



Spring 2023



THE ROYAL AERO CLUB OF THE UNITED KINGDOM

The Coordinating Body of British Airsport Organisations



<http://royalaeroclub.co.uk>

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David Monks RAeC Chairman

Spring appears to have Sprung! It is always very uplifting when the clocks go forward into British summer time to extend the days and mark the welcome beginning of longer flying days for all of us.

The Royal Aero Club Awards will be held on May 11th, 2023, at the RAF Club in Piccadilly and is the highlight of our year and this year sees the brand-new format of a lunch and awards ceremony. Award recipients will be attending for lunch and the ceremony will follow on from the lunch. It will be a very different gathering for the ceremony and I'm very much looking forward to attending the event and meeting our award 2022 recipients.

As appears to be happening more often, two Royal Aero Club individuals received Honours in the Kings New Years' Honours List for 2023. As this is the first newsletter of 2023, this will not be news to many. RAeC council member, Steve Slater was awarded an MBE in the Kings 2023 Honours list for his services to diversity in the aviation industry over his long and distinguished career in the LAA. Ex council member and long-time supporter of the RAeC, Robert Pooley MBE, founder of Pooleys Flight Equipment, was made a Lieutenant of the Royal Victorian Order (LVO) for services to the Royal Household. Interestingly, Robert diversified from Flight Equipment to swords at the age of 70 when most others are thinking of hanging up their hats. Both awards are deserved and our congratulations to go both recipients.

We have a British FAI World Record holder! In February of this year, FAI ratified two world record set by Alicia Hempelman-Adams on 21st November last year in Canada. The flight was a solo flight across Calgary province into Saskatchewan and after seven hours and forty minutes airborne in her AX04 class balloon she claimed both records which are now ratified adding to the long list of her other achievements in ballooning. The records are for the longest distance flown in the female category (301.9km) and the longest flight duration in the female category (7 hours, 39 minutes and thirty seconds), both remarkable achievements. Alicia also adds ten new British records to her scoresheet. I've read several articles published regarding Alicia's flight and the ballooning community is joined in celebrating and one veteran balloonist as described her flight as phenomenal. I am sure you will all join me in sending our congratulations to Alicia for her outstanding achievements.

David Monks

Chairman

The Royal Aero Club of the United Kingdom



jude@royalaeroclub.uk

FROM YOUR EDITOR



2023 has certainly thrown some very curved balls so far. A planned NHS operation for early March had to be postponed until the end of March as I contracted shingles. My SEP wasn't able to be renewed so "looking forward" to my revalidation once fully recovered. Anyone who has ever had shingles I sympathise with as was so damn painful. I am just grateful that it remained below shoulder height and sight and hearing not been impaired.

Russia and Belarus are still suspended from FAI international aviation competitions as a result of Russia's illegal invasion of Ukraine in February 2022.

If your Air Sport has had competitions, get togethers, AGM's, Webinars etc or anything you would like to promote to other Air Sport participants please do forward photos and reports/articles for inclusion in the 2023 Summer issue (copy deadline 15th July) and also news, competitions and events being held between mid-August to early November. Please email Newsletter contribution articles, information and jpegs (labelled please) to me at jude@royalaeroclub.uk

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

If you are reading the emailed/printed mini version of the RAeC Newsletters and want to see the larger online version head over to <https://royalaeroclub.uk/?p=386>

My thanks to Paul Tallet at Progression Marketing for setting the front cover of this Spring 2023 issue and to Chris Betty for permission to use their photo.

Wishing you all safe and wonderful flying and good health

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



<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

RAeC AWARDS CEREMONY 2022



This year the RAeC are for the first time holding a formal lunch for the Annual Awards Ceremony at the Royal Air Force Club, 128 Piccadilly, London, W1J 7PY, on Thursday 11th May 2023.

Welcome drinks will be offered from 11:30hrs and a cash bar followed by a three-course lunch in the Sovereigns Room, following which the Medals and Awards will be presented. Tickets: £60 per person to include wine at lunch.



THE BRITANNIA TROPHY: For the British aviator or aviators accomplishing the most meritorious performance in aviation during the preceding year. Awarded to: **Dominic Bareford** – BBAC

THE CHAIRMAN'S TROPHY: Awarded to: **Patrick Naegeli**

THE PRINCE OF WALES CUP: For the most meritorious performance, feat or event by either a team or a group during the preceding year. Awarded to: **Junior British Gliding Team** – BGA

NORTON-GRIFFITHS CHALLENGE TROPHY: Intended to recognise adventurous endeavours, this trophy is awarded to aviators undertaking outstanding feats of courage, tenacity and imagination unrelated to traditional sporting events. Awarded to: **Chris Gill** – BGA

The SALOMONS TROPHY: Awarded annually for a special or outstanding performance by a British aviator in a flying apparatus or device designed and built in the United Kingdom. The recipient of the award may be either the aviator / operator of the aircraft / device or the designer / developer / manufacturer of the aircraft / device or both. Note: It is intended that the award shall encourage enterprising flights in the widest possible sense including flights by novel aircraft or devices which may not be manned. Awarded to: **Pete Kinsey & Ian Gee** - LAA

OLD & BOLD TROPHY: The trophy may be 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, devotion or in other ways. Awarded to: **Trevor Birkbeck** - BHPA

NEXUS AVIATION JOURNALIST OF THE YEAR TROPHY: This award is for the journalist, producer or author of an outstanding media item on sporting and recreational aviation during the preceding year. It is open to all media, print, film, photography, audio and video, and the aim is to increase public awareness of the delights, challenges and satisfactions of all branches of air sport. Awarded to: **Tim Badham** – LAA

THE GOLD, SILVER AND BRONZE MEDALS OF THE CLUB: Awarded for outstanding achievement in aviation during the preceding year or over a number of years, principally, but not necessarily, as a pilot.



SILVER MEDALS: Awarded for meritorious achievements in aviation or for those who have served the Royal Aero Club, its members or a field of aviation for a long period or for pilots who have made a major record setting flight. Awarded to: **Finn Sleigh** – BGA; **Tony 'Taff' Smith** – LAA; **Stuart McKay** – LAA; **Stephen Slater** – LAA; **Arthur Bentley** – BHPA and **Roger Gault** – HCGB

BRONZE MEDALS: Awarded for meritorious achievements in aviation or for those who have made a major contribution to the work of the Royal Aero Club, its members or to a field of aviation. Awarded to: **David Siddall** - RAeC Trust; **Rosie Simpson** – BMAA; **Lyn Ferguson-Dalling** – BGA; **David Mole** – LAA; **Ian Corse** – LAA; **Dudley Pattison** – LAA; **Edward Lubbock** – BBAC; **Peter Barker** – HCGB; **Daniel Jones** – BHPA; **Matthew Tandy** – BHPA; **Chris Strachan** – BMFA; **Ian Kaynes** – BMFA and **Alan Haskell** – BMFA

ROYAL AERO CLUB DIPLOMAS: Awarded to those who have spent many years serving the Royal Aero Club, its members, sporting aviation, or Aviation in general by their meritorious endeavours. Awarded to: **Dr. John Carter** - British Skydiving

ROYAL AERO CLUB CERTIFICATES OF MERIT: Awarded to those who, while not eligible for a major Royal Aero Club Award, have served the causes of Aviation in general or Sporting Aviation in particular, by their work, devotion or initiative. Awarded to: **Carl Cox** – BAeA; **Ged Terry** – BGA; **Paul Ruskin** – BGA; **Peter Wright** – LAA; **Peterborough Model Flying Club** – BMFA and **Elizabeth 'Liz' Ashley** - British Skydiving

CERTIFICATES OF APPRECIATION: Recognises the vital help provided to British air sport by those organisations and individuals who support its member associations via sponsorship and the provision of facilities for national teams and otherwise. Awarded to: **Bruce Buglass & team** – BAeA; **Phil Jackson** – LAA and **Penny Gould** - LAA

ANN WELCH MEMORIAL AWARD: Awarded in recognition of those whose instructional activity assists members of the BGA, BHPA, BMAA to become competent pilots and reach higher standards of sport flying. The Award is made for significant contribution in the field of flying instruction, and exceptionally to include proven aids in associated subjects such as navigation and meteorology. The Award is open to all instructors of the BGA, BHPA, BMAA, and exceptionally to others who have made a significant contribution to the education and training of pilots. Awarded to: **Ron Freeman** – BHPA

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>

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

CONGRATULATIONS

My ex Team GB BPPA teammate, Martin Leusby, and his rather brave friend, Colin Evans! Rather you two than me, lol, have just had their FAI world record ratified for 26 barrel rolls in a C172 ! Martin says they could have done more but Colin had begun to look a tad queasy.



RESTORED 1910 CLARKE CHANUTE GLIDER AT THE GLIDING HERITAGE CENTRE

The Gliding Heritage Centre was honoured to host guests from the Royal Aero Club Trust and LAA on the 16th March 2023. They attended to recognise the completion of the restoration of the 1910 Clarke Chanute Glider, currently on loan to the GHC by the Royal Aero Club Trust, and to present a very generous donation towards the restoration costs.

This original 1910 glider has been painstakingly restored over the last 3 years by GHC member David Siddall and the results are impressive!

Here we see David receiving the donation cheque from Peter Crispin, Secretary and Treasurer of the Royal Aero Club Trust, with Gary Pullen and Dick Poole under the glider. Stephen Slater CEO of the LAA also attended.

The glider is now back on display in the Chris Wills Memorial Hangar for all to admire.

DO YOU FLY MODEL AIRCRAFT? 2023 BMFA CHARITY DISTANCE CHALLENGE 'Around the World in 8 Hours'

The BMFA hopes as many clubs as possible will join in this cumulative distance challenge to fly, at least, the equivalent distance of a complete circumnavigation of the globe. A total of 40,075km, of course would love to smash that distance if possible.

Model aircraft and drones of all types will be gathering at BMFA clubs and other flying sites throughout the UK between 1st July and 9th July 2023.

See the BMFA section in this Newsletter for more information and how to take part

BMAA HQ ON THE MOVE

The BMAA office is relocating from Deddington to nearby Adderbury in May 2023.

The BMAA has been based in the village of Deddington (between Banbury and Oxford) since they bought 'Trek House' in 1997. Trek House is not a modern office building but converted from having been a shop in its past. Today, it is suffering from a range of problems, such as damp, single glazed aluminum windows, badly bent and uneven floors... and more.

The availability of office space in this area was really poor but, after a year of searching, the BMAA have bought a modern office on a nearby business park and have sold Trek House (STC) to a developer for a higher price than the new office.





The new address from 5th May is **6 Somerville Court, Banbury Business Park, Adderbury, OX17 3SN** and is just 3 miles up the road.

OTHER NEWS & INFORMATION

LICENCES ISSUED BY EASA MEMBER STATES

From 1st January 2023 holders of licences issued by EASA member states must hold a UK licence or validation to fly UK registered Part 21 aircraft and if wanting to obtain a UK licence they will need to follow the conversion or validation process including the relevant exams and skills test.

UK-resident pilots, if flying a non-UK registered aircraft (or are the operator of the aircraft) and the aircraft is a Part 21 type, you must hold an equivalent UK Part-FCL licence that is valid for the aircraft being flown. *“Pilots wanting to fly non-G registered aircraft resident within the UK, need to be aware that Article 2 of UK Regulation (EU) 2018/1139, requires the pilot to hold a UK licence, if the aircraft would be certified to Part 21 if on the UK register.”* (CAA Skywise)

Introduction of the Restricted ROCC - Flying Display Directors (FDD)

The Restricted ROCC - FDD is a restricted certificate for use only by Flying Display Directors (FDD) at approved locations for flight displays. The phraseology is restricted and allows the FDD to intervene in Flying Displays to pass safety critical messages to display aircraft in a timely manner.

Only those who have completed and passed the FDD accreditation course and approved by the General Aviation Unit (GAU) will be issued a restricted ROCC - FDD. All applicants must contact the General Aviation Unit (GAU) to arrange attendance of an FDD accreditation course.

For further details please see <https://publicapps.caa.co.uk/docs/33/Supplementary%20Amendment%20CAP452%20FDD.pdf>

AIRSPACE CHANGES – WEST AIRSPACE DEPLOYMENT

On 23rd March 2023 the UK introduced the systemisation of lower airspace across the southwest of England and most of Wales. In the design a new systemised route structure has been created between 7000ft and 24,500ft, with Free Route Airspace (FRA) established above 24,500ft (FL245).

Full details: AERONAUTICAL INFORMATION CIRCULAR Y 013/2023
https://nats-uk.ead-it.com/cms-nats/export/sites/default/en/Publications/Aeronautical-Information-Circulars-AICs/EG_Circ_2023_Y_013_en.pdf

GA Pilot Licensing & Training Simplification Phase 1 Consultation Response Document

See **CAA Consultations** in this Newsletter for more information

DRONE PILOTS

Drone pilots need to understand and follow safety rules, says the CAA following a drone pilot pleading guilty to endangering the safety of an historic Second World War Hurricane aircraft when flying his drone, the UK Civil Aviation Authority (CAA) has called on all drone users to follow the safety rules.

Virtually all drone users have to register with the CAA <https://register-drones.caa.co.uk/individual> and take an online flyer test before flying most drones or model aircraft outdoors in the UK. There are two requirements and you may need to meet both:

- ✚ if you'll fly a drone or model aircraft, you must pass a free online theory test to get a flyer ID
- ✚ if you're responsible for a drone or model aircraft, you must register online for an operator ID

It is against the law to fly a drone or model aircraft without having the required IDs. You can also be fined for breaking the law when flying. In the most serious cases, you could be sent to prison.

You do not need to register if you'll only use a drone or model aircraft that weighs below 250g and is a toy or does not have a camera.

Drone and Model aircraft rules and regulations can be found at <https://register-drones.caa.co.uk/drone-code>

THE SAFETY AND ADMINISTRATIVE PROCEDURES TO BE FOLLOWED BY ORGANISERS AND PARTICIPANTS OF CIVIL FLYING DISPLAYS AND SPECIAL EVENTS IN THE UK 2023 SEASON

<https://publicapps.caa.co.uk/docs/33/CAP403%20Edition%2020.pdf>

The **UK Civil Aviation Authority's (CAA) General Aviation (GA) Unit** has continued to follow its remit of regulating only when necessary and deliver on top-level principles for better GA regulation and engaged with our GA stakeholders and pilots, either in person or virtually. GA community resources and materials are shared to support the UK GA flying community to operate safely.

CAA achievements over the first quarter in 2023 include:

- Following an eight-week consultation last summer, CAP1395 has been amended to include a new class of Safety Standards Acknowledgement Consent (SSAC) activity under the existing SSAC policy to allow paid-for recreational flights in ex-military fast jet aeroplanes. The CAA website has more details: Safety Standards Acknowledgement and Consent

[https://www.caa.co.uk/general-aviation/displays-events-and-activities/safety-standards-acknowledgement-and-consent/#:~:text=What%20is%20Safety%20Standards%20Acknowledgement%20and%20Consent%20\(SSAC\)%3F&text=Safety%20Standards%20Acknowledgement%20and%20Consent%20\(SSAC\)%20is%20a%20risk%20analysis,to%20meet%20commercial%20safety%20standards.](https://www.caa.co.uk/general-aviation/displays-events-and-activities/safety-standards-acknowledgement-and-consent/#:~:text=What%20is%20Safety%20Standards%20Acknowledgement%20and%20Consent%20(SSAC)%3F&text=Safety%20Standards%20Acknowledgement%20and%20Consent%20(SSAC)%20is%20a%20risk%20analysis,to%20meet%20commercial%20safety%20standards.)

- Publishing an update on the CAA's Pilot Medical Declaration review. This follows the consultation they ran on PMDs last autumn. UK Civil Aviation Authority launches consultation on Pilot Medical Declarations review. See below
- Following public consultation in December 2022 and January 2023, publishing amendments to CAP 403 (Flying Displays and Special Events: Safety and Administrative Requirements and Guidance Edition 20) <https://publicapps.caa.co.uk/docs/33/CAP403%20Edition%2020.pdf> and CAP 1724 (Flying Display Pilot Authorisation and Evaluation: Requirements and Guidance Edition 5) <https://publicapps.caa.co.uk/docs/33/CAP%201724%20Edition%205.pdf>

Pilot Medical Declaration (PMD) review update

The CAA received 1770 individual responses and 2 responses from organisations. 57% of respondents were PMD holders. The majority of respondents felt that the PMD was contributing to flight safety and was proportionate to the risk involved in recreational flying with 91% agreeing. There were additional comments from 917 individuals with proposed changes to the PMD system including but not limited to, introducing spot checks of PMD submissions, introducing more regular declarations, improving the application form on the portal and also the guidance on our application form and website. The overwhelming theme, equating to over a third of the individual comments, was regarding the use of a PMD for students to fly solo, in particular, SPL students.

CAA internal working groups will recommence over the coming months and will propose any changes to the PMD process and internal record management. The CAA will release a formal consultation on any changes to the PMD process towards the end of 2023.

LICENCE RATINGS

Applications for licence ratings for Aerobatics; Banner Towing; Sailplane Towing; Mountain and Flight Testing should be made online using Form SRG2157 from 5th May 2023.

<https://applications.caa.co.uk/CAAPortal/servlet/SmartForm.html?formCode=ADR> Course Completion Certificate CAA5020 should be used with these applications.

Applications for class, type or instrument ratings should be made using online form SRG3108.

<https://applications.caa.co.uk/CAAPortal/servlet/SmartForm.html?formCode=PTR>

Applications for night ratings should be made using online form SRG1126.

<https://applications.caa.co.uk/CAAPortal/servlet/SmartForm.html?formCode=NGT>

OFCOM HAS LAUNCHED NEW ONLINE AIRCRAFT RADIO LICENSING PLATFORM

Self-service for new applicants and existing licensees to apply for and manage Wireless Telegraphy Act Aircraft licences, which are required to operate radio equipment on board an aircraft. This service will enable new licence applications to be built, variations to existing licences, surrender of licences, payment of licences and management of contact details. To access the new system you will need to be a registered user.

<https://www.ofcom.org.uk/manage-your-licence/radiocommunication-licences/online-licensing-service>

<https://www.ofcom.org.uk/manage-your-licence/radiocommunication-licences/aeronautical-licensing>

RAF MUSEUM (MIDLANDS) RESEARCH BURSARIES

The RAF Museum is funding four bursaries (each worth £6,000) to directly foster research relevant to the Museum's local audience in the Midlands which will deepen understanding of the RAF story. The bursaries are supported by the Museum and the National Lottery Heritage Fund as part of our Inspiring Everyone: RAF Museum Midlands Development Programme.

The bursaries will support an intellectually diverse range of projects, and researchers interacting with each other, with mutual benefits to the various researchers through engaging with other scholars researching a wide range of historical topics. Two of the bursaries require no prior academic qualifications. Each will support a research project for a period of 12 months, ending in June 2024. £2,000 will be paid to successful applicants upon signing of a contract, £2,000 mid-way through the research period and the remaining money will be paid upon completion of research satisfying the terms and conditions of the scheme.

The closing date for applications is 14 May 2023.

Application Form:

https://www.rafmuseum.org.uk/app/uploads/2023/03/RAF-Museum_Midlands-Research-Bursary_Application.pdf

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.

VFR CHARTS

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

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

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 to be added to the mailing list

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 giving us the details.

ALL PARTY PARLIAMENTARY GROUP ON GENERAL AVIATION (APPG-GA)



<https://generalaviationappg.uk>

EDUCATE YOUR MP

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

The UK CAA's General Aviation Unit (GAU)

The UK CAA's General Aviation Unit (GAU) has continued to follow its remit of regulating only when necessary and deliver on top-level principles for better GA regulation.

The latest General Aviation Partnership meeting was held on 9th November 2022. Meeting minutes: **CAP232004** <https://publicapps.caa.co.uk/docs/33/GAP%20Minutes%20November%202022.pdf> and Meeting presentation: **CAP232004A** <https://publicapps.caa.co.uk/docs/33/GAP%20Presentation%20November%202022.pdf>

Further information and resources for the GA community are available on the CAA website <https://www.caa.co.uk/general-aviation/>

UNIVERSITY STUDENTS, GRADUATES, INDUSTRY APPRENTICES AND EARLY CAREERS PROFESSIONALS

VIRTUAL RAeS AeroChallenge 3rd July 2023 (17:00-19:00)

Show off your aero knowledge and skills to battle it out for the coveted RAeS AeroChallenge Trophy (and bragging rights!). Join the 2023 competition as an individual or form a virtual team to participate in our online quiz and secret build challenge.

See the RAeS section in this Newsletter for more information

ICAO eLibrary

The ICAO eLibrary is the online digital publications repository of ICAO, featuring SARPs on international civil aviation, Conventions and Related Acts. These documents were only available for an expensive fee, now you can access for free by registering and creating an account <https://elibrary.icao.int/pages/icao-about> You will be able to read all publications and documents which are written in six languages AND you will receive regular updates.

One important update of Annex I Personnel Licensing is the new Chapter V. This describes the processes and procedures for the introduction of an Electronic Pilot Licence (EPL) which came effect on 3rd November 2022.

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>

CAA SAFETY SENSE LEAFLETS

The latest publication of the new CAA Safety Sense Leaflets: Flight under **Visual Flight Rules** (VFR) forms part of the **General Aviation (GA) Safety Sense Leaflets** series which the CAA is currently updating. This is an 11 page booklet and not a single sheet pdf. https://www.caa.co.uk/media/og2pyjr2/caa8230_safetysense_05-vfr_v6.pdf

CONGRATULATIONS TO ANDY AMOR

for winning The Icarus Cup for the best solo entry in last year's Dawn to Dusk competition.

Andy nearly managed to fly over all of England's cardinal points and was airborne for nearly 11.5 hours.

He has kindly allowed me to reproduce below, albeit slightly précised, a report of his exploits which certainly make a very enjoyable read.



Andy Amor's English Solstice Odyssey A dawn to dusk challenge "Me, G-AZEV a Beagle B 121-150 Pup and the longest day"

Tuesday 21st June 2022 the longest day in England and I was finally in a position to have an aviation adventure on the summer solstice. The **idea** was to fly over the extremities of **England**. The furthest, most Easterly, Northerly, Westerly and Southerly points on the mainland. The plan? That took more than a few evenings to come to fruition, but thanks to SkyDemon, some CAA Charts, Pooleys Flight Guides, lots of scraps of paper and the Internet, eventually I had one that had a good chance of working and this is what actually happened.....

A few days before, the weather still looks ok. Mike Pearson at Popham has been very supportive of my adventure and we have agreed an early departure. I will try to keep noise to a minimum of course and hopefully I will be able to depart directly to the north. I really don't want to annoy anyone at that ungodly hour and there are fewer houses and less people on this track after departure. I am awake and up at 'stupid' o'clock, and quickly washed and dressed whilst trying not to disturb three sleeping dogs and one sleeping wife. I collect my carefully laid out flying kit and vittles consisting of bottles of water (lots), some food, more water, spare everything else. And salty crisps, they will be important, later.

Weather check again. The winds are light and variable over my route and most of the country is covered by a stable high pressure. Perfect. The only 'fly in the ointment' is that the F215 also shows the warm front approaching



from the NW and suggest that it the weather in the far north of England will be... pants. The TAFs don't bear out this prognosis though, all of them being a lot more optimistic. Actuals show CAVOK virtually everywhere as well, even in the far north. ITV weather forecast last night concurred. I set off on the drive to Popham....and the first problem of the day arises. My route along the M27 is closed for resurfacing. Great start, but I arrive only a few minutes later than planned and it's still ridiculously early. My watch says 0500 and the sun is already showing its golden globe through the trees.

Fortunately there is no fog or mist at Popham itself, but I can see layers of it forming nearby.

I remove the aeroplane covers, wet with moisture, and sure enough there is a (relatively) clean flying machine under them. As I load my flying kit and food and water, condensation is already forming on the metal and on the Perspex. After removing the tie downs, I perform the pre-flight checks, being very careful to examine the fuel drains for water and I have cleaned the Perspex thoroughly. I'm a keen photographer and the smallest speck of dirt can ruin an image plus being clean might also save my life and improve spotting an aeroplane on a conflicting trajectory.

I check my pockets for the four items I know I should have after performing the checks. Two tie downs, the pitot cover and a fuel test tube. I strap my PLB in it's pouch to my belt, and it's lanyard around my neck so it doesn't float off if I ever need it. I check and don my lifejacket (that crotch strap is important). It's become another habit now wearing this safety kit and I feel 'naked' if I don't wear it in the aeroplane.

