



Summer 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

I begin with the highlight of our calendar, The Royal Aero Club Awards, held on May 11th at The RAF Club in Piccadilly.

We had the honour of Sir David Hempleman-Adams as our guest presenter. He deserves such a huge thank you as he stepped off the red eye from Boston earlier that morning, had a shower at the Club and was ready to present the many awards and all with remarkable ease. The awards lunch was a resounding success thanks to the Medals and Awards Committee and David Phipps and his team.

I am sure you will join me in congratulating the many award recipients from our associations, it is always a pleasure to hear of the many achievements being recognised.

There was a very unique moment during the Awards Ceremony when Sir David presented Alicia Hempleman-Adams with her two FAI World Record Certificates for her record-breaking flight in February of this year. Our congratulations go to Alicia for her achievements. We are ever indebted to the sponsors who generously give their support to the event, namely Gallagher Insurance, Mike Pearson & Popham Airfield and Pooleys Flight Equipment Limited who gave us the much-needed support for the event.

The Club's AGM took place on 27th July. Despite our best efforts to meet in person, the threat of a rail strike sent us all back to Zoom. The Council elections took place and I am pleased to report I was re-elected as your Chairman. Roger Hopkinson MBE and Martin Soulsby were both re-elected as Vice Chairman; Matthew Bolshaw was re-elected as RAeC Treasure and Chairman of The Medals and Awards Committee; Mike Pearson was re-elected as Vice-Chairman of Medals and Awards Committee and Rob Hughes was re-elected as Chairman of FAI Committee. The Vice Presidents were also re-elected - David Roberts MBE, Sir John Allison, Colin Mitchell and Marc Asquith.

As we settle into summer, the weather recently has decided to be somewhat damp after a spectacular start to "flaming" June. The weather is promising to settle down mid-August so hopefully we can say farewell to rain if only for a few weeks and continue to enjoy the skies.

Have a great summer.

David Monks

Chairman
The Royal Aero Club of the United Kingdom



jude@royalaeroclub.uk

FROM YOUR EDITOR



Recovering well from recent surgery and looking forward to getting back in the skies sometime before the Autumn.

A reminder that Russia is still banned from international aviation competitions as a result of its illegal invasion of Ukraine.

Good to checkout for General Aviation regulation and information updates and general information for Recreational Flying <https://www.caa.co.uk/General-aviation>

If your Air Sport has had competitions, get togethers, AGM's, Webinars etc or anything you would like to promote please do forward photos and reports/articles for inclusion in the 2023 Spring issue (copy deadline 15th April) and also news, competitions and events being held between mid-May to mid-July. 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 AirSport association by the RAeC General Secretary please ask your Air Sports Association 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.

My thanks to Paul Tallet at Progression Marketing for setting the front cover of this Winter 2023 issue and to Stephen Bridgewater for permission to use his photo.

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

Jade 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

NEW LOOK RAeC AWARDS CEREMONY



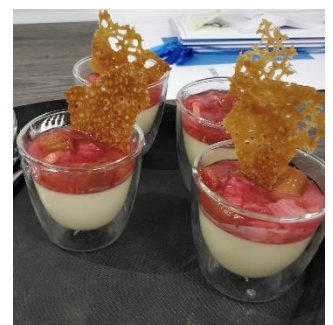
This year the RAeC held a formal lunch on Thursday 11th May for the Annual Awards Ceremony at the Royal Air Force Club in Piccadilly, London superbly organised by Medals and Awards Vice-Chair, Mike Pearson.

Attendees for this sell out ceremony were greeted with welcome drinks followed by a three-course lunch in the Sovereigns Room. RAeC Chairman, David Monks, welcomed the 2022 Award recipients and guests.



The menu comprised Gin & Tonic cured salmon with elderflower jelly and compressed cucumber and grapefruit and herb crème fraiche; followed by corn-fed breast of chicken with confit chicken leg croquettes and served with potato gateau, tender stem broccoli and a green peppercorn and shallot sauce.

Desert was vanilla panna cotta with rhubarb and ginger compote and a brandy snap crisp. **The wines** were the Royal Air Force Club's Sauvignon Pays D'Oc - golden yellow with hints of green and citrus, white fruits and flowers and a Bodegas Riojanas Canchales - cherry-red with violet hues, brilliant fragrant primary aromas, fresh, fruity with slight tannins.



After lunch, the 2022 RAeC Medals and Awards were presented by Sir David Hempleman-Adams KCVO, OBE, KStJ, DL, FRSGS. Sir David, former High Sheriff of Wiltshire, industrialist adventurer and balloonist was the first person to complete the Adventurers Grand Slam by reaching the Geographic and Magnetic North and South Poles; has climbed the highest peaks in all seven continents, and the first person to fly to the North Pole in a balloon and make a balloon crossing of the Atlantic in an open basket. He is also a Trustee of The Royal Aero Club Trust. Master of Ceremonies was Mr Stratton Richey, an ex-British Airways 747 and B777 fleet Captain who is also the 'voice' of the air display at the Farnborough air show for many decades. In 1998 he started a charity, called "High Flight", which gives underprivileged and disabled children the opportunity to take a flight in a glider.



(Photo: Steve Slater)



Sir David Hempleman-Adams



RAeC Chairman, David Monks



Mr Stratton Richey

The SALOMONS TROPHY: To be 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. It is intended that this 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



THE CHAIRMAN'S TROPHY (photo Left): **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

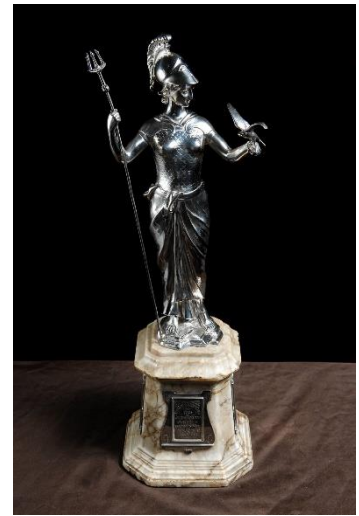
NORTON-GRIFFITHS CHALLENGE TROPHY: Recognise adventurous endeavours, this trophy is awarded to aviators undertaking outstanding feats of courage, tenacity and imagination unrelated to traditional sporting events. Awarded to: **Chris Gill** – BGA

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

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

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: These are awarded for outstanding achievement in aviation during the preceding year or over a number of years, principally, but not necessarily, as a pilot.



SILVER MEDAL: 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 MEDAL: 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 DIPLOMA: 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 CERTIFICATE 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

CERTIFICATE 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

Photos from the RAeC 2022 Awards Ceremony, taken by Liz Isles are now available online on the link below: <https://lizislesphotography.pixieset.com/royalaeroclubawards2023/>

All those who received Awards on the day will receive a complimentary print of their presentation in due course.

SAVE THE DATE: Thursday 16th May 2024 for the 2023 Awards ceremony at the RAF Club, London.

(GEORGE) HAMISH HARDING 1964 – 2023



(Photo: Facebook)



(Photo: Jannicke Mikkelsen Reuters)

Our condolences go to pilot Hamish Harding's family and friends.

Hamish was lost on the Titanic OceanGate expedition's submersible Titan and was the British holder of many FAI powered aircraft records (C-1M). He was educated at The King's School in Gloucester and was based in the UAE, where Action Aviation HQ is located, of which he was Chair. He presented himself in personal social media biographies as a "world explorer".

11th July 2019; the fastest circumnavigation of the Earth, via the North and South Poles, by an aircraft, in 46 hours, 40 minutes and 22 seconds on the 11th July 2019. 860,73 km/h. (ID 18990).

He also held the FAI fastest speed over recognised courses **10th July 2019** 851,15 km/h (ID 18995); 942,58 km/h (ID 18993); **9th July 2019** 894,58 km/h (ID 18991); **10th November 2008** 765,1 km/h (ID 15191)

He was Chair of Action Aviation, based in UAE.

He leaves behind his wife Linda and two sons, Rory and Giles, from a former marriage and a stepdaughter Lauren and stepson, Brian Szasz.

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>

BRITISH AEROBATIC ASSOCIATION (BAeA)

The British Aerobatic Association (BAeA) organises and runs aerobatic contests and training events at airfield locations throughout the United Kingdom. Details of the dates and times of all contests and events are notified via the United Kingdom NATS NOTAM system. The purpose of NATS' aeronautical information circular **Y 019/2023** is to explain the activity likely to be encountered by pilots attending these contest and events, local and visiting pilots at the host airfields and pilots transiting local airspace.

Contest flights take place in the aerobatic box, a notional 1000 M cube of airspace usually orientated over, or to one side of the airfield. The location of this box is shown on the relevant contest page at www.aerobatics.org.uk

A contest NOTAM will specify a 2 NM 'safety zone', usually up to 5000 FT above aerodrome level (AAL) centred on the airfield. This is to allow for aircraft climbing into and exiting the aerobatic box and repositioning to compensate for wind or meteorological conditions. Non-participating pilots are strongly advised to avoid this area at all times, unless complying with agreed joining, departing or local procedures in force at the time of the contest or event.

Within the aerobatic box and around its boundaries aircraft will be manoeuvring at varying speeds, heights and g-loadings. Abrupt changes of direction, height and speed are the norm and pilots will not always be able to take avoiding action nor comply with the Rules of the Air. A competition aircraft, at full speed, will transit the 1000 M aerobatic box in approximately 10 seconds and can climb from the base to the top of the box in under 20 seconds.

At venues for glider aerobatic contests there will additionally be tug aircraft operating. Gliders will be towed to height and will then be released at 4000 FT in a location suitable for positioning into the aerobatic box. This will depend on the wind on the day.

Pilots planning a flight to or from the host airfield should make contact with the airfield management on the telephone number published to establish local flying procedures and obtain PPR, even if this is not their normal practice. Pilots transiting nearby should remain clear of the notified safety zone, taking into account the TAKE 2 code – remaining at least 2 NM and 200 FT clear of notified airspace. Early contact on the local ATC/AFIS/RADIO frequency announcing your intended transit route will help co-ordinate.

Pilots should not transit through the overhead of the host airfield during the contest or attempt an overhead join unless this has been notified and agreed with the supervising radio operator.

In the event of an urgent safety or emergency situation requiring that a non-competing pilot enter the safety zone or effect a priority landing, earliest safe contact should be made with the supervising radio operator on the published airfield frequency.

For dates and venues for this season's remaining contests **see the BAeA section in this Newsletter**

UPDATE FROM THE CAA'S GENERAL AVIATION UNIT ON Q2 2023 activities includes granting approval to the British Gliding Association to act as a delegated authority,

and introduces changes following the 2021 revision of the UK microlight aeroplane definition, **CAP482**

[https://publicapps.caa.co.uk/docs/33/CAP%20482%20-%20BCAR%20Section%20S%20-%202023%20\(p\).pdf](https://publicapps.caa.co.uk/docs/33/CAP%20482%20-%20BCAR%20Section%20S%20-%202023%20(p).pdf)

YES

YES, the LAA's Youth Education and Support, are now looking for a donor to give or sell them cheap a Primary Glider which they could renovate and put on a tripod to teach youngsters how to fly.

Contact Stewart Luck if you can assist. captainluck@hotmail.com

NEW PRESIDENT FOR FAI ENVIRONMENTAL COMMISSION



Our very own RAeC Council member, Jeff Zaltman CEO of Air Race E - which is set to revolutionise the sport as it takes air racing into the next generation with RAeC member organisation FARA, has been elected as the FAI's Environmental Commission's new President.

Air Race E is an exciting air sport which delivers thrilling, intriguing and fun action to audiences around the world, both live and on TV.

Eight airplanes race directly against each other at speeds of around 450kph around a tight circuit just 10 meters above the ground. A true air race!

Future transport platforms will require electric power solutions based on those developed for Air Race E.

Air Race E has continuously been the leading pioneer in electric aviation motorsport since we announced the first, and still the only, manned electric air race series in the world.

We have consistently proven our vision from flying the first electric race plane to now: the development of cutting-edge race aircraft which will be the technology platform the industry needs to accelerate green technologies in the aerospace sector.

In its first design open phase, Air Race E went to the market with 17 teams building electric solutions for the first-ever manned electric air racing series. Bolstered by the research data and industry expertise of the Air Race E partners such as Airbus, Ansys and the University of Nottingham, the Air Race E team were able to collect vital knowledge from a wealth of forward-thinking developers.

The FAI Environmental Commission (EnvC) was created in October 1995 to study all air sports interaction with parts of the environment considering air, land, sea, water, scenic views, wildlife and vegetation.

Each air sport discipline has specific interactions with these parts of the environment, and the EnvC's objectives are

- to evaluate the influence of air sports on the environment;
- to develop an FAI policy aimed at maintaining and improving conditions for the development of air sports while respecting realistically demonstrated environmental interests; and
- to advise Council and Air Sport Commissions on environmental matters affecting air sports.

Currently the EnvC is working on publish detailed environmental codes of conduct for air sports disciplines. This will include

- considerate flying, flying site layout, and operational procedures, landscaping and habitat, nature conservation);
- establishing a database (Air Sports and the Environment) available on the FAI web site to provide information on the real environmental impact of aviation on nature; and
- to develop a widely acceptable method to determine, and define, noise levels for small airfields and succeed in having this endorsed by ISO and ICAO.



See Over
for route example

“FLYBALL” NAVEX COMPETITION

OPEN TO ALL TYPES OF SINGLE
ENGINED PISTON AIRCRAFT

Classes for Fixed Wing, LAA,
Microlight and Rotorcraft

Starting at 10:00 from any
participating airfield, with up to
6 hours of flying fun!

You will be visiting participating airfields
finishing at Popham Airfield
at 16:00 for a BBQ and prize giving.

Multi crew and solo awards to be won
for the, soon to be coveted,

FLYBALL TROPHY

sponsored by the Royal Aero Club 3R's

Saturday 26th August 2023

Participating Airfields currently include:

Popham, Denham, Shobdon,
Blackbushe, Brimpton,
Kittyhawk, Brighton City,
Nottingham, Gamston,
Sandown

Why not request your home airfield
sign up and take part?

*Participating airfields subject to change with additions expected.
Final list will be notified one week before the event.



For an entry form, rules and
regulations please email
flyball@royalaeroclubrrra.co.uk

Entry £20/aircraft

(£10 payable at the start airfield + £10 at the finish)

for illustrative purposes

OTHER NEWS & INFORMATION

CHIRP new contact number

CHIRP's aviation programme improves safety in the air by providing a totally independent confidential reporting system for all individuals involved in aviation in UK airspace.

CHIRP has recently changed its telephone contact number to **020 4534 2881**. The preferred method of submitting a report remains the website portal but telephone contact provides a means of liaising directly with the CHIRP team if necessary.

POTENTIAL INTERFERENCE RISK TO RADIO ALTIMETERS FROM 5G MOBILE TECHNOLOGY

Radio Altimeters support a range of functions on board an aircraft and provide critical data for the safe execution of aircraft operation. In the UK 5G mobile broadband networks are being rolled out in multiple bands including networks in the **3.6-3.8GHz frequency band**.

Although the CAA has no jurisdiction over radio spectrum management and the allocation of spectrum, it does have a responsibility for aviation safety in the United Kingdom; consequently the UK CAA is working closely with other NAAs to evaluate threats associated with the various national 5G roll out plans, noting that different national mobile telecommunication strategies may mean that some states have a higher threat exposure than others. Airframe and equipment manufacturers have also been requested to supply any relevant data they may have regarding system resilience to potential 5G interference.

Depending on specific aircraft architecture, the radio altimeter is an information source for a range of avionic systems, including (but not limited to) autoland capability, terrain awareness and Ground Proximity Warning System (GPWS) functions, Traffic Collision Avoidance System (TCAS) modes, flight control laws and autoflight protections. The susceptibility for aircraft to such interference is dependent on the aircraft type and avionics systems fitted.

