Road, Leicester, LE2 8RE

Tel 0116 2440182 Fax 0116 2440645 email [secretary@royalaeroclub.org](mailto:secretary@royalaeroclub.org). Or visit our website at [www.royalaeroclub.org](http://www.royalaeroclub.org)

### **ROYAL AERO CLUB INDIVIDUAL MEMBERSHIP**

*Please do not return this form if you pay by standing order*

I wish to become an individual member of the Royal Aero Club. I enclose my £18 subscription for the year.

Total payment enclosed: .....

Name .....

Address .....

.....

..... Postcode .....

Tel ..... Email .....

My aviation interests are

.....

**Please return to:**

**The Secretary, Royal Aero Club, Chacksfield House, 31 St Andrew's Road,  
Leicester, LE2 8RE**