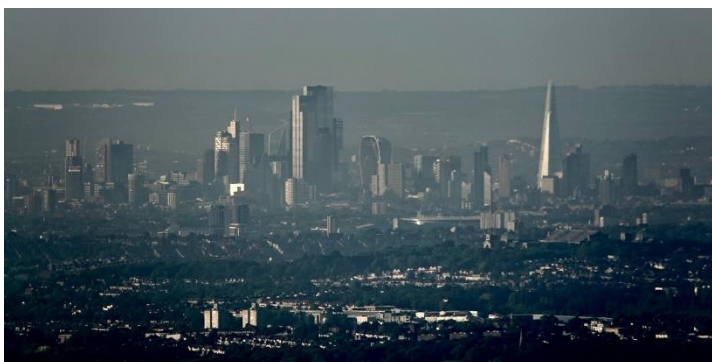
As I strap in, I hear a faint noise in the rapidly lightening sky. Looking up I spy a microlight flying overhead, eastbound. I smile to myself. So I'm not the first to fly today. I guess that he's been down to Stonehenge to greet the sunrise.



Modern microlights are really quiet, ideal for this sort of thing, and they are unlikely to disturb anyone. I, on the other hand, have to rely upon one of Mr. Lycoming's finest flat fours for motive power, which can be somewhat more intrusive noise-wise. I resolve (yet again) to avoid flying anywhere near any houses I can see at this still very early hour. Engine started, oil pressure rising, the aeroplane shakes off some of the moisture that has gathered. Like a bird, it's coming to life. I reach over the seats and grab my trusty (and seemingly indestructible) David Clarke headset. Looks like I shall be wearing it for a long time today, at least it works well and keeps the noise out. I make a blind call on the Popham frequency and taxi out to the hold for Runway 03. I pass the empty Tower, known locally as 'The Loft'. There don't appear to be any more microlights around, or anyone else for that matter, but who knows?

The engine warms and my power checks all 'check.' I am careful to leave the carb heat on for a bit longer because of the ambient moisture. I run through the pre-departure checklist items in less than a minute. At this point I pause (as is my usual habit). And think. I then talk myself verbally through my intentions before and after take-off and what I am going to do if things don't go as I plan (or hope). Again this only takes 30 seconds or so, but hey, it might save my life. I've always hoped that non-aviation passengers who have flown with me think I am being incredibly professional, but they probably think I am bit nuts in talking to myself. Until I explain my rationale. One more 'blast' of carb heat to hopefully rid the engine of any potential ice accumulation.

I announce to the non-listeners that I am entering the runway, lining up on 03 and taking off. The aeroplane accelerates splendidly. Although I have full fuel, me, all my flying gear and enough food and water to feed the 5000, I am airborne after a very short run. The Pup has (had once) 150hp and the dense morning air means that I am getting a good proportion of those horses, even though some of them have bolted over the years. I'm airborne at 0536 local. Only 336 nautical miles to go before I land again.



I climb to 1900ft and set course for the NW corner of the Heathrow CTR. Or rather I don't. The initial heading required is the same as the runway QDM, so I just climb and continue 'straight ahead'. The air is very still and very thick. Regular use of the carb heat reveals no ice, the RPM recovering exactly to where I left it each time. It does no harm to check. Frequently.

There appears to be no-one else in the sky and there is no-one to talk to... well, not strictly true, but rather than talk, I chose to use the 'frequency monitoring codes' and listen first to Luton Approach and then Essex (Stansted) Radar. Farnborough is still all tucked up in bed. At this time of the morning the Luton and Essex controllers are one and the same person, with two frequencies bandboxed (paired) together. I take great care to avoid controlled airspace, flying around the Heathrow CTR and well under the LTMA. The waking metropolis of London is off to my right, the Shard, WalkyTalky and other eminent capitol buildings can be seen emerging from the mist in the distance. Ducking down under the EGSS CTA over North Weald (no-one there either at this time of the morning, a quick R/T call to check) and out into the wild blue yonder and clear of the LTMA (but with the rising sun in my face).

London is behind me and it's onward over Ipswich with visibility so good you can see Felixstowe. My first objective, Ness Point, also known as Lowestoft Ness, is the most easterly point of the British Isles.

The actual site, north of Lowestoft centre, overlooking the North Sea, has a direction marker, known as the Euroscope, marking locations in other countries and their distance from Ness Point. It is a sort of large compass rose laid out on the ground, easy to see from the air. It's 0704 local time, 1 hour and 28 minutes since I left Popham. Not bad at all. A quick orbit overhead for a few pictures just to prove I've been here, and then it's on up the (very flat) East Anglian coast.



Breakfast is served whilst I listen to the Radio Norwich morning show, radio chatter provided by Norwich ATC talking to the early morning helicopters preparing to depart for the oil and gas rigs. Breakfast is actually a yoghurt and some orange juice from my 'in-flight catering' (cool bag). I say nothing, preferring to use the 'listening squawk'. On up the coast for the sea crossing to Lincolnshire across The Wash. Some people are extremely concerned about any flight over water, but it's never overly worried me. I always wear a lifejacket, with a spray hood attached, and I also have a PLB on my belt with a lanyard. I have done "the dunker," twice and, most importantly, regularly practice (in my head) ditching and survival actions.

Also the engine doesn't know it's over water... this doesn't stop me start listening very attentively to it though, alert for the merest change of noise... which I soon get bored of and end up watching the few fishing boats down below.



I coast in near Scarborough, it's still far too early to be disturbing anyone, especially anyone enjoying a lie in their bed on their seaside holidays. Continuing northward, Lincolnshire slips behind me. Yorkshire and the mighty Humber appear. And Grimsby.

The Grimsby Dock Tower is here and it has a fascinating history. The 309ft high tower was originally built to hold a 140,000 litre reservoir at a height of 200 feet above sea level. This was intended to provide the hydraulic pressure to power the machinery of Grimsby Docks. And it worked! From 1854 to 1892.

Once again over the water (the Humber) for a short crossing, with Spurn head on my right. And the rising sun. It's very bright and the cockpit is getting warmer. I fly towards the OTR VOR.

My tablet is strapped to my leg though, with SkyDemon doing its stuff. Except that I can't see it because it is covered by my marked paper chart. This has two uses. Firstly, I like to navigate using it, VFR most of the time, though I do steal a glance at SkyDemon now and again for 'confidence' purposes and when I'm close to controlled airspace I always have it available in direct view. And secondly the other reason SkyDemon is covered with the map is because electronic tablets do not like the heat.

The rather wonderful Yorkshire countryside is below me, with the coast to my right and all is well with the world. Then it's up and over the even more spectacular scenery of the North Yorkshire Moors. Fylingdales stands out.



Down off the moors and out over the sea again via Redcar and Hartlepool, avoiding both the power station's restricted airspace (R446) and Teeside's Class D. Then left to the west, and a long straight approach to Fishburn's runway 26. I announce to the world the mantra learned long ago, 'who I am, where I am, what I am doing (or want to do)'. No answer, it's just after 0900. I keep a beady eye out, shortly afterwards I pull off a half decent landing. I pull up to the fuel bay and shut the aeroplane down.

The aircraft's tanks are soon topped up (and paid) and I walk to the cabin with the large 'C'. Inside I meet the lovely Beryl, who runs Fishburn and operates the AG radio at times. Airborne from Fishburn and head north for the northernmost place in England. Marshall Meadows Bay, not far from Berwick-upon-Tweed on the border with Scotland. 69 nautical miles and some 42 minutes away at Pup speed. No sign of the 'weak' warm front that was promised by the weather guessers on the F215.

Listening out again on the Newcastle Approach frequency hear an aircraft turning round at Eshott and heading south again, due to "poor weather". That gets my attention. I am just south east of the Newcastle CTR now, down at 1300ft and heading underneath the 'stub' of controlled airspace. The weather here is pretty much like the ATIS, and very good VMC. Can it really be that bad such a short distance ahead? I shall press on.



Unexpectedly, Newcastle call me (identified on by MODE-S and the FMC) warning of the traffic now heading south and in the opposite direction to me. I am not quite sure why they did but it was nice of them. A minute later the aircraft wizzes by me, well clear and up high on my right hand side. Clearing the Newcastle CTR/A, the world very gradually starts to turn white, and then very grey, visibility starts to reduce and I slowly descend further to stay below the encroaching clouds. I stay offshore, over the sea, and keep a beady eye at the coast, over to my left which is still very distinct. What is no longer distinct is the horizon. Ok, I am now down to 500ft.



That's Coquet Island over there, a small island situated 1.2 kilometres (0.75 miles) off Amble on the Northumberland coast. Time to turn back. I feel no disappointment at not reaching my northern objective and pass Sunderland and the 'Stadium of Light' heading south.

The cloud is rapidly dispersing, an amazing change in the weather in the space of a few miles. Teeside passes on my left, and I head south west heading for the Leeds CTR. Over the Dales I elect to call RAF Leeming. My Mode-S transponder is on, with altitude, and I look over to the Sky Echo ADS-B device stuck to one of the rear windows. Three green lights. Good.

I skirt around Keighley where on 22 May 1936, the Zeppelin 'Hindenburg' crossed Yorkshire, diverting off her normal route between the USA and Germany. As the airship passed over Keighley a parcel was dropped, landing in the

High Street two boys, Jack Gerrard and Alfred Butler, picked it up. The parcel contained a bunch of carnations, a small silver and jet crucifix, some postage stamps, a picture postcard and some Hindenburg notepaper. Another age, another century.



Halifax appears then over the Pennines and cross the M62, another great IFR landmark. (“I Follow Roads... but you know that). The Pennines give way to the Peak District and I pass abeam Derwent and Ladybower. Derbyshire is a land of contrasts. Stunningly beautiful scenery, but also scars of open mining, disfiguring the land. Fortunately there is more beauty than beast. I am hot.

The Carbon Monoxide alarm also shows what it thinks is the air temperature inside the cockpit, 35C. I’m pretty certain that it’s not really that hot, the device is likely affected by being in direct sunlight.

But it is still very hot in here. I have been keeping myself hydrated. Strangely I do not have any urge to urinate.

Not a good thing as I am a man of ‘a certain age’ and frequent urination has become a ritual, I also know that not wanting to go to the loo is a potential early warning of dehydration, although I do not have a headache. I open another bottle of water and drink it all. G-AZEV was built for the Australian market and has two DV windows ‘for ventilation’.... (yeah, right) neither of which actually let much air in (or out). Sticking your hand out through the nearest DV window to deflect the airstream into the cabin works, a bit! I am soon passing Wolverhampton, I’ve always enjoyed my time on the ground there - great pubs, great fun and friendly people and excellent local music.

Then to Gloucestershire Airport. Full ATC here and at “3 miles” transfer to Gloucester Tower for my circuit join. I read back the QNH, omitting the QFE which they pick up. I point out that I “land QNH” (just like the rest of the world) and they acknowledge without any hint of surprise. [Having trained and based at Gloucester we use QNH for take-off and **QFE for landing!** Ed]



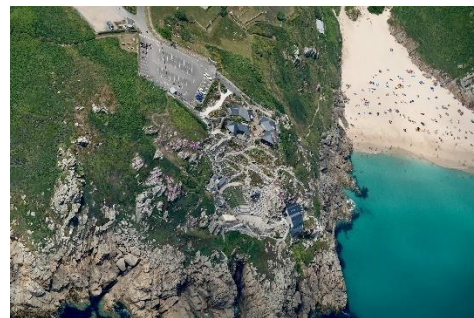
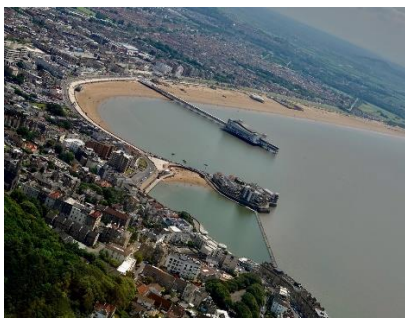
Wolverhampton



At the pumps Gloucestershire Airport (EGBJ)

I taxi to the pumps and shut down, open the door fully, unstrap and climb down, remembering to don my high viz waistcoat in line with the ‘rules’ here. A friendly fireman / refuelling man soon appears, a shiny new Cirrus SR22 taxis by as he refuels the Pup. My new friend observes that some people who own nearly half a million pounds worth of light aeroplane will quibble over the price of a few litres of fuel, whereas people with less money (like me) tend to stoically accept the expense as the one of prices of their hobby. I try to be very stoic about the price of fuel as the nice lady in the terminal hands me the bill. Checks all done and I advise the ATC I am ready to go. “Are you ready for an immediate departure?” I line up and take-off, without stopping.

Down the River Severn and towards the Severn Bridges, Weston Super Mere and on to Exmoor, Lorna Doone country and Cornwall.



Bristol / Cardiff class D looks complicated on 'paper,' I am very familiar with it and also the local terrain but already decided to 'duck under' the CTA stubs over the Bristol Channel.

Culdrose Radar remind me to stay well clear of Perranporth, they are parachuting from high level. Land's End aerodrome's Tower Controller agrees the usual 'basic' service. Continuing anti-clockwise around the coast, past the Minack Theatre or Porthcurno I rout out to sea across Mounts Bay and directly towards Lizard point which will be my longest sea crossing today. Then Falmouth, St. Austell, Par, Looe, Portwrinkle, Plymouth and follow (IFR = I Follow Roads... again) the A38 towards Exeter and Exmouth to my penultimate stop, Dunkeswell. This late afternoon I am the only aeroplane there. The Aviator Coffee Bar and Restaurant is still open, at least for coffee and cake and I order both before flying the well-trodden route back to Popham.



I know that there is now a southerly breeze blowing onto the coast so I am slightly surprised when tuning into the Popham AG frequency to hear an aeroplane positioning for Runway 08. The signals square still shows runway 08 in use, but that was set over an hour ago and the wind may have changed since then. The windsock is slightly favouring runway 21 I think, but the 2000ft wind certainly is southerly. I see the drift as I turn. Runway 21 for me it is then, which will also be quieter for the neighbours and the same grass that I departed from this morning, just in the opposite direction.

I descend deadside, fly a standard right hand circuit and make an uneventful final (for today) landing.

Back at my parking place, I shut down the aeroplane for the last time today, open the door and sit quietly, reflecting on the day.

I had set off from Popham in G-AZEV at 0530 local, and after 12 hours and 30 mins, I was back where I started, having flown 1012 nautical miles, and spent 11 hours and 5 mins in the air (which means I only had 1 hour and 25 mins on terra firma).



A decent effort... but now it was time for a beer (or two or three).

UK aerobatic team AeroSparx stage a dramatic world first in Dubai with Aerobatics, 2000 drones and a fireworks show

UK based aerobatic team AeroSparx successfully staged the world's first combined display of manned aircraft and a drone swarm at the closing ceremony of the Dubai World Cup 2023. The record-breaking night time performance brought together two aircraft of the AeroSparx team, 2,000 drones, fireworks, a light show and a 110m long video screen for a dramatic ten minute performance. The Team used two modified Grob 109b motorgliders each with a small 80hp engine and over 1,000 LED lights and are capable of firing more than 1,300 pyrotechnic shots in a single display.



The ground breaking show, masterminded by Australian events company Artists in Motion, was the culmination of a 13 year process which began in 2010 when team founder Guy Westgate performed the UK's first pyrotechnic air display (an aerobatic show during which the aircraft launched fireworks mid-flight). Guy then masterminded the pyrotechnic display flight that opened the 2012 London Paralympic Games- the first ever flight of its kind over London, before setting up the AeroSparx Display Team in 2015. He was joined by Rob Barsby two years later.

The team took part in two week long training camps in Dubai in the build up to this display, one in March 2021, at the height of the pandemic, and another in the days leading up to the 2023 Dubai World Cup, where they met with the other event stakeholders and practiced flying over the Meydan racecourse.

The team had to devise a specific flight path that would keep them clear of the thousands of ground-launched fireworks and obstacles such as floodlights, communications masts and the half mile long 11 storey tall Meydan Race course grandstand. Finally, they began to rehearse their manoeuvres alongside the 2,000 drones, gradually increasing the complexity of each practice flight.

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 or via Twitter (@gaac_alerts) or alternatively John Gilder, GAAC Vice Chairman & Head of Planning, e-mail planning@gaac.org.uk

My thanks to Roger Hopkinson for his **GAA Alliance** report: The Aviation Council/Flightpath to the Future (May 2022) focused attention on a list of GA strategic aspects: policy development; safety reviews; airfield protection; airfield development and airspace reform. It specifically stated that “We will continue to work closely with stakeholders on key priorities through a range of key forums including GBASF this will be further complemented by GA representation on the Aviation Council”.

The latter group is chaired by the aviation minister and, it having sat only once (Feb 2023) there is apparently no reference to GA save it being “paper listed” as a focus area and, although the GA Advocate (our Medals and Awards Vice Chairman, **Mike Pearson**) is present, there is no formal GA representation.

Notification has been issued that the recruitment of a Non-Executive Director of CAA with GA Experience has been terminated. It was, however, noted that the Cabinet Office independent review of the CAA, that will be covering governance, accountability, efficiency and effectiveness, might include board composition and changes to governance. It was striking that commercial stakeholders were generally content with engagement aspects whereas GA had a significantly less favourable perspective.

The EGIS report commissioned to the CAA by the DfT to “develop minimum EC technical standards” noted in the preceding report as not having any engagement with users like GA (or as it transpired ARPAS) was signed off by the Minister, arguably in breach of Better Regulation and Government Guidelines on Regulatory Practice.

This is the link to the Phase 3 EGIS report

<https://publicapps.caa.co.uk/docs/33/EGIS%20Phase%203%20Report.pdf>

The GAA submitted a detail critique analysis and comment which has gone forward to a technical review group which has strong GAA representation.

The CAA continues to indicate DfT funding GA (Section 6 Payments) will continue: this funds part of the General Aviation department and certain Airspace activities including, for example, the Airspace Classification review programme. Indication from DfT seem less positive. The A4A Trust, which focusses on airspace matters, has been denied ongoing support, creating a serious challenge for GAA and its stakeholders in responding effectively to the abnormally high level of ACPs created by AMS, RPAS, legacy issues and other drivers. Mike MacDonald continues to run the CAA GA unit.

GAA member organisations are generally reporting issues on the nature and adequacy and engagement, and extended programme times, as well as seeing a regulator struggling to cope using crude tools (exemptions and temporary solutions) pending policy development.

Engagement on transitioning post EASA environment continues to be an issue. Both BMAA and LAA continue to have difficulty in suitably progressing their delegation and the latter has a specific issue where the arrangements regarding training in permit aircraft seem to have hit a transition impasse. British Skydiving reports several “battles” resultant from poor engagement and understanding of their interests and a specific in ACPs. There were, though, a couple of “good news” items from the modelling community on the charging and regulation front!!

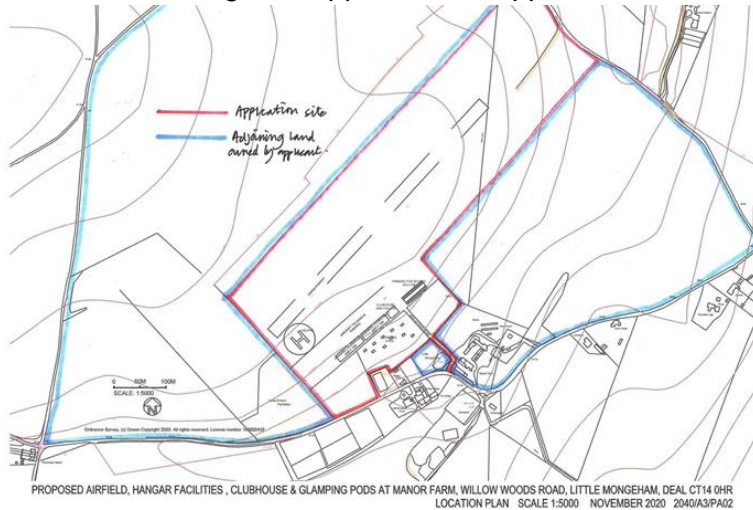
The Retained European EU Law (REUL) Bill took effect at the end of December 2022 removing laws from statute with “sunset” at December 31 2023. Of the 400 or so transport related items about 100 are specific to Aviation. The DfT is considering what rules, if any, should replace them. It is indicated that sunseting can be delayed until 2026 subject to DfT review. A major concern is that that could occur without adequate engagement. Needs watching, notably in Part 21 Aircraft (Gliding, Balloon and PPL/IR maintenance arena).

The General Aviation and Business Strategic Forum (GBASF) focused on “oversight of the Government's reform programme for GA” and reporting to the minister was closed down by DfT following suspension early 2022. The GA

side was GAA, AOPA and BBGA and the latter two joined to form GA4Biz withdrawing from the forum. Discussions encouraged by the CAA (the CeO) to reinstate it as a GAA/DfT/CAA forum are in the final stages to "help inform priorities for Government on private GA and; enable candid discussion on strategic issues that will support delivery of GA regulatory policy and wider government policy". It will be a small group, 3 from each GAA/DfT/CAA.

GAAC (General Aviation Awareness Council) support for new Kent GA airfield

The GAAC are asking for support for an appeal which is being made under Section 78 of the Town and Country Planning Act 1990 in relation to refusal for the proposed runway and associated buildings at Manor Farm, Little Mongeham near Deal in Kent.



The proposal include a runway, helipad, erection of 2 aircraft hangars, a flight office and toilets, a workshop/plant storage building, glamping for 10 pitches plus associated parking and a vehicular access track.

<https://publicaccess.dover.gov.uk/online-applications/appealDetails.do?previousCaseType=Application&keyVal=ROOFB2FZ03500&previousCaseNumber=21%2F00626&activeTab=summary&previousKeyVal=QRTF3EFZHSU00>

GENERAL AVIATION AWARENESS COUNCIL

If you're wondering why you've not been able to access the GAAC for a while that's because their website stopped being able to send e-mails and after several IT experts failed to fix the issue, they took the opportunity to change to better software and ported the mailing list across to the new platform. [Still don't think it's working as just tried to register for their updated Newsletters! Ed]



The GAAC is the most representative UK body recognised by Government, the CAA and others to be the organisation that speaks for General Aviation on planning and environmental issues, and we intend to widen our 'awareness' campaign to other issues where there is consensus. If you have a question on anything from flying model aircraft to planning a new airfield, they hope to provide you with an answer. If you can't find the answer www.gaac.org.uk , please contact info@gaac.org.uk and they, or one of their membership associations, will respond.

AIRFIELD CAMPAIGN LAUNCHED

The GAAC is a not-for-profit organisation and relies on donations to continue its work with numerous UK airfields. Please see the following for examples and to donate:

<https://www.gaac.org.uk/save-uk-airfields-fundraising-campaign/>

As well as helping individual airfields, GAAC promoted the strengthening of recognition for a Network of Airfields in the UK. GAAC Board members (which includes representatives from all the main UK General, Sport & Business Aviation Associations) play a key role in supporting the All-Party Parliamentary Group for Aviation (APPG for Aviation) with GAAC Vice-Chair John Gilder chairing the Airfields Working Group, and GAAC Chairman Charles Henry chairing the APPG Tax & Regulation Working Group.