The UK CAA will continue to work internationally to gather additional data to develop its position on this issue and will continue to monitor reporting trends. The CAA also remains engaged with the radio regulator Ofcom to remain abreast of the UK roll out in the band of interest.

GA CARBON MONOXIDE 12 MONTH STUDY REPORT

The 12-month study investigated how low-cost, commercial off-the-shelf, carbon monoxide (CO) detectors with attention-getting capabilities performed in a variety of general aviation (GA) aircraft and operating conditions, and prompted the updating of SN-2020/003: Carbon Monoxide Contamination Minimisation & Detection in General Aviation Aircraft. <http://publicapps.caa.co.uk/docs/33/SafetyNotice2020003V3.pdf>

Version 1 was to raise awareness of i) the hazards associated with carbon monoxide exposure, ii) the means of minimising the likelihood of carbon monoxide contamination and iii) to provide guidance on the use of carbon monoxide detectors in general aviation aircraft. **Version 2** made reference to the CO concentration check introduced with Part-ML and also updates regarding the practical CO detector trial run by the CAA in light of the COVID-19 outbreak. This version **Version 3** provides additional guidance on the use of commercial off the shelf carbon monoxide detectors in general aviation aircraft to protect pilots and passengers from CO.

The full report can be read at <https://publicapps.caa.co.uk/docs/33/CODE%20Trial%20Summary%20Report.pdf>

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

RED WHEEL FOR WINGS OVER WINDERMERE

National Transport Trust has awarded a Red Wheel to the Hill of Oaks site at the southern end of Windermere, another important but less well known part of Britain's aviation story.



The Red Wheel was unveiled by Cumbria Lord Lieutenant Claire Hensman in a recent ceremony next to the lake. The Red Wheel records the site of the first successful seaplane flight in 1911 by Waterbird, the first seaplane school the same year and the Royal Naval Air Station established there from 1916 – 1917. Stuart Wilkinson, Chairman of the National Transport Trust commented: "We are delighted that this latest Red Wheel has joined our growing fleet around the country."

(L-R) Peter Hensman, Claire Hensman LL, Ian Gee Waterbird, Jerry Swift NTT

The Hill of Oaks Red Wheel marks a significant moment in the early history of aviation. The aim of Red Wheels is to highlight some of the lesser-known areas of the UK's transport history and this splendid site reflects those early days in aviation a mere eight years after the Wright Brothers first flew. Peter Hensman, Chairman of Lake District Estates said: "We are thrilled that the National Transport Trust has decided to award a Red Wheel to Hill of Oaks. This records for posterity the important part Hill of Oaks played in early aviation and in particular the development of Waterbird in 1911. It also serves to remind us of the innovation of those early pioneers, such as Edward Wakefield whose concept it was and Herbert Stanley Adams who as the pilot, took it first into the air."

The Red Wheel highlights the spot where the famous 'Waterbird' hydro-aeroplane became the first plane in the former British Empire to successfully take off and land on water in 1911.



Photo: Milton Howarth



Photo: Anne Hughes (Waterbird moored at Brockhole)

The first replica flight was terminated as there was a con rod failure in the Rotec 2800 engine but Waterbird was towed to Brockhole for visitors to see on the second day. In May Waterbird made her second public flight, this time accompanied by two Aviat Huskys. Hundreds arrived to see Waterbird on both days and saw their first close-up view at Brockhole. The unveiling came just weeks after the replica of Waterbird flew over Windermere in honour of the original flight 112 years ago. Waterbird, flown by Pete Kynsey, plans to return in 2024 with thanks to Ian Gee and the Lakes Flying Company Ltd and to all at Brockhole and on the lake who made the event possible.

The owners of Hill of Oaks are decedents of the Wakefield family. Waterbird was the brainchild of Captain Edward Wakefield who owned Hill of Oaks at the time. He then set up the Lakes Flying Company there to give the public the experience of flying from water and it later became a Royal Naval Air Station; this was disbanded in 1917, but the officers' mess and other buildings remained on the site until it became a caravan park in the 1950s.

Having publicly declared in October 1909 his intention to have an aeroplane fly from water, at a time when nobody in the world had successfully done so, Edward Wakefield's first task was to have a hangar built at Windermere. Wakefield selected Hill of Oaks as the site, on the south-eastern shore of the lake, designed a new access road through Haws Wood and obtained planning permission on 24 January 1911.

After weeks when the weather was not suitable for flying, on the morning of 25 November 1911 the lake was calm. Herbert Stanley Adams taxied out Waterbird from Hill of Oaks, having first checked that Oscar Gnosspelius was not making his expected attempt at flight from Bowness Bay. With the benefit of a gentle wind which had begun to blow, Adams made the historic flight. He reached a height of about 50 feet and continued towards the ferry, where he made a wide turn before returning to alight at Hill of Oaks. The difference to previous attempts to take off was that a second 'step' had been added to the stern of the float. This photo was taken from Hill of Oaks.

The Admiralty took an early interest in Windermere. On 20 January 1912, Lieutenant (later Air Chief Marshal Sir) Arthur Longmore test-flew Waterbird for the Admiralty. Also, on 23 January 1912, in a paper entitled 'The Development of Naval Aeroplanes and Airships', Rear-Admiral (later Admiral Sir) Ernest Troubridge, Chief of Staff, proposed the Bristol school or Wakefield hydro-aeroplane school to train those pilots that cannot be received at Eastchurch at present'. They awarded a contract to train pilots, and in May 1916 requisitioned the seaplane school which was the first in the UK having been established in 1911. The headquarters of the Royal Naval Air Service at Windermere were relocated from Cockshott. RNAS Unit. Hill of Oaks changed its name to RNAS Windermere upon becoming an all-service school by the end of June 1916, and operated until the end of June 1917.

CALLING ALL PILOTS!

Are you a light aircraft pilot, or know of one in Northern Ireland, or on the east coast of England or Kent area? If so, FSDP (Flying Scholarships for Disabled People) are looking for two more Big Wing Tour legs to take place in any of these locations. Let them know if you're interested by emailing info@fsdp.co.uk

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.

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

BRITISH AIRFIELD NEWS

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

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>

ALL PARTY PARLIAMENTARY GROUP ON GENERAL AVIATION (APPG-GA) has re-branded as The All-Party Parliamentary Group for Aviation (APPG-A)

Still with the same purpose to promote the objective - as set out by the British Government - of making the UK the best country in the world for General Aviation through inspiring both current and future generations to take up science, technology, engineering and mathematics, thereby creating high-tech jobs and growth in our economy.

Officers are:

Role	Name	Party
Chair & Registered Contact	Robert Courts	Conservative
President	Sir Roger Gale	Conservative
Vice President	Lord Kirkhope of Harrogate	Conservative
Vice Chair	Ian Paisley	Democratic Unionist Party
Vice Chair	Lord Balfe	Conservative
Vice Chair	Lord Stevens of Kirkwhelpington	Crossbench
Vice Chair	Mark Garnier	Conservative
Vice Chair	Lord Berkeley	Labour
Vice Chair	Henry Smith	Conservative
Vice Chair	Kelly Tolhurst	Conservative

Public Enquiry Point: Matthew Bolshaw

Email: bolshaw@btinternet.com

NATS AERONAUTICAL INFORMATION CIRCULAR Y 039/2023

NOTAM EMAIL SUBMISSIONS NO LONGER ACCEPTED

In consultation with the CAA, **NOTAM email submissions will no longer be accepted** by the UK NOF **from 10 August 2023** (AIRAC 08/2023). In support of this, NATS will make available its AFTN NOTAM functionality 'AFPEX' (NATS web-based AFTN Portal) for free to all users.

Users that do not currently have an AFPEX account, and currently use email for their NOTAM submissions have been able to sign up for a free NOTAM account as from 15 June 2023. Users should complete their registration no later than 30 days prior to the implementation date for this change - 11 July 2023. There will be no "usage/message" limits for NOTAM AFPEX submissions.

AFPEX can be found here: www.myafpex.co.uk

Apply for an AFPEX account: <https://ts1.flightplanningonline.co.uk/applyingForAnAccount.html>

AFPEX NOTAM Help/Guide can be found here: www.myafpex.co.uk/guides/notam.php

From 10 August 2023 email submissions for NOTAM proposals will only be accepted where there is an outage to the AFPEX system

USEFUL LINK for NATS Yellow Circulars

<https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/Aeronautical-Information-Circulars-AICs/yellow-aics/>

VFR CHARTS

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

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

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

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.

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.

RECORDING ELECTRONIC FLIGHT DATA

The CAA is encouraging GA pilots, who operate aircraft equipped with electronic displays and/or Electronic Flight Instrument Systems (EFIS) (e.g. Garmin G1000, MGL Xtreme, Garmin G5, Dynon EFIS-D10A etc) capable of recording flight data, to make use of the data recording feature on these devices. If an SD card is required, ensure it is present.

The data is especially useful for pilots, and instructors, for self-assessment, training and debriefing purposes to improve overall pilot performance. Additionally, the data may be a valuable input for preventative maintenance, making it useful to aircraft owners and maintainers as well.

ELECTRIC AIRCRAFT CHARGING

NEBOair is an innovative aviation company focused on promoting and developing sustainable aviation in the UK. Owned by pilot Celeste Goshen (ex British Precision Pilots Association member) and Kerry Wilmot. "*The journey towards sustainability does not stop with electric aircraft. To truly achieve sustainable flight, it is important to consider the sustainability of airfields*" says NEBOair. NEBOair have been working for some time to design a vision for cleaner, greener community airfields.

Their challenge is to support long-term scale-up to ensure there is enough power and production available to transition the aviation industry in time to meet global climate targets and they have taken on the challenging role of building aircraft charging station infrastructure across the UK.

AeroGrid Ltd was launched by Kerry to drive forward the electrical power generation on airfields by working together to identify the maximum potential energy production for PV Panels on land and hanger roofs, designed to maximise absorption and minimise reflection, alongside battery storage for the energy produced. AeroGrid's goal is to create sustainable revenue for airfields for the next 100 years by supporting airfield owners and operators, to generate green energy and which could also produce additional income.

Change is not always easy. However, with the Government's directive to reach Net Zero, driven by growing public concerns regarding climate change and the environment, NEBOair believe "*we all must embrace a shift towards a more sustainable future in aviation and hope others may consider joining the 'path to cleaner skies'.*" Working directly with Catapult and in collaboration with Nuncats, on the ZEFI project for the DfT, the UK's first Aircraft Solar Charging port at Old Buckenham was used for the Sunlight to Flight demonstration.



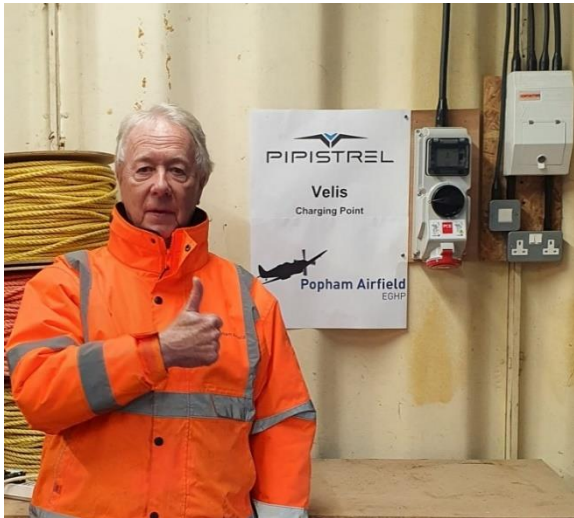
NEBOair electric aircraft charging locations in the UK can be found at Shipmeadow (Suffolk), Duxford, Old Buckenham and Popham Airfields,

Wickenby and Redhill Aerodromes,

Kemble (aka Cotswold Airport), Gloucestershire, Norwich, Rochester, Goodwood and Humberside Airports.

There is also an electric charging station owned by Fly About Aviation, the UK Distributors for Pipistrel, at Damyns Hall Aerodrome.

The NEBOair Electric Arrows was the latest chapter in their story with their first aero display off the Brighton seafront, in support of a sustainable property development conference.



Popham Airfield (and Airfield Manager Mike Pearson)



Portable Electric Charging Unit at Duxford Airfield

Aerovolt launches their first six sites for charging electric aircraft

Aerovolt will launch the first six sites of a network of charging points for electric aircraft in August at Sandown, Isle of Wight; Solent Airport; Brighton City Airport (Shoreham); Lydd, Kent; Bournemouth and Kittyhawk in East Sussex.

Founded in 2022 by Phil K-Dobson, along with his twin brother Alan, it debut at the recent Royal International Air Tattoo (RIAT). Phil says: "SkyDemon will be adding our smart charging data feed for electric aircraft to their popular flight planning and navigation application, marking a first in live access to aircraft charger information in pre and in-flight operations."

UK ELECTRIC GA AIRCRAFT

Currently there are 10 Pipistrel VELIS Electro aircraft on the UK register.

The LAA have an experimental electric aircraft, a Nuncats Electric Sky Jeep which is based on the Zenith CH750 kit aircraft, currently undergoing flight tests on E conditions currently but destined for an LAA "Permit to Fly" (although the project is actually being developed as a utility / relief aircraft to support African communities. The aircraft is being developed along with a solar power hanger for charging the aircraft), plus various other projects in the pipeline.

The BMAA, as yet, are not involved in an electric GA aircraft though, as I understand it, Flylight Airsports are considering an electric version of their SkyRanger

There is also a deregulated Light Aircraft Company single seater Sherwood eKub flying out of Little Snoring. The eKub is a British designed and built all-electric microlight aeroplane and has been developed by a consortium of Cranfield University, TLAC, Flylight Airsports and CDO² and part of the EnabEI project managed by Cranfield University to advance electric aviation focusing on delivering safe, viable, and environmentally-efficient aeroplanes, led by Dr Guy Gratton, Associate Professor of Aviation and the Environment.

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>

“FLYING4YOUTH” IS BACK!

Army Cadets, Air Cadets, Scouts, Guides, Explorers, youth clubs and more... **Green Dragons Airsports** started out in the 70's flying Army cadets. Due to rising costs and qualifications for Instructors, it made it really hard to keep the cost down, butGreen Dragons is now re launching the **Flying4youth** programme flying Hang gliders, Paragliders and Parachutes.



Volunteers wanted! To help fly Scouts, Explorers, Cadets and kids from local Youth clubs. (Full adult training available). Green Dragons **Flying 4 Youth** officer is **Judith Freeman**, Classic parachute team is headed up by **Jamie Robe**, Paragliding Team is headed up by **Matthew Bignell**.

Instructor, Coach and Tow Operator training is in full swing, with 11 x GD team members under training. All headed up by **Andy Shaw**.

Green Dragons have more British Skydivers and BHPA PG pilots, joining us for towing and accuracy training.



The Flying 4 Youth Team (so far)



Instructor Operator Training

If you would like to help youngsters fly and start their training course, come and be a member of the team learning to Instruct, Coach or become a Tow Operator, contact us now! admin@greendragons.co.uk GDA is actively looking for a sponsor and volunteers to support further developments. Can you help Andy Shaw and Green Dragon Airsports? Contact Andy at fly@greendragons.co.uk

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

CAA MEDICAL REQUIREMENTS HAVE BEEN UPDATED

To include note (d) decrease in fitness. 'Pilots are reminded of their responsibility not to fly in the event of a decrease in their fitness with respect to an illness, medical condition, medical surgery or treatment that may affect the safe operation of an aircraft. Consultation with a medical practitioner and/or AME may be needed to advise the pilot as to whether the fitness conditions of the CAA Pilot Medical Declaration are met or continue to be met.'

Restrictive Airspace STATUS OF EGR313

Following the RAF Aerobatic Team's move to Waddington from Scampton and associated temporary and proposed airspace changes, restricted area **EGR313** overhead Scampton is **deactivated by NOTAM between 6 July and 31 August 2023**. Meanwhile, there is an ACP underway that proposes to change the EGR313 entry in the AIP to describe EGR313 activation by NOTAM. The future of EGR313 remains uncertain.

Flying Scholarships for Disabled People

This year's RAF Red Arrows Trust scholar Steve Chalk and his son were flown to RAF Waddington by his **Flying Scholarships for Disabled People** scholarship flying instructor John Sorsby.



As well as watching the Red Arrows brief, display and de-brief, Steve was formally awarded the cheque to cover the cost of his scholarship. (Photo: Red Arrows Trust)

See the Flying Scholarships for Disabled People section in this Newsletter for more about what FSDP has been doing.

HUMAN POWERED FLIGHT

THE GREAT RACE 2022 (now 2023-24)

The race will be demanding for both aircraft and pilots, having to cross busy shipping lanes, dodge large and small vessels, brave the weather conditions and sustain sufficient power for the 2 hour- odd journey to be able to land safely on the shores of France. For these reasons, safety measures will be in place, contestants will be scrutinised and will have to meet the high standards required in the rules and regulations.

The prize is £50,000 for 1st place and £10,000 for 2nd place, whether male or female. An additional £5,000 is offered for the fastest female pilot to complete the course.

The prize money has been generously given by Anne Marsden to celebrate and remember David Williams and Derek Piggott and all the fun they had designing and making the first human powered flight in November 1961.

Due to Covid-19 the race is now being held between the 1st of June 2023 till the 31st of August 2024.

Entrants will have to fly 35KM from Folkestone across the Channel to France. All aircraft will take off on the same day to ensure no team has an unfair advantage due to weather though take offs will be staggered to ensure there are no mid air collisions. It is the first human powered aircraft time trial in history with multiple teams in the air simultaneously which will prove incredibly exciting. Prize money will be awarded based on the quickest crossing. Teams will be followed by speed boats with rescue divers standing by in case an aircraft ditches.

Prospective teams should contact the organizers if they are interested in competing in the world's first and only time trial HPA race across the Channel. On account of the risk and difficulty teams will have to demonstrate past experience in HPA building to qualify. Teams from all countries are invited to apply.

<https://thegreatrace2022.com/>

SEGRAVE TROPHY 2023

James Ketchell, FAI and Guinness Book of Records holder for the first person to fly solo around the world in an open cockpit gyrocopter in 175 days, attended the annual Segrave Trophy presentation in London on the 13th July along with the 2023 Segrave Trophy winners **Mac & Zara Rutherford** for their incredible achievements flying around the world.

The Segrave Trophy is awarded to the British national who demonstrates "Outstanding Skill, Courage and Initiative on Land, Water and in the Air".



The trophy is named in honour of Sir Henry Segrave, the first person to hold both the land and water speed records simultaneously and was established by Segrave's wife, Lady Doris, who was "determined to carry on his legacy".

See the **FREE Skywise service** provided by the CAA. Helping you to stay up-to-date with news, safety alerts, consultations, rule changes, airspace amendments and more. <https://skywise.caa.co.uk/home>

EUROPE AIR SPORTS

GA Flightpath 2030+

At AERO in Friedrichshafen in April 2023, EASA launched its **GA Flightpath 2030+** initiative. The initiative follows on from the GA Roadmap and Roadmap 2.0.

GA Flightpath 2030+ is intended to continue the improvements to EASA regulation for sports and recreational aviation within the EASA system, by building on recent successes

- ❖ Part-M Light;
- ❖ the introduction of DTOs (Declared Training Organisations) as a lighter alternative to ATOs (Approved Training Organisations);
- ❖ the glider rulebook; and
- ❖ the Basic Instrument Rating

It also builds on the Safety Promotion work that EASA is engaged in, as well as the EASA Community Network online and identifies a number of opportunities, threats and trends, eg

- An ageing demographic and a lack of attractiveness of aviation for the younger generations
- The rise of drones and urban air mobility
- New technologies and innovations, particularly in avionics and increased automation
- Social acceptance of aviation and its relationship with CO2 emissions and climate change.
-

The four pillars of this European vision are important, being

- ✚ **Safety:** recognising that this comes from safety culture, not just (and perhaps much more than) from rules.
- ✚ **Sustainability:** which is a key challenge for us, as we are often operating ageing aircraft and equipment which was not designed with sustainability in mind.
- ✚ **Digitisation:** which offers great opportunities to reduce unnecessary paperwork and provide benefits in safety and efficiency
- ✚ **Diversity and Accessibility:** to remove unnecessary barriers to those who aspire to participate in sports and recreational aviation.

Europe Air Sports this is their latest Newsletter <https://www.europe-air-sports.org/wp-content/uploads/2023/06/EAS-Newsletter-June-2023.pdf> compiled and edited by UK glider pilot Diana King, OBE.

SIGN UP FOR THE EUROPE SPORTS NEWSLETTER

AND SEND EUROPE AIRSPORTS YOUR THOUGHTS AND IDEAS!

If you would like to receive future issues of the Newsletter direct to your inbox, please sign up on the Europe Air Sports website at <http://www.europe-air-sports.org>

If you would like to make any comments, ask questions, send ideas or suggest a topic that you'd like to know about, please do get in touch at d.king@europe-air-sports.org



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

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

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

The **FAI By-Laws have been updated** by the FAI Executive Board and became applicable on the 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>

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 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.

The FAI Education Commission (Educ) has been created to publicise aeronautical and astronautical information, especially to the young.

With a wealth of relevant experience at the Aéroclub de France, as well as within France's national education structure, Roland Pré is excited to take a more global outlook at education within aeronautics in his new role at FAI.

He hopes to draw upon the values promoted in sport to harness enthusiasm for an international educational project around aviation.



Roland says “Many educational bodies within aviation have noticed separately that younger children may be missing out on being exposed to the sciences in primary schools. It can happen that teachers of under 11s are more experienced in languages or arts subjects than in STEM (Science, Technology, Engineering and Maths). The aim of the project is to therefore make it as easy as possible for teachers, or club leaders, to use, no matter what their background.”

A Commission Working Group has been established, with the aim of researching and developing a project that aims to encourage children under 11 to participate in a simple competition based around model aircraft such as paper planes, parachutes or kites. “Teamwork will be fundamental: inclusivity and loyalty to team spirit will be emphasised, as well as respecting the rules and not cheating. Youngsters can also be proud to become part of a worldwide competition which will bring together children from Japan to Jamaica, Estonia to Ecuador.”



The idea has been developed partly in collaboration with the FAI's Aeromodelling Commission, whose successful 'Rookie Project' is a source of inspiration and will be linked to the development of this 'Paper Plane' competition.

Roland will oversee the creation of an inventory of educational projects from around the world, with FAI Members contributing their success stories, as well as reporting on those projects which did not work so well, in order to build and collaborate.

Anyone with an interest in the work of the FAI Education Commission is welcome to contact FAI's Secretariat to find out how to get involved. <https://www.fai.org/page/educ-contact>

HELP! CHILDREN AND YOUNGSTERS ARE VISITING THE AIRFIELD...

Klaus Strienz presents ideas for the development of a children and youth programme to use for an "open house" at an airfield or at a large field in the community or near a school.

The programme is a step by step (1-9) approach to learning different aspects of flying. The first exercises explain the phenomena of air characteristics. Further activities explain the technical characteristics of an airplane. Next comes aviation communications (aviation terms).

For good educational reasons the activities are arranged in logical sequence. Each participant is given a paper with each numbered activity. The ideal plan is for each participant to visit the activities in the order shown on the paper. However circumstances of a larger group or availability of mentors may require going to activities out of sequence. At the end of the learning stations participants get the "junior pilot license certificate".

The programme was originally planned and organised in 2003, in such a way that the management was carried out by Secondary School students (Gymnasium Hoechstadt/Germany) and youngsters of the local aeroclub.

If this is something your aeroclub or airfield might be interested in doing or trying out check out <https://www.fai.org/page/help-children-and-youngsters-are-visiting-airfield> where you can download a pdf giving all the information.

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>

THE TRUST'S OBJECTIVES

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. In 2022 we were unsuccessful finding new sponsors, and this will be a focus for 2023.

If you love air sport and recreation, there are a number of ways in which you could assist the trust in its tasks - these include:

Gift Aid - allows the Trust to recover the tax from the Inland Revenue

Legacy

Company Payroll Giving

Matched Giving

The Bursary 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).

My thanks to David Bills, Royal Aero Club Trust Chairman for his report:

The Royal Aero Club's memorabilia is housed in the RAF Museum. The Trust has an ongoing programme of restoring and cataloguing the Collection. The Collection is available to historians and others to view and for research and is published on a bespoke website. The RAF Museum is currently updating its displays and some of the Royal Aero Club's memorabilia is temporarily not on view until September.

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

Over the past 6 months the Trust has been trialling Facebook to improve communications with existing and potential bursary applicants. The trial will be extended from August for a further 6 months.

TRUST PERSONALITIES

Trust Chairman, David Bills retires from the Trust at the end of 2023 after 16 years as Bursary Manager and latterly Chairman. During David's tenure managing the Trust Flying for Youth Programme, over 500 bursaries have been awarded enabling young sports enthusiasts to progress basic qualifications, graduate as coaches and instructors and compete in international and national competitions.

David Bills has been replaced as Bursary Manager by James Hughes who, along with Beth Crocker (Jim Crocker's daughter) have been appointed Trustees.

THE COLLECTION, ART AND TROPHIES

William Robinson Clarke



William Robinson Clarke was born in Kingston, Jamaica, on 4 October 1895. With the outbreak of war, 'Robbie' Clarke paid his own passage to Britain and joined the Royal Flying Corps (RFC) on 26 July 1915. At first, he served as an air mechanic, but on 18 October he was posted to France as a driver with an observation balloon company. Clarke wanted to fly, however, and in December 1916 he was accepted for pilot training in England. On 26 April 1917, Clarke won his 'wings' and was promoted to Sergeant.

On 29 May 1917, Sergeant Clarke joined 4 Squadron RFC at Abeele in Belgium and began flying R.E.8 biplanes over the Western Front.

While on a reconnaissance mission on the morning of 28 July, he and his observer, Second Lieutenant F.P. Blencowe, were attacked by enemy fighters. He described the action in a letter to his mother:

"I was doing some photographs a few miles the other side when about five Hun scouts came down upon me, and before I could get away, I got a bullet through the spine. I managed to pilot the machine nearly back to the aerodrome, but had to put her down as I was too weak to fly any more ... My observer escaped without any injury."

The Trust is in the process of acquiring, for Public Benefit, further photographs of the Jamaican World War I aviator, William Robinson Clarke.

BURSARIES

In brief, 35 bursaries were awarded in 2023 to a range of air sport youngsters. The 2024 bursary scheme will be open from September 2023. Applications are encouraged from balloon and micro-light pilots, and drone flyers who were absent from the 2023 cohort.



Madeleine Trask aged 18 Skydiving Bursary

I made my first solo skydive in November 2022, caught the 'skydiving bug', and have just achieved my B License. After my exams I'm going to enjoy flying with my friends in the University of Nottingham Skydiving Club at Langar - I hope to reach 100 jumps before 2024!



Sarah Bellamy, aged 16 Gliding Bursary

I am 16 years old and have been flying gliders for just over two years at Buckminster Gliding Club, Saltby. In the future I would love to peruse a career as a commercial pilot while also continuing to be actively involved in gliding.



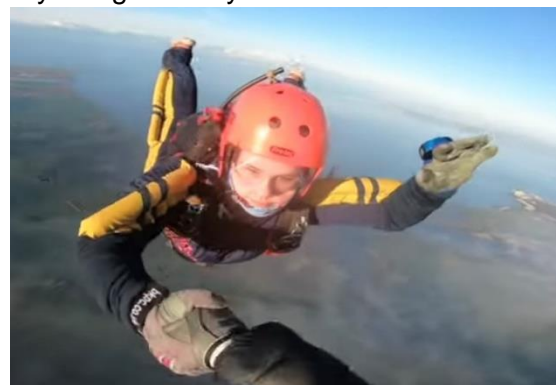
Freddy Hinks used his Bursary to gain his Air Tow rating



Isobel Skehan, aged 17 Sky Diving Bursary with two of her instructors after achieving her A licence.

I am now 17 but started skydiving last October when I was 16, getting my licence the week before the season ended at my club - Black Knights Parachute Centre located in Cockerham, Lancaster.

Within skydiving I want to progress and build upon my formation skydiving 1 achievement that the bursary helped me to achieve, hopefully getting onto future big ways and possibly competing in formation skydiving one day.





Alex Hook is 20 years old and has been gliding for two years at Lasham. He is a member of the Imperial College Gliding Club and hoping to achieve his aerobatics badge and get his Silver Badge soon.

SPONSORS

Finally, the Trust is grateful to its sponsors listed on the Trust website. If you would like to become a “Friend” or sponsor apply via the Trust “Contact Us” page on the Trust website.

My thanks to James Hughes, Bursary Administrator for the Royal Aero Club Trust, for his report:

This year we’ve had a very healthy applicants group representing all of the categories we award to. As ever there were more suitable applicants than we could award to which meant that the standard of application needed to be very high to be successful.

For any readers considering applying or advising an applicant we can’t stress enough the need to read the application instructions carefully before applying.

The 2023 awardees cohort touches all aspects of air sport from all over the UK, the majority being school or university students who all demonstrate fantastic enthusiasm for their sport.

Many are also ambassadors for their sport and take part in either local or national support for their club or national body. We have already had a small number of awardees claim their bursary – no slouching – and others have started their training

Through active and ongoing involvement in fund raising and the preparation of grant applications, the Trust’s 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



UNLIMITED National Champion is Chris Brook. 2nd place - Tom Cassells (looking a little 'ruff'). 3rd place - Nick Wakefield. (left. Photo: British Aerobatics)

ADVANCED National Champion - Steve Bakhtiari. First place - Maciej Kulaszewski. 3rd - Paul Elvidge. (below. Photo: British Aerobatics)



Congratulations to Alex & Klara EWOK



Many happy flying years together to come!

GUIDANCE & ADVICE FOR COMPETING IN A CONTEST

Over many years, British Aerobatics has achieved an enviable reputation for the efficient and safe organisation of aerobatic contests. This knowledge is set out in our General Rules and in our Operations Manual, which can be downloaded from the Rules and Documents page of their website. <https://www.aerobatics.org.uk/publications>

OPEN CLUB EVENTS

Aspiring aerobatic pilots new to this sport are strongly advised to investigate British Aerobatics 'Open' Club events, at least one of which is held each year. For these we organise a small number of two-seat aerobatic aeroplanes with instructors in attendance, so that you can hire a slot in one and participate merely by turning up and paying for your flight time.

The format of the day is that pilots fly a practice session in the morning away from the airfield to learn the designated Club sequence for the year. On return they get a de-brief from their instructors, and then fly the sequence again in the afternoon over the airfield in the aerobatic box and in front of a judge. These are extremely popular days, and an early review of the contest calendar is necessary to secure an entry.

PREPARE WELL IN ADVANCE

Before entering a contest, a pilot must demonstrate that they are safe to compete at their chosen level

- ❖ Print out a copy of "Pilot Proficiency Scheme: the Flight Evaluation Process"
<https://www.aerobatics.org.uk/contest/pilot-proficiency>
- ❖ Have an early discussion with a Flight Evaluator who can offer training advice
- ❖ Complete the flight evaluation and send the report to the British Aerobatics office as soon as possible. Do not wait until entering the contest. You need a fresh flight evaluation as you progress upwards through each level
- ❖ Decide which aircraft you will be flying:
 - Check that the Flight Manual permits the figures for your chosen level
 - Arrange for the insurance to cover aerobatic contests

ENTERING THE CONTEST

The pages on the BAeA website contain a great deal of information on entering a British Aerobatics contest. Links are also provided to a number of other contest-related issues. <https://www.aerobatics.org.uk/contest/entry-conditions>

PILOT VALIDITY

Any pilot holding a current pilot's licence, medical and rating (if required), issued in the UK or by an organisation recognised by the UK CAA, and who can prove they are proficient at a chosen level of aerobatics to one of BAeA's appointed Flight Evaluators (<https://www.aerobatics.org.uk/contest/pilot-proficiency>), may enter BAeA competitions, subject to joining as a Member and BAeA's acceptance of the contest entry. Membership of the British Aerobatic Association (BAeA) is mandatory for all competitors and officials attending British Aerobatic contests and events.