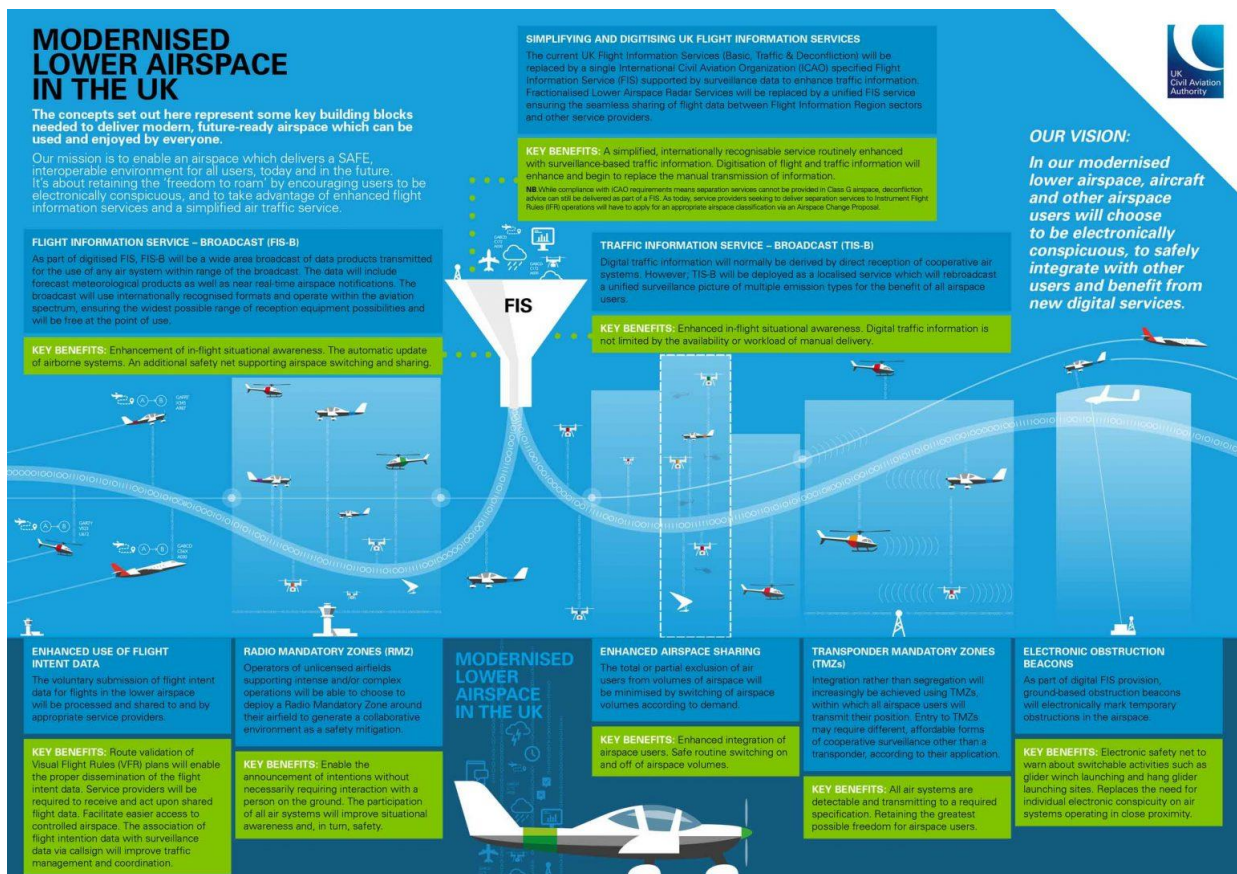
Urgent Need For Unified UK Airfield Strategy, BBGA Conference Airfields Panel Says

<https://www.gaac.org.uk/wp-content/uploads/2023/03/Urgent-Need-For-Unified-UK-Airfield-Strategy-Panelists-Say-Aviation-Week-Network.pdf>



BBGA CEO Marc Bailey chaired the airfields panel session with (L to R) Alex Durand, John Gilder, and Steve Ford

The Airfields Panel at this year's BBGA conference included GAAC Vice-Chair John Gilder, alongside Steve Ford from Coventry-based Sky Harbour, and Alex Durand, CEO of Norwich Airport-based Saxonair. John, who also chairs the Airfields Working Group of the All-Party Parliamentary Group (APPG) for Aviation, commented on the pressing need for government to support a UK Strategic Airfield Network (SAN) that would protect the vital aviation infrastructure the UK has left – in the face of many threats and the gradual loss of regional airports and airfields, with virtually zero new ones being added. To read more: <https://www.gaac.org.uk/airfields-panel-at-bbga-2023/>



CAA infographic on how Lower Airspace will work https://www.caa.co.uk/media/33jh005c/lower_airspace_caa.pdf

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/>

UK AIRSPACE ACCESS OR REFUSAL OF ATS REPORT FORM

It's frustrating — you plan a route, note the frequencies you need, refresh your RT wordage, get well into the flight, request a transit through a piece of controlled airspace and are refused entry.

What do you do? Ideally you fall back on Plan B and continue outside that piece of airspace. But what about after landing? Do you simply shrug your shoulders, or perhaps complain to a few friends, and then forget about it?

While some pilots do follow up a refusal to try to find out why they were denied access, many others don't which is a pity because there's a straightforward system to record these denials and, importantly, this provides data for the CAA to use to help improve airspace access for all.

<https://www.caa.co.uk/media/s22kg5x2/clued-up-airspace-refusal.pdf>

It's called the UK Airspace Access or Refusal of ATS Report Form completed online <https://applications.caa.co.uk/CAAPortal/servlet/SmartForm.html?formCode=fcs1522>

New Danger Area At Keevil Airfield EGD148

INDICATIVE CHART OF EGD148 KEEVIL

Note: Full details will be published in an AIP SUPPLEMENT on 4 May 2023.



The CAA has decided to approve an application by MoD for a danger area located overhead and around Keevil airfield designed for BVLOS drone operations linked to the Salisbury Plain training areas.

The new danger area details, including crossing service information, will be published as a supplement to the AIP in early May 2023, with first activation not before mid-May.

The new danger area is expected to operate midweek.

The EGD148 Keevil danger area crossing service will be supplied by Boscombe Down ATC. Approach - 126.700

BRITISH AIRFIELD NEWS

See [Is Your Airfield Under Threat?](#) in this Newsletter

AVGAS – FACTS AND FUTURE

A precis of the update from Senior Vice Europe Air Sport President, Rudi Schuegraf

The EU has put the additive Tetraethyllead (TEL) on the REACH (Registration, Evaluation, Authorisation and Restriction of Chemicals) list with a **deadline of May 2025**. After the deadline, TEL may no longer be imported into the EU, thus preventing the production of AVGAS 100 LL in the European refineries. To work round this an Authorisation will need to be granted by the EU and its Chemical Agency (ECHA) otherwise high octane AVGAS would need to be imported from outside the EU to enable aeroplanes requiring it to continue to operate, if the EU will allow such imports.

The GA 100 LL community is running out of time, plus the intention of the USA government to ban AVGAS 100 LL by 2030 commenced the related legislation in February this year. US Congress has agreed to grant 12 million dollars to speed up the development of an unleaded high octane fuel to replace AVGAS 100LL. It is also unknown how long Innospec, the UK based company, intends to continue to produce TEL if it is banned in the USA.

Owners of an aeroplane with a type certificate to operate only on AVGAS 100LL are being advised to check with their Maintenance Organisations whether STCs or other alternative options are available for their aircraft.

EUROPE AIR SPORTS

EASA has recently published a whole collection of new and revised documents which are useful and interesting to read for sports and recreational aviators. Many of these can be found, with links, on page 5 of Europe Air Sports December 2022 Newsletter.

Europe Air Sports this is their latest Newsletter <https://www.europe-air-sports.org/wp-content/uploads/2023/02/EAS-Newsletter-February-2023.pdf> edited by Diana King OBE.

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) and 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 19th 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>

NEW 2023 SPORTING CODE AND DISCIPLINARY CODE

The FAI General Air Sport Commission (CASI) has made an extensive revision of the FAI General Section of the Sporting Code as well as creating a new Disciplinary Code both which took effect on 1st January 2023.

FAI General Section of the Sporting Code:

https://www.fai.org/sites/default/files/fai_sporting_code_gs_2023_v1_0.pdf

Disciplinary Code: https://www.fai.org/sites/default/files/civl/documents/fai_disciplinary_code_edition_2023.v2.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. To maintain that aim the FAI Executive Board implemented on 28th February 2022 its decision to suspend the FAI members of Russia and Belarus with immediate effect, which still stands and which removes all rights as listed in FAI Statutes 2.4.2.1. In addition to the above measures, 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.

NEW FAI ROTORCRAFT COMMISSION PRESIDENT - SERAFINA OGONCZYK-MAKOWSKA

Pilot, lawyer and businesswoman Serafina Ogończyk-Mąkowska has been flying since 2016, first on fixed wing then on rotary and has been part of the Polish Helicopter Team since 2018 as well as an international Heli judge and competition organiser.



NEW FAI HANG GLIDING AND PARAGLIDING COMMISSION (CIVL) PRESIDENT - BILL HUGHES

Bill Hughes has been paragliding for over 20 years and competing for over 10. Previously the Chair of CIVL Paragliding XC Committee he is currently the President and the co-chair of the competition committee for the USA Hang Gliding and Paragliding Association, as well as the Secretary General of the PWCA.

2023 WADA ANTI-DOPING SYMPOSIUM

More than 1,000 participants (around 850 in person and 150 virtually) from the global anti-doping community, under this year's theme 'United Towards a World of Doping-Free Sport', attended the event in March. Among them were FAI representatives Geoffrey McCarthy MD and Kamila Vokoun Hajkova.

The FAI endorsed the World Anti-Doping Code in 2003 and FAI sports and NACs can receive official Government support and subsidies and have the right to host FAI World Championships.

WADA (World Anti-Doping Agency) President, Witold Bańka, called for *"a strengthening of the United Nations Education, Science and Culture Organization's (UNESCO's) International Convention Against Doping in Sport, in order to hold to account Governments with weak anti-doping policies, just like athletes and Anti-Doping Organizations are held to account under the World Anti-Doping Code ... We must innovate to find new and more effective methods, both in the areas of detection and prevention. For this to happen we must be united and work together for the common goal. We are constantly developing new strategies and tools for our daily work. However, there is still much to be done. The only way to do that is by joining forces and working closely together. We need to be united as one 'Play True' team."*

2023 FAI CIA BALLOON & AIRSHIP HALL OF FAME

Phillip Dunnington (1947- 2021) has been posthumously inducted to the Hall of Fame. The 2023 induction ceremony will be held at the Anderson Abruzzo Albuquerque International Balloon Museum on Friday October 6th 2023.

Phil's first balloon flight was with RAeC Council Member Don Cameron in 1971 and later that year co-founded the Dante Balloon Group and the Bristol Balloon Fiesta in 1979. He was a ballooning instructor, examiner and inspector, and sales director for Cameron Balloons UK from 1985 to 2002. Phil served as Chairman of the British Balloon and Airship Club (BBAC) Technical Committee from 1982 to 2005, the Western Region from 1986, and the Examiners Panel from 1989.

He worked closely for many years with the European Aviation Safety Agency to establish new licensing



Photo: Allie Dunnington

requirements which led to the foundation of the European Ballooning Federation. Phil was in the first team to fly a hot air balloon over the Northwest Passage in an open basket in 1999, together with David Hempleman-Adams, breaking two world records. The BBAC awarded Phil the Adams Sparks Trophy in 2011 and the Debbie Warley Trophy in 2015.

Phil was one of the most experienced commercial balloon pilots in the world, holding a record for having flown in 127 countries and logging more than 2,600 hours over 3,923 flights, including flying a total of 745 different balloons and airships built by virtually every manufacturer in the world. He was the first to fly a hot air balloon in Kenya (1972), Malawi (1973), Jamaica (1975), and Iceland (1983).

Despite having been diagnosed with leukemia in 2014 he would never miss a good pint in a pub nor the chance to fly in a new country. In 2017, Phil and his wife Allie became the first to transport a balloon in a vintage Beech 18 and fly their balloon in Greenland and Cuba.

The culmination of his life-long passion for aviation was his appointment as the General Aviation Advocate for the British Department of Transport in 2019. Phil also established commercial ballooning operations in Chile, Myanmar and India.

Phil passed away in Jordan in 2021.

FAI PELAGIA MAJEWSKA MEDAL

Liz Sparrow has been awarded the prestigious Pelagia Majewska medal by the FAI International Gliding Commission.

The Medal was introduced by the FAI in 1989, following a proposal by the Aero Club of Poland, in memory of Madame Pelagia Majewska, an eminent Polish glider pilot awarded the Lilienthal Medal for 190 and holder of 17 world gliding records, who lost her life in an air accident in 1988 and was offered to the FAI by the Aero Club of Poland.

It may be awarded annually, on recommendation by the FAI Gliding Commission, to a female glider pilot to reward a particularly remarkable performance in gliding during the past year, or eminent services to gliding over a long period of time.



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>

My thanks to James Hughes, Bursary Administrator, for the Royal Aero Club Trust's RAeC Newsletter contribution:-

THE TRUST'S OBJECTIVES REMAIN UNCHANGED

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).

The promotion of air sports to young people between the ages of 14 and 24 years through the Trust Flying for Youth scheme. The purpose of the scheme is to provide bursaries to enable applicants to progress in their chosen air sports despite a lack of opportunity or financial constraints in order to develop their full potential.

The Royal Aero Club's memorabilia is housed in the RAF Museum. The Trust has an ongoing programme of restoring and cataloguing the Collection which 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 young people. The Flying for Youth scheme continues to offer youngsters between 14 and 24 the opportunity to participate and advance their training in air sport.

The scheme is divided into four categories of Bursaries:

1. Flying Bursaries/Grants for those wishing to advance from one recognised level of air sport to the next higher level and wish to upgrade their existing qualifications;
2. Flight Simulator Bursaries/Grants for Computer Flight Simulation enthusiasts wishing to gain practical experience of flying or an air sport.
3. Aeromodelling Bursaries to enable flyers upgrade equipment or to gain further qualifications.
4. Advanced Bursaries to enable well qualified air sports persons enter international or national competitions or other prestigious events or to advance their existing qualifications to a higher level to the benefit of the sport (eg to gain an instructor qualification).

The scheme and the bursaries comprise all types of air sports and aviation-related activities including: paragliding, gliding, hang-gliding, parachuting, microlight aircraft, helicopter, light aircraft and the designing, building and flying model aeroplanes (including multi-rotary wing - eg drones).

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.

ROYAL AERO CLUB MEMORABILIA

The RAeCT's collection of Royal Aero Club memorabilia is all housed at the RAF Museum. The Museum, a long term supporter of the Trust, has been updated with new exhibits to celebrate the Centenary of the Royal Air Force and the place of Hendon in the history of British aviation. The Trust has contributed a number of items to the exhibition.

EARLY ROYAL AERO CLUB FLYING RECORDS ARE ONLINE

'Royal Aero Club Aviators' Certificates' collection (1910-1950) reveals the names and faces of Britain's magnificent men (and women) and their flying machines via <https://www.ancestry.co.uk/> and contains over 28,000 records and 13,000 photographs (across 34 albums; the majority of these photographs will never before have been available to the public) of men and women who qualified as pilots in the golden age of British aviation, as powered flight went from science fiction to reality.



The Royal Aero Club Aviators' Certificates, 1910-1950 collection is available to Ancestry members and through a 14-Day Free Trial.

For more information: <http://www.royalaeroclubtrust.org/raec-collection/collectionpr>



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

NEWS

MEMBERSHIP 2023

Applications for membership can be made using the online entry system <https://www.aerobatics.org.uk/membership>, by post (84 Green End Road, Sawtry, Huntingdon, Cambridgeshire, PE28 5UZ) or in person at one of our events.

The fee is the same – just **£25** to be a **Member** (if you want to compete in British Aerobatics power and/or glider contests. It also permits you to be a judge/official, purchase British Aerobatics sportswear, receive member updates, claim permitted expenses and vote at the AGM) – so please head over to <https://www.aerobatics.org.uk/membership> and get yourself signed up.

Training Centre is just £100 (For aerobatic training organisations that provide aerobatic instruction for the EASA/AOPA aerobatic ratings - Listed on the BAeA website under 'Training'; One personal membership for an owner/principal) **Preferred Training Partner** is just £250 (For aerobatic training organisations with instructors who have senior competition experience and/or make their aircraft available for hire at competitions) - Sign up BAeA members; Priority presence on the BAeA website to generate aerobatic related business; Promote yourself as a 'Preferred Training Partner of British Aerobatics' and One personal membership for an owner/principal.

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

My thanks to **Steve Todd** for his report:

A NEW APPROACH

Many of you will have followed the consultation process with members which David Nichols has led over the winter period. Really productive sessions at White Waltham, Leeds East and Lasham were supplemented by conversations with our Training Centres and Preferred Training Partners, directors and officials and individual members to form a clear view as what you want from the sport.

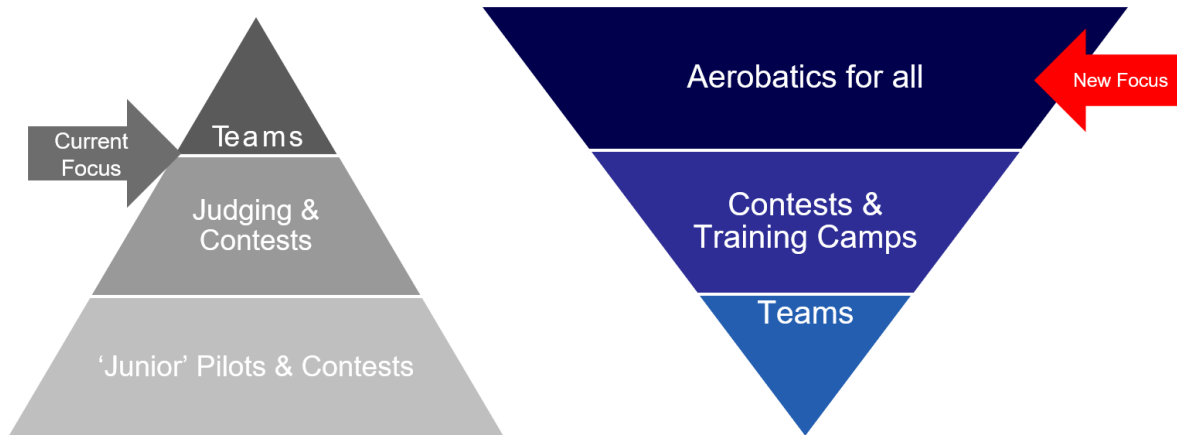
I am pleased to summarise the main conclusions in this update and look forward to seeing our new focus in action throughout the 2023 season.

There is no doubt that this will take a huge effort from all of us if it is to successfully reinvigorate the sport, but I have confidence that together we can make British Aerobatics the envy of the world.

Intense discussion at the Glider Heritage Centre in Lasham



There is a clear message from the members that our main focus should be **on encouraging and supporting new people into the sport**. We should invert the pyramid and put a lot more effort into our introductory events and aerobic training.



There will be four main streams to our initiatives:



Great Contests

Chris Sills will lead the push to make contests more welcoming and enjoyable, simplify briefings, assist new entrants, remove complex sequence design and ensure all flights are videoed and feedback is available to you after your flight.

Training Camps

Brian Gleave is going to expand the work he has been doing to arrange airfields and dates for aerobatic coaches to help you develop your aerobatic skills. **Rod Hervé** will be working on ways to help judges expand their skills and encourage new officials to the sport.

Sustainable Aerobatics

Our season focus will be on running more **Get into Aeros** events and **Club** classes to allow new people to try aerobatics. **Brian McCartney** will be arranging these and his team will ensure **welcoming and informative events** for all ages of pilot.

Aerobatic Awareness

A new **social media team**, led by **David Nichols**, will be present at all our events to post news and updates, share your great pictures and videos and talk to participants about what attracts them to the sport. Look out for some great reels and the odd meme or two!

Through all these new areas **we will be looking for new people to contribute their skills and endeavours** to make sure each is successful.

If you are passionate about the sport of aerobatics, now is the time to step forward and help. Start now by letting us know [using our contact form](#).

One of our key initiatives will be to introduce and **online membership platform** where you can upload all your documents, keep records of your flights and be kept up-to-date with the latest news.

Member **Jacob Hinson** is currently evaluating the best platforms out there, so watch out for this upgrade over the next few months.



The halcyon days of training on the Fox

Our glider team has also been extremely busy. Led by **Will Jones**, with **Szymon Bartus** and **Dan Weston** providing the impetus, 2023 will see a revival of Sports and Intermediate contests, training events and a National Championships.



Moves are afoot to secure gliders for more advanced training and competition too, and to expand the instructor and training opportunities for all.

Even though our focus will be on the grass roots of our sport, there will still be initiatives to make our blue ribbon events more appealing and fun. Look out for improvements to our National Championships at [Sleaford](#) on **20th to 23rd July** and at [Peterborough Conington](#) in August, led by **Chris Sills** and myself.

Expect to see our video team in operation, practice days to allow box familiarisation and even a podium ceremony for the winners!

ADVANCED TRAINING SCHEME

The two main recipients of this scheme in 2022, **Ben Filer** and **Jamie Williams**, were both able to compete at the **Intermediate Nationals**, finishing with a 2nd and 4th place respectively. An excellent result and a reflection of the concentrated training they had received. Contest winner was rising star **Carl Cox** from the **British Aerobatic Academy** and he will also now join the scheme, along with **Steve Bakhtiari**.

David Nicholls and his team will continue to promote and fund raise for this important initiative throughout 2023, so please contact them by email if you are interested or you can help - ats@aerobatics.org.uk

As ever, thank you for your excellent support and feedback. If you have ideas or events that you would like to discuss you can always email suggestions to chairman@aerobatics.org.uk or get in touch for a chat with myself or one of my fellow directors. We are always looking for your views and ideas for the future.

NATIONAL COMPETITION 2023 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>

13th May	BAeA Open Club Event at Little Gransden
3rd – 4th June	Duxford & Nathaniel Alony Trophies at Sleep
24th – 25th June	McAully, Fenland & Cavendish Trophies at Fenland
8th – 9th July	Club Event & Gunpowder Trophy at Leicester
20th – 23rd July	Advanced and Unlimited British National Championships at Sleep
4th – 5th August	Golding Barrett, Roy Legg & Don Henry Trophies at Compton Abbas

INTERNATIONALS 2023

WAAC - World Advanced Aerobatic Championships – **Jean Airfield, Nevada, USA** 24th October to 4th November

WGAC/WAGAC – World Glider and Advanced Glider Championships – **Pociunai, Lithuania** 27th July to 5th August

No bids have yet been circulated for the European Aerobatic Championships (Unlimited Power) or Intermediate or Yak52 contests.

If you are interested in attending a 2023 international event, or Open Power contests at Intermediate/Advanced/Unlimited in Europe, please contact **Chris Sills** or myself at the earliest opportunity by emailing civa@aerobatics.org.uk

CIVA Plenary Meeting

The **Commission Internationale de Voltige Aériennes (CIVA)** is the body within the FAI (World Air Sports Federation) tasked with regulating and sanctioning the organisation of global aerobatic championships in both Glider and Power disciplines. It holds an annual meeting, this year in **Lausanne - Switzerland**, where delegates from around the world attend to listen to reports from this year and to vote on rule changes, events and select officials for next year's calendar.

Following the 2022 CIVA plenary, there have been some changes and additions to the 2023 international calendar. Details can be found [in CIVA News](#), noting that the glider championships are now in Poland (not Lithuania) and there is a European Championship for the Unlimited crowd set in a valley in the scenic mountains of Pavullo, Italy.

NEW CIVA SPORTING CODES

At the heart of competition aerobatics is the requirement for pilots to conform to the rules of the sport (and judges to learn and apply them!) For those looking **to compete** and **judge** internationally, and for Advanced/Unlimited pilots and judges taking part in our national championships, the CIVA Sporting Code is the place to look for the definitive regulations. These are revised annually to incorporate rule changes agreed between the delegate nations of the FAI.

Take a look at Sporting Code Section 6-1 for the 2023 regulations for **Power pilots** https://www.civanews.com/wp-content/uploads/Section6_Part1_v2023_1.pdf

or

Sporting Code Section 6-2 for the **Glider rules**

https://www.civanews.com/wp-content/uploads/Section6_Part2_v2023_1.pdf

A revision of the British Aerobatics General Rules found at the in the Briefing Room on the BAeA website <https://www.aerobatics.org.uk/publications> under Rules and Documents will follow shortly.

2023 SEQUENCES <https://www.aerobatics.org.uk/sequences>

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

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.



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.

NEWS

THE QUEENS CUP

The Queen's Cup, usually stored at the Royal Air Force Museum, and is the oldest and most prestigious sporting trophy in the UK, dating back to 1719. In 2010 it was entrusted to the Royal Aero Club by Her Majesty Queen Elizabeth II, who originally received the trophy as a wedding gift in 1947.



The trophy is made of Irish silver and has the Royal Arms on one side and the inscription "The Queen's Air Race Challenge Cup" on the other.

Since 2010, the Queen's Cup has been the prize up for grabs for numerous air race challenges brought forward by Royal Aero Club member associations, including the British Aerobatic Association, British Model Flying Association, Helicopter Club of Great Britain, and British Skydiving.

The Royal Aero Club selected the British Balloon and Airship Club (BBAC) to host a Queen's Cup event in 2023.

For the first time in 10 years, this year's Queen's Cup will be a hot air balloon race under the organised by the British Balloon and Airship Club (BBAC). The event has already attracted entries from some of the most adventurous and characterful pilots and crew in the country.

Gloucestershire Airport [my home base Ed.] is hosting this year's Queen's Cup 2023 – the oldest and most prestigious sporting trophy in the UK. Gloucestershire Airport is one of the UK's busiest general aviation airports, handling around 80,000 aircraft movements per annum. As well as being the chosen launch site for the event, it will also act as a base from which the competition will be directed.

The winner will be the crew that touches down furthest away, in a straight line, from the airport on the Sunday evening.





Competition balloonists and their crews will launch from Gloucestershire Airport's main runway (27/09) at dawn on a Saturday morning in October and head off wherever the winds will steer them.