An Entry Form should either be completed on-line or printed and posted to the Membership Secretary (Membership Secretary: Jen Buckenham - membership@aerobatics.org.uk) to arrive by the contest closing date. Don't forget to include your entry fee!

ENTRY FEES

Contest entry applications must be accompanied by the appropriate (published) entry fee. Competitors entering a Club event may also enter the same contest in the Sports class, to gain experience prior to competing formally at the higher level. Acceptance of such entries will be at the discretion of the Contest Director, based on the number of contestants attending and the time available, and the competitor will be considered 'hors concours' at the higher level.

'FREE KNOWN' SEQUENCES AT INTERMEDIATE, ADVANCED AND UNLIMITED

When a Free Known sequence is to be flown, pilots must send by email a copy of their sequence file in digital format, either as an Aresti Visio .vsd file or an OpenAero .seq file, when their contest entry is registered. If this sequence file is not received by the contest closing date or is not already held at the British Aerobatics office, then that pilot must fly the default Free Known sequence published for the season for that class.

Entries must include

- The completed Entry Form - preferably online, or if you can't do this then send it by post.
- The Entry Fee or you will be surcharged!
- A digital copy (an Aresti Visio or OpenAero file) of any Free Known Programme Sequence.

Overseas Competitors

A competitor normally residing overseas who is not ordinarily a member of the British Aerobatics, but is a member of an equivalent recognised aerobatic governing body and whose pilot's license is recognised by the UK CAA, may also enter a UK competition. This is subject to payment of the normal entry fee and the membership fee. Pilots may be required to fly a demonstration sequence to prove their competence in the entered class.

DUXFORD & NATHANIEL ALONY TROPHIES, 2023

This year again we combined two contests for Advanced and Unlimited pilots (competing for the Duxford and Nathaniel Alony Trophies, respectively) with the Get into Aeros event. Friday afternoon the word spread that Sleaf had not received its normal delivery and was consequently out of aviation fuel. Fortunately all these little inconveniences were sorted in time, the whole judging team and some AVGAS were on site by Saturday morning first briefing at 10am.

With the edge of the current aerobatic box virtually above the runway and a "hard deck" at 500 ft for Advanced and Unlimited flights (BAeA/CAA rules), Sleaf decided to close their airspace to all other GA traffic during competition flights. Sleaf controllers allowed 25 minute windows for competitors to take off and perform their sequences (and land back) two by two (not together obviously), with 15 min gaps in between.



At Advanced level a solid performance again from Maciej Kulaszewski (last year's Intermediate World Champion) who had the highest scores in 3 out of 4 programs and bagged the Duxford Trophy.

David Heard felt the pressure, losing a few more points throughout each program but maintained his head high and secured silver.

Adrian Willis suffered a few HZ's and finished in third place. Steven Bakhtiari had a moment in his Free Known but eventually managed to beat the World Champion in the last programme.

(Photo: Shropshire Aviation Group)

At Unlimited Chris Brook kept above the crowd in all three programs.

The magnificent Nathaniel Alony Trophy couldn't fit in the cockpit of the Extra 330SC (manufacturers of these machines should think about a Trophy compartment).

Nick Wakefield and Phil Burgess battled for second place. Phil suffering more HZ's had to be content with the bronze.

David Nichols made a good first appearance at Unlimited. (Photo: Shropshire Aviation Group)



McAully, Fenland & Cavendish Trophies, 2023

All trophies were set to be well contested, nineteen pilots in all and the forecast was as a British summer's day should be. But three pilots had to bale out before the day of the competition and the sun didn't appear until late morning and a resultant first flight set for 12 o'clock mid-day.



Briefings done and a warm welcome extended from the Fenland management with commitments from all to make this a well-run, well flown competition. BAeA has a lot of history with Fenland. Running orders were set with a plan to run nine Sportsman flights, including one Club pilot shoehorned in amongst that squadron, followed by three Intermediate pilots and then finally four Advanced pilots to finish off the day. The plans of mice and men.....

Day 1: The McAully Trophy is notoriously slow because of the additional figures tacked on the end, the forces of evil conspired to affect just about every flight in that group. Lost keys in the aircraft, a faulty canopy latch, fuel cap tightener dropping off at the hold, lots of strap adjustments, refuelling and safety pilots jumping in and out all of which happened in Adrian Willis' Extra 200. That aircraft certainly earns it's keep.

Day 2: Started with blue skies, all the 9s and a 90-degree change in wind direction and judges positioning; which always plays with pilots minds. Briefings over by 08.45hrs and a planned start at 09.30hrs with Advanced flying their First Unknown. What made for an equally encouraging event was the number of new pilots taking part. Also, for what in many ways has been a male dominated "motor sport" it was refreshing to see excellent performances from Barbara Blythe flying at Sportsman, a first competition flight for Isabel Rutland in her beautiful Pitts S2A taking silver, also at Sportsman with 82.175%. Finally, within the female cohort, a superb performance from Lauren Russell flying for the first time at Advanced in the Extra 330LX also taking silver and scoring a very creditable 69.585%.

Fenland Trophy:	1 st Jez Burgoin	2 nd Andy McKee	3 rd Gary Ferriman
Cavendish Hotel Trophy:	1 st Steven Bakhtiari	2 nd Laura Russell	3 rd Adrian Willis
McAully Trophy:	1 st James Seward	2 nd Isabel Rutland	3 rd Jacob Hinson
Club:	1 st Neville Howarth		

COMPETITION 2023 CALENDAR

Remaining competitions for this 2023 season are

24-26 August	Peterborough/Conington (EGSF)
16-17 September	Leicester (EGBG)

BAeA's events calendar can be found at <https://www.aerobatics.org.uk/events>

New CAA Updated Safety Sense Leaflet: Aerobatics
https://publicapps.caa.co.uk/docs/33/SafetySense_Aerobatics%20v4.pdf



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

TRANSATLANTIC BALLOON CHALLENGE

Deborah Scholes and her registered blind husband Mike took on the exciting and daring challenge of flying their specially built Rozière balloon non-stop across the Atlantic Ocean from Sussex, New Brunswick (45°43'31.73"N 65°31'8.50"W). The flight was expected to last up to 6 days, flying over land for 200 miles before at least 2,527 miles over water.



They inflated their Rozière balloon on 20th July

Sadly after 19 hours of flying, Mike and Deborah Scholes, were forced to make a controlled landing ahead of schedule. A technical issue with their balloon made it unwise for them to continue their quest to fly across the

Atlantic and on a further journey of some 2,000 miles to Europe. Putting safety first, they elected to land whilst still overhead Newfoundland and touched down safely just south of Meelpaeg Lake.

Although greatly disappointed not to complete their journey, this is just a setback for this intrepid couple and has not dampened their adventurous spirits.

The balloon is the first in its class, R77GB. It can be flown as a gas balloon or for the Atlantic crossing, with the cone fitted, as a Rozière balloon. A Rozière balloon gains its lift from a helium cell in its top. Altitude is controlled by a small propane-fired burner that warms the air in the cone below the gas cell.

The Challenge is being followed by Guinness World Records and if successful, Deborah will be the First Lady to captain a balloon across the Atlantic and Mike the first registered blind person to crew. The flight will also help to promote Blind Veterans UK, a charity that has helped Mike since his sight loss.

Deborah is probably the only British lady to hold a Rozière balloon pilot's license as well as licenses for gas and hot air balloons. She enjoys challenging flights and has flown balloons across the English and Bristol Channels, over the Alps and up to an altitude of 23,180ft, an unofficial women's British record. Mike, before losing 85% of his sight in 2007, was a commercial balloon pilot and gained five British balloon duration records which still stand.

PETER GREGORY



Peter Gregory died in an hot air balloon accident on Sunday 25th June.

Peter received his balloon licence on his 17th birthday, flown around the world for fun, competitively and commercially.

Most recently, in 2022, Peter came 18th in the World Hot Air Championships.

Passionate about aviation he was undergoing training to become an instructor and had conducted many training flights with new pilots. He was also an airline pilot having trained at CAE Oxford from 2017-2018. He first flew with Flybe, flying the Dash-8. In the last year Peter has been flying a Learjet45 for Ryanair.

His family have created this fundraiser to support, help and encourage people to follow their dreams in aviation by providing equipment, training and exam help. They will also be donating the registration, G-REGS, to be be used on a balloon to be shared with the training community.

To donate

<https://donate.justgiving.com/donation-amount?uri=aHR0cHM6Ly9kb25hdGUtYXBpLmp1c3RnaXZpbmcuY29tL2FwaS9kb25hdGlvbnMvZmJhMzAyYzVmMTExNDdmNWl3NWQwYjg4ZTYzMDIwOTAvaXNDaGVja291dEFwaT1mYWxzZQ==>



THE QUEENS CUP 2023

The Queen's Cup Hot Air Balloon Race 2023 will no longer be considering Gloucestershire Airport as the launch site for their balloon race on Saturday 30th September..

The Queen's Cup Chair, Stephanie Hemmings said, *"Regrettably, we do not have an offer of meaningful insurance cover for launching the event airside at Gloucestershire Airport."*

Both ourselves and our partners have struggled with this aspect for several months despite our best efforts".

Mike Morton, Gloucestershire Airport Chair, said: "Despite everyone's best efforts we, along with The Queen's Cup, have been unable to confirm the necessary logistics required to host this year's Queen's Cup Hot Air Balloon Race. The race will therefore not start from Gloucestershire Airport, as was previously announced in January. *"We've been working closely with voluntary organisers from the British Balloon and Airship Club (BBAC) and The Queen's Cup for several months. They have been great people to work with and we wish them all the very best. We remain very proud and thankful that the airport was identified as a location from which The Queen's Cup could launch."*

Stephanie Hemmings continued, "We are very grateful for how welcome and accommodating the airport and people of Cheltenham have been and hope we may be able to bring balloons to Gloucestershire Airport at another point in the future".

Information about where the event will move to will be announced soon.

<https://www.facebook.com/profile.php?id=100089077587357>

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

EDGEHILL Gliding Centre

Edgehill Gliding Centre is the latest BGA club to gain Junior Gliding Centre accreditation. A BGA Junior Gliding Centre (JGC) is a BGA club that has received accreditation recognising that the club has policies, procedures and support systems in place to encourage pilots aged under 25.

The JGC accreditation requirements are based on Sport England's 'Clubmark' system. Most aspects of this should already be in place at the club. The list is not designed to be onerous. The accreditation system recognises that no two gliding clubs are the same, providing richness in the variety of gliding available in the UK, but does aim to ensure that all BGA Junior Gliding Centres offer a minimum standard of gliding facilities for junior glider pilots. A JGC certificate is issued to clubs that meet and maintain the requirements, and those clubs may display the JGC logo. A club will have demonstrated an ongoing commitment, as part of their club activities, to pursue excellence with a focus on Junior Pilots. Periodically, the BGA JGC Support Officer will meet with the club to monitor the progress of the JGC. Clubs wishing to become a Junior Gliding Centre should email or post a completed BGA Junior Gliding Centre application form to the BGA Junior Gliding Co-Ordinator, Liz Pike.

Here you will find information to help your club register as a JGC or, if it is already a JGC, you will find information to help you develop your facilities and enhance support for junior pilots. <https://members.gliding.co.uk/club-development/jgc-resources/>



Edgehill CG also hosted The Sherington Regionals 2023 with 4 days of flying out of a possible nine. It was a challenging week with respect to the weather, but congratulations to Alex O'Keefe, who was the overall winner, with George Green closely following in second place and Christophe Mutricy third. Alex not only takes away the Meagher Trophy for the year, but was also awarded a Radcliffe Watches mechanical timepiece, £250 voucher from Navboys and wine from Forbes Insurance, so a big thank you to our sponsors.

Christopher Mutricy also won a Radcliffe watch for being the highest placed pilot with a glider of handicap 90 or less.

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

Restrictive Airspace STATUS OF EGR313

Following the RAF Aerobatic Team's move to Waddington from Scampton and associated temporary and proposed airspace changes, restricted area EGR313 overhead Scampton is deactivated by NOTAM between 6 July and 31 August 2023. Meanwhile, there is an ACP underway that proposes to change the EGR313 entry in the AIP to describe EGR313 activation by NOTAM. The future of EGR313 remains uncertain.

12th FAI WOMEN'S WORLD GLIDING CHAMPIONSHIPS

The 8th and last race is over and so the hot, challenging and at times very fast, FAI Women's World Gliding Championship 2023 at Garray, in Spain, has ended with British Gliding Team pilots achieving podium places on several days.



Team GB came 4th in the Team Cup with 750.90 points. In the Standard Class Francesca Roberts took 3rd place

My thanks to Liz Sparrow and Fran Roberts for their report:

Last year, the UK had the honour of hosting the World Championship at Husbands Bosworth. This proved a great success not just as a competition but also by showcasing awesome women gliding and more widely in aviation and STEM (Science, Technology, Engineering, Maths) fields to inspire and encourage other women and girls to follow in their footsteps.

Like most international sports, the UK competition was delayed because of COVID and so 2023 brought the next Championship at Garray Airfield, near Soria in the north of Spain.

Team GB elected to field 6* pilots this year (*actually 6 and a bit – however Fran’s new family member isn’t due for a few months yet, and they fitted ok into the cockpit together!) – last year’s Silver medallist **Claudia Hill** along with **Alison Mulder** and **Carol Marshall** in the Club Class which are the lower performance gliders, **Fran Roberts** in Standard Class, and **Ayala Truelove** and **Liz Sparrow** in the higher performance 18metre Class. It was a nice change of perspective for Liz who was Championship Director in 2022. The pilots were ably supported by **Team Captain Werner Stroud and the ground crew** – the ground team each help their particular pilot and, once she is launched, each has a role in providing tech and IT support, weather info, social media etc.

During the month of June 2023 members of the British Women’s Team started to make their way on various routes to Garray. All pilots and crew had arrived by Wednesday 28th June 2023 for the rest of the practice week; however, the weather wasn’t playing ball and was quite tricky with thunderstorms over the field, limiting training opportunities.

The Opening Ceremony was held on Saturday 1st July, with teams parading along the apron in front of the Spanish and FAI officials who formally opened the competition.



The day was concluded with a lovely Spanish tapas buffet, and all teams mingling.



The weather for the competition was generally stormy with cooler weather for the first week, and the second week saw high temperatures in the 40’s and generally bluer conditions which made finding thermals much harder.

The first day brought lovely conditions which got the competition off to a great start! The winds were high, and the team base on the ground suffered a de-tenting which eventually was named a ‘no-zebo! Whilst the organisation was trying to iron out some technical problems, the British team celebrated getting some good first results on the board, with a 2nd place podium.

The rest of the first week had very up and down weather with some days being unflyable. There were some bigger thunderstorms that came overhead the airfield. The first week brought another 3 flying days and a designated rest day as the competition organisation could see good flying conditions for the second week.



The team split up into many groups on the rest day to see different places across the Spanish countryside, with some team members embracing the natural rivers in Garray, to the lake 30 minutes from the airfield with a lovely beach for sunbathing. A few team members went sightseeing as the province has big links dating back to the Romans.



After the rest day the flying marathon began on Sunday 9th July. The conditions were mostly hot and blue, with the competition organisers trying to set tasks around convergence lines (areas where two airmasses meet) that were very difficult to predict. Some days they were more successful than others. The British team also had a challenging time trying to find these convergences, as they don't often set up in the UK.

The week created a few more podium places, but as the conditions were very alien to British pilots, everyone tried their best. The most challenging task the competition saw was a 500km task set for the 18-metre class into expected conditions that never arrived! The 18 metre class ended up trying their best to get round, but only a few managed the monumental task.

With the highs and lows of competing in a different country with different traditions, all team members enjoyed the flying and meeting friendly faces. Our Spanish hosts put on some lovely evenings with tasty Spanish dishes including paella night, and the end of competition party on Friday 14th July was well thought out, with lots of celebrations.

Whilst the British team had no new pilots flying the World Championships for the first time, there were 14 new Women pilots to be initiated. The initiation involves reciting an oath to be a good pilot and look after your crew – but reciting it in a foreign language! - and signing the book which records all female international gliding competitors.

The landscape and terrain whilst flying on average 300km 'tasks' (courses) everyday was captivating. There were 3 big mountain regions which the tasks were mostly set along. The terrain close to Garray airfield was mesmerising with trees and lakes, in the valley alongside one of these mountain ranges – the 'valley' nevertheless being 3500' above sea level.

On the whole the competition was fierce with some pilots performing exceptionally well in the unique weather conditions. The Czech team took home Gold Medals in both Standard and 18metre classes, and a French lady took home gold in the Club Class.

All pilots from all teams enjoyed flying in the different conditions and enjoyed the challenges they faced.



Overall, the British Team came 4th out of 14 countries.

But here's a thing, the three nations that beat us have significant funding from government or national sports bodies including the provision of their gliders in some cases.

With that kind of backing, it's quite possible that that for the British Women's Gliding Team the sky would [not!] be the limit.

Just a thought... if you know of any potential supporters, we'd be very interested to speak to them!

The **13th Women's World Gliding Championship** takes place in Zbraslavice in Czech Republic in **2025**. We look forward to seeing friends and familiar faces in 2 years time.

A female glider pilot?

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

46th ISSOUDUN INTERNATIONAL GLIDING COMPETITION

The British Gliding Team junior development squad has been training in Issoudun, France, including competing in the 46th Issoudun International competition. During the five races, the development squad performed well with Henry Inigo-Jones coming 2nd in the Multi-Class and Tim Milner coming 1st in the Club Class.

Team GB comprised Tim Milner, Henry Inigo-Jones, Oliver Ramsey, George White, Toby Freeland, Ben Payne and George Downing.

New CAA Updated Safety Sense Leaflet: Aerobatics

https://publicapps.caa.co.uk/docs/33/SafetySense_Aerobatics%20v4.pdf

18M AND 20M NATIONAL CHAMPIONS 2023

18M class winner and champion – Ian Macarthur

20m class winner – Martin Theisinger (Martin is a German pilot not resident in UK and therefore cannot be UK national champion)

20m class joint champions – Matt Cook and Steve Jones (Matt and Steve took joint second place).

BGA INSTRUCTING AND EXAMINING COMMITTEE

The BGA are looking for a volunteer committee chair to join this excellent team. If this interests you, please contact Pete Stratten at the BGA. pete@gliding.co.uk

The BGA Instructing and Examining Committee provides the BGA with subject matter expertise that supports the development and delivery of training and examining across the Association. The committee and its chair are supported by the BGA office, the part time employed BGA Training Standards Manager, and the volunteer BGA Head of Training.

INTERCLUB LEAGUE FINAL 2023

Nympsfield will host the InterClub League (ICL) Final for 2023 over the weekend of 2/3 September, 2023.

Teams which have won their local events and wish to progress through to the final should make contact with Nympsfield, via Pete Bagnall at operations@bggc.co.uk

2024 NATIONAL CHAMPIONSHIPS

The following dates and venues have been announced for UK National Competitions in 2024.

18m & 20m Multi-seat class:	25 May – 02 June, at Lasham
Standard, 15m & Open class:	15 – 23 June, at Aston Down
Junior Nationals:	17 – 25 August, at Husbands Bosworth

Entries will open in late 2023.



<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

RAeC AWARDS for 2022 Several BHPA members were recognised for their achievements at the RAF Club in Piccadilly in May. These were Arthur Bentley (RAeC Silver Medal), Dan Jones and Matt Tandy (RAeC Bronze Medal), Trevor Birkbeck (Old & Bold Trophy) and Ron Freeman (Ann Welch Memorial Award).

My thanks to Steve Uzochukwu for his report and photo: The Popham Microlight Trade Fair isn't something you would associate with free flyers but the continued expansion of the sub-70 and SSSR markets has seen a number of new manufacturers and models enter the market. There's significant interest for the power section of the BHPA there now and the sub-70s and SSSRs were a beacon of affordable aviation



Microlite Aviation produces the Fly (pictured in foreground), a bespoke sub-70 trike for use with Avian (background) and Aeros wings, and will soon offer a similar machine for SSSR work. Engine options include Vittorazi Moster, EOS 150, the Corsair range and Air Conception's Nitro and Revolution. Anglo-Indian manufacturer Ace Aviation displayed the Spirit (sub) 70 and SSSR Touch, also with a number of engines. They have a complete range of trikes too but the two-seaters aren't UK certified.

Avian were prominent on the Microlite stand with several wings on display. Avian wings have been used on Flylight's Peabee and Adam trikes and the Airplay Snake. There are also trike versions of the Fly, Rio 2 15/17 and Puma.

Kirsty Cameron has offered to become BHPA Competition Panel's female pilots' representative, she plans to encourage, support and mentor female pilots, with a goal of getting them onto international podiums in five years. Kirsty is our most successful female competition pilot and has represented the UK in seven FAI Category 1 competitions. Currently in retirement from competition flying, she is now chasing distance records at home and overseas. She will be advising the Comps Panel as well as working with individual pilots.



New Chair for the BHPA



Jenny Buck has been a member of the BHPA since 1989 and has been elected to the position of Chair of the Association. Jenny says she is “*excited about the opportunity to work with such a dedicated group, and committed to ensuring that our efforts are productive and representative of the membership’s needs. As Chair it is important to promote collaboration and respect among all members regardless of discipline; hang gliding, paragliding, accuracy and paramotoring – flying is flying.*”

As a member who has flown both hang gliders and paragliders (and a bit of sailplane), the advances in technology, wing design and safety in the last 30 years continue to drive all disciplines forward, but it is the people that make our sport.”

Jenny first flew tandem at the age of eight, with her father, Rod Buck.

CLASSIC ACCURACY NATIONALS



The 51st Classic Accuracy National Championships will be held at South Cerney airfield, Gloucestershire on August 25-28th, by kind permission of Birdwings. This will be a four-day competition from Friday to Monday.

The competition is also the British leg of the European Grand Prix, and there will be stiff competition from our French and Dutch friends for international honours. The tow launch event will be open to both parascending and paragliding wings; under classic accuracy rules you do not have to remain standing on the inflated tuffet target.

The main event is open to pilots who have a minimum CP Tow rating. Only parachutes and parascending wings can compete for the national individual awards. There will be an award for best UK paraglider pilot, and pilots of all wing types can compete for the best female pilot, best newcomer, best young pilot, best veteran and most-improved pilot, subject to there being a minimum of three pilots contesting each category.

There will also be a novice competition, open to UK pilots without a rating or UK pilots with a CP rating entering the novice competition for the first time since achieving CP status. Pilots without a rating must be accompanied by their own instructor.

Entries must be received by August 13th to take advantage of the reduced entry fee. Students under the age of 23 have half price entry and novices will have a £10 discount. Entries will be accepted up to 08:00hrs on Friday August 25th. Entry forms, rules and more details are available at <https://bhpa-accuracy.org.uk>

My thanks to Joe Schofield for his reports:

PARAGLIDING



The British team flew consistently well at the World Paragliding Championships, concluding on June 2nd, to take the FAI Silver medal behind the French. Superb teamwork by Tom Cole, Russ Ogden, Seb Ospina and Stan Radzikowski, guided by team manager and strategist Jocky Sanderson, meant they were always in contention.

The Brits, with their own World Champion Russ Ogden, held second spot almost throughout and were able to keep well ahead of the chasing North Macedonia team. There were also a number of incidents and parachute deployments. With a team containing former World Champions Honorin Hamard and Méryl Delferrière the French were always going to be extremely hard to beat on home turf.

Seb Ospina won the final task, which was led by the Brits, to secure 5th place overall. Stan finished 12th, Russ 13th and Tom 82nd. Maxime Pinot and Méryl Delferrière are the new individual World Champions.

The weather in the French Alps was difficult and several tasks were cut short by rain and storms.

Martin Long secured 12th place at the **Pegalajar (Spain) World Cup** round in May, and in June **Stan Razikowski** was top British pilot at the Romanian round at Brasov.

PARAGLIDING ACCURACY NATIONALS

The 18th National PA Championships took place over the spring bank holiday weekend at the Norfolk HGPC tow field. This was a FAI Category 2 event. In an initiative to try and fly more rounds, the four-day event began on the Friday. Practice flying was available on Thursday for those who could attend.

On Friday as the day progressed re-flights for over-the-limit winds were recorded and an early afternoon stand down eventually became necessary, but flying continued into the evening when conditions quietened down, although the wind speed remained high. The variable winds on Saturday provided the dreaded combination of low wind and thermals on numerous occasions to test contestants' abilities. Pilots were having to set up not knowing what the wind strength would be and how much lift they would get. Some overshot as their glider refused to land, and some undershot as they fell out of a thermic glide into a headwind. However, Sunday started with a change of tow direction for the northerly wind, but after four flights the wind was too cross and it was back to the east-west runway for a north-east wind. The first two rounds were in a moderate wind, but thermic activity began to make target approaches difficult. As the third and fourth rounds progressed the wind increased as forecast, and pilots were getting re-flights for over-the-limit winds.



In the multitude of different conditions Matt Bignell had proved to be a very worthy individual winner.

Trophies were presented by Andy Cowley, and an emotional best veteran Mark Bignell was able to announce his son as National Champion. Tyron Paul improved six places to become the most improved pilot, narrowly beating Myrianthe Ewington.

Individual	1st Matthew Bignell	2nd Ben Woodcock	3rd Andy Shaw
Team	1st Green Dragons (A W Lawrence, A Shaw, M Bignell)	2nd Green Dragons (B B Woodcock, T Paul, M Ewington)	
	3rd Suzie & the Banshees (S Britnell, E Cunliffe, A Webster)		
Best Veteran	Mark Bignell	Best Lady	Myrianthe Ewington
Best Youth	Ben Woodcock	Most Improved Pilot (Stick Trophy)	Tyron Paul

Dales Fly-In September 8th-10th at Langcliffe

The third annual Dales Fly-In takes place on September 8th-10th at Langcliffe, just north of Settle. Billed as a celebration of the summer flying season, it runs concurrently with the X-Dales hike-and-fly race – also in its third year – expertly led by Ed Cleasby. Activities over the long weekend will include coached flights in the local hills, accuracy landings, informal XC comps and evening met talks, plus fun activities including ground handling races, cycle-tow races and SIV simulation. And, of course, a bar.

There will be a nightly communal fire (barbecue equipment will be available), and on the Saturday evening pilots can dine with Dales farmers at a local restaurant. Tickets include camping for the whole weekend (from Wednesday 6th) and all on-site activities.

Early Bird tickets are £11; full price: £16, available from www.eventbrite.co.uk/e/dales-fly-in-tickets 619587913127. Saturday evening dining is £25 (+ £2 booking) – buy this separately at checkout. A full programme will be sent to ticket holders nearer the time. **Enquiries to:** social@dhpc.org.uk

Help the British Team, and get a T-shirt and cap in return, by visiting www.mountainair.uk and purchasing a £50 support package.

Register your email and you'll also receive competition updates and flying tips. All profits go directly to the British Paragliding Team.

HANG GLIDING

In May the second incarnation of the Great British Aerotow Revival was hampered, to a degree, by poor weather. Nevertheless several tasks were flown; **Nev Almond** emerged as Class 5 winner and **Grant Crossingham** as Class 1 victor.

In June **Gordon Rigg** finished 3rd at the Norwegian Nationals at Vågå.

The **FAI World Hang Gliding Championships** begin in early August at Kruševo in Macedonia with the UK fielding teams in Class 1 and Class 5.

PARAMOTORING

The biggest-ever British paramotor nationals ended in a repeat win for Dan Jones in tricky conditions in late June.

Manston Airport proved to be the best venue for years. 19 of the 70 pilots entered were from overseas, including ten from Germany entering their own parallel national championships, won by Benedict Bös. Top overseas pilot was Spain's Carlos Oscar Lemos Carrel. All seven navigation tasks were attempted despite windy conditions, the event concluding with precision landing tasks on the final evening.

HUMAN POWERED FLIGHT

In 2021, teams in the Great Human Powered Aircraft Race were to have attempted to cross the Channel by HPA, hoping to win a £50,000 prize for the fastest crossing. The event was to mark the 60th anniversary of the first flight of a human-powered aircraft, Southampton University's SUMPAC, in 1961.

The race was rescheduled for summer 2023-24 with The Icarus Cup awarded to the winning pilot who scores the most points across 7 different flying tasks, and prizes of £1000 and £500 go to the 1st and 2nd placed teams.

A total of five human-powered aircraft gathered for this year's Human Powered event at Manston in late June. Alongside four British aircraft was a new French contender, Le Dash from the University of Bordeaux. As always with this sport, wind levels limited the flying to early morning and late evening sessions.

Kit Buchanan and **Lewis Rawlinson** battled it out for the top pilot prize in Aerocycle 302, with Kit eventually edging ahead to take the Icarus Cup. David Massot, in a Le Dash, earned 3rd place.



A highlight of the competition was seeing **Alan Blundell** fly Aerocycle 301 at the age of 85 – the oldest human-powered aircraft pilot ever! (Photo above: Barney Harle)

A further highlight was the first-ever simultaneous flight of two HPAs, Aerocycle 302 and 301, flown by Kit Buchanan and Bill Brooks.

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

THE ICARUS CUP 2023

Pilots:	1 st : Kit Buchanan	2 nd : Lewis Rawlinson	3 rd : David Massot	
Aircraft:	1 st : AC 302	2 nd : Le Dash	3 rd : AC 301	4 th : Lazarus

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! 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.

The Icarus Cup was donated by the Royal Aeronautical Society and the first competition was held in 2012 at Lasham airfield.

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



<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

CALLING ALL C42 OWNERS

The Light Aircraft Company are holding a C42 owners training day on Friday 8th September 2023.



C42 Owners TRAINING DAY
Friday 8th September 2023
0830- 1700

The Comco Owners Training Day syllabus covers airframe inspection and maintenance covering the following areas:
Firewall Forward, Landing Gear, Wings, Empennage, Cockpit, Hull, Control Surfaces and Permit renewal preparation.
Price includes all training materials and lunch.
This can be booked on our website. Search for "**C42 Owners Training Day**" on our webshop.



The Light Aircraft Company Ltd
Little Snoring Airfield NR21 0JL
Tel 01328 878809 Email sales@g-tlac.com
Web www.g-tlac.com

To book please follow this link: <https://www.g-tlac.com/shop/c42-owners-training-day>



BMAA CEO Rob Hughes has been learning more about Electronic Conspicuity, following a meeting with the CAA.



G-HECT is the first of eight CTLS aircraft to be reclassified from a CAA light aircraft to BMAA Light Sport Microlight.
<https://www.airmasters.co.uk/flight-design>

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.

FAI Colibri Scheme

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

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

VOLUNTEERS AND ROLES

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

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

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



<https://bmfa.org>

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

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

My thanks to **Ashley Hoyland** for his

AN INTRODUCTION TO AEROBATICS

I have previously reported on the precision aerobatics competition scene, but now I am able to dedicate more time to helping others, hence the title of this and my future articles.