The winner will be the crew that touches down furthest away, in a straight line, from the airport on the Sunday evening. The balloon race won't just test pilots' skill, but also team tactics. Competitors will receive the specific competition rules at the launch briefing shortly before the competition begins.

Once briefed, pilots and their crews will need to quickly consider and calculate a number of things – meteorological data for the whole of the UK, the likely tactics of other teams, when to land, where to relocate to launch again, and when to refuel.

Karen Taylor, Gloucestershire Airport's Managing Director, said: *"It's a great honour to have been chosen to host the 2023 Queen's Cup hot air balloon race. Everyone at the airport is thrilled to be a part of what is an historic and prestigious event. We're currently working closely with the event organisers to confirm all necessary details and plan how we'll deliver the event. We're very much looking forward to playing host and getting the competition underway."*

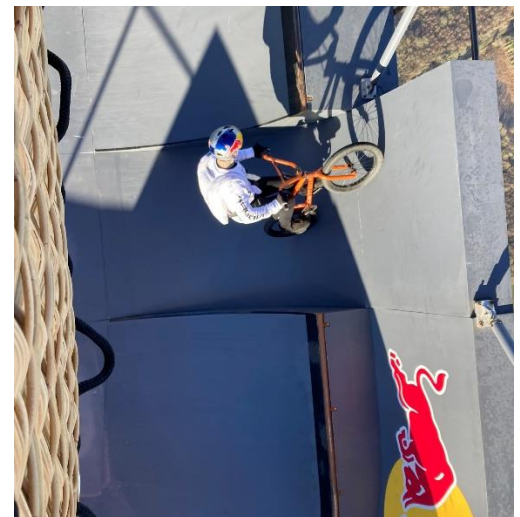
DON'T LOOK DOWN PROJECT

The #DontLookDown project raised several technical challenges for the Cameron Balloons team, including:

- How to suspend a BMX bowl weighing 2.5 tonnes from a hot-air balloon
- How to launch and (more importantly) how to land the combination.
- Procedures and risk assessments to do all of this safely.
- Getting CAA approval to fly this beast.

A Z-600 was commissioned for the project, which was strengthened to allow the bowl to be suspended from the mouth of the balloon and hang closer to the basket – a great advantage for landing. Red Bull Racing designed the bowl itself in conjunction with Cameron Balloons, Kriss and a skatepark building team to ensure the bowl was light, strong, compatible with the balloon and able to provide an exciting ride.

Preparing, flying, and landing this balloon is quite an operation, not for the faint-hearted. This was not only done once but twice - Piloted by Pete Dalby and co-piloted by Allie Dunnington on the first flight and Dave Boxall on the second flight.



The balloon was inflated then towed back over the bowl, permitting the bowl suspension rigging to be attached. The balloon ascends out of the bowl; the wires go tight, and with a huge amount of burning, the whole assembly "Balloon and Bowl" rises into the air. Once airborne, Kriss was lowered by winch into the bowl to begin his ride - filmed by two helicopters and a drone. While he's riding, the bowl and basket shake from his movement. After 45 minutes of riding, Kriss returns to the basket, and the balloon descends for its landing.



Pete Dalby

Landing this assembly was another challenge. However, both flights had uneventful landings.

The bowl was flown to a landing, which the basket descended into, and the balloon deflating over the suspension frame and onto the ground.

Following this, the crew were welcomed to help recover the Z-600 and a 3500kg bowl from a farmer's field!

Allie Dunnington says *"One of the craziest balloon projects I was ever involved with. Lucky to be Pete Dalby's second pilot on this epic first flight!"*

The adrenalin was certainly in high flow during flight and especially for the tricky landing which Pete mastered ever so well.

Well done Camerons especially Dave Boxall and Nick Purvis for putting this monster together and for the Red Bull organising team to coordinate such a complicated project. And hats up to Pete!!"



Pete and Allie

To see more: <https://youtu.be/PSVuDBKLC5A>



British Gliding Association (BGA) 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

BGA SPORTING CONFERENCE AND EXHIBITION 2023



This took place on 25th March at a new venue - Loughborough University's Holywell Park Conference Centre in Leicestershire, with the annual awards dinner taking place at the nearby Burleigh Court Hotel. A great event attended by around 400 people.



The conference opened with an introduction by BGA Chairman Andy Perkins, then Pete Stratten presented an update on 'Fit for the Future', a series of projects to assist the delivery of BGA strategy aims. On airspace matters, Pete went into detail on the big challenges of exponential drone growth, air transport growth forecasts and the Governments view that aviation will be the largest emitting sector by 2050 unless action is taken. That led to an update on how and why Airspace Change Proposals are a hot topic and generating a lot of work and not necessarily delivering modernised airspace. Noting the need to take drones seriously, Pete described how electronic conspicuity is key to future integration and that the BGA is engaged with that and as ever encouraging a proportionate approach.

A variety of speakers provided fascinating talks throughout the day including: Liz Sparrow, Deepak Mahajan, Jens Trabolt, Stu Naylor, Lucy Wootton and Chris Gill.

The evening dinner and awards event was attended by 210 people. Awards were presented by BGA Vice-President, Peter Harvey to



Photo: Paul Morrison

The Saundby Sword: to the BGA FRTOL Team (led by Paul Ruskin and Andrew Watson)

The Hayward Aviation Instructor of the Year Trophy: Eric Hibbard of Anglia GC

The John Hands Trophy: Jeremy Pack

The Alex Ward Trophy: Ross Morris

The Enterprise Trophy: Anne Soltow

The Phil Lever award for most promising junior pilot: Oli Summerell

The Caroline Award: Amelia Richardson (Oxford GC)

The Bill Scull Safety Award: Wolf Rossman (Scottish GC)

BGA Diplomas were presented by Andy Perkins to: Barrie Elliott (Bognor GC), John Batch (Banbury GC), Andy Hill (Anglia GC), John Stiles (E Sussex GC), Gerry Robson (Highland GC), The Gliding Centre, Andrew Watson (Cambridge GC), Alan Swan (RAF Shawbury GC) and Graham Garnett (Lasham GS).

COMPETITION RULES FOR 2023

The Rules for Rated Competitions 2023 have been published

<https://members.gliding.co.uk/library/competitions/bga-competition-rules/>

YES

YES, the LAA's Youth Education and Support, are now looking for a donor to give them or sell (cheaply says Stewart Luck) a Primary Glider which they could renovate and put on a tripod to teach youngsters how to fly. **YES** sees this activity undertaken at Old Warden and their members in Northern Ireland are particularly keen on making this project happen. **Contact Stewart Luck** if you can assist. captainluck@hotmail.com

A female glider pilot?

Have a look at www.womengliding.co.uk and apply to join the Women Gliding Squad.

INCREASING FEMALE GLIDING CLUB MEMBERSHIP

All of aviation including gliding has a very low percentage of women participants. The BGA fully recognises that gliding needs to do more to increase the percentage of women participants. To help with this aspiration, some time ago the BGA appointed **Yvonne Elliott** as the **BGA Women's Advocate**.

Yvonne has been working in the background to develop a 'Women and Inclusivity in Gliding' (WinG) initiative with the ultimate aim of increasing membership and is ready to carry out a trial to see how we can best support clubs with this important activity. Several clubs are being contacted to take part in the trial.

You can contact Yvonne via yvonne@gliding.co.uk

JUNIOR DEVELOPMENT SQUAD STARTS TRAINING

The weekend of the 8-9 April saw the Junior Development Squad travelling to Lasham for their first training camp of 2023. 10 squad members were joined by a few pilots from the Women's team to take advantage of the favourable forecast. Coach Jake Brattle led the weekend with daily briefings and post-flight analysis sessions in the evenings, showing the juniors where they could improve their flights. Everyone enjoyed 3 days of racing, giving a small taste of what's to come this year.



The squad will travel next to Issoudun, France as part of the annual overseas coaching week. They will then fly the 46e International Issoudun, where the coaching can be put into practice in a competition setting. Plenty to look forward to!



The Junior Team are once again crowdfunding for the Junior European Gliding Championships later this year in Denmark.

If you would like to support the team, the link is <https://www.gofundme.com/f/british-junior-gliding-team-2023>

INSTRUCTOR TRAINING COURSES

PART 2 INSTRUCTOR COURSE: 17TH – 22ND JULY 2023 8:00 AM - 5:00 PM
SCOTTISH GLIDING CENTRE

PART 2 INSTRUCTOR COURSE: 4TH – 9TH SEPTEMBER 2023 8:00 AM - 5:00 PM
WOLDS GLIDING CLUB, The Airfield, Pocklington, York, East Riding Of Yorkshire

PART 2 INSTRUCTOR COURSE: 25TH – 30TH SEPTEMBER 23 8:00 AM - 5:00 PM
WOLDS GLIDING CLUB, The Airfield, Pocklington, York, East Riding Of Yorkshire

For details of more courses see: https://members.gliding.co.uk/events/?event_category=4892

CLUB DEVELOPMENT CONFERENCE 2023

To help with diary planning, the BGA Club Development Conference will be held on Sunday 19th November 2023 in Northampton. <https://members.gliding.co.uk/2023/03/29/club-development-conference-2023/>

VIRTUAL CLUB DEVELOPMENT SESSIONS

Free weekly sessions are available on Monday evenings for people who run development activities in gliding clubs, providing opportunities to discuss topical club development matters with other people who run gliding clubs. Sessions are organised and run by the BGA Development Committee.

<https://members.gliding.co.uk/events/club-development-virtual-sessions-2022-23/>

THE INTER CLUB LEAGUE

The Inter-Club League (ICL) is intended to encourage competitive cross-country flying on a less formal basis than National and Regional competitions, involving pilots at all levels of cross-country competence, and is an opportunity for novice pilots to experience competition flying before they are eligible to fly a regional competition.

The ICL is designed as a two-phase set of events: a local event managed by a group of local clubs and Team Captains, and then a Final towards the end of the flying season.

It's a great way to build experience and learn new skills among friends and colleagues in a friendly environment, including; Experience flying from new sites; improving cross-country flying ability; Learning about glider racing which includes use of loggers, map reading, setting up flight directors, etc.; Gaining experience in contest direction, task setting, start and finish line control, scoring and other competition-related duties

Special emphasis is put on the performance of newer pilots – the ICL has a trophy specifically for the best novice pilot! Find out who has volunteered to be your club's ICL rep and ask her or him if you can join in.

For more information: <https://members.gliding.co.uk/competitions/the-inter-club-league/> and the ICL's Facebook page <https://www.facebook.com/BGAICL/>

SN-2023/002: MAINTENANCE PROGRAMMES FOR AIRCRAFT USED FOR GLIDER TOWING

CAA safety notice to raise awareness of the challenges relating to aircraft maintenance programmes (amp) for aircraft involved in glider tug operations and similar types of unusual operations - where potentially higher cycle utilisation of engines and ancillary components may not be captured by manufacturer service bulletins or published recommended inspection periods.

<HTTP://PUBLICAPPS.CAA.CO.UK/DOCS/33/SAFETYNOTICE2023002.PDF>

Fancy having a go at gliding? Fixed wing pilot looking to convert to non-powered flying?

<https://www.gliding.co.uk/club-finder/>

My thanks to **Adam Poultney** for his report on University Gliding

GLIDING AT THE UNIVERSITY OF NOTTINGHAM

The University of Nottingham Gliding Club offers students the chance to learn to fly gliders at an affordable price. We fly at RAF Cranwell Gliding Club on weekends and bank holidays, making use of our own fleet of two aircraft to get our members flying. With around 70 UoNGC members this year, we are a busy club, aiming to fly 16 members every weekend.

The club is open to all students and staff at the university and the membership is made up of people from a diverse range of courses. As might be expected the most represented course is Aerospace Engineering, gliding offering a fantastic opportunity to reinforce and supplement understanding of course content, and other STEM subjects are well represented. We have members from veterinary courses, medical students, law, languages, economics and more.

Most of our members make use of NU2, our two-seater Grob Twin II Acro, which we have owned since the mid-2000s.



Last year, we spent a small amount of money to apply some new markings, featuring the current UoN Sports branding, to NU2 which was previously completely plain white. It's a fantastic trainer and serves us well. Members who progress to solo can fly our single seat Astir CS77, NU.

This year, the club will celebrate its 50th anniversary. With an active cohort of members, including a good number of solo pilots, the club will be celebrating on a high note.

We don't simply offer trial flights and experiences; our primary aim is to see our members progress in gliding. The majority of the members are pre-solo, but those who are more dedicated can progress to solo and beyond.

RECENT ACHIEVEMENTS

In December, Adam Poultney converted onto the Astir and George Downing converted onto Cranwell's LS8

In February, Seb Krause completed his Bronze and George Downing converted onto Cranwell's Duo Discus

In March, Toby Jackson sent solo in his final year at university by CFI Tim Davies

In April, Adam Poultney converted onto the Junior at Portmoak on the Portmoak Trip 2023



(R) Tony Jackson's 1st solo

In April too we had our annual trip to the Scottish Gliding Centre at Portmoak. Seven university members ranging in experience from total beginners with a handful of flights logged to bronze, and an instructor from Cranwell Gliding Club went up with NU2 for 10 days.

We go to the Scottish Gliding Centre primarily to fly on the fantastic ridges at the site; flying in flat Lincolnshire, we don't get to experience this at Cranwell. For most of the members on the exped, this would be their first time ridge soaring, if the wind cooperated that is. For a ridge to work, the wind needs to be facing in the right direction, which at Portmoak is westerly.



The first two days of the trip saw very light easterly wind. No ridge, but it gave us an opportunity to get solo pilots site-checked.

After that the wind turned and we had a fantastic ridge day on Tuesday; one of us took the opportunity to climb the hill to take close-up photos of the gliders in-flight.

A low cloud base and rain meant we didn't get the gliders out the next day, but we did fly the simulator all morning.

We used it for some spin demonstrations and had an (unsuccessful) attempt at a cross-country task, swapping pilots regularly, and of course, some interesting aerobatic manoeuvres you really wouldn't want to perform in a real glider!

For the remainder of the trip, the weather stayed good and gave us a few ridge days.

The pre-solo members made fantastic progress flying every day, one member made a silver height claim, and another converted onto the SZD51 Junior.

At the end of the trip, we had a total of 81 launches and 28 hours and 29 minutes airborne.



<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

Why fly in competitions?

The BHPA is a very diverse membership, with a strong social club scene. Within the BHPA there is also a subculture of pilots that fly to compete. Here are some reasons why you should consider participating in competition flying, regardless of the aircraft type you fly.

Social: The competition scene has a strong social culture. Attending two or three competitions a year, you will often meet the same people, forming strong friendships with like-minded pilots. Many pilots also bring their families to competitions. A competition is a lot more than the two or three hours flying.

Development: You may think that competitions are about winning. But there is only one winner at a competition. A much better reason to attend is to improve your personal flying abilities. With so many peers in attendance, your abilities in cross country develop far faster than, say, a guided trip. You need the basic thermalling skills before attending your first competitions but once you can climb successfully there is a competition suited to your abilities.

Safety: Competitions are far safer than you would believe. Of course, this is a dangerous sport, and accidents can and do happen. However, in a competition you have a task set by experts. They know the region, the pilot's abilities and the weather forecast of the day. You also have maybe 100+ pilots all on radio, ready to inform the meet director about all changes on the task or conditions. With live tracking, the organisers know where all the pilots are, at all times. All these combined factors create a level of safety unparalleled in any free-flying or guided trip.

Cost: Competitions typically cost £100-250 for up to 7 days flying. Whilst it excludes accommodation, it usually includes all your transport, retrieves, trackers and usually lunch packs too. In XC, it is often limited to just one flight a day, but it is an epic flight that satisfies most pilots. Many lower/mid-level competitions also have detailed briefings on how to fly the task, debriefs after the task and often talks scheduled in the evenings. It adds up to a very cheap guided trip, with aspects you will not find on any guided trip.

Sky Gods: Don't be put off by the fact it is a competition. If it has Sky Gods, they are just pilots and they usually want to share. Come and meet your heroes. But the majority of pilots that attend are just like you; wanting to learn, interact and be part of something bigger. Bring along your friends and maybe in a few years, we will have some new Sky Gods.

Hang Gliders: You don't need a two-liner. There are lots of options for EN-B hang gliders too. As long as it is a recent design (less than 5 years typically) and in good order, it is suitable for competing. You will need a certified harness, helmet and at least one rescue parachute. You can fly with a very simple instrument, but something that you can enter coordinates into is preferred. Many competitions require you to have an FAI Sporting Licence. You can obtain this from the BHPA office with a simple phone call and a £20 fee. No exams required. It must be renewed annually.

Locations: There are club competitions around the UK, friendly competitions in Europe or major events around the world. Something for everyone.

Disciplines: Cross Country Paragliding & Hang gliding. Accuracy landing. Para-motoring. Hike and Fly. If it is a BHPA discipline, it's probably a competition discipline too.

Where to start?: This entirely depends on what abilities you already have, and what you hope to gain from participating. Below is a description of the major events out there, and who they are aimed at.

PARAGLIDING: The BHPA has a competitions panel that organises several events annually.

The BCC (British Clubs Challenge) is open to Club Pilots upwards and hosted by clubs around the UK. This is the starting point for many wanting a very social beginning to competing, without committing to travelling abroad.

<https://www.advance-bcc.uk/Home/Index>

The BPC (British Paragliding Cup) is open to rated Pilots and is the next step in cross country. One event is held in the UK and one outside the UK. <https://www.bpcup.co.uk/>

The BST (British Sports Trophy): If you are Pilot rated, fly an EN-B or EN-C, and want to enjoy a very relaxed event in an Alpine environment, you should be at this event! This year it will be held in the French Alps. There will be detailed briefings, some debriefings and the occasional talk. Chairlifts to launch, it is an exceptional event. There is plenty of space for pilots still. be quick and bring the family for exceptional scenery.

<https://airtribune.com/bst2023/info>

The British Championships: Don't be put off by the impressive title. This is a British Event, for British Pilots. This year it will be held in Ager, Spain. If you can handle a windy launch, have flown in a competition before and made a 50km goal, probably you are ready for this event. You will need to be Pilot rated and have some reasonable piloting skills. Having been to Ager before would give you an advantage. There will be detailed briefings before the tasks and often a talk or two in the week. The event will typically have up to 30 Sports wings (EN-C/EN-B) and the remainder would be 2-liner D's and CCC wings. <https://airtribune.com/bpc2023/pilots>

Non BHPA competitions. There are a few notable events in the sport for pilots looking to get involved. All of the events below are accepting pilots attending their first competition.

The Ozone Chabre has existed for many years and is directed by Jocky Sanderson. Held in the same venue each year in the French Alps, it is often oversubscribed, and attended by many British pilots. With briefings, debriefings and evening talks, you can learn a lot. This year, it is already fully booked. <https://airtribune.com/oco2023/info>

The Naviter Open is another event that is very popular with British pilots, and is oversubscribed. Like the Ozone event, it has many talks to help you improve. Set in a very friendly alpine environment in Slovenia, usually you will encounter friendly conditions. Again, this year it is already full. <https://airtribune.com/no2023/info>

The Sports Racing Series (SRS) is the latest addition to the competition scene. Formed exclusively for EN-C/EN-B wings you will be able to fly surrounded by gliders of similar performance, and pilots of mixed abilities. At this time the series is still accepting pilots into all four events they are running around Europe. The first is the Ozone Edition, in Macedonia, again directed by Jocky Sanderson. <https://airtribune.com/srs-2023-1/info>

There are three other events listed on Airtribune for the SRS series this year. France (Gin sponsored), Italy (Skywalk sponsored) & Spain (BGD sponsored).

HANG-GLIDING There are several British Hang Glider competitions held both in the UK and abroad each year. You can visit the Hang gliding Panels website for further details: <https://hgcomps.uk/>

ACCURACY <http://bhpa-accuracy.org.uk/>

PARAMOTORING <https://ppgcomps.co.uk/>

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

PARAGLIDING

Over the last few years the British Winter Open competition has been held at the Valle del Cauca in Colombia. This year the event ran later in the year at Castelo in Brazil. After six tasks Guy Anderson emerged the winner ahead of Grant Oseland and Dougie Swanson-Low.



Only a few days later, many of the pilots contested the first PWC round of the 2023 season at the same venue.

The event was won by France's Honorin Hamard from Baptiste Lambert (France) and Alex Schalber (Austria). France's Meryl Delferriere was top woman in 11th place.

Guy Anderson finished 8th, Martin Long 18th and Grant Oseland 44th

(L): Top Brit at the British Winter Open and 8th in the Castelo PWC.

Photo: Ruth Jessop

The **18th FAI World Paragliding Championships** begins at Chamoux-sur-Gelon, near St Hilaire, on May 20th. The British team will include current World Champion Russ Ogden, Tom Cole, Seb Ospina and Stan Radzikowski, with master tactician Jocky Sanderson as team manager.

PARAMOTORING

The 2023 BOPC (June 28th-July 2nd), will be held at new venue: Manston Airfield in Kent. This massive site features a 1.7-mile runway and prairie-like acres of open grassy spaces. The Dambusters flew training flights from here, Concorde flew from here and the first Human Powered Aircraft to cross the Channel was based here.

The RAF Manston History Museum are keen to support aviation- and engineering-related community projects and have been very welcoming.

A bid has also been submitted to hold the 2024 World Paramotor Championships at this venue.

Photo: British Paramotor Open Competition 2022
Photo: Tracy Anderson



RAF Manston History Museum to host British National Paramotor Championships 2023

28 June to 2 July

The RAF Manston History Museum, hosting the event on Manston Airport's Northern Grass, will offer Thanet residents a weekend of entertainment, education and opportunities to find out more about the sport.

Barney Townsend, Championship director and Paramotor Competitions Committee chair, said:

“As well as the navigation tasks, there will be other challenges taking place on the Northern Grass area of the airfield, including using precision skill to switch the engine off at 500 feet and then land on a bull’s-eye target, the size of a dinner plate, only a couple of feet wide.



In addition to the nationals, the event will also incorporate the British Open Paramotor Championships, which is open to all pilots and so will attract entrants from Europe too – adding to the excitement of the weekend. In the run up to the event, we will be working with communities around Manston to arrange events and visits, across the weekend, with a particular focus on local schools, the air cadets and the scouts. We will also be working

to identify and agree no-fly zones, to make sure the courses do not take pilots over any local residential communities. Tracked in real time by their GPS systems, there are heavy penalties in place for any pilot that strays off course during the competition.”

HANG GLIDING

The hang gliding season hasn't yet got under way, but two teams for the forthcoming World Championships in Macedonia have been selected. Two teams, because both Class 1 (flexwing) and Class 5 (rigid wing) championships will be held concurrently.



The flexwing team comprises the undisputed top dog in British hang gliding competitions, Grant Crossingham, up-and-coming pilot Jeremy Soper, ex-pat superstar Nick Chitty, nine-times British Champion Gordon Rigg, former Army officer Steve Penfold and former European Championship contender Andy Hollidge.

Rigid wing exponents include current British champion Mike Armstrong, former champions Tim King and Paul Harvey and former XC League champion Nick Collins, and Nigel Bray. Both teams will be managed by Garry Hume.

(L) Grant Crossingham Photo: Katy Tracey

ACCURACY

The accuracy season too is yet to get under way. Nevertheless the British Squad has been out training with a view to selection for the FAI World Paragliding Accuracy Championship at Sopot, Bulgaria in October.