Until 2019 the ancestral home of aeromodelling was RAF Barkston Heath. This event was the highlight of the year for so many enthusiasts, and although it was essentially the annual gathering for competitors to find the National Champion in every discipline of aeromodelling (except the indoor flying events) it was a time for so many to meet again, camp over the weekend, exchange ideas and see the latest innovations and skill of the top pilots in the country, and occasionally from overseas.

None of this would have been possible without the agreement of the authorities governing the use of RAF Barkston Heath, but also the BMFA members led by our volunteer Nationals co-ordinator David Phipps, CEO of the BMFA, who gave their time to put on an extraordinary show.



A group of pilots at one of the BMFA's Introduction to Aerobatics Days

Not many of our 30,000 members understood or even considered the effort required to stage what was said to be the biggest meeting of aeromodellers in Europe, and I believe the World. To be able to drive (or walk if you were fit enough) around the public areas of the airfield to observe every type of controlled model flying was unprecedented, and it allowed those who may be would have had difficulty walking the opportunity to visit their favourite discipline. It was a whole aeromodelling village, a town, a mecca for aeromodellers, created within a few days and enjoyed by thousands over three days of the August bank holiday weekend, before the Airfield was handed back in pristine condition on the Tuesday morning.

Litter picking, runway sweeping and stone kicking to replace any dislodged stones at the side of the runway was the last memory of so many volunteers of a wonderful weekend before the airfield was handed back. (The free flight Championships were held on a smaller scale earlier in the year). Over the years there have been other venues for our 'Nationals', Scampton, Hullavington, Fairford and Finningley come to mind as one-off venues, but certainly in the last 40 years RAF Barkston Heath has been the centre of our annual pilgrimage, and we miss it dearly.

I am sure from old photographs that if there had been support for such an event to take place as the pioneer aviators of the past would have come forward to make sure the development of all things that fly would have been planned to encourage participation. Times have changed, but may be someone reading this might just come up with the answer.

Since 2016 our National Flying Centre has been developed at Buckminster and today we have a superb facility due to the efforts of Manny Williamson the Centre Manger and his team of volunteers. The site is not big enough to fly some types of models, and nowhere near what we would need to stage the RAF Barkston Heath type nationals, but it is a wonderful venue.

Some, like Andrew Twort (pictured right), have travelled many miles to attend – it's a long way from the Isle of Lewis!



Competitions, club days and international events are all part of a very full calendar, but I believe BMFA Buckminster can be much more than that. I believe it should be seen as a centre of excellence for all disciplines. In 2017 I started our 'Introduction to Aerobatic Days' on the first Wednesday of every month as an experiment. (I wanted a better description as these days are more than the title states).



They are days when any BMFA member can rely on mentors to be available to give advice to anyone who thinks it would help them fly fixed wing radio control models better, or get better use from their equipment and models. When the weather is not good to fly, we meet to discuss and answer any questions. We refer to the FAI Rules for F3A aerobatics as guide lines, and we have enough experience to help at the very basic levels right up to the advice necessary to compete at world level in precision aerobatics. The major focus of our time is however to help pilots plan their flights and help preserve models and encourage more discipline into every flight by forward planning and controlling their model to be in exactly the intended position in the sky from take-off to landing.





Our ITA mentors from L to R. Barry Buxton, Alan Williams, John Morton who also looks after our administration, and myself Ashley Hoyland. Inset Vince Beesley.



And it is always good to see younger pilots wanting to improve their skills.

Our web site www.ita.bmfa.org has been developed to pass on all the information we can give and use in our days at Buckminster. We have no secrets, and during our days pilots will get more than one opinion, so that they can make up their own mind.

Although the information is available on our web site there is no substitute for the personal and practical advice our mentors give during our days at Buckminster.

Our aim is to pass on as many good practice advice ideas as possible so that a pilot can make up their own mind and plan the way forward, a plan which suits them best without the sometimes-painful process of experiment.

Next time I will delve further into the ideas we have to help as many of our members as possible, but if you need any further information please email me at ahoyland@btinternet.com or to book in igmorton@hotmail.co.uk

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. Remember that 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

Phil Ball launching his Slow Open class free flight engine-powered model at the 2023 Free Flight Nationals on Salisbury Plain in May 2023. The engine run is limited to 10 seconds and Phil won with a fly-off duration of over 7 minutes.



The wing uses a carbon D-box for torsional stiffness and carbon-capped balsa ribs.

(Photo: Martin Dilly)

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>

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

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



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

Responsible for the promotion and day-to-day running of Rally and Precision Flying competitions within the UK and the selection of pilots and crew to represent Great Britain at international competitions organised under the auspices of the Fédération Aéronautique Internationale (FAI).

VFR navigation skills developed during the Private Pilots Licence (PPL) course are all too quickly forgotten as reliance is placed on GPS systems. Check out our video <https://vimeo.com/57272236>

New members, flying and non-flying, are always welcome. Contact <http://www.precisionflying.co.uk> for further information.

NEWS

BPPA chair Paul Smiddy reported: Another French regional championship last weekend - the Ile de France at Les Mureaux just west of Paris. Baking heat upped the fatigue factor. Missed a TP on the first nav (my excuse being I was a bit shattered by then). But third on the following day's nav (and ahead of one of the French team's stars), left me fifth overall. Could have been worse!



Due to the Paris & Evreux TMAs we were kept for the most part below 1500' QNH. A huge TV antenna passed by at shoulder height (you can see it on the map) - the locals are used to it. Shipped out at lunchtime on the Sat to avoid the CBs popping up over N France.

23rd FAI WORLD RALLY FLYING CHAMPIONSHIPS

The 23rd FAI WORLD RALLY FLYING CHAMPIONSHIPS took place from 30th July to 5th August at Mâcon Airfield, in France. Twenty-five planes representing 16 nations from across the globe. Host team France have put forward seven teams, of which one comprises both female pilot and navigator: Marjorie Perrissin-Fabert and Adèle Schamm.

There will be a new facility to watch the competitors as the event unfolds, so-called Live Tracking. You can access this here: <https://wrfc2023.com/tracking/>

These championships - where the organisers have worked hard to make it media and public friendly - will be a really good opportunity to see how our sport works (at the highest level).

Sadly there was no GB representation this time.



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

NEW CHIEF EXECUTIVE OFFICER

Rob Gibson has been appointed as British Skydivings new Chief Executive Officer.



The CEO position will supersede the current CEO role held by Tony Butler, and follows an extensive and robust recruitment process. Rob will commence his duties from 28th August 2023.

Rob is a sport leader with an excellent track record across multiple leading governing bodies in the high-performance sport industry. He will bring a wealth of leadership experience and strategic expertise to British Skydiving.

In his role in GB Boxing, a multi-Olympic medal winning programme, Rob delivered significant portfolio and organisational change as part of transforming its talent strategy. His deep sports knowledge and proven ability to drive innovation and results will be instrumental in steering British Skydiving towards continued success in an ever-evolving membership body landscape.

In accepting the role, Rob expressed enthusiasm for the opportunity to lead British Skydiving into its next phase of growth. He stated, *"I'm extremely excited with leading British Skydiving over the next phase of development. There is huge potential to grow the sport, targeting new markets, especially with a surge in the extreme sport, adrenaline and adventure ecosystem."* Mary Barratt, Chair of British Skydiving, commented, *"We are delighted to welcome Rob as our new Chief Executive. Rob is a dynamic, values-driven sport leader with an excellent track record of delivery in the sports industry. He has exceptional strategic capabilities, proven operational effectiveness, and strong experience in both governing bodies and high-performance sport. The Board looks forward to Rob evolving British Skydiving into a winning governing body delivering long-term growth and value for all its members and stakeholders."*

Canopy Formation Jumpers From Around the World Gather at Skydive Langar For Proper Dink CF Boogie

My thanks to **Laura Hampton** for her report.

Around 80 skilled CF jumpers from as far afield as America, Canada and Australia have visited Skydive Langar this month for the 'Proper Dink' boogie, including a number of world record holders, gold medallists and world-class coaches.



The event is the first of its kind in the UK and one of only a few canopy formation events held around the world. It was inspired by the Spring Fling and similar events, and comes as a result of Langar's growing CF scene.

Speaking of the event, Josh Carratt, Operations Manager at Skydive Langar and participant in the Proper Dink, said: "It's been a great event for us at Skydive Langar and a way for us to showcase our drop zone to many visitors who have come from around the UK and across the world.

"One of the cool things about canopy formations is that they're easy to see from the ground, so it's been fun for those people not taking part to watch and enjoy the displays - including local residents as well as our fun jumpers, student jumpers and tandem customers."



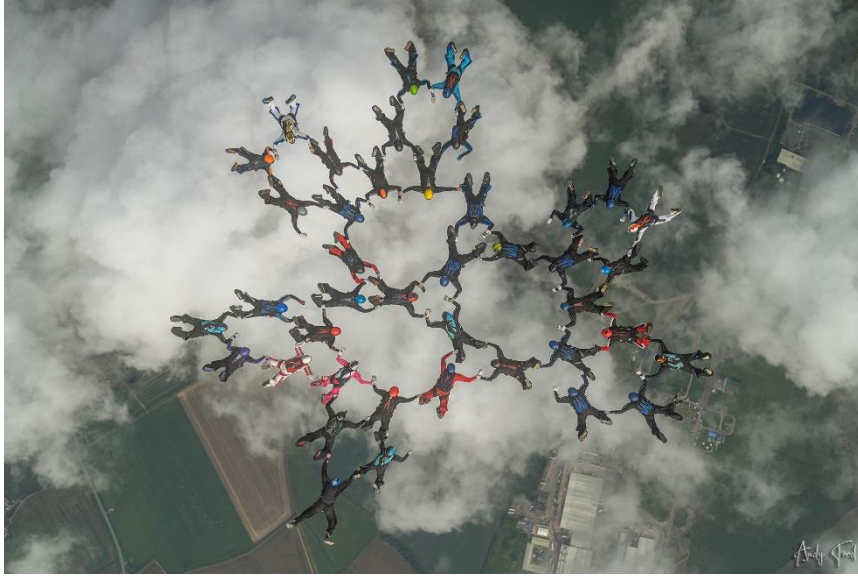
The event involved small group coaching and larger group formations up to and including 16 ways and culminated in an "innhopp" into Belvoir Castle on the Friday night. Saturday was wrapped up with a party at the drop zone, including 'dinking' (a fun game involving climbing around a ladder) and 'jorting' (making shorts out of jeans, a CF tradition). (Photos: Gary Wainwright)

My thanks to Liam Goddard for his report

A NEW BRITISH FORMATION SKYDIVING RECORD SET AT SKYDIVE LANGAR

The midsummer weather may be testing us but it wasn't enough to stop 44 jumpers at Langar achieving a brand new formation skydiving record - and then breaking it two jumps later!

41 formation skydivers plus three camera flyers came together to build two formations - the largest total break sequential set of formations ever recorded in the UK. Later that same day, they broke their own record by achieving three points.



The record took three jumps to complete and included British national champions, world champions, world record holders, coaches and skydive instructors who jumped from three aircraft flying side by side at 15,000 feet.

It was organised by Will Cooke, Phil Curtis and Laura Hampton and supported by UPT, Sun Path and Performance Designs.

Speaking of the new record, Will - member of 4 way national champion team Chimera - said: *"It's amazing to have achieved this new record and to hopefully inspire other skydivers to follow our*

lead and keep pushing the sport forward. We're very fortunate to have some exceptional skydivers right here in the UK and to be able to bring them all together for this event was a real privilege."

The new official record was set on 12th July 2023 and was overseen by British Skydiving.

"Skydive the Mag" – Looking to the Future

We have been working hard over the past months to bring about the future for "Skydive the Mag". The new mission of Skydive the Mag is to be the most valuable publication in air sports and dedicated to supporting our members with the well-curated, expert knowledge they need to advance their skydiving goals. The new format is dynamic, digital and designed around an immersive experience that includes video and audio alongside the written word. The official go-live date is around August.



This new, app-based format allows members to access "Skydive the Mag" anywhere, anytime and on any device. In addition to being available as a mobile app, members who prefer a desktop experience will be able to access the content with a web-hosted version. Alongside this new digital format, the increased use of social media will allow for instant updates, so members can receive news and announcements about events and achievements as soon as they happen.

We will also introduce a "Skydive The Mag" branded and designed monthly email newsletter alongside quarterly themed newsletters. These will work alongside the bi-monthly magazine and socials to provide even more regular content and give members access to longer-form articles and teasers.

From our survey, we understand many members would have liked to see the mag stay in print or retain some form of the print element. As such, we will have two physical print items exclusively for the membership. They are the much-loved printed calendar showcasing the best jumps of the year. In addition to this, we will also print a yearly journal of the best and greatest stories from Skydive the Mag that year.

Overall, the new digital format of Skydive the Mag offers exciting possibilities for British Skydiving members, provide a more engaging, personalised and accessible reading experience that reflects the innovative and dynamic nature of the skydiving community. As with all changes, it is hard to pick a 'one size fits all' solution given the range in how you, the members, like to receive information. We aimed to bring the mag forward as much as possible without leaving some members in the dark.

ANOTHER NEW FACE AT BRITISH SKYDIVING

Ryan Mancey. Ryan will be joining British Skydiving in the role of Safety and Training Officer, he will be working alongside Jeff to increase the capacity of the Safety and Training Team.

Ryan has over 12,600 skydives and a passion for exploring the world from above. As a tandem instructor, AFF instructor, and category system instructor, he's shared his love for skydiving with countless others. Beyond the sky, Ryan holds a degree in Music and has worked as a professional musician. He's also a pilot, paragliding coach, speed flyer, and an avid surfer.

In his own words



"Over the years, I've worked at many different PTOs and in various roles. This has been an absolute pleasure and a privilege to be involved with such an incredible and diverse community of like-minded people from every possible walk of life. It's a journey that has taken me around the world on adventures I could only have dreamed about or watched in movies.

The sport has surpassed anything I could have previously imagined. It gives me a sense of pride in achievement and constant and never-ending learning. Everything I've learned and experienced so far has prepared me for my new role as STO, and I'm looking forward to serving the community that has given so much to me.

Let's face it, as life-changing and incredible as skydiving is, it's pretty dangerous. I know this because I've been around many serious incidents over the years and have lost a few friends to it too. It's essential to maintain the balance of safety and efficiency and have high-quality training programs that assist participants in becoming better than they were yesterday while keeping them safe for the long haul. Training coaches and instructors to perform at higher standards allows them to pass on their experience and knowledge to the next generation of skydivers, ensuring the sport evolves even further into the future.

These are exciting times as big changes are happening within the structure of British skydiving, enabling us to serve the membership and the PTOs better.

I feel very privileged to be part of this amazing team at British skydiving during this time and look forward to this new chapter in my journey."



S.

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

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

There are over 30 affiliated university clubs where like-minded people can jump, compete and most importantly socialise with! Members range from "freshers", who have only recently done their first jump, to graduates with hundreds of jumps who help film, coach and organise at BCPA events. The BCPA co-ordinates annual inter-university leagues to allow clubs to compete against each other both in competition (3-way, freefly and accuracy) as well as club achievements (such as obtaining Cat-8 or FS1). This culminates in an awards ceremony at the BCPA Nationals in the summer. Many clubs find that success here can help to convince their university to allocate them more funding for the subsequent year!

**BRITISH
UNIVERSITY
SKYDIVING
AGM 2023**

**18th-20th
August 2023
Skydive Langar**

It's time to vote in next year's committee!

**Come join us for
another
weekend of
jumping and end
of year
celebrations!**

**TICKETS AVAILABLE
VIA LINK IN
BIO/WEBSITE**

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



My thanks to Anna Devoy, BUS Publicity Secretary, for her report:- British University Skydiving's biggest event of the year was a great success!



This summer over 30 of us students took a trip to Dropzone Denmark for our annual tour.

Despite initial inclement and inconvenient weather, we packed so much in to those jumpable days! Licenses were achieved, we had LO groups, HALO jumps and even an Innhopp, which many described as an “unforgettable experience”.