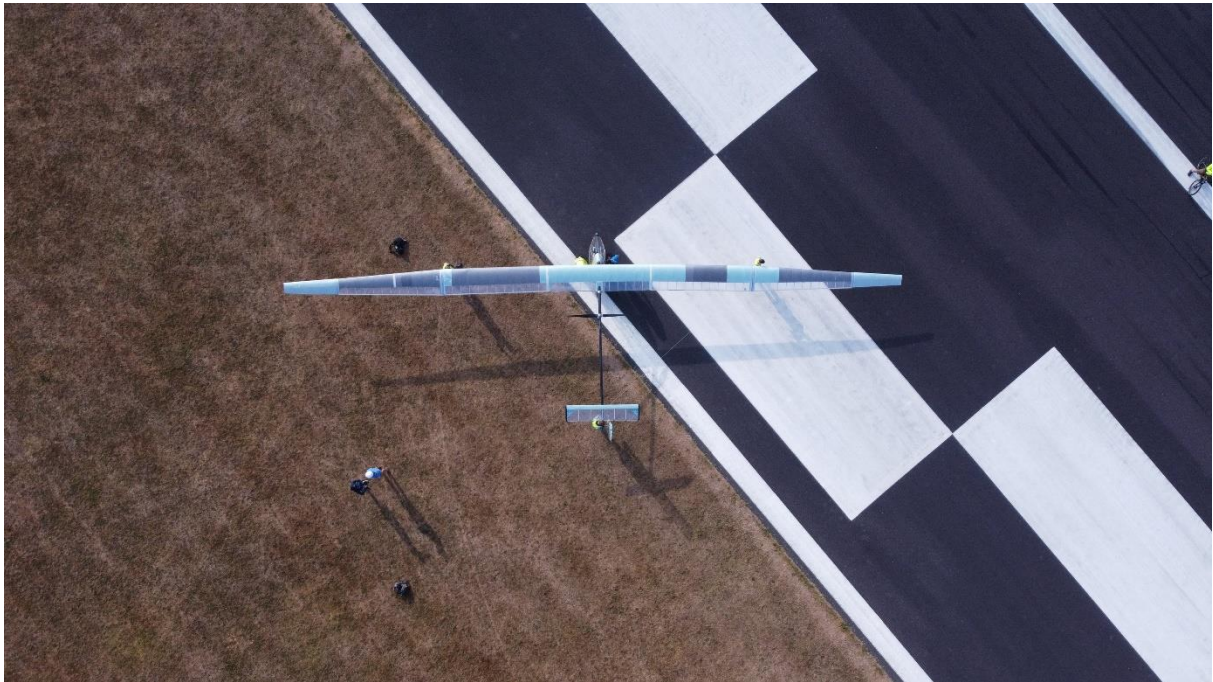
HUMAN POWERED FLIGHT

THE ICARUS CUP 2023

The annual **Icarus Cup** 2023 for human powered aircraft will be held at Manston Airport in east Kent from the 24th of June to the 2nd of July. <https://bhpfco.uk/52-2/>

In a unique tie-up, the British Human Powered Flying Club's annual Icarus Cup will be held at Manston in Kent at the same time as the British Paramotor Open in late June. Manston's 2,700m runway is ideal for HPA flying, and sharing the cost of facilities with the Open makes economic sense. Both organisations will benefit from the increased publicity the location should generate. We hope that these aircraft and pilots will add a new dimension of spectator engagement to the event, and build social and sporting bridges between two BHPA disciplines.

The Icarus Cup was donated by the Royal Aeronautical Society and the first competition was held in 2012 at Lasham airfield. Along with the cup a prize of £1000 goes to the winning team and £500 to the runner up.



Southampton University's redesigned Super Lazarus HPA is prepared for flight at last year's Icarus Cup
Photo: Samuel Pearson

The aircraft must all be heavier than air and able to be propelled solely by the physical efforts of the pilot. A series of tasks are available and the teams elect to fly as many of these, and as often as they wish in order to score points.

These include distance, speed and slalom courses along with the Jacobson figure-of-eight, a highly demanding task completed for the first time in the UK at the 2018 contest by Niall Paterson.

Other challenges included in the competition are part of the series of Kremer Prize tasks, two of which remain to be claimed.

THE GREAT HUMAN POWERED AIRCRAFT RACE

This has now been rescheduled for **summer 2023-24**, between June 2023 and August 2024, to mark the 60th anniversary of the first flight of a human-powered aircraft by Southampton University's SUMPAC in 1961.

A **£10,000 prize** for the second-fastest team and **£5,000 for the fastest female pilot** are also on offer.

Teams will be able to start when they like between June '23 and August '24, keeping the competition in the limelight for much longer and inspiring more people to get involved.

The race is intended to promote **STEM** engagement among students, and inspire the next generation of HPA pilots and engineers.

There's a lot more information at <https://thegreatrace2022.com>

The first genuine flight of a human powered aircraft was that of SUMPAC in 1961 when Derek Piggott took off and landed under his own power. SUMPAC (Southampton University man-powered aircraft) was designed and built by students, and managed 64 metres on its maiden flight.

It clocked up 40 successful flights and recorded nearly 600m on one flight, before being retired in 1963 after a crash. Since then there have been many more designs, with varying degrees of success, including an inflatable HPA designed by Fred To.



The advent of modern materials like carbon fibre has helped reduce the weight of modern machines, but this is a sport still in its infancy. We live in exciting times!

The Icarus Cup was donated by the Royal Aeronautical Society and the first competition was held in 2012 at Lasham airfield. Aircraft must all be heavier than air and able to be propelled solely by the physical efforts of the pilot. A series of tasks are available and the teams elect to fly as many of these, and as often as they wish in order to score points. These include distance, speed and slalom courses along with the Jacobson figure-of-eight.

Other challenges included in the competition are part of the series of Kremer Prize tasks, two of which remain to be claimed.

Setting sights on new heights at Green Dragons Airsports



Whilst it has been a tough start to the year with strong winds, rain and even snow, Green Dragons Airsports has been preparing for the year ahead.

Andy Shaw says “We have new students signing up, existing students continuing their courses and new stock arriving for the year ahead.

The British Paragliding Accuracy Squad have been training here in preparations for the 2023 Paragliding Accuracy World Championships and, on top of ALL that, Green Dragons Airsports are the sole importer of the RB Paramotor Minimots. The first 5 were delivered by Raffaele personally in March!”

Green Dragons Airsports’ vision is to look for lightweight small paramotors aimed at thermalling plus weight shifts to allow for thermalling and soaring flight from small slopes which are hard to take off from.

RB Paramotors is proud to be one of the first companies working seriously on this kind of machine. Following the great job by the Thai paramotor guru Nipon Kajoncheep, Raffaele Benetti decided to start developing a small paramotor, using the light DLE 170cc engine. The result is a really light and compact paramotor (weighing just 14kg dry), that can be used for self-launch paragliding but also for a different way of paramotoring.

How much thrust does this new light and compact paramotor have? Enough is the correct answer for now! We have 102kg pilot taking off with ease. Raffaele did a tandem foot launch paramotor flight and also uses it to fly with his small Ozone Freeride 15 without any problem. Described as small jewel!

More information can be found at www.greendragons.co.uk



<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

The BMAA's new address from 5th May 2023 is 6 Somerville Court, Banbury Business Park, Adderbury, OX17 3SN Telephone numbers and email addresses will remain the same.

COUNCIL ELECTIONS 2023

BMAA is a member organisation and appoints up to 8 Non-Executive directors to oversee BMAA Ltd, the company that carries out activities to support BMAA members. The Executive Board of the BMAA is known as 'Council' and Council members serve for 3 years upon election to the board.

CONGRATULATIONS TO 2022 BMAA AWARD WINNERS

Mark Hilton Micro Aviation - BMAA Industry Award
Fiona Luckhurst - BMAA Medal of Honour
John Teesdale - BMAA Medal of Honour
Clive Mason - BMAA Photographic Award
Adrian Whitmarsh - Brian Cosgrove Award
Giles Fowler - Chairman's Trophy
Andy Oliver - Keith Negal Trophy
Rosemary Simpson - Patricia Anne Trophy

The Awards were presented during the BMAA AGM held on Saturday 29th April 2023 at the Microlight Trade Fair at Popham.

THE BMAA AGM

The AGM was held at the microlight trade show at Popham Airfield on Saturday 29th April 2023 at 13:00

MICROLIGHT TRADE FAIR 2023

Open 10:00am - 4:00pm each day this is the UK's most important microlight exhibition.

The Microlight Trade Fair has been running at Popham Airfield for over 20 years welcoming manufacturers and suppliers from across the UK & Europe for this two day event as well as the venue for the BMAA AGM and awards presentation.

<https://www.eventbrite.co.uk/e/microlight-trade-show-visitors-2023-tickets-491249559657>

Flight Line exhibits Trade stands Technical presentations
A catering village and under cover seating PLUS Saturday evening catering & entertainment

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.

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>

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>



“ Back to the Future : SSDR & Sub70kg Rally .

July 1st & 2nd 2023



THE FLEXWING FLY-IN 2023

AIRCRAFT SUPPLIERS

Flylight
Micro Maintenance
Fun Flying Aircraft
GS Aviation
Exodus
Ace Aviation
Microlite Aviation

THIS IS HOW IT FEELS..
.... IN A FLEXWING!

SPEAKER PROGRAMME 1400-1800hrs

Rob Hart - SkyDemon
Owain Johns - Championship Precision Flying
Rob Hughes - CEO BMAA
NanoTrike Forum - Chair: Ian Curren BHPA
Graham Slater - The P&M Fleet's Future is Bright
Dave Sykes - "A Wing and a Chair" UK to Oz

Precision Landing Demonstration 1830hrs

CLINICS

Rob Hart - SkyDemon
Keith Vinning - Pilot Aware

Precision Landing Workshop*
Sunday 1000 -1200hrs

* 10 places only, pre-registered

SATURDAY 15TH JULY
DEENETHORPE

Hosted by:
Deenethorpe Flying Group &
The Flexwing Adventurers



<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 British Model Flying Association and the British Drone Flyers partnered with Leicester City Football Club to bring the world of drones and model flying to schools throughout Leicestershire with the help of the Leicester City in the Community programme.



The first day-long session took place at the King Power Stadium with 6 schools. Team BMFA, worked with LCFC and hosted exciting **STEM** Stations and included:

Micro drone flying Paper aeroplane building Model rocket competition
Model aircraft simulator sessions Understanding flight by getting hands on with model aircraft

What an amazing day they all had at the King Power Stadium, working in partnership with Leicester City Football Club and their Leicester City in the Community team.

A joy delivering a drone and model flying STEM activity day to Leicestershire school children, helping them to discover the magic of flight through the safe and responsible use of drones. Leicester City Football Club are now keen to bring the children over to BMFA Buckminster to experience hands-on model flying!

My thanks to Ashley Hoyland of the Great Britain Radio Control Aerobatic Association for this report:-

We are at the stage in the year when all our competition dates and venues for the coming season are agreed and just hope the weather is going to be kind to us. Unfortunately, we have also heard that RAF Barkston Heath, the considered home of aeromodelling for so many years, will not be available again this year to host the biggest collection of competitors for our Free Flight and Power National Championships. I am sure that spreading our disciplines around the country to hold individual championships will be felt by traders and the hospitality venues over the August bank holiday in the Grantham area.

It is a rare occasion that a competition is postponed due to the weather and for this reason all our pilots will have been practicing schedules in less than perfect conditions and of course with not knowing which direction the wind will be blowing on the day of the schedule of manoeuvres will have been flown in both directions (left to right and right to left) many, many times. Less than ideal conditions are bad enough for the simple manoeuvres where little compensation for the wind is required, but for the more complicated manoeuvres and particularly those where more than one control input is required, say in a loop or horizontal circle with one or more rolls integrated, our mind boggles for mere mortals like myself and most other club pilots, but our top pilots take it in their stride.

I am pleased to report that the UK leg of the World Cup League will be held again near Ashford, Kent on the weekend of the 9th July with the hope it will attract many international competitors. World Cup League competitions are held around the world but mostly in Europe making this a busy time for any competitor who would like to do battle with the best in the world. I can imagine that travel costs may be more of a consideration this year but I am sure there will be good competition at all the usual venues.

I mentioned last time that the F3A World Championships are in Australia this year and I wish our team a safe journey and good luck when the time comes.

Our Aerobatic Association should recognise that to help pilots progress and fly better there needs to be in place a good progressive league system to encourage competition, but also to encourage pilots to improve. That encouragement can come in many forms. Having schedules that look attractive to club flyers who have not taken the step forward into competition is essential as any none competitive pilot sees competition flying as out of their reach. A simple schedule to make the step into competition a small stride instead of a huge step, which may be unattainable for some pilots does nothing to instil confidence. Even if the club flyer is tempted to compete, they have to recognise that early mornings and long days, along with the cost of the journey are inevitable and they need to be enjoyed and not a chore in any way. I know that the journey to a competition should be full of anticipation and excitement to perform well, but going home it will always be a question of 'I should have done better' but the anticipation of the next competition to give that opportunity to improve makes it all worthwhile.



The 'Placebo' with designer and builder Thomas David



The 'Placebo' in knife edge over the Welsh countryside

Whilst many of our competition models are bought through British suppliers, Bondaero and Dumfries Models who specialise in F3A models, I have mentioned in the past that three competition pilots are well known for producing their own aircraft using computer design and laser cutting techniques. I have mentioned Thomas David, Dan Workman and Adrian Mansell as pilots with huge amounts of talent in design and build techniques. Their 'conventional' build aircraft really are works of art.



Dan Workman's 'Barracuda' fuselage under construction



Adrian Mansell's 'Neutron' wing on the building board



The 'Barracuda' ready for covering and looking very competitive



The 'Neutron' and Adrian after 50 trimming flights

I have mentioned earlier that there are many skilled club pilots who with the right guidance and opportunity will develop in to top pilots and our National Flying Centre at Buckminster gives a group of volunteer enthusiasts the facilities to pass on their knowledge of aerobatics to encourage anyone who would like to attend their monthly sessions to improve their flying.

Although we call these monthly sessions 'Introduction to Aerobatics' they are not intended for the competition-oriented pilots. They are more than that.

They are for any club pilot who would like to improve their flying skills. Advice is given on model set up which we believe leads to more satisfaction whilst flying and increasing a pilot's confidence.

To control an aircraft to be exactly where they want it to be during every second of the flight, and in the right attitude takes encouragement and practice. All this also leads to safer flying whilst extending the life of the aircraft.

Since the sessions started in 2017 which have only been possible following the acquisition of our National Flying Centre we have attracted over one hundred pilots to get involved.

I will enlarge on this BMFA facility in future articles.



The 'Neutron' underside, so important to have a contrasting colour scheme to identify the attitude of the model in flight.

ARTICLE 16 AUTHORISATION

The BMFA has been issued with an updated Article 16 authorisation from the CAA.

You can download the updated authorisation from <https://rcc.bmfa.uk/wp-content/uploads/2022/12/The-Society-of-Model-Aeronautical-Engineers-Ltd-UAS7068-Article-16-Authorisation-Issue-5-22122022.pdf>

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** also **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.

BMFA members 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**, you can obtain one by attending a briefing at Westdown Camp.

Please contact Peter Watson to arrange peterwatson47@hotmail.com



Weston park Air show International 16.17.18 June 2023

Yesterday at 16:52 · 🌐

Something new for this year spectacular day and Evening rocket launches



Buckminster Mid-week Jet Fly-in's

Informal "open" Jet days

18th - 19th April

9th - 10th May

19th - 20th September

7th - 8th November

- Run in accordance with JMA rules and risk assessment.
- Open to all BMFA Members (no requirement for JMA membership)
- Ideal opportunity to receive guidance and assistance.
- Limited places available.
- Day Ticket £10.00 per day.

Pre-booked camping available. Enquiries/booking: manny@bmfa.org

BMFA National Centre
Grantham NG33 5RW



CALLING ALL MODEL JET PILOTS!

Are you a jet modeller who would love to fly at the National Centre?

Are you looking to get into jets and would like to see models up-close and learn more about what's involved?

BMFA Buckminster is running a series of 'Jet Fly-Ins' throughout 2023 and all BMFA Members are welcome.

To find out more and reserve your place contact Manny Williamson via: manny@bmfa.org

USING HIGH NITRO CONTENT FUELS?

The Poisons Act 1972 has been NOT been amended to lower the threshold at which nitromethane is regulated from 30% to 16%.

It is always worth responding to Consultations to put your thoughts and views. Not always listened to but sometimes can have a bearing on ministerial decisions.

Northwest RC Helicopter Club is a small club founded in 2008.

Based near Dunham-on-the-Hill at Hob Goblin farm, dedicated to the safe enjoyment of rotary wing Radio Controlled flight.

Northwest RC Heli caters for all skill levels from beginner to the old hand.

Scale helicopters to 3D pod & boom. Powered by electric, Nitro, petrol or turbines.

Sunday is the most popular club flying day, but someone can usually be found at the field on Saturday.

If you would like to visit us please contact one of our committee members via

<https://www.facebook.com/NorthWestRCHeliClub/>

<http://northwestheli.bmfa.org/>



North West RC Helicopter Club

3 h · 🌐

The club is actively looking for new members. If you fancy either a visit or joining us, don't hesitate to make contact.



We are a small RC flying club located near Frodsham in Cheshire

We are mainly interested in helicopters, but planes are very welcome, and most members fly both.

Our flying field is quiet and useable all year round. There are no noise limits, no restricted times, no queues at the flight line and no grumpy neighbours.

2023 BMFA CHARITY DISTANCE CHALLENGE LAUNCHED

'Around the World in 8 Hours'

The BMFA hopes as many clubs as possible will join in this cumulative distance challenge to fly, at least, the equivalent distance of a complete circumnavigation of the globe. A total of 40,075km, of course would love to smash that distance if possible.

The will take place using model aircraft and drones of all types and be a mass participation event at BMFA clubs and other flying sites throughout the UK. The attempt will take place between 1st July and 9th July 2023 and is open to BMFA, British Drone Flyers and Scottish Aeromodellers Association members, as well as guest/trial flyers at your site on the day.

This should be another opportunity to get the BBQ going and enjoy a great social and family occasion at model aircraft clubs. <https://bmfa.org/2023-distance>

FORTHCOMING 2023 CONTESTS & EVENTS

For the **BMFA Events Calendar** check out <https://events.bmfa.uk> and <https://events.bmfa.uk/events-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>

BRITISH DRONE FLYERS ASSOCIATION



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 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.

BDF INTERACTIVE ONLINE TOOL

The BDF have produced an BDF interactive online tool that gives you the straightforward answers you need for your type of drone. You can use this guide to find the relevant rules that apply to you and your drone. Simply select the correct button for each question, that's all there is to it.

https://britishdroneflyers.org/uk-drone-rules?fbclid=IwAR0II-hJMpuy5D8C2Rz6GNGuNdD16_nCi4r7Lc4p8dFnCQDv912DYMfORPI

If you still have a question, contact our Drone Support Officer who will be happy to answer it - chris@bmfa.org

DAVID ALLEN - F9U (DRONE RACING) TEAM GB MANAGER



The BDRA (British Drone Racing Association) Committee have announced that David Allen has accepted the post of the F9U (Drone Racing) Team GB Manager for the 2023 season.

David will take on all aspects of organising the Team for the FAI World Drone Racing Championship (WDRC) event planned to be in Korea in October of this year

British Championship Qualifying Events for the 2023 race season can be found at <https://bdra.uk/events/>

British Drone Flyers

Powered by the British Model Flying Association

Unbeatable membership benefits include:

- CLASS LEADING £25,000,000 liability cover.
- £35,000 personal accident cover as standard.
- CAA Operator Registration - made easy as part of our membership process.
- The BDF Newsletter emailed to you 6 times a year and access to download the BMFA News.
- Access to the British Drone Flyers Rewards and Savings Scheme (additional £3.20 cardless or £5.50 with physical card)
- Expertise and guidance on all aspects of drone flying is just an email or phone call away.




Yearly fee:
Senior £42.00 / Youth £20.00
Are you ready to join us?
Join at: <https://bmfa.azolve.com>

T: 0116 2440028 W: www.britishdroneflyers.org E: admin@britishdroneflyers.org

BMFA, Chacksfield House, 31 St Andrews Road, Leicester. LE2 8RE

WOULD YOU LIKE TO START YOUR OWN DRONE CLUB?

A group of friendly, like-minded pilots who just want to have fun with their drones, explore new flying locations and capture incredible images. Sounds great doesn't it?

Did you know that the BDF can help you every step of the way in starting a drone club and we can even offer additional benefits with your club becoming affiliated to the BDF. There is no cost to your club becoming a part of the BDF and you only need to fill in 2 forms!

What exactly does the BDF do for its affiliated clubs? Below is a list of just a few of the benefits in being a BDF affiliated club:

- ✚ Extensive club insurance cover
- ✚ Flying site planning and protection
- ✚ Instructor scheme
- ✚ Achievement scheme
- ✚ Education programmes
- ✚ Regular club information bulletins
- ✚ Advice, assistance and support whenever required on all aspects of drone flying
- ✚ Website hosting and domain name registration
- ✚ Club talks

If you'd like to discover more about starting your own BDF affiliated drone club, just get in touch. We'd love to say hello and help make 2023 an even more rewarding year to be a drone pilot.

www.britishdroneflyers.org

admin@britishdroneflyers.org

0116 244 0028

DRONE RACING

Do you love flying FPV and would like to push it onto the next level?

Would you like to have a go at drone racing but don't know where to start?

Join the BDF at a number of exciting events throughout 2023 to explore getting started in this exciting and adrenalin fuelled sport at BMFA National Centre, BMFA Buckminster.

An opportunity for assistance and advice as well as a chance to have a go at the BDF Camera Drone certificates.

Just £10 a day to fly, camping and caravanning also available from at very reasonable rates.

Check out the link below and discover how to take your flying to the next level: www.britishdroneflyers.org

If you have any questions, just shout! or email our FPV guru, Chris Bradbury via - chris@bmfa.org

Camera drones give the opportunity to see things from a different perspective and encourage drone operators to get out to different locations to see things from a different angle. So how can you do that but also enjoy the camaraderie, banter, advice sharing, mentoring and the sense of community that is available in model flying clubs? Well it's simple really, form regional groups for drone flyers.



Photo: Steven Dobson



British Drone Flyers have started doing exactly that. Their first regional group, The Yorkshire Drone Flyers, is already up and running and have had their first meet-ups. There is no cost to your model flying club becoming a part of the BDF and you only need to fill in 2 forms!

If you would be interested in joining a regional group in your area please complete the form on this link <https://britishdroneflyers.org/groups> and BDF will be in touch.

FPV Drone Days

Join us and race our track for fun

BMFA National Centre, Sewstern, Grantham, NG33 5RW



ANALOGUE or DIGITAL all welcome

Race yourself, race your mates, race us, or just fly...

The choice is yours, but the goal is the same, **have fun**. We'll set up the track, all you have to do is fly it, but at your pace. The event is open to all BMFA and BDF members, with beginners welcome to come along and get some experience in a social atmosphere. Learn from the more experienced flyers, or just fly at your pace.

Not sure you have the right drone or gear, trust us, you do!

We will be running slots for analogue and digital, as well as slots for mini drones. So no matter if you have an entry level drone or a racing monster, we want you to have fun. Just bring what you got and ring it out.

Cost is £10 per day, with camping/caravanning also available at £10 per night/per unit.

Weekend Events	Weekday Events
9th - 12th April 2023	28th - 29th March, 30th - 31st May, 18th July,
4th - 6th August 2023	27th - 28th September, 10th - 11th October



BRITISH SKYDIVING

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

My thanks to **Liam Domin-Goddard**, British Skydiving's Communications Officer for his report:

New Chair of Council for British Skydiving



At the first Council Meeting of 2023, after the AGM in Nottingham on Saturday 28th January, the board elected a new British Skydiving Chair of Council, Mary Barratt. Mary began skydiving in 2006 and now has over 1,250 skydives. She is a Canopy Formation (CF) coach and organiser, and competes nationally and internationally. Mary was part of the European CF record set in 2018 and co-authored the new CF coaching manual (2019). She is also a Parachute Rigger, specialising in equipment for CF and BASE jumping.

Mary holds a Doctorate in Philosophy, with a specialist interest in the body, risk, edgework and sustainable social change.

Other Council officers elected are:

Chair of Safety and Training Committee:	Jeff Montgomery
Chair of Member Development Committee:	Ellie Southworth
Chair of Elite Performance Committee:	Alex Busby Hicks
Delegate to the Royal Aero Club:	Martin Soulsby
Alternate Delegate to the Royal Aero Club:	Craig Poxon

Mary said, "I am incredibly proud and excited to take on this new role with the Association and I am very grateful to Craig for his ongoing support and for the remarkable job he has done across his challenging three-year term. I look forward to working with him, and the rest of the British Skydiving leadership, as we navigate through the challenges and opportunities ahead."

Craig Poxon, out-going chair said, *“Having worked closely with Mary over the past few years, she is extremely hardworking and committed to the Association. I know that she will be a worthy chair. It is great for the Association to have a female chair for the first time in its history. I look forward to continuing working with her, supporting her in the new role and seeing her lead us to new heights.”*

MEMBERSHIP RENEWALS

British Skydiving Membership Numbers 2023/2024: The British Skydiving membership year runs from April 1 to March 31 the following year.

Online renewal for the new membership year is now available. The PIMS online membership facility is available for Full members including Joint Members. Ratings, including Instructors, Riggers, packers and any other rating that must be ‘signed off’ can also be done online, except pilots’ ratings which need to be renewed via the office.

Following the AGM resolution to set membership fees, the full member subscription for the new membership year will be £132.92. For joint members, the subscription is £245.84. Full and Joint Members can renew online by logging in to your member account. The current insurance indemnity limit remains the same at £10m.

To reduce our carbon footprint, renewal reminders are sent via email. Membership forms can be downloaded from <https://britishskydiving.org/forms/>

Skydive the Mag Survey and Future

The economics of a printed magazine have changed in recent years and the magazine needs to evolve too. Where the Mag used to be fully funded by advertising, this is no longer the case and it is now loss-making to the tune of around £7,000 per issue. British Skydiving have been shielded from this loss for the duration of the existing contract with our publishing partners, Warners, but this cannot continue forever.

An online survey was put out so that you could have your say. We asked you to rank your preferred options – would you be willing to pay for print, or would you rather go digital, or should we do something else instead? There was also a free text box for comments and suggestions. Thank you to everyone who provided feedback; we have read every message.

The survey is still open but, at the time of writing, 535 responses had been received. Of these, 260 chose digital as their first choice, 214 chose print, and 61 said something else. The second choices were also illuminating, as were the comments that went with the ‘something else’ options (many of which were suggesting possible different ways to stay in print, such as dropping from bimonthly to quarterly editions or reducing paper quality).

There were a wide range of opinions represented. The most negative was probably “Do away with it for good. It's a waste of the membership's money in something very few of the members really reads or is interested on. 99% of the editorial content is "my mate Joe went to a competition and had a jolly good time" and the other 1% doesn't really do much to inform anybody of anything is worth informing.”

There were also many comments along a more positive theme, such as *“The Mag is the BEST skydive publication in the world, let's KEEP it.”* Several were concerned that *“going digital will be the end of the Mag”*, and others mentioned the “shop window’ effect of the printed Mag on tandem students.

Thank you to the new A licence jumper who “at some point would love to see my name in print”, and who explained the importance of the Mag on our community by suggesting we “see Terry Pratchett’s ‘The Truth’ for details of why the lists of names matter and how it makes people who are relatively new to skydiving feel part of the bigger picture.”

One suggestion from the membership was that we should “just sell more advertising” – if only it was that simple. All of our advertising is sold by a dedicated external team whose full time job is selling advertising, and it has simply got harder. For the decade before Covid, every single Mag was 84 pages with an editorial to advertising split of 52:32. The Mag in your hands right now is 68 pages, of which just six and a quarter are ads.

So, where do we go from here? Well, the numbers simply didn't prove conclusive. There certainly wasn't a mandate to propose increased membership at the AGM in order to pay for print, so that didn't happen. But just going digital doesn't seem like the right decision either - the voices are too loud and numerous from those who are willing us to find a way to stay in print somehow, even if only for those who want it. British Skydiving has a working group that has been on the case for most of 2022, and they have now put out a tender document.

The hope is that, now the survey has given us a better idea of what we are trying to achieve, we can find a publishing partner to help us evolve without breaking the bank. Simultaneously, the role of Editor will shortly be advertised. Although this seems like two big changes at once, in fact the last change of Editor also coincided with a change of publishing partner, and worked really well.

This is all underway but will take time to get right, so the schedule of future Mags is yet to be confirmed. Whether the frequency is bimonthly, quarterly or otherwise, there is unlikely to be an April edition in 2023. It is the hardest one of the year to find content for at the start of the season anyway, so it could make sense to skip an issue and start with a bang once the weather warms up a bit and the way forward is clearer.

INTERNATIONAL SKYDIVING MUSEUM

British Skydiving are pleased to announce they have become the 6th organisation to join the International Affiliate program of the International Skydiving Museum and Hall of Fame.

Craig Poxon, out-going chair of British Skydiving said, *“We are delighted that the United Kingdom’s proud history in the sport will be further preserved and celebrated, contributing to an international presentation that will educate future generations about our significant contributions and inspire more to participate in our passion. The plans for the museum are very impressive and I am excited to see it become a reality.”*

Several British parachuting legends have been inducted into the International Skydiving Hall of Fame. The Hall of Fame recognises and honours those who, through leadership, innovation and/or accomplishments have defined, promoted, inspired, and advanced skydiving at the highest and sustained levels such that they have made it possible for generations of skydivers to enjoy the sport.



Jim McCormick (L) Craig Poxon (R)

Pete Allum, Dave Waterman (2022), **Lesley Gale** (2021), **John (Lofty) Thomas** (2019), **Tony Uragallo** (2018) and **Jackie Smith** (2013) have all been honoured.

British Skydiving Parachute Training Organisations will also benefit from the affiliation by receiving referral information from overseas visitors to the museum who want to try skydiving when they return home.

A brave new world!

This time of the year often brings changes to British Skydiving. It is the point in the year when we have newly elected Council members, which means we sometimes have new chairs of the Elite Performance Committee (EPC) and the Member Development Committee (MDC). This year the role of Chair of Council was also up for election since Craig Poxon's previous three-year term on Council had ended.

Along with these changes on Council, we find ourselves at an exciting new frontier for the future of Skydive the Mag. The next time you read a British Skydiving Matters section it might be in an entirely new format. With the upcoming retirement of our long-standing COO, Tony Butler, we will also see changes to the staffing structure at British Skydiving HQ. This will include the hiring of a new CEO in addition to increased capacity in Safety and Training.

A very interesting year is certainly on the cards!

REVIEW OF THE YEAR 2022

The British Skydiving Review of the Year 2022 has now been published. The Review of the Year includes updates from key staff at British Skydiving, along with reviews from the Chair of Council, the Chair of the Elite Performance Committee and the Chair of the Member Development Committee.

In the review you will also find plenty of statistics from 2022, including membership, jump numbers and students trained. Also included are all the winners of awards at the AGM.

View online or download a PDF: <https://britishskydiving.org/review-of-the-year-2022/>

THE DEVELOPMENT EVENT SCHEME

The Development Event scheme improves the one-size-fits-all approach of the 'old roadshow' programme and offers British Skydiving members up to £1500 to support running a UK-based event that responds to the needs of those at an early stage of their skydiving journey (A licence and above).

This might be in terms of developing skills, safety in the sport, or a sense of community; bring in coaches to a PTO which is unable to offer training eg canopy training or wingsuiting; an event that gives jumpers a taste of competition; organising night jumps or even providing a marquee and guest speaker at an event for an under-represented group of skydivers.

For more information

https://britishskydiving.org/training-progression/development-events/?utm_source=emailmarketing&utm_medium=email&utm_campaign=march_newsletter&utm_content=2023-04-10 or contact the Member Development Committee's Development Event contact point, Kate Lindsley, to discuss your idea.

NEW FOUNDATION COACH RATING

The new Foundation Coach rating has launched and the first courses will take place this year. This is an exciting update to the existing coaching structure ensuring our coaches can future proof their skills.

You can find more information at

https://britishskydiving.org/training-progression/be-a-coach/?utm_source=emailmarketing&utm_medium=email&utm_campaign=march_newsletter&utm_content=2023-04-10 and the new foundation coach manual <https://britishskydiving.org/wp-content/uploads/2023/02/Foundation-Coach-Manual.pdf>



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

British University Skydiving, BUS, 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!

My thanks to Hillary Sotheran for forwarding Anna Devoy, BUS Publicity Secretary's BUS report:-

Proud to say this season's **BUS** event was another success! A big thank you to Skydive Tilstock for hosting us. To Buzz (absolute legend) and all the Tilly team!

Despite the bad weather on the Friday we had a productive day of kit talks from Jack and Cara from XDream and packing demos from Brik Padfield. We then made up for jumping on Saturday with lots of FS1 progression, FS and TR load organising groups, and of course just a bit of chaos.

So thank you to Paul, Jack, Cara, and Jimmy for the coaching and fun. (And thank you to Brucie for keeping the loads running efficiently between refuels...)

Another huge thank you to the British Skydiving MDC for supporting our event and Cypres for lending us facilities.



BUS are excited to still have a lot to organize this year with our Tour to Denmark in July and our next home event on 19-20th August, at Langar!



<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.

Flying Scholarships for Disabled People (FSDP) 40th anniversary year

The charity was set up in 1983 as a living memorial to Bader's indomitable spirit by the late Paul Bowen and Tim Prince, founders of the Royal International Air Tattoo.

Bader's love of flying is the inspiration behind the charity and FSDP has been providing flying scholarships for 40 years and to celebrate this 40th anniversary, a number of activities are planned along with a new logo.

FSDP scholars have a range of disabilities and illnesses including amputation, paraplegia, multiple sclerosis, spina bifida, cerebral palsy and poliomyelitis. They have 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

A group of FSDP Trustees and supporters are planning to spread the footprint of the charity by visiting over 40 airfields across the country. This Big Wing Tour will take place in June with the aircrews setting out from their local airfields to fly routes that will cover most of the country. As part of the plan, former FSDP scholars will join the crews to fly on stages of the tour.

Ian Revell, vice-chair of FSDP, will be venturing as far north as the Orkney Islands in Scotland accompanied by a stuffed teddy bear aptly named 'Charles LindBeargh'. *"By visiting airfields across the country, we hope to raise the profile of FSDP within the General Aviation sector and beyond. Meeting up with former scholars enroute will be a great opportunity to engage with the FSDP family and hopefully inspire potential candidates."*

FSDP will also be hosting a special **40th Anniversary Gala Ball** on 16th September at the RAF Museum (Midlands). The event will include a three-course dinner, auction and entertainment. Tickets, priced at £195, are available by contacting info@fsdp.co.uk

My thanks to Lou Buckley for her FSDP report:

RAFC Cranwell once again opened its doors to assist with the final selection process for Flying Scholarships for Disabled People (FSDP).

The scholarships were created in 1983 in memory of Gp Capt Sir Douglas Bader and it gives a once in a lifetime opportunity for disabled people to help realise their abilities through the medium of learning to fly. Since then, over 500 people have been awarded scholarships.

This year, 16 candidates and over 40 supporting staff and trustees arrived in March to participate in the 3-day selection process.

All the candidates must undertake informal and formal interviews, aviation medicals, theory tests, and aircraft familiarisation. The candidates have a range of disabilities, including amputation, paraplegia, MS, Cerebral Palsy and Spina Bifida; for most, this would be the first time they had ventured on to a military base.



Whilst they fully immersed themselves in the process, it was clearly an emotional rollercoaster for many of them and the long days provided them an opportunity to discuss at length how they coped with day to day life with others in a similar situation.

Seven scholarships have been awarded. Recipients are: Jim Dinsdale, Caroline Lightfoot, Anthony George, Steve Chalk, Waqas Ali, Angie Shori and Andy Rayner

All the FSDP mentors who volunteer their time to help the candidates have been awarded scholarships in the past and were readily available to offer advice and support. The scholarship provides 16-20 hours flying tuition depending on aircraft type, and all associated theory training and examinations alongside all accommodation and living costs. They are held over a 3 to 4-week period at a UK flying school, along with a lifetime membership of the The Big Wing. This equates to a cost of £12,000 per scholarship and all the money is raised through sponsorships and charitable donations. Red Arrows Trust, BA HighFlight, Boeing, Lockheed Martin, Wings around the World, Scholars Scholar amongst others (Ableworld, Pooleys) support the charity with sponsoring a scholarship.

At this year's **RIAT**, FSDP will have its own marquee for the duration of the Tattoo so if anyone would like to learn more about this charity or donate you can visit the FSDP Marquee or visit <https://www.fsdp.co.uk>

THERE ARE 4 STAGES TO THE FSDP SELECTION PROCESS:

Stage 1: Applications from prospective candidates are invited up until 31st January each year, 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.

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 so 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: 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.

- ❖ 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 FSDP's 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! <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

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
 Or complete the enclosed donation form



Douglas Bader House, Horcott Hill, Fairford, Gloucestershire GL7 4RB
 T 01285 713299 E info@fsdp.co.uk W 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. 1148814.



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APPLICATIONS FOR 2024 SCHOLARSHIPS
CLOSING DATE – JANUARY 31, 2024 at 11:59pm

There is no specified target or standard of achievement; what is accomplished will depend on an individual's flying ability and any limitations arising from a particular disability, whether physical, mental or fatigue related.

The number of scholarships, and their type, will vary each year, as they are dependent on the generosity of our sponsors and donors.

The costs of flying training, ground school, accommodation and food are all covered, however scholars are responsible for their own travel costs and it is essential that they have their own vehicle to get to and from the flying school.

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).

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; Allowed to drive by the DVLA

The selection process is designed to ensure that scholarships are offered to those disabled people who will have the greatest life changing experience.

Online application: <https://www.fsdp.co.uk/scholarships/>



<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.

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.

NEWS

The 32rd HCGB AGM was held at Stratford Park hotel, Stratford-upon-Avon on Sunday 5th March 2023.

This year saw a return to a hotel environment after the AGM in the hangar at HQ Aviation the year prior.

About thirty members attended, the business of meeting was swiftly conducted and the meeting ended with a traditional Sunday roast.

SUMMER 2023 COMPETITION



The Club is planning to hold a summer competition event for all comers featuring a helicopter treasure hunt.

The date and venue are both still to be finalised and full details will be available at 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

LAA “GRASS ROOTS FLY IN” RETURNS TO POPHAM AERODROME

Friday 18th to Sunday 20th August 2023

The LAA is returning to the green grass of Popham Aerodrome in Hampshire for a repeat of its “Grass Roots Fly In” from 18th to 20th August 2023. The Fly-In will again on one hand take the Associate 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.



A joint venture with Popham Aerodrome, the LAA Grass Roots Fly In will develop its strengths as a social event bringing flyers from around the UK and Europe to meet fellow enthusiasts.

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.

The earlier mid-August date will also mean longer evenings, allowing more scope for flyers from further afield and hopefully, milder conditions for those who choose to ‘camp under the wing’

LAA CEO designate Simon Tilling says: *“The LAA Grass Roots Fly In was a great success last year, with over 3,000 visitors, more than 30 exhibitors and a total of 350 visiting aircraft through the weekend. It is a different event to the past, larger scale LAA Rallies and we’re working on plans for the continuation of a larger scale LAA event in the future. For this year, we’re looking forward to another great, social and fun, LAA fly in”.*

The UK Light Aircraft Association is Britain’s biggest powered sport flying organisation with over 7,600 members, who fly over 2,700 different aircraft ranging from vintage restorations to state-of-the-art homebuilt types. The Association’s motto is ‘Affordable Flying For Fun’.

My thanks to **Ed Hicks** for this issues LAA report. (Photos: Ed Hicks)

NEW CEO

Simon Tilling has taken over Steve Slater's hot seat as CEO of the Light Aircraft Association as from mid-April.



Simon brings to the Association a wide range of management experience gained in the technology sector and is also an experienced pilot who has owned various LAA types, including one of the UK's oldest Taylorcraft Auster aircraft.

He's also a former British Air Racing champion and, from 2020 to 2022, was the chairman of the Royal Aero Club '3Rs' committee.

Steve Slater was presented with a reproduction of one of his favourite paintings in the LAA collection, by members of staff and the LAA Board, when he left LAA HQ for the final time, after steering the Association for the last seven years.



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 and held it's Young Aviators Big Day Out on Saturday 4th March 2023 at the RAF Museum (Midlands)

See the RAeC News and Information section in this Newsletter for a full report.

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

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

STRUTS4U COLUMNIST AND REPORTER WANTED

Anne Hughes is standing down as the LAA magazine STRUTS4U columnist and reporter, after many years excellent service. Would you be interested in taking this voluntary LAA role on? The Struts4U columnist collates Strut news and photos, and associated LAA affiliated groups and an events list from updates sent in by Strut co-ordinators for a monthly report published in the LA Magazine. Contact ed.hicks@lla.uk.com

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

600KG VIXXEN CLEARED TO BUILD



The first kit-built example of the 600kg A32 Vixxen, built by Ray Everitt of UK agent Dragon Aviation, is now flying with a full Permit, which means LAA homebuilders can now register their own microlight versions of the Vixxen for amateur building.

Dragon is currently working with the CAA for both company and design approval which, when complete, will allow ready-to-fly versions of the aircraft to be sold.

Ray also reminds existing owners of GA Vixxen's that they can now be re-registered as a microlight as both aircraft are identical

FLYBOX AVIONICS 10% LAA DISCOUNT

Another addition to the LAA Members Benefits scheme. Just go to LAA website home page 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.

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.



<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 and is an amateur sport pitting your flying skills against other pilots racing the same course, at the same time. 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, Grumman, Monsuns, Cessnas – including a C172 floatplane, Pipers, a SIAI Marchetti and more recently a Yak and a Kraju (a genuine warbird).

The 3R's have been looking at aircraft with Rotax 912 engines to be 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

2023 SEASON

May 20 & 21

at **Sherburn-in-Elmet** airfield competing for **The Royal Aero Club Paul Walker Trophy** (Paul's daughter Carol presented this air racing trophy in 2009 in dedication to Paul's memory, his kindness and his love for aviation) and **The Ginger Lacy Trophy** (presented for air racing by Sherburn Aero Club in 2009. Lacey became one of the top scoring Royal Air Force fighter pilots of World War II and was the second highest scoring British RAF fighter pilot of the Battle of Britain. He was credited with 28 enemy aircraft destroyed; five probables and nine damaged and was one of a very small elite group of triple aces)

June 24 & 25

at **Leeds East Airport** competing for **The Battle of Britain Trophy** (depicting a World War 2 fighter pilot and is mounted on a wooden plinth. The trophy was presented by Digital and the Royal Aero Club Records Racing & Rally Association and traditionally was raced for at Abbeville Airfield as it was a former Luftwaffe base) and **The Grosvenor Challenge Cup** (originally presented by Lord Edward Grosvenor, a former Royal Naval Air Service (RNAS) aviator, in 1923 to the winner of a light aircraft time trial competition. The length of the course has varied throughout its history from the initial 404nm cross country to 2 laps of a 20nm course and to today's 4 laps of a 25nm course)

July 22 & 23

Venue to be confirmed to compete for **The Society of British Aircraft Constructors Trophy** (SBAC is known today as "Society of British Aerospace Companies". The trophy was presented for air racing in 1927. The race is open to all light aircraft but the winning aircraft must be of British manufacture and the Club member who must also be a British pilot) and **The City Livery Trophy** (more formally now known as the City Livery Club Aero Section Challenge Trophy was originally called the City Livery Club Aero Section Challenge Cup Winter Handicap Air Race presented in 1927)

- August 19 & 20** **Venue to be confirmed** to compete for **The Stewards Cup** (The Royal Aero Club Steward's Cup was presented by the Stewards of the parent organisation, The Royal Aero Club. Pilots have competed in the Steward's Cup on the Saturday of the King's Cup weekend since 1985 as a pre-requisite for qualifying for a place to race in the King's Cup) and **The King's Cup** ((The King's Cup, once known as the Circuit of Britain Race, is the most coveted trophy in sporting aviation, arousing keen competition since 1922 when it was presented by King George V)
- August 25 & 28** **3Rs Jersey Social Fly-In**
- September 23 & 24** **Venue to be confirmed** to compete for **The Merlin Trophy** (more formally known as The Rolls Royce Merlin Trophy is a precursor air race for the Schneider Trophy and was presented by RR & Associates in 1988 as their way of marking the 75th anniversary of the Schneider Cup) and **The Schneider Trophy** (in 1912 at the Aéroclub de France, Jacques Schneider proposed an annual contest for seaplanes, the "Coupe d'Aviation Maritime Jacques Schneider")
- November** **3Rs AGM** (date TBA) and **Venue to be confirmed**

“Become and Air Racer”

Information can be found at:

<http://www.royalaeroclubrrra.co.uk/becoming-a-racer.html> and <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 or a radial engine 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.

Contact: Jonathan Willis : jdm.willis@gmail.com

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.

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

IS YOUR AERODROME UNDER THREAT?

THE GOOD NEWS: **Truro Aerodrome** has had its planning application for 17 holiday timber cabins with part sedum roofs on the airfield approved. The holiday lodges and a lake will not interfere with aviation operations with each unit having solar power and power from a wind turbine. Not quite a Residential Airpark, but brilliant news for the UK. Congratulations.

Compton Abbas: Has reopened to visiting aircraft as from 11th April, with limited food and beverage, and PPR required 01747 811767

While not a GA airfield the plan for **RAF Scampton** has been sold with Scampton Holdings pledging to maintain the site as an operational airfield. RAeS Stephen Bridgewater has spoken exclusively to Oliver Wheeldon, Scampton Holdings' Aerospace and Heritage Director, about the plan to combine heritage with space, technology, education and ongoing flying at the base. *“At the heart of the proposal is the need to keep Scampton open as an operational airfield” explained Wheeldon – who is a member of the Historic Aircraft Association’s Management Committee and an active fixed-wing and helicopter pilot. “In doing so, this will allow us to invest across four key business areas.”*

These are: commercial activity (aerospace and aviation), heritage, hospitality and tourism and education and research. To read the full article <https://www.aerosociety.com/news/exclusive-interview-raf-scampton-saved-in-landmark-deal/?fbclid=IwAR2JTqZ8Z4urY-79qQattNMvpZqVEcd2dJBUH23zE9Bh9DbpXq8Mj-6I4>

THE SORT OF GOOD NEWS: **Old Sarum** has issued a new masterplan to come up with a way to develop the site, retaining the heritage and keeping flying operations. <https://www.oldsarumairfield.co.uk/public-consultation/>

THE NOT GOOD NEWS: **Rougham** site tenants have been given notices to quit by 31 May 2023.

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

Aerodrome	Current Status
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. An outline planning application for the new facility at Cranfield will be considered by Central Bedfordshire Council on 19 April 2023. The Cambridge 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.
Chatteris	Anglian Water held a first public consultation that ended on 21 December 2022 on a proposal for the aerodrome site and its surroundings to become a new water reservoir.
Coventry	Outline planning applications for an electric vehicle battery Gigafactory on the aerodrome site were fully approved by both Warwick District and Coventry City Councils on 30 March 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, declined to decide them.
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.
Doncaster Sheffield	The aerodrome has been notified as being without any aviation related services with its associated airspace reverting to Class G. An application for a Judicial Review and an injunction against the aerodrome’s closure was refused on 1 December 2022. Doncaster City Council wish to reopen the

	aerodrome and are looking to purchase or lease the site or take CPO action to acquire it.
Aerodrome	Current Status
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. A further public consultation on major modifications to the Local Plan ended on 27 March 2023.
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.
Halfpenny Green (Wolverhampton 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 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, was refused on 28 October 2022.
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) made a Development Consent Order (DCO) for the aerodrome as a Nationally Significant Infrastructure Project which Order was quashed on 15 February 2021 as the result of a Judicial Review. After a public consultation and independent reports on the need for the development reviewing the decision to grant the Order, an amended DCO was made by the SoS on 18 August 2022. On 17 January 2023 the High Court initially refused an application for a Judicial Review of the amended DCO but at a further aural hearing on 23 March 2023, granted the application. On 9 July 2020 Thanet District Council adopted its 2031 Local Plan that safeguards the aerodrome.
North Denes	The aerodrome (Yarmouth Heliport) is under new management who intend to reopen the site for general aviation and as a drone centre.
Nottingham City (Tollerton)	With the support of the land owner, site and adjoining land earmarked for 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 and the Council have provided an EIA scoping opinion for a 1,600-home development on the aerodrome site.
Panshanger	HE has bought the aerodrome site from Mariposa Investments. A public consultation by Welwyn Hatfield Borough Council ended on 15 February 2023 on major modifications to the draft Local Plan which includes providing additional housing on the site precluding its use as an aerodrome. 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 the 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 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.
Popham	Site land owner has submitted the site for a 3,000-home development in the Strategic Housing and Economic Land Availability Assessment (SHELAA) and the site is provisionally shortlisted for development as part of the Local Plan review by Basingstoke and Deane Borough Council.

Aerodrome	Current Status
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.
Rougham	West Suffolk Council's Local Plan review preferred options document public consultation ended on 26 July 2022 and proposes the airfield site for employment led development with some housing. Site tenants given notices to quit by 31 May 2023.
Southend	Esken Limited are exploring a sale of their Aviation business, primarily London Southend Airport for which they hold the land lease.
Thurrock	Thurrock Council have received and validated a planning application for development of 750 houses, a medical centre and employment units on aerodrome site.
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 rescinded the owner's permitted development rights and initiated negotiations for an agreed purchase of the site whilst also taking CPO action to acquire the site. Under an initial MoU between the Council and the site owners, the CPO action was suspended to allow the owners to propose limited development of the site whilst retaining the aviation facilities. On 25 August 2022 the parties signed a new 2-year MoU with the same basic terms and with development of the site retaining a 917m runway and enhancing the current aviation facilities.

MoD Sites	The following MoD aerodrome sites are planned for disposal in the years indicated:
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 2027	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 2026	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 2023	West Lindsey District Council have reached an agreement with the MoD to acquire the site and pass ownership on to Scampton Holdings Limited whose masterplan retains the existing site aviation facilities. The draft Central Lincolnshire Joint 2040 Local Plan submitted for public examination on 8 July 2022 calls for a masterplan to be developed for the site preserving and enhancing its heritage assets. Public hearings on the draft plan started on 15 November 2022 and a public consultation on major modifications to the plan ended on 24 February 2023.
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.
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. The latest public hearings on the draft Plan took place on 17/18 January 2023.
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.