We want to thank DZ Denmark for being so amazingly accommodating and welcoming; Cypres and Performance Designs for providing demos, support and knowledge; and on behalf of BUS there has to be another big thank you to Pete Angeli, this year’s tour officer for executing such an epic trip.

We hope tour 2024 is just as amazing, but until then we are excited to see everyone again, back home, at our final event of the year, the AGM on the 18th-20th August at Skydive Langar.

We are so proud of what we have achieved this year and following the AGM we can’t wait to welcome in a new committee, the new students of the next academic year and get planning another host of events! As per tradition, starting with our Freshers event to kick off the Autumn/winter term’



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

The aim of the Charity is to help disabled people discover their true potential through the mental and physical stimulation of learning to fly a light aircraft. The challenges they face and overcome help them to find new confidence and self-esteem in rising above their own personal life difficulties, and help them to view their future with greater self-assurance. Since the scheme began nearly 400 disabled people have benefited from learning to fly.

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

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

FLYING SCHOLARSHIPS FOR DISABLED PEOPLE WING TOUR TO CELEBRATE 40 YEARS

My thanks to Karen Cox aka The Wobbly Cyclist for her report

On Tuesday, I had the absolute privilege of joining the Flying Scholarships for Disabled People Wing Tour to celebrate their 40th Anniversary of delivering life-changing scholarships (including mine).

We took off from RAF Lossiemouth and flew along the Moray coast to Nairn before crossing the Moray Firth and heading through the Cromarty gap and crossing over Tain and along the east coast to Wick (huge shout out to Drew for his amazing hospitality and support at Wick John O'Groats Airport).

It was such an incredible experience and brought back all the empowering memories of my scholarship in 2016, plus my favourite mantra "well, if I can fly a plane...".



My 3 week flight school with John Griffin at Gryphon Aero Club taught me so much about myself, and what I was capable of, physically and mentally. It also helped me come to terms with my health conditions, including my struggles with being 'seen' as disabled by using my mobility scooter or wheelchair in public.

Not only that, but learning to fly also led to me getting my job with Outfit Moray and taking up cycling, in fact, everything you read about on this page is the direct result of that one, life-changing opportunity, which you can read about via <https://linktr.ee/wobblycyclist>

As clichéd as it is, learning to fly a plane was a life-changing experience for me, and one that continues to shape my daily life and that could be you!

Karen suffers from Ehlers Danlos Syndrome (hEDS), with fibromyalgia and osteoarthritis joining in the party, as well as other underlying conditions like Reynaulds, Sjogrens and menieres.

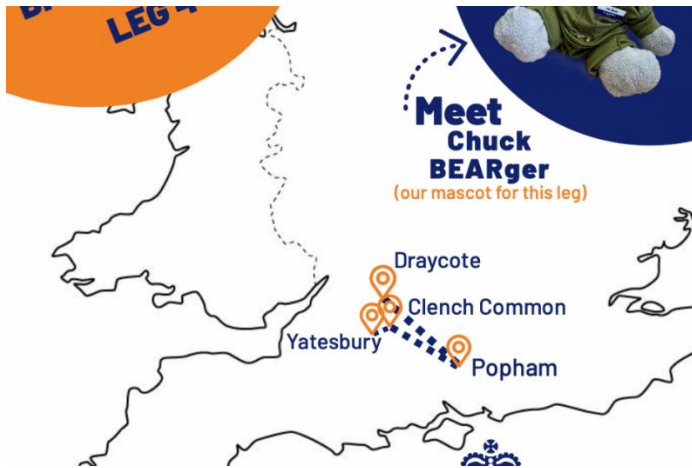


The Big Wing Tour Leg One
North England and Scotland



The Big Wing Tour Leg Two
Wales and the Midlands

Leg 3 Amelia BEARheart (supported by instructor Fiona and 2017 scholar and Trustee Rebecca Giddings) made it to Sandown on the Isle of Wight and back to Compton Abbas. A quick change of pilot – Kathryn’s in the hot seat now, along with 2015 scholar Bethany Colburn off to Henstridge. A change of passenger - Bethany swapped with 2017 scholar and mentor Matt Monghan – after getting a little lost they were back on track for Dunkeswell.



Leg 4: Sadly, the weather wasn’t playing ball, so we his have had to postpone this leg



Leg 5. BEARon Manfred von Richtofen will be making way from Gloucestershire Airport to RAF Waddington to spend some much warranted time with the Red Arrows, then returning to Gloucestershire Airport

CALLING ALL PILOTS!

Are you a light aircraft pilot, or know of one in Northern Ireland, or on the east coast of England or Kent area? If so, FSDP (Flying Scholarships for Disabled People) are looking for two more Big Wing Tour legs to take place in any of these locations. Let them know if you're interested by emailing info@fsdp.co.uk

2023 Scholars

The first batch of 2023 Scholars are under way with Bristol Aero Club at Gloucestershire Airport.



With instructors John Sorsby (Left) and Debra Ford (Centre) Anthony George, Steve Chalk and Waqas Ali are having a great time!



Relaxing in BAC



On Gloucestershire Airport apron



Stratton Richey from British Airways High Flight invited our own Head Mentor Claire to transfer the funds for BA's High Flight's two scholarships for 2023 - the recipient scholars being Andy Raynor and Waqas Ali.

THERE ARE 4 STAGES TO THE 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. 1148914.



Why not join our 200 Club

FOR A CHANCE TO WIN

CASH PRIZES	Top Prize £50
	Two Prizes of £25
EVERY MONTH	Five Prizes of £10
BONUS PRIZES	Top Prize £200
	Second Prize £100
TWICE PER YEAR	

WHILE HELPING PROVIDE FUNDS FOR FSDP TOO

All for just £2 per month!



<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 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>

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.

Royal Aero Club Awards for HCGB members

Two HCGB members were awarded Royal Aero Club medals.



Roger Gault

Alan Norris nominated and highlighted the stellar career and work carried out by ex-Group Captain Roger Gault. Roger was awarded the RAeC silver medal but was sadly on holiday and unable to collect his medal.

Peter Barker was a recipient of the RAeC bronze medal for his unstinting support of the HCGB.



Peter Barker and Sir David Hempleman-Adams
(Photo: Liz Isles Photography)

VISIT TO THE HEADQUARTERS OF THE FLYING BULLS AT SALZBURG, AUSTRIA

Club Chairman, David Monks, arranged a very special visit to The Headquarters of The Flying Bulls at Salzburg, Austria. The visit included a guided tour of Hangar 8 which is off-limits to the general public. Hangar 7, the museum of Red Bull, will also be open to visit.

The Flying Bulls, created in 1999, are a bunch of aviation enthusiasts with a great passion for rare historical aeroplanes and helicopters. Not only do they watch over the most beautiful and exceptional fleet of planes in the world, they have played a significant role in the creation of Hangar-7.

In the 1980's Sigi Angerer, a Tyrolean Airways pilot, flew modern jets, while his true love were historic planes. On his search for an affordable war bird, he found a North American T-28B and took it back to Innsbruck, Austria, for restoration. He soon added a Grumman G44 Widgeon and the legendary Chance Vought F4U-4 Corsair to his collection, when he met Red Bull founder

Dietrich Mateschitz.

The Corsair brought Angerer and Dietrich Mateschitz together, and the latter saw an ideal corporate symbol for the "Red Bull gives you wings" advertising slogan in the extraordinary aircraft.

And so the idea of the Flying Bulls was born.

With space running out at Innsbruck airport, a plan was hatched in the late 1990s to build a new hangar next to Salzburg airport.

Hangar 8



Hangar 7

THE HCGB TREASURE HUNT 2023 took place on Saturday 29th July, from Wellesbourne Mountford Airfield, as part of the 2023 programme of summer events. Over forty members and guests turned out, with nine competing crews, for this navigation competition with the weather being the best it had been all week. Aircraft included a Gazelle, Scout, Wasp and Robinson R44 II



The course was set out on Sky Demon and competitors were airborne for just over an hour.



First place went to **Tim Poultney and High Barklem**



Gallagher Insurance awarded **The Concourse D'Elegance** to **Bish and Nicola Cook** in the Gazelle G-VOIP.

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

The LAA's recently departed CEO Stephen Slater is recovering from a recent stroke. We all wish him a speedy recovery and our very best wishes. Steve was named in His Majesty King Charles III's first New Year's Honours List for his contributions to aviation. Stephen has been awarded an MBE for services to diversity in the aviation industry, reflecting his work with everything from vintage aviation to the latest eVTOL types, as well as his support of organisations such as the British Womens' Pilots Association and Aerobility and developing LAA initiatives to encourage young peoples' interest in flying.



Stephen co-authored the book "An Airfield Adventure" for 7 to 11 year-olds, to explain what goes on at small airfields.

My thanks to **Ed Hicks** for the following reports:

STAFF CHANGES AT LAA HQ

There's been a few staff changes at LAA HQ recently, with **Miti Ghosh** and **Zoe Mallam** as new members of the Engineering team, and **Cheryl Routledge** joining the office administration team.

Miti joins as a Design Engineer where she will deal with modifications and repair support for the LAA fleet, as well as initial Permit issues. Miti moved to England in 2021, where she completed her Master of Science in Aerospace Vehicle Design from Cranfield University. She also graduated from SRMIST with a bachelor's degree in Aerospace Engineering. Prior to the LAA, Miti worked for eVTOL startup, and Volador Flytech as an Aerospace Structures Engineer.



Miti Ghosh



Zoe Mallam



Cheryl Routledge

Zoe joins us as an Airworthiness Engineer, and works on Permit renewals and day-to-day customer airworthiness support. Zoe's passion for aviation started in 2013 when she started gliding, with an aim of achieving her PPL(A), which she did so in 2017. She has years of practical experience working in different aspects of aviation, but with a special interest in wooden aircraft construction, and has extensive experience with LAA aircraft including maintenance on Shuttleworth Collection aircraft, and can often be found flying many aircraft from vintage Pipers to towing gliders with Pawnee.

Zoe's qualifications include a Level 3 BTEC in Aerospace Engineering from CEMAST College, as well as a Level 2 NVQ in Aerospace Engineering at Stansted Airport College. Zoe is currently working towards holding both LAA and BGA Inspector ratings.

Cheryl joins the LAA, having moved to England from South Africa with her family, in 2019. She looks forward to meeting and supporting our members.

Jerry Parr has made the decision to leave the LAA team. We wish Jerry all the very best in his future endeavours and thank him for his time here at Light Aircraft Association

Head: uAvionix AV30E now EFIS backup approved

LAA Engineering has recently added the uAvionix AV30E to TL3.20, the list of approved backup EFIS units for use in Permit aircraft.

The EFIS units listed in TL3.20 may be used without further reference to LAA Engineering, although LAA inspectors will need to make a Permit Maintenance Release (PMR) entry in the airframe logbook quoting this Technical Leaflet reference.

www.tinyurl.com/LAAbackupEFIS



GRASS ROOTS FLY-IN RALLY 18th – 20th August

This Popham Airfield and LAA Grass Roots Fly-In Rally joint venture continues in 2023 to develop strengths as a social event. Bringing GA flyers from around the UK and Europe to meet fellow enthusiasts. The mid-August date means longer evenings, allowing more scope for flyers from further afield and, hopefully, milder conditions than September for those who choose to 'camp under the wing'. There will also be an on-site bar during the day and relocating to the Club House to support evening on-site catering on the Friday and Saturday evenings.



LAA CEO 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”.*

Eryl Smith, LAA Chairman, says: *“As always the weekend will focus on the fly-in and social elements; provide the opportunity to see a wide range of exhibitors; hear from industry experts in the Speakers corner programme of talks; get hands on skills experience; meet our [LAA Ed] engineering staff; purchase LAA merchandise and relax in the Struts & Clubs stand. The spacious main exhibitor marquee which proved so popular with exhibitors and members alike last year.*

The Speakers Corner marquee will host a varied programme of talks throughout the weekend, including an open Q&A session each day with CEO, Simon Tilling. New for this year will be an extended marquee housing LAA activities including the Flea market, which provides the opportunity to offload those unwanted items and spares, as well as bargain hunt for those much needed but hard to find parts! Outside larger displays and we will look forward to showcasing manufacturers and distributors of a wide range of the latest aircraft types from across the LAA fleet.”

Popham Airfield Manager, Mike Pearson, says: *“We are delighted that the LAA has decided to come back to Popham for a second Grass Roots Fly-in. The first event last year was a success despite having only a short time to prepare and inevitably we missed a few opportunities. This year there will be catering throughout the event focused on the events field and in the Popham Café, including a Bar. A party atmosphere on the airfield is what we are aiming for but let’s not forget the trade opportunities. We look forward to welcoming back key suppliers to General Aviation and of course the CAA, the regulator. Tickets available on Eventbrite. Fully paid-up Spitfire Flying Club members will get free admission with your annual pass wristband.”*

LAA HQ MEMBERS LOUNGE

For all LAA members visiting Turweston, the LAA members lounge has recently been updated to include a full range of LAA merchandise, plus there's now a computer with internet access to help with any flight planning pilots need to do.

Meet at LAA HQ!

A meeting room at HQ is available to hire. The room can be configured to seat from 14 to 24 people. The room is available from £90 per day, while catering can be arranged if required for an additional charge.

You don't have to be a member to hire the facilities, and all days of the week are available (weekends by arrangement). Opening times are between 8.30am and 5pm. To book, please contact the LAA office. Office@laa.uk.com

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.

Just download 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>

REVISION OF CAP1302 OFFERS PATHS TO PERMIT FOR VINTAGE TYPES



Aircraft, like this Stinson, could benefit from the CAP1302 revision.

See **Some UK Regulatory Matters** in this Newsletter for more information

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>

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, Grummans, 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 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

A great weekend was had by all at Leeds East for the second race weekend of the season, 24 -25 June.

Whilst it was very hot, it was excellent conditions for flying. Saturday saw the competitor's line up for the Battle of Britain Trophy. The winner was Dave Moorman, race 22, in his CAP-10. In second place was Bob Johnson, race 9, in his Stolp SA-100 Starduster and third place was Gavin Connolly, race 49 in his Vans RV4.



On Sunday was the Strongbow Trophy. In first place was Dave Moorman, race 22. Second place was Gavin Connolly, race 49 and Third place was John Kelsall, race 15 in his AA-5A Cheetah, with Ian Scarbrough as his navigator. Special thanks to all the staff at Leeds East Airport for hosting our event and to all the staff at the Fenton Café & Grill for the excellent food served over the weekend.

2nd Race Weekend at Fishburn was cancelled due to the weather.



See Over
for route example

“FLYBALL” NAVEX COMPETITION

OPEN TO ALL TYPES OF SINGLE
ENGINED PISTON AIRCRAFT

Classes for Fixed Wing, LAA,
Microlight and Rotorcraft

Starting at 10:00 from any
participating airfield, with up to
6 hours of flying fun!

You will be visiting participating airfields
finishing at Popham Airfield
at 16:00 for a BBQ and prize giving.

Multi crew and solo awards to be won
for the, soon to be coveted,

FLYBALL TROPHY

sponsored by the Royal Aero Club 3R's

Saturday 26th August 2023

Participating Airfields currently include:

Popham, Denham, Shobdon,
Blackbushe, Brimpton,
Kittyhawk, Brighton City,
Nottingham, Gamston,
Sandown

Why not request your home airfield
sign up and take part?

*Participating airfields subject to change with additions expected.
Final list will be notified one week before the event.