New Royal Aeronautical Society (RAeS) Scholarship Programme – The Futures Scholarship Programme

The Royal Aeronautical Society (RAeS) is proud to launch their brand new Scholarship Programme to highlight the importance of internships and impact in the field of aerospace, aviation and space. The Futures Scholarship Programme focuses on increasing the probability of employment in the aerospace sector through offering extra opportunities for pre-employment development. This could be a paid internship, work experience opportunity, or an award for teams making an impact to inspiring the next generation.

Eligibility:

- ✚ those who aspire to a career in aerospace but who are financially constrained in conducting an activity to improve their employability (eg internship, specific course, apprenticeship)
- ✚ teams and individuals working with young people in a STEM or aerospace-related context
- ✚ those undertaking an apprenticeship
- ✚ those working at PhD level who are assessed as showing passion, commitment and excellence, and likely to have a demonstrable impact in the field of aerospace.

DEADLINE for applications: **31st May 2023**. If this opportunity is not quite suitable for you but you know someone who might be interested, please do forward this information on and continue to support us in building future talent of aerospace, aviation and space professionals. https://www.aerosociety.com/careers-education/scholarships-bursaries/futures-scholarship/?utm_campaign=2522133_April%202023%20-%20EDI&utm_medium=email&utm_source=2522133_April%202023%20-%20EDI&dm_i=4OGU,11239,3HA9WN,6Z22A,1

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/pwmf-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.

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>

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>

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>

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

AEROBATIC SCHOLARSHIPS

Ultimate Aerobatics, in partnership with **Total UK Aviation Fuels**, is offering pilots the opportunity to achieve their aerobatic dreams with a scholarship to take them on the first step of their journey to aerobatic competition.

Up to 2 scholarships are available and will give successful applicants a training award to achieve the EASA aerobatic rating which will allow them to compete at British Aerobatic competitions.

The aerobatic rating requires a minimum of five hours of aerobatic training and will be done in the Ultimate Aerobatics Pitts Special with an instructor who has achieved British champion status. The award will include one entry to a competition and ongoing mentoring programme for each of the winners during their competition career.

The application process is simple and the entry requirements, together with the terms and conditions, can be found on the Ultimate Aerobatics website www.ultimateaerobatics.co.uk

The RAF Association's Flying Scholarship programme

The RAFA's scholarships acknowledge the commitment of young people in the RAF Air Cadets, the Girls Venture Corps Air Cadets, the Air Scouts and Air Explorer Scouts to the Association. The **first scholarship on offer** is the 35-hour flight training course which leads to a Light Aircraft Pilot Licence (LAPL).

There are **also at least five opportunities** to benefit from **12-hour flying scholarships**

Scholarships are open to applicants who are members of the Royal Air Force Air Cadets (RAFAC), Girls Venture Corps Air Cadets (GVCAC) and Explorer Air Scouts. In addition, applicants must have been a member of one of these bodies for at least 12 months on 1 January 2023.

enquiries@rafa.org.uk

ACS Flight Training PPL Scholarship

Following on from the successful launch of the 2020 flying scholarship, ACS Aviation has announced they will be running the scholarship for a fourth year in 2023, adding to the schools well-established and highly successful Flight Instructor Sponsorship Program. As air travel and airline recruitment has returned to normal since COVID19, there is no better time to commence training towards becoming a commercial airline pilot! The scholarship is also supported by Bose Aviation!

The winners of the ACS Aviation scholarship will receive 10 hours of flight training towards a Private Pilots Licence, 12 months membership and a Bose A20 aviation headset. ACS Aviation will grant scholarships with the aim of supporting individuals who might otherwise not have the necessary resources to gain flying experience and ultimately achieve their Private Pilots Licence (PPL).

<https://acsflighttraining.co.uk/information/acs-scholarship>

RAF FLYING SCHOLARSHIPS

Gliding Scholarship Wings: To be nominated for an RAF Gliding Scholarship (GS) just let your squadron or unit staff know you want in. It's open to anyone over 16 and you're not required to have completed a GIC 1, 2 or 3, but it's great if you have. Once you pass the standard medical check, it's just a matter of waiting for a place on the course to become available. <https://www.raf.mod.uk/aircadets/what-we-do/flying-and-gliding/gliding-scholarship-course/>

The Air Cadet Pilot Scheme: nearly 140 light aircraft courses available to air cadets each year at Tayside Aviation in Dundee and a further 27 places are available at the Air Experience Flights (AEF) embedded with the RAF's University Air Squadrons across the UK. To apply you'll first have to complete your non-solo flying course and win your blue wings or, preferably, have achieved a gliding solo and won your silver wings.

<https://www.raf.mod.uk/aircadets/what-we-do/flying-and-gliding/pilot-schemes/>

Air Cadet Pilot Navigation Scheme: up to 30 cadets that win a place each year on the Air Cadet Pilot Navigation Scheme - run at Air Experience Flights. The entry criteria for applicants is the same as the Pilot Scheme.

<https://www.raf.mod.uk/aircadets/what-we-do/flying-and-gliding/pilot-schemes/>

Air Experience Flights: <https://www.raf.mod.uk/aircadets/what-we-do/flying-and-gliding/air-experience-flights/>

ROYAL AIR SQUADRON Sir John Thompson Spirit of Aviation Scholarship

The Geoffrey De Havilland Flying Foundation was transferred to the Royal Air Squadron and this scholarship uses flying to help disadvantaged youngsters find a focus and change their lives through exposure to aspects of aviation. Sixteen 'Year 9' (14 year-old) students are selected from four schools in Bristol - Merchants' Academy, Blaise High School, Bridge Learning Campus and Montpelier High School.

Year 1: Over the academic year they take part in three full-day training sessions. These sessions are run by volunteers from the British Model Flying Association (BMFA), and are headed by John Stennard, BMFA Education officer for the South West of England. We are extremely grateful to the members of BMFA for giving of their time and expertise.

Year 2: The second year offers the same candidates four visits to the Bristol & Gloucestershire Gliding Club where they undertake gliding lessons.

Year 3: the candidates each get five hours flying with the Kemble Flying Club.

Scholar selection: The candidates are selected by their schools from various backgrounds.

<https://royalairsquadron.uk/gdhff/>

ROYAL AIR SQUADRON JOHN CUNNINGHAM FLYING SCHOLARSHIP

2 scholarships for Air Cadets. Awarded annually to PPL standard; the awards are in conjunction with the RAF Charitable Trust who award further places. At the end of the two year Foundation trophies are presented to the top two of the eleven chosen, the Group Captain John Cunningham Bust and John Hogg Memorial Prize.

<https://royalairsquadron.uk/gdhff/>

ROYAL AIR SQUADRON & FLEET AIR ARM OFFICERS ASSOCIATION SCHOLARSHIPS

These are run in conjunction with the Fleet Air Arm Officers Association. Four scholarships are awarded each year and the courses are run generally during August. They are open to all who demonstrate an interest in naval flying, and students usually go solo during their week on the course. RAS members assist with some flying and cross-country navigation. <https://royalairsquadron.uk/gdhff/>

ROYAL AIR SQUADRON MICROLIGHT FLYING SCHOLARSHIPS

Scholarships are awarded each year and managed by the British Microlight Aircraft Association (BMAA). These are awarded on merit to those who otherwise cannot afford it, with the aim to encourage students in the art of aviation

<https://royalairsquadron.uk/gdhff/>

UNIVERSITY OF HERTFORDSHIRE FLYING SCHOLARSHIPS

The University of Hertfordshire offers a degree course in Aerospace Engineering with Flying Studies. The Geoffrey De Havilland Flying Foundation (now transferred to the Royal Air Squadron) has offered scholarships, as part of these studies, since 2007. The main purpose is to offer funds to help gain an Instrument Rating. Applicants must be from amongst those embarked on the degree course. One of these scholarships is in the name of former RAS member, Professor John Houlder. <https://royalairsquadron.uk/contact-us/>

ACS Aviation

ACS Aviation will be running their scholarship scheme in 2023. The winners of the ACS Aviation scholarship will receive 10 hours of flight training towards a Private Pilots Licence, 12 months membership and a Bose A20 aviation headset.

ACS Aviation will grant scholarships with the aim of supporting individuals who might otherwise not have the necessary resources to gain flying experience and ultimately achieve their Private Pilots Licence (PPL).

The scholarship will allow students to progress onto a variety of professional roles within the aviation industry such as commercial airline pilot.

<https://acsflighttraining.co.uk/information/acs-scholarship>

Royal Air Force and Royal Navy

The RAF offers UK 6th form students scholarships to potential recruits as well as flying opportunities at Universities with the RAF University Air Squadrons. <https://www.raf.mod.uk/our-organisation/university-air-squadrons/>

Similar schemes are run by the Royal Navy <https://www.royalnavy.mod.uk/careers/joining/funding-and-scholarships>

FAST (Female Aviators Sticking Together)

FAST is a global network and non-profit organisation that awards scholarships to its members and inspires the next generation of women pilots. <https://fastpilots.org/2022-scholarship/>

RAeC Scholarships

<https://www.aerosociety.com/careers-education/scholarships-bursaries/>

Leading Edge Airline Pilot programme

<https://leadingedgeaviation.com/news/bursary-programme/>

AERO ENGINEERING SCHOLARSHIP

Arkwright Scholarships are annually awarded bursaries for sixth formers with a demonstrated interest in and an ability to pursue, an aerospace engineering (or related discipline) or an aviation or RAF career, but whose family circumstances limit their ability to pursue their education. www.arkwright.org.uk

COACHMAKERS LIVERY SCHOLARSHIPS

<https://www.coachmakers.co.uk/aerospace-awards/>

The De Havilland Scholarship

This award is for £6,000 to assist a young person who wishes to learn to fly a DH 82a Tiger Moth Aircraft with the Cambridge Flying Group. This award will be open for applications later in 2023.

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

Booking is now open for the Royal Aeronautical Society's **Annual Banquet** taking place on **Thursday 11th May 2023** at the InterContinental Park Lane Hotel in London. The Annual Banquet is open to all those with an interest in the aerospace, aviation and space communities. **Tickets include** a networking drinks reception, fine dining with an exquisite four course meal, wine and coffee.

The cost is: Individual places: RAeS Member - £210 RAeS Corporate Partner - £270 Non Member - £310
Tables of 10: RAeS Corporate Partners - £2,700 Non Members - £3,100

The RAeS are delighted to welcome **Gwynne Shotwell**, President and COO of SpaceX, as their Guest of Honour. As President and COO of SpaceX, Gwynne Shotwell is responsible for day-to-day operations and managing all customer and strategic relations to support company growth.



Shotwell joined SpaceX in 2002 as Vice President of Business Development and built the Falcon vehicle family manifest to approximately 170 launches, representing more than \$20 billion in business.

She is a member of the SpaceX Board of Directors. In addition to being included on Time's 100 Most Influential People of 2020, Shotwell was awarded the 2020 Von Karmen Wings award. She has authored dozens of papers on a variety of space related subjects.

https://www.aerosociety.com/events-calendar/raes-annual-banquet-2023/?dm_t=0,0,0,0,0&utm_campaign=2466405_Annual%20banquet%202023&utm_medium=email&utm_source=2466405_Annual%20banquet%202023&dm_i=4OGU,1GV39,3HA9WN,6SXBL,1

ROYAL AERONAUTICAL SOCIETY'S QUIZ NIGHT

Royal Aeronautical Society's Quiz Night on Thursday 20 April was a brilliant event, at the RAeS HQ at No.4 Hamilton Place, London, to put knowledge to the test on current aviation news, aerospace history, spaceflight, technical knowledge and was also a great chance to socialise and get to know new people!

A welcoming drink and light snacks were included in the ticket price, and a cash bar was also on hand. You could either book an individual ticket for yourself, very reasonable at £12, and the RAeS matched you up with other quizzers on the night or you could book a table for up to 6 people if you had already assembled an aerospace quiz team. A report will be published in the RAeC Summer Newsletter

**UNIVERSITY STUDENTS, GRADUATES, INDUSTRY APPRENTICES
AND EARLY CAREERS PROFESSIONALS
VIRTUAL RAeS AeroChallenge 3rd July 2023 (17:00-19:00)**

Show off your aero knowledge and skills to battle it out for the coveted RAeS AeroChallenge Trophy (and bragging rights!). Join the 2023 competition as an individual or form a virtual team to participate in our online quiz and secret build challenge.

The Aerochallenge will cover topics such as: British Aerospace Industry, Airlines and Operations, Space, Aeronautical Discipline, Current Affairs, Aircraft Recognition and the Royal Aeronautical Society.

Teams are between 3-6 members and what's more it is FREE to enter.

https://forms.office.com/Pages/ResponsePage.aspx?id=0JqrdFknn0u8zWLnZzuB_PFYaBMc8sIMke5IQXW-mGBUMjhbQ0RXQU1USkswMTFSVldUNkNKNUsxMS4u

Online registration closes **Thursday 15 June 2023**

RAeS International Light Aircraft Design Competition 2022/2023

The annual Design Competition is now open for entries! This is the sixth in a series of RAeS design competitions aimed at promoting major innovation in the general aviation aircraft sector and we welcome entries from professionals, enthusiasts and students; teams and individuals.

Design a 2 seat electric aerobatic aircraft capable of being used as an aerobatic training aircraft and also for solo aerobatic display flying to the standards of CS-23 amendment 5, and to demonstrate your design's capabilities using X-Plane flight simulation tools. Entries are invited for this competition from both under-graduate and post-graduate engineering students, and also from aerospace professionals and amateur aircraft designers. You may enter as an individual or a team, and we particularly encourage entries from teams of engineering students.

Deadline for entries is **31 August 2023**

<https://www.aerosociety.com/get-involved/specialist-groups/business-general-aviation/general-aviation/light-aircraft-design-competition/>

Royal Air Force Air Cadets and Royal Aeronautical Society sign Co-operation Agreement

The Royal Air Force Air Cadets (RAFAC) and the Royal Aeronautical Society (RAeS) have signed a Co-operation Agreement between the two organisations to formalise their historic relationship. As part of the Agreement, cadet graduates of the RAFAC Qualified Aerospace Instructors Course (QAIC) and other Scholarships will receive free Affiliate membership of the RAeS, and all Cadet Forces Adult Volunteers (CFAV) will be able to join the RAeS with no application fee.

Each year, two QAIC graduates will be given places on the RAeS Young Persons Committee, allowing for a flow of knowledge and ideas between the two organisations at the next generation level allowing for more opportunities to collaborate and work together on areas such as sustainability, talent attraction and retention as well as the future shape of the Society in the decades ahead.

Air Commodore Peter Round RAF (Retd), President of the Royal Aeronautical Society, said:

"We're very pleased to be providing further opportunities for members of the Royal Air Force Air Cadets to join and contribute to the work of the Royal Aeronautical Society. We will, in return, continue to support the RAFAC with careers advice and training opportunities. There are close links between the Air Cadets and the Society, particularly at a Branch and Local Squadron level, and we look forward to encouraging their Qualified Aerospace Instructors Course and scholarship cadets in their careers in aviation, aerospace and space".

HONOURS, MEDALS AND AWARDS 2023 OPEN FOR NOMINATION

Every year the Royal Aeronautical Society celebrates achievement, innovation and excellence in the global aerospace and aviation community by awarding Honours, Medals and Awards.

Anyone can submit a nomination, and anyone can be nominated – Royal Aeronautical Society membership is not a requirement.

https://www.aerosociety.com/get-involved/recognition/nominate-for-2023/?utm_campaign=2504988_Medals%20%26%20Awards%20-%20Invitation%20for%20Nomination%202023&utm_medium=email&utm_source=2504988_Medals%20%26%20Awards%20-%20Invitation%20for%20Nomination%202023&dm_i=4OGU,1HOV0,3HA9WN,6X29U,1

for more information, the nomination process and to download the nomination form (which needs to be completed and submitted by email to awards@aerosociety.com)

The deadline for nomination is 31 May 2023.

Honours - The world's highest distinction for aerospace achievement awarded for only the most outstanding contributions to the aerospace profession. This honour is conferred on those whose careers, leadership, inspiration and impact marks them out as among the most eminent, widely recognised and influential aerospace professionals of their generation.

RAeS Medals - Awarded for major contributions to the advancement of aerospace art, science and engineering, Gold, Silver and Bronze medals are awarded to both individuals and teams.

Specialist Awards - The Society's Specialist Awards are conferred on individuals or teams working in a formally recognised or otherwise well-established professional discipline. The awards recognise advances, innovation, excellence and long or meritorious service that has had a significant impact within the discipline in advancing aerospace art, science and engineering.

Young Persons' Awards - The Society confers additional awards recognising achievements by young people, both individuals and teams.

Sir Ralph Robins Medal - The Sir Ralph Robins Medal was introduced in 2018 to honour Sir Ralph's distinguished career and to encourage excellence in engineering leadership during the early and middle stages of an individual's career.

Civil Cadet Pilot Award - Introduced in 2020, the Civil Cadet Pilot Award is awarded to the civil cadet pilot who, during their course at an ATO, demonstrated outstanding achievement and/or potential and who provided exemplary inspiration to their peers, professionally and personally.

Upcoming RAeS Events for 2023

MAY

10th: Preston Branch: Going Green - Electric Air Vehicles and BAE Systems. **Speakers:** Neil Appleton and Sophie Harker, BAE Systems. **Venue:** The Lightning Club, Warton, Preston PR4 1AQ **Time:** 1900 - 2030
Non-members wishing to attend are advised to contact the Hon Secretary (Alan Matthews) via preston@aerosociety.com

18th: Isle of Wight Branch: Saunders-Roe - and the SR.45 Princess Flying Boat. Bob Wealthy's talk will present a background to the formation and evolution of the Saunders-Roe (SARO) Company at Columbine Works, East Cowes. **Venue:** Isle of Wight College - Main Hall, Medina Way, Newport, Isle of Wight PO30 5TA **Time:** 18:00 - 19:45 FREE ADMISSION & PARKING - Refreshments will be Provided. Small Donations Always Welcomed.
Endorsed CPD Attendance Certificates for CEng, I.Eng & EngTech available

18th: RAF Museum (Midlands): RAeS BWC May 2023 – Aerobility. **Speakers:** Neil Tucker and Harvey Matthewson. **Venue:** RAF Museum (Midlands), Lecture Theatre, Shifnal, TF11 8UP Free to RAeS Members and RAF Museum staff and volunteers. Others £2.

JUNE

13th: Farnborough Branch: X and Z of G. In this talk the physiological effects of head-to-toe (+Gz) and chest-to-back (+Gx) acceleration will be considered using both historical data and through the lens of studies conducted at the Farnborough Human Centrifuge. **Speaker:** Dr Alec Stevenson, QinetiQ. **Venue:** Farnborough College of Technology, Boundary Road, Farnborough, GU14 6SB **Time:** 19:30 - 21:00

14th: Preston Branch: Technology in an Age of Disruption. **Speaker:** Prof. Julia Sutcliffe, BAE Systems Chief Technologist - Air Sector. **Venue:** The Lightning Club, Warton, Preston PR4 1AQ **Time:** 1900 – 2030. Non-members wishing to attend are advised to contact the Hon Secretary (Alan Matthews) via preston@aerosociety.com

For more events and those in **JULY and August** check on <https://www.aerosociety.com/events-calendar/>

RAeS BLOGS:

Latest blog posts from AEROSPACE Insight

View the latest news, updates and in-depth analysis from the Royal Aeronautical Society across their AEROSPACE Insight <https://www.aerosociety.com/news-expertise/insight-blogs/aerospace-insight/> and Society Insight <https://www.aerosociety.com/news-expertise/insight-blogs/society-insight/> blogs.

RAeS PODCASTS: <https://www.aerosociety.com/events/catch-up-on-events/video-audio-archive/>

The RAeS are showcasing their alta mentoring platform, a platform by women, for women. This podcast features Alessandra Badino FRAeS and Erika Ramos da Silva, a mentor and mentee on the platform, they discussed their experiences on the platform and with mentoring as a whole.

https://soundcloud.com/aerosociety-podcast/iwd-alta-podcast?utm_campaign=2510844_Royal%20Air%20Force%20Air%20Cadets%20and%20Royal%20Aeronautical%20Society%20sign%20Co-operation%20Agreement&utm_medium=email&utm_source=2510844_Royal%20Air%20Force%20Air%20Cadets%20and%20Royal%20Aeronautical%20Society%20sign%20Co-operation%20Agreement&dm_i=4OGU,1HTDO,3HA9WN,6XQMB,1

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

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 is now known as **RAF Museum (Midlands)**

MUSEUM NEWS

SIGN UP FOR THE RAF MUSEUMS NEWSLETTERS

https://30229adb.sibforms.com/serve/MUIEAOX1m05LLb7YSUV6RxULqDKeTM_iKMNTGg-JnBjVfl-1qsJ2NsVpGKeGnGMCTnkdPyISSc71t5A5ZHFMbK_SAd536j8nsV6IDDWZ26PvwOWV9eM9FImOUHPPxEaJs_uxO38lnlpXmYcGJ-m7nSXZc2eGKlChMTQ2N2IJ-0Py0CbJ0oPElct7PdktDgQp3bMQLo1s2bBYF_lu

RAF MUSEUM (MIDLANDS)

The RAF Museum (Midlands) at Cosford, Shifnal, Shropshire, TF11 8UP, is open daily from 10am and **entry is free of charge**, but **parking charges apply**. For more information visit: www.rafmuseum.org/cosford 01902 376200

Opening hours:

10.00am – 4.00pm – end February

last entry 3:00pm

10.00am – 5.00pm applies March – end October

last entry 4:00pm

Admission charges apply for some events and activities.

FREE LECTURE – THE WOMEN BEHIND THE FEW

THE WAAF IN BRITISH AIR INTELLIGENCE DURING THE SECOND WORLD WAR



12.30pm on Friday 19 May 2023, Dr Sarah-Louise Miller will explore the Women's Auxiliary Air Force's vital contribution to British Second World War military intelligence. This lecture will be hosted in-person at the RAF Museum's Midlands site and live-streamed via <https://www.crowdcast.io/e/hsjwqmp>

Classic War Film Season 27 May - 01 June 2023

Battle of Britain (U) – Saturday 27th May

The Dam Busters (U) – Sunday 28th May

The Great Escape (PG) – Monday 29th May

633 Squadron (PG) – Tuesday 30th May

Reach for the Sky (U) – Wednesday 31st May

Memphis Belle (PG) – Thursday 1st June

<https://www.rafmuseum.org.uk/midlands/whats-going-on/events/classic-war-film-season/>

VINTAGE FAIR

2 JUNE - 4 JUNE 2023

The fair brings together vintage retailers and craft stalls with an exciting programme of music and entertainment. Vintage stallholders will sell a wide range of vintage products from art prints, vintage jewellery, glassware, bags, vintage clothing, crockery, bowties and homeware making the festival a collector's dream!

Friday 2 June we are excited to announce with have a performance by the Old Time Sailors where you are invited all aboard to join the plentiful crew, for some foot stomping, dancing and singing! Saturday 3 June are Jones Jazz Orchestra who will take you back the swing era partying through a range of jazz classics.

Saturday 3 and Sunday 4 June Joe James Thomas will be performing a range of music from 1940s George Formby hits to 1950s rock and roll.

The Bluebird Belles will be stopping by on Sunday 4 June, the professional 1940s & vintage vocal harmony trio from the West Midlands.

<https://www.rafmuseum.org.uk/midlands/whats-going-on/events/vintage-fair/>

FREE VIRTUAL LECTURE: THE FORGOTTEN CAMPAIGN BOMBER COMMAND'S MINELAYING OPERATIONS IN THE SECOND WORLD WAR



6.00pm on Thursday 8 June 2023, Jane Lowes will discuss the strategy and technology behind Bomber Command's minelaying campaign, and the experience of the crews involved. The lecture will be live-streamed online <https://www.crowdcast.io/e/bc-mine-ops-sww/register>

Spitfire 10k

27 August 2023

The Spitfire 10K will be flying back to the RAF Museum Midlands on Sunday 27 August 2023. Your support for this event enables the RAF Museum, a registered Charity (charity no. 1197541), to continue telling the inspiring stories of RAF personnel, just like The Few – the courageous Battle of Britain Pilots and Crew who fought in the skies above Britain in 1940 and the continuing story of the RAF.

Honour those who defended our skies during the Battle of Britain by fundraising for the RAF Museum and pledging to raise £100. Once you hit your pledge you will receive your FREE technical t-shirt and a goody bag.

Tickets: Early bird Entry: £22.50 Standard Entry: £25.00 Discounted Entry*: £20.50

*Members of UK Athletics affiliated clubs and Armed Forces Personnel will be asked to enter details to receive the discount. A booking fee is applicable when booking entry to the Spitfire 10K race online.

<https://www.rafmuseum.org.uk/midlands/whats-going-on/events/spitfire-10k/>

RAF MUSEUM (LONDON)

The RAF Museum (London) is situated in 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 0208 205 2266

Opening Hours: February to end March 10:00am - 6:00pm last entry 5:30pm
April to November: 10:00am - 5:00pm last entry 4:30pm

Admission charges apply for some events and activities.

1940S WEEK 2023

27 MAY - 04 JUNE 2023

Come and see history brought to life this Half-Term and learn all about the Second World War, from bunkering during the Blitz, to rationing and the fighter planes that fought in the Battle of Britain.

Located in Hangars 3, 4 and 5, immerse yourself in the 'War in the Air', amongst iconic aircraft like the Spitfire, the Lancaster, and the Hurricane. Come and explore our brand new Bomber Command exhibition – Strike Hard, Strike Sure: Bomber Command 1939 – 1945!

<https://www.rafmuseum.org.uk/london/whats-going-on/events/1940s-week-london-2023/>

Do you have what it takes to be a RAF Officer in the 1940s? The RAF Museum London is partnering with **Up An' At 'Em History** to bring a variety of interactive activities to the Museum this Half-Term.

Put that Fire out! Interactive Fire Auxiliary Activity. Explore how the RAF helped keep London safe during the Blitz and help put out those fires with a real 1938 Fire Auxiliary Hose!

Timings: 11.00am, 12.00pm, 3.00pm **Location:** Central Airfield (Outside Hangar 1) **Price:** £5.00

Bomb Disposal Interactive Activity. Put out the fire? Why not now try your hand at disposing a bomb and keeping London safe?

Timings: 11.30am, 12.30pm, 2:30pm, 3.30pm **Location:** Central Airfield (Outside Hangar 1) **Price:** £5

Interactive Lancaster Talks in Hangar 5 and meet a 1940s Lancaster pilot and learn how this iconic aircraft defended the skies in the Second World War I. Saturday 27 May, Sunday 28 May, Saturday 3 June and Sunday 4 June, with interactive fun, dress-ups and a chance to see how aircraft fought in the Second World War.

Timings: 11:00, 1:30pm, 3:30pm
FREE

Location: Hangar 5, under the Lancaster

Price:

Aircraft Access: de Havilland Mosquito B35 get even closer to the cockpit of one of the most iconic aircraft of the Second World War, the de Havilland Mosquito! Get closer to the cockpit of this aircraft with a special talk all about its amazing history. Time slots are ten minutes long. Please arrive on time for your slot.

Saturday 27 May, Sunday 28 May, Monday 29 May, Friday 2 June, Saturday 3 June and Sunday 4 June.

Timings: 10.30am to 1.00pm, 2.00pm to 4.00pm.

Location: Hangar 5

Price: £3.00

Aircraft Access: The Heinkel He 111H-20 Sit inside the undercarriage of another one of the most iconic aircraft of the Second World War. Time slots are fifteen minutes long. Please arrive on time for your slot.

Saturday 27 May, Sunday 28 May, Monday 29 May, Friday 2 June, Saturday 3 June and Sunday 4 June.

Timings: 10:30 to 13:00, 14:00 to 16:00.

Location: Hangar 5

Price: £5.00

WINGS AND WAVES: WINDRUSH 75 FAMILY DAY

17 June 2023

Marking the 75th anniversary of the HMT Empire Windrush arriving in Britain. Enjoy music from a steel band, learn some Caribbean dance moves, listen to Windrush songs from Alexander D Great, take part in a song writing workshop, make carnival headdresses, try on RAF uniforms and explore how our local Colindale community relates to the Windrush generation.

Roughly one third of the Windrush's passengers were RAF airmen returning from leave or veterans re-joining the service.

<https://www.rafmuseum.org.uk/london/whats-going-on/events/wings-and-waves-windrush-75/>

VIRTUAL LECTURE: DEFINING THE 'AUTHENTIC HERO' THE DARKER SIDE OF FIRST WORLD WAR FIGHTER ACES (FREE)

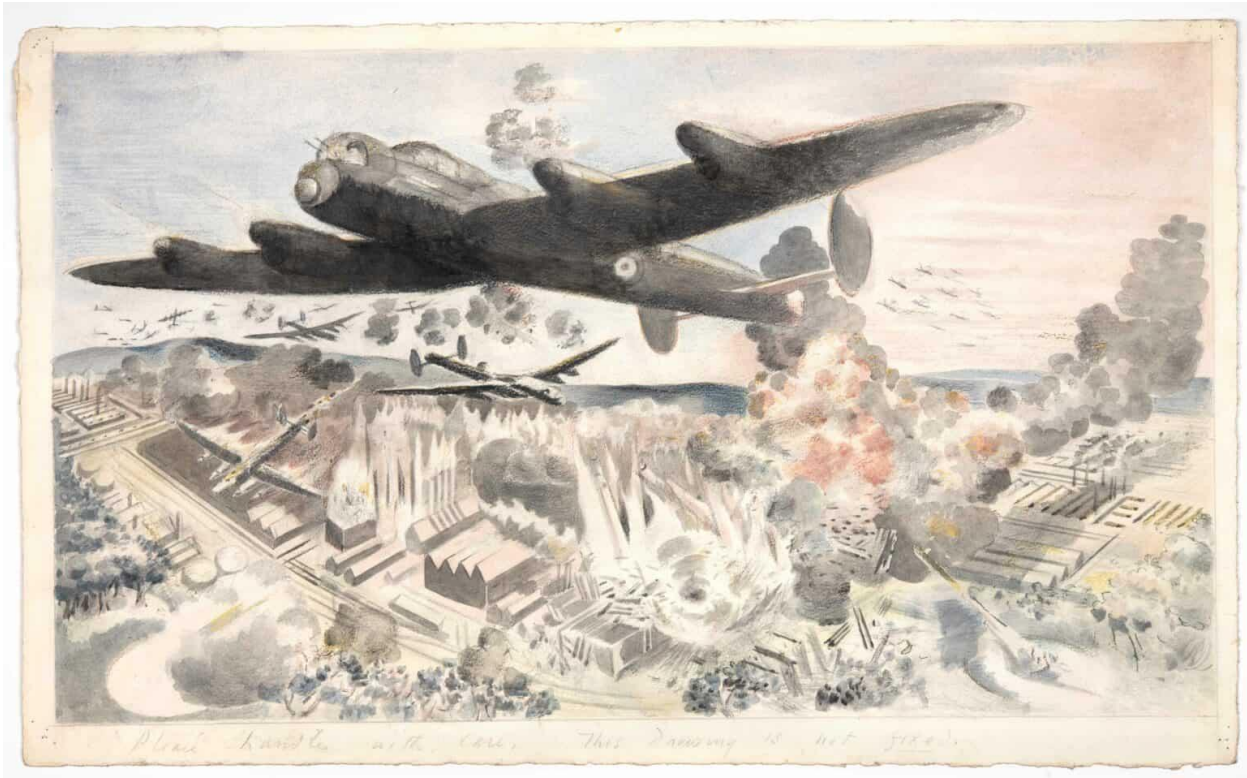
6.00pm on Thursday 22 June 2023, Michael Terry will test the wholesome image of early fighter pilots. This free lecture will be live-streamed via <https://www.crowdcast.io/e/v9qojiao>

Examining the controversy surrounding Canadian fighter pilot Major Billy Bishop, the highest scoring R.F.C./R.A.F. First World War ace, as well as examining three other examples of aces whose activities raise a query over the wholesome image of the early fighter pilot: Oliver Stewart, whose book based on his experiences depicted the ace's life as calculated, selfish and strikingly sordid, Philip Fullard, who after the war admitted to what appears to be an intentional friendly fire incident on the Australian infantry, and William Barker, whose alleged anti-social nature and obsession with killing caused Ernest Hemingway to label him after the war as a 'bloody murderous bastard.'

<https://www.rafmuseum.org.uk/london/whats-going-on/events/virtual-lecture-defining-the-authentic-hero-the-darker-side-of-first-world-war-fighter-aces/>

FREE Virtual Lecture

Bombing Friends and Fellow Citizens: Moralising the Aerial Bombing of France in 1944



6.00pm on Thursday 6 July 2023, Dr Karine Varley will explore how British and French officials and military officers thought about civilian casualties in the SWW.

This lecture will be live-streamed via <https://www.crowdcast.io/e/p984n2zr/register>



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

An excellent start to the VAC's season of activities as VAC welcomed Polly Vacher to share stories of her adventures around the world and the Donkeython. A full house at Popham despite the exceedingly showery weather!



Photos: Anne Hughes

My thanks to **Anne Hughes**, Chair of VAC for her report



As we continue to move towards our new season of activities, the Vintage Aircraft Club has a diverse programme of events for the coming year. We enjoyed our programme of Zoom presentations up to the end of February when we invited the Mission Aviation Fellowship to share stories of one of their more challenging locations, bush flying in Liberia.

In March our first fly/drive in was at Popham Airfield where Polly Vacher arrived to tell us about her Pole to Pole flight around the world in 2003 and her subsequent Donkathon, raising money for Multiple Sclerosis. Not only brave in her aviation activities, Polly has also risen above her recent sight problems and her positivity was infectious as she challenged all of us to keep reaching for the sky.

The **VAC** is invited to many fly-ins throughout the year so, as well as our own programme of activities, we are happy to support as many as are practical and give members regular options regarding venues across the country. We are always looking for members who are happy to volunteer at events and therefore spread the load when it comes to the 'meet and greet' of members on the airfield. I have extended my time 'in the Chair' until the end of 2024 as Steve Le-Vien has taken on the mantle of VAC Events Coordinator, a role I have been doing for the VAC for seven years.

Our annual Spring Fly-In at Turweston has involved a wide spread of ground activities as we were joined by the Midland Group of the Guild of Aviation Artists, a representation from Mission Aviation Fellowship, our bookstall, and a book signing for our recently published book 'Waterbird – Wings over Windermere.'



Waterbird Book Signing VAC Fly-In



Dragonfly meets Pup VAC Fly-In

All that, and LAA courses on the same day, put Turweston very much on the map as an exceptionally well-run airfield with a superb café and the HQ for the LAA. A highlight of the afternoon was a surprise fly-in of Biggin Hill's Dragonfly, The Duchess! All in all a great start to the season.

On our calendar we have fly-ins at Bodmin, Brighton, Bicester, Fenland and Old Warden and invites to Seething, Blackbushe and Draycot Farm.

We hope to see you around and all details regarding our £25.00 a year membership (which includes a quarterly magazine) are on our website. As an affiliate member club of the National Transport Trust, members are also invited to NTT events across the country, news of which are on the NTT website.

For more information and to join the **VAC** as they march, or should it be fly, towards their 60th birthday in 2024 check out the website <http://www.vintageaircraftclub.org.uk> and the **VAC** Facebook page <https://www.facebook.com/profile.php?id=100063126075532>

YOUTH ACTIVITIES & OPPORTUNITIES

THE UK YOUTH ROCKETRY CHALLENGE

Aspiring astronauts, STEM enthusiasts, rocket scientists, and engineers aged between 11 and 18 from across the UK have registered for this year's UKROC competition and will be competing to be crowned international champions at Paris Airshow 2023 in June.



During April, teams competed against other teams in their region for a place in the national finals to be held in May at the British Model Flying Association.

The national champions will win an all-expenses paid trip to Paris, to represent the UK in a fly-off against international teams from the USA, Japan, and France at the Paris Airshow in June 2023.

UK ROC involves the design, build, and launch of a model rocket, with the payload of one raw egg representing the astronaut. To win, the rocket must get closest to at least 850 feet in altitude within a goal timeframe of 42-45

seconds and the 'astronaut' must remain intact throughout the launch and landing.

To be in with a chance of winning, the rocket must reach a set altitude with specific total flight duration and must adhere to specific set rules. The competition's rules and scoring parameters change each year to challenge young people's ingenuity and encourage a fresh approach to rocket design.

. If you'd like to find out more about the UKROC, please visit the website, and to keep up to date with the latest blast offs, follow on Instagram and Facebook! Website: <https://www.ukroc.com/> Instagram: https://www.instagram.com/uk_roc FaceBook: <https://www.facebook.com/UKRoC>

15th YES Education Conference at The RAF Museum (Midlands) Sat 4th Mar 2023

My thanks to Stewart Luck and Ed Hicks for their reports: Stewart said *"It's always a pleasure to tell people about YES! I hope the information here gives you, and your colleagues, the information needed to understand just what YES is all about and to appreciate how our objectives of encouraging the next generation of UK citizens towards the world of aviation (either as a career - in the air or on the ground - or as a rewarding recreational activity) is very much in everyone's long-term interest"*.

YES is "Youth & Education Support", and we are the Youth Education branch (STRUT) of the Light Aircraft Association (LAA). We are a UK-wide group, working together with our parent organisation the LAA, and with 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 & other Build-a-Plane projects);
- 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;
- Maintaining an independent web-based aviation information centre for youngsters and
- Providing guidance on a future career in the varied world of aviation.

“**Working Together**” is our watchword – we are a small core team but we work with a very wide range of partner organisations to reach out to youngsters across the whole of Great Britain. Our long-established Education Conferences are **YES** core events which allow us to bring together a very wide spectrum of groups and organisations which provides a broad range of capabilities and events through which all can achieve our objectives.

The **YES** Conferences allow the delegates to promote their activities and services, via networking and sharing of best practice, to develop opportunities and to collaborate. Historically these are held at locations that themselves share our passion for aviation and for inspiring young people towards the world of aviation. For many years our Conference has been a regular event at Brooklands Museum, and more recently we have also been running Conferences at the RAF Museum (Midlands) at Shifnel.



Due to Covid, we had to cancel one Conference in 2020 and were not able to hold any events in 2021. In 2022 we managed a Zoom Conference with the LAA as our Zoom Host. The Zoom format avoided the need for travel and did allow us to widen participation, for which **YES** received very positive feedback.

Nevertheless, the Zoom format was not as effective as a networking environment therefore **YES** decided to return to our established Conference format for 2023 adding the “**Young Aviators Big Day Out**” to fizz things up a bit!

However, Stewart says that he keeps getting told “Conference” is not the term he should be using because **YES** is not like any other conferences.

YES brings together lots of people and organisations who are doing the same thing but with a different twist to the mission. Top end educational establishments have to get their recruits from somewhere and we realised that the encouragement and enthusiasm should be lavished on a child when they are in primary school so that the passion stays with them through teenage years through to adulthood. That’s why the speakers are a mix to captivate the minds of everyone in the room from 8 to 88.

First off at our conferences we get EVERYONE to introduce themselves which breaks the ice. **Cllrs Stephen and Shirley Reynolds** (portfolio holder for Youth development at Telford) spent time with us to describe all the opportunities available in the Midlands. Next up, Rotarian **Roy Bricknell** described how he took his STEM knowledge into schools to cover Theory of Flight in class. The day carried on smoothly with talks by Anne Hughes, Phil Jackson and Ian Gee on aviation art from members of the Guild of Aviation Artists ; about the various Scholarships and Bursaries available from Kieron Shaw & Jim Hughes of the Royal Aero Club Trust (RAeCT); a WW1 HT VR Sim and The Schools Build a Plane projects, Then it was time for lunch and networking.

After lunch the talks continued with Air Scouts and the STEM High Flyers.Aerobility. Kath Burnham spoke of being a Commercial pilot and how to get your license and then a job. The Suffolk Coastal Strut was represented by Andrew Caldecoate who explained their Strut activities.



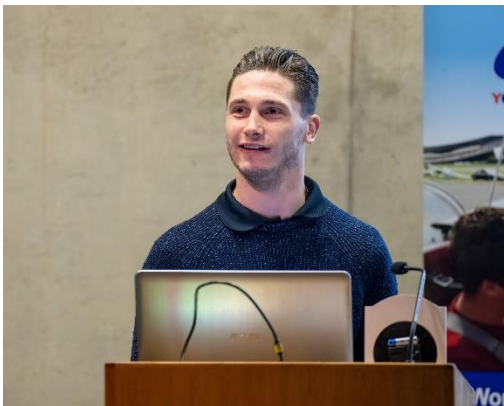
Stewart would like to thank and praise the **YES** Conference sponsors and supporters, namely Pooleys, The LAA, Skysmart and the Royal Aeronautical Society who have enabled the 2023 event to go ahead.



Colin Knowles & 1st Thaxted Air Scouts & leaders



Kath Burnham (Photos: Anne Hughes)



Harvey Mathewson of AEROBILTY



Stewart Luck & RAeS Rashi Radia and Florence Roberts



Chris Hughes of the RAeS Midlands talks about B@P projects



Tatania Shevchenko flies a warbird and uses the Jet Provost as a Classroom for young aviators.
(Photos: Viv Roberts)

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.

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.

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>

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.

YOUNG GLIDING INSTRUCTOR BURSARIES



The Royal Air Squadron is funding young gliding instructor bursaries. With a focus on pilots between the ages of 16 and 26 years old and developing individual flying aptitude, knowledge and experience as well as encouraging professional ambition, the Royal Air Squadron is generously offering individual bursaries to support BGA assistant instructor training.

Individuals who meet the criteria <https://members.gliding.co.uk/instructors/> to train as a BGA assistant gliding instructor, are aged between 16 and 26 years old and would benefit from financial support, are encouraged to apply for a bursary.

Applications must be supported by the pilot's Chief Flying Instructor and submitted via the application form <https://members.gliding.co.uk/royal-air-squadron-instructor-bursaries/>

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 for details.

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>

GET HIGH VOLARE ! now operating from another new site...! - Crowland Airfield

My thanks to **Tim Wiltshire** for his report

For those that don't yet know, **GET HIGH VOLARE !** are a Children's Aviation Charity, operating largely Microlights, in the East of England.

Given the problem that the airfield we are constructing to become our future home airfield is in the middle of rural Wales, and our main base of operations is right over on the other side of the country in South Lincolnshire (just south of the Wash), it will take some before we can get operations going over there.

This is fine, as our philosophy has always been to operate as guests on existing airfields, and we have been overwhelmed by the generosity of many Flying clubs who have opened their doors to us.

This generosity has now been extended by the Peterborough & Spalding Gliding Club, at their Airfield near Spalding, where we have been doing currency flying for some time, and having proven that we can operate without getting in the way of a busy Gliding Club, they have agreed that we can now extend this arrangement to operational Flying. To this end we will be taking our first group of kids over there in the near future.



We are very excited to be able to work with them, and offer our grateful thanks to the Chairman of PSGC, Mike Newton, for all the hard work he has put in to arrange this for us.

This will of course be most appreciated by the young people we will be flying there, some of whom no doubt, will go on to fly Gliders as well with the Club (and of course, their parents are likely to spend quite a bit of money in the Bar...).

This co-operation demonstrates, that there are benefits for both parties, and that we know how to avoid disrupting an existing airfield operation. We can seamlessly fit in anywhere, which is why we have been made so welcome everywhere we go.

Maybe we could come to your airfield..?

Our projects are continuing, although our building work continues to be held up by very limited funds, few materials, and bad weather. However we are making steady progress with preparing the aircraft for our zany "Cross Channel" attempt, and our FAI record attempt has recently made a leap forward by us finally identifying a suitable engine for the purpose. This project has certainly kept our little "Skunk Works" scratching its head for quite some time now, as it is fundamentally an issue of fuel consumption, but we feel we have the solution now.

Our work in the Pupil Referral Unit, that we are rightly very proud of, is starting to reap dividends. We now have two that we are working with, and we are still looking to work with a third. The intention is to each refurbish a Pegasus XL Flexwing, and once completed bring all three (assuming we can get a third PRU onboard), to the LAA show and BMAA rally.

This is so important, as this project is quite literally life changing for some of the most vulnerable children in the country. We have always focussed on deprived as our prime objective, but this is on a whole other level. The PRU system is largely a closed book, and it is so uplifting to be able to work within it.



Our mainstream **STEM** delivery has suffered though, as we only have so many hands, but we continue to get enquiries from large numbers of Primary Schools.

The same plea goes out as always, if you have any old "Hangar Queens" that you need taking away, or you have any aircraft spares that are surplus to your needs, or indeed, if you are getting to the time when you are ready to "Hang up your goggles", think of us when it comes to disposing of your aircraft. Our kids can make really good use of it, and chances are, your old bus will provide many hours of flying fun for the next generation.

Just call us now, on **07752 257277** or drop us an email rincewindsluggage@hotmail.co.uk and tell us what you have, and where you would like it collected from, and we will come and get it.

CAA CONSULTATIONS

The CAA were proposing a 20% increase in the Operator Registration Fee from £10 to £12 from April 2023. They run a consultation on their proposed fee increases each year and normally receive a few dozen responses. This year, the CAA received hundreds of responses, the majority of which were from model aircraft/drone flyers.

They have just published their scheme of charges for 23/24 and it seems that they have taken on board the feedback they received. The Operator registration fee will be still be increasing but to £10.33 rather than the proposed £12.

[https://publicapps.caa.co.uk/docs/33/404%20GAS%202023-24%20\(002\).pdf](https://publicapps.caa.co.uk/docs/33/404%20GAS%202023-24%20(002).pdf)

We might not be listened to but it is always worth responding to CAA consultations to get our GA voices heard, and not just gripe about it afterwards!

CLOSED CONSULTATIONS

Airspace Change Process Consultation CAP1616

A consultation on proposals to modify the guidance on the regulatory process for airspace change, CAP1616. They have listened to feedback and are now ready to begin the formal consultation phase of the review.

CAA RESPONSE TO CONSULTATIONS

GA Pilot Licensing & Training Simplification Phase 1 Consultation Response Document

The CAA has now published their formal Consultation Response Document CAP2532. This summarises the responses they received to the consultation and the next steps for Phase 2. The consultation was run between 18 October and 16 December 2022, was widely promoted by CAA communications activity, and elicited 1,246 unique formal responses.

The Aim: is to create a simpler set of regulations for the UK GA community. This project will be complex, covering most of the flying within GA across four major themes:

- ❖ Creating a single set of Private Pilot Licences (PPL) for aeroplanes and helicopters that are compliant with International Civil Aviation Organisation (ICAO) standards and recommended practices.
- ❖ Creating a single set of aeroplane and helicopter pilot licences that do not meet the ICAO standards. Such 'Sub-ICAO' licences are designed for flight in UK airspace only and are subject to certain limitations.
- ❖ Developing an approach for sailplanes and balloons considering recent developments in the EASA regulations in these areas shortly before the UK departed from the EU.
- ❖ Developing an approach to preserve the validity of existing licences under any new system the CAA creates, while minimising undue disruption and costs on users, flying schools and the CAA.

85% of respondents agreed with the need for licensing system simplification, including over half agreeing strongly, indicating a clear mandate from the community to proceed with this project.

74% agreed that this review should go beyond just a simple consolidation of the UK and retained European regulations.

ICAO-compliant PPL:

82% of respondents who had a view (53% overall) supported our proposal for consolidating the full PPL and undertaking a gold-plating assessment of the retained Part-FCL provisions against the requirements in ICAO Annex 1.

Sub-ICAO aeroplane licence consolidation:

90% of those who had a view supported our proposal to consolidate the NPPL(A) and LAPL(A) into a single sub-ICAO aeroplane licence, and even counting those who were undecided still suggests a two-thirds majority in favour.

Sub-ICAO helicopter licence consolidation:

85% of respondents who had a view supported our proposal to simplify the NPPL(H) and LAPL(H) to create a single sub-ICAO helicopter licence.

Syllabus consolidation creating ICAO PPL and PPL(Light):

70% of those who had a view believed our proposal would work in their opinion, with several leaving statements such as; 'fantastic idea', 'very smart', and 'just what is needed' in the comments.

Only 1 in 20 thought the idea was unworkable or was in excess of what is necessary.

IR(R) rating for sub-ICAO licence holders:

65% overall (nearly 90% of those who had a view) supported our proposal of extending the IR(R) to sub-ICAO licence-holders

Sailplane licensing:

There was overwhelming support (88% of respondents who had a view) for proceeding with the implementation of the Sailplane Pilot Licence (SPL).

To read about the next phase: <https://publicapps.caa.co.uk/docs/33/CAP%202532.pdf>

For other responses and CAA action taken on recent closed consultations see https://consultations.caa.co.uk/we_asked_you_said/

THE ROYAL AERO CLUB



OF THE UNITED KINGDOM
The Coordinating Body of British Airport Organisations

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secretary@royalaeroclub.org
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. Or visit our website at 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**