For an entry form, rules and
regulations please email
flyball@royalaeroclubrrra.co.uk

Entry £20/aircraft

(£10 payable at the start airfield + £10 at the finish)

for illustrative purposes

STOP PRESS: Additional participating airfields Cumbernauld Airport and Oaksey Park Airfield

2023 SEASON REMAINING

- August 19 & 20** **Sherburn Airfield: 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** **Sandown, Isle of Wight: 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")
These races will be competed for around the Solent in a new time trial format.
- November 25th** **3Rs AGM** at Sywell Aerodrome

SOME UK REGULATORY MATTERS

Revision of CAP1302 offers paths to Permit for vintage types

The CAA have published a **revised version of CAP 1302**, Transfer of non-Part 21 aircraft from Certificate of Airworthiness to Permit to Fly, which provides guidance on the policy and process for transferring a non-Part 21 aircraft from a national Certificate of Airworthiness to a national Permit to Fly.

The CAA recognises there is a lack of Type support for some vintage General Aviation aircraft that hold a national certificate of airworthiness (CofA). This can raise continued and continuing airworthiness issues such as design support for modifications, the sourcing of spare parts or the ability to meet the applicable maintenance standards. Therefore, the CAA may, in some circumstances, allow aircraft to transfer from a CofA to a national Permit to Fly (PtF).

This revision does not apply to Part 21 aircraft.

Requests for a transfer to a national PtF are normally dealt with on a case-by-case basis, by individual aircraft serial number. Depending on the outcome of the request, the CAA may also consider the continued eligibility of the aircraft type to hold a CofA.

Guidance and process on how to transfer non-Part 21 aircraft from a National Certificate of Airworthiness to a Permit to Fly. <https://publicapps.caa.co.uk/docs/33/CAP%201302%20MAY.pdf>

CAA is reminding drone users to register with the regulator as a drone operator before they fly

The CAA has launched an extensive social media campaign aimed at people who aren't sure of the rules and requirements. The campaign features several short videos that showcase the range of scenery and types of locations that are popular with drone users across the UK. The videos feature people acting as drone users who have flown without the required IDs. https://twitter.com/UK_CAA/status/1681589698391867392

Registration is required by law to fly most drones or model aircraft outdoors in the UK. As well as registering, anyone planning to fly a drone that weighs 250g or more (although we recommend for all users), must gain a Flyer ID by passing a theory test that covers how to fly safely. The requirement also applies to children under 13 years old.

There are currently over three-hundred thousand drone users in the UK who are registered and hold active Flyer IDs.

You can complete the registration process at <https://register-drones.caa.co.uk/>

GENERAL AVIATION: INFORMATION FOR RECREATIONAL FLYING

<https://www.caa.co.uk/General-aviation/>

IS YOUR AERODROME UNDER THREAT?

THE POSSIBLY GOOD NEWS: RAF Scampton. 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.

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

<i>Aerodrome</i>	<i>Current Status</i>
	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 Marshall's new facility at Cranfield was conditionally granted 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.
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 with the full hearing taking place on 5/6 July 2023. 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 Environmental Impact Assessment scoping opinion for a 1,600-home development on the aerodrome site.
Panshanger	HE has bought the aerodrome site from Mariposa Investments. A further public consultation ends on 30 July 2023 on major modifications to the Welwyn Hatfield Borough Council draft Local Plan which includes additional housing on the site precluding its use as an aerodrome. An outline planning application to re-open the aerodrome was 'disposed of' by the Council on 10 March 2023.
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.
Redhill	The draft Tandridge District Council 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.
Southend	Esken Limited are progressing a sale of their Aviation business, primarily London Southend Airport for which they hold the land lease and have sold their aircraft handling company Star Handling.
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 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 Aerodrome Sites	Current Status
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 Central Lincolnshire Joint 2040 Local Plan was adopted on 13 April 2023 and calls for a masterplan to be developed for the site preserving and enhancing its heritage assets.
Spitalgate 2028	Prince William of Gloucester Barracks. Future of the site being progressed by a partnership between the DIO and HE. Site earmarked for a Garden Village style settlement in South Kesteven District Council 2036 Local Plan adopted by the Council on 30 January 2020.
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 hearing on the draft Plan took place on 3 May 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 fundings together with others that may be of interest.

ROYAL AERO CLUB BURSARIES

2024 Application forms and Bursary Terms & Conditions will be available for download from September 2023 with a closing date for Application forms of 31 March 2023. (www.royalaeroclubtrust.org)

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

THE 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>

FLYING FOR THE DISABLED 2023 SCHOLARSHIPS

A scholarship includes 35 hours flight tuition and associated ground school which means that most will have flown solo and some, at their own expense, have gone on to achieve their PPL. Scholarships commence with a scholar's seminar near the end of April, during which scholars are introduced to their instructors and scholar training partner(s).

Flying training is undertaken at flying schools in the UK between May and October and will be of three or four-weeks duration in either a PA-28 or a Microlight aircraft.

To apply for a scholarship complete the online enquiry form and a full application form will then be sent to you. Applications from prospective candidates are invited up until 31st January, for a scholarship later in the same year.

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

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

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.

THE HONOURABLE COMPANY OF AIR PILOTS incorporating Air Navigators SCHOLARSHIPS

In addition to flying scholarships funded directly by the Company, or one of its Charitable Trusts, each year they are also able to fund sponsored flying scholarships which are administered by the Company. Application criteria and information <https://www.airpilots.org> These include:

- 'The Air BP Sterling Scholarship': for one PPL (fixed-wing) scholarship
- 'The Grayburn Scholarship' for one PPL (fixed-wing) scholarship
- 'The Cadogan Scholarship' for one PPL (fixed-wing) scholarship
- 'The Farnborough Airport Flying Scholarship' for one PPL (fixed-wing) scholarship
- Air Pilots Benevolent Fund - funding for several PPL (fixed-wing) scholarships
- 'The Foyle Scholarship' for one FI(R) (fixed-wing) scholarship
- 'The Swire Scholarship' for one FI(R) (fixed-wing) scholarship
- 'The Donaldson Scholarship' for one PPL scholarship
- 'The Squadron Leader Brian Letchford Scholarship' for one PPL scholarship
- 'The Wrigley Scholarship' for one PPL scholarship
- 'The Lane-Burslem Scholarship' for one PPL scholarship
- 'The Signature Scholarship' for one PPL scholarship

Private Pilot Licence Scholarships cover all aspects of training up to licence issue for a candidate who is prepared to dedicate a considerable part of the summer to gaining their PPL. Providing up to 45 hours of flying training, these scholarships can take a candidate with little or no experience to completion of their flying licence during the course of the summer; alternatively they can "finish off" someone who is already partially trained.

The scholarships are awarded entirely on merit as evidenced on the completed application form and as assessed by a selection committee appointed by the Company. Candidates must be 17 or over on 1 June of the year of application and the course must be completed by the beginning of October.

Closing date for applications: Once open applications close February 2024

There is funding for a number of residential course **Gliding Scholarships Closing date for applications: March 2023**; and **Flight Instructor Certificate Scholarships Closing date for applications: March 2023**. Flight Instructor Certificate Scholarships cover all direct training and examination costs for the successful candidate as they achieve their Fixed Wing Flying Instructor Certificate. Training must be completed during the summer before the first week of October.

Every year, The Honourable Company of Air Pilots offer schools the opportunity to take part in a heavily subsidised day out at a British Gliding Association (BGA) Gliding Club. The offer is open to students of secondary schools and academies on behalf of a group of City of London Livery Companies led by the Honourable Company of Air Pilots. For only £15 each, students will receive a flight in a glider under the instruction of an experienced qualified instructor.



Beyond the excitement of flying, students will also be involved in the structured, yet enjoyable environment of an operational airfield, interacting with committed and enthusiastic volunteers. Students have been seen to grow in confidence during the day as they develop life skills to engage and communicate with others around them. Many have used this experience to appreciate broader horizons and have the confidence to explore further education and career options.

Feedback from schools has been very positive.

It has been described as an excellent opportunity to inspire and reward pupils.

The subsidised gliding scheme was established in 2004 by the Air Pilots, with charitable grants from the Dyers', Basketmakers, Bakers, Fuellers, Hackney Carriage Drivers and Vintners' Livery Companies to benefit students from their selected schools.

Schools Gliding Days The flights are conducted at BGA Gliding Clubs, which are approved as Junior Gliding Centres. Currently, these are: The London Gliding Club, Tring Road, Dunstable, Bedfordshire, LU6 2JP; Booker Gliding Club, Wycombe Air Park, Marlow, Buckinghamshire, SL7 3DP and for the future: Cambridge Gliding Club and Derby and Lancs Gliding Club.

Check out this YouTube link <https://www.youtube.com/watch?v=dd-0NXEgVUI&feature=youtu.be> taken at the London Gliding Club, Dunstable by Eastbury School after their gliding day in mid-June. We are told "... it was such a GOOD DAY!!!" - it certainly looks like it.

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 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>

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/>

RAeS Scholarships

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

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 Montpellier 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/>

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>

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>

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/>

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. Applications for this award have closed but check out

The Aerotron Scholarship This award is for up to £7,000 to help or enable a young aviation mechanic or technician to achieve their Part 66 engineer's licence. Applications for this award **open on the 1st September 2023 and close at midnight on the 29th February 2024.**

The Victor Gauntlett Scholarship This award is for up to £5,000 to help a young person to learn or enhance their hands-on fabrication and traditional engineering and maintenance skills with the specific aim of preserving basic hands-on fabrication skills. It may also be awarded to a person running a specialist course in the field of aircraft maintenance skills. This award can be oriented towards either modern or vintage aircraft maintenance. Applications for this award **open on the 1st September 2023 and close at midnight on the 29th February 2024.**

The Eric 'Winkle' Brown Scholarship This award is for up to £5,000 to help a young person to learn or enhance their hands-on fabrication and traditional engineering and maintenance skills with the specific aim of preserving basic hands-on fabrication skills. It may also be awarded to a person running a specialist course in the field of aircraft maintenance skills. This award can be oriented towards either modern or vintage aircraft maintenance. Applications for this award **open on the 1st September 2023 and close at midnight on the 29th February 2024.**

The Sir Sydney Camm Scholarship This award is for up to £5,000 to benefit a young person studying for a first (Bachelors) degree or wishing to develop a foundation or other qualification into a degree qualification to enhance their learning experience. Applications for this award **open on the 1st September 2023** and **close at midnight on the 29th February 2024**.

The Sir Frederick Handley Page Scholarship This award is for up to £5,000 to benefit a young person studying for a master's degree to enhance their learning experience. Applications for this award **open on the 1st September 2023** and **close at midnight on the 29th February 2024**.

The Eric Beverley Scholarship This award is for up to £4,000 to benefit a young person studying for a PhD to enhance their learning experience. Applications for this award **open on the 1st September 2023** and **close at midnight on the 29th February 2024**.

AIR LEAGUE <https://airleague.co.uk/flying-scholarships>

Over 100 Scholarships have been awarded in 2023 to individuals across the United Kingdom through the Air League's Scholarships Programme.

Scholarship courses are taking place at flying and gliding clubs across England, Wales and Scotland, with engineering placements at Marshall Aerospace and Affinity Flying Training Services and Drone Scholarships at Eagle Eye Innovations.

This year, the Air League is proud to award a total of 107 Scholarships; 27 Gliding Scholarships, 66 Flying Scholarships, 6 Engineering Scholarships and 8 Drone Scholarships.

3-HOUR INTRODUCTORY FLYING SCHOLARSHIP

This scholarship provides an introductory course held over a two day period on pre-selected dates at our approved training providers, and offers an initial powered flying experience combined with ground school theory. The scholarships aim is to create a foundation for a young person's career pathway into aviation and aerospace.

5-HOUR INTERMEDIATE FLYING SCHOLARSHIP

This scholarship provides an intermediate course that is held over a five day period on pre-selected dates at our approved training providers. This scholarship offers an additional powered flying experience combined with advanced ground school. The scholarships aim to further a young person's career pathway into aviation and aerospace.

12-HOUR ADVANCED FLYING SCHOLARSHIP

This scholarship is an advanced award that provides powered flying with the aim of going solo. This scholarship aims to allow an individual to further the development of their career pathway into aviation and aerospace. This scholarship can be flown residentially on pre-selected dates at the scholars own pace at our training providers.

2024 applications will open in February 2024 to those aged **16 or over on the 1st of May 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

Kerissa Khan MRAeS has taken over as President of the Society. The President provides leadership of the Council and of the Society in pursuit of its objectives. They uphold the values, and reputation of the Society as well as the interests of the members. The President is an ambassador of the Society representing it at key engagements, influencing the global standing of the Society in furthering the advancement of aeronautical art, science and engineering.

“We are entering an exciting new era for aerospace, aviation and space innovation. We are the transformation generation pioneering novel ways to fly. This pioneering spirit is the foundation that the Royal Aeronautical Society has been built upon, bringing together the best innovators, disrupters, researchers and inventors who dared to make flight possible.

The Royal Aeronautical Society has been leading the way since 1866, at the heart of the community that empowered the first flight by the Wright Brothers and the invention of the jet engine by Sir Frank Whittle, sparking the first and second aviation revolutions respectively. It is an honour and a privilege as President to stand on the shoulders of giants to convene and lead this global community at the forefront of the third revolution in flight. Once again, we will dare to make flight possible - sustainable, accessible and inclusive flight that addresses the challenges we all face today.” – says Kerissa Khan

Kerissa was educated at Naparima Girls’ High School in Trinidad and Tobago. She graduated from the University of Glasgow with a Master of Engineering degree with Honours in Aeronautical Engineering (2012). She is a technical expert in complex and integrated aerospace systems and a thought-leader in sustainable future aviation. She leads innovation for the £300M Future Flight Challenge at UK Research and Innovation, creating the future aviation system for the third aviation revolution. She is a member of the UK Trade Organisation for Aerospace, Defence, Security and Space Advanced Air Mobility Group and has published the Future Flight 2030 vision and strategy for zero-carbon air mobility and Future Flight social science research forward strategy, in addition to socio-economic and market outlook studies for novel aviation solutions.



Previous roles include research, design and development of world-leading aerospace systems for a wide range of military, commercial and business aircraft, including the Airbus A320, A321, A330, A350, Boeing 787, Bombardier Global 7500, Tornado and Eurofighter jets. Kerissa is a founding signatory of the Women in Aviation and Aerospace Charter and Women in Defence Charter. In 2016, she became the youngest RAeS Council member, first woman to chair the Gloucester and Cheltenham branch (established in 1930).

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/>

Some Upcoming Events for 2023

SEPTEMBER

6 RAeS Lecture: **Flying The Vulcan**. Speaker: Sqn Ldr Joe Marsden Venue: Brooklands Museum, Weybridge, Surrey, KT13 0QN Time: 1845 – 2100. Entry donation of £5.00 (please use card payment) at the door. This donation is not expected from those under the age of 21 or holders of a current Student Union card.

7 RAeS Lecture: **The 2014 disappearance of Malaysia Airlines Flight MH370** – a refined trajectory

On March 8, 2014 Malaysia Airlines flight MH370 from Kuala Lumpur to Beijing disappeared with barely a trace. It was carrying 239 people, including the crew. In 2018, the official investigation had been closed. In spite of the efforts of both the Australian Transport Safety Bureau (ATSB) and the American company Ocean Infinity, the wreck of the Boeing 777 is still to be found... but where? This is probably one of the biggest aviation mysteries of our time.

<https://www.aerosociety.com/events-calendar/raes-lecture-the-2014-disappearance-of-malaysia-airlines-flight-mh370-a-refined-trajectory>

21-22 RAeS President's Summit 2023: Future of Flight

The Royal Aeronautical Society's President's Summit is our flagship annual event on a key topic in aerospace, chosen by the Society's President. The 2023 summit, hosted by the 2023-24 President of the RAeS Kerissa Khan MRAeS, focuses on the theme of 'Future of Flight' and explores the potential for Advanced Air Mobility Technologies to transform urban, rural and regional transport as we know it.

<https://www.aerosociety.com/events-calendar/raes-president-s-summit-2023-future-of-flight/>

27 RAeS Lecture: **A Better Buccaneer - the ASR 1012 A View in Retrospect**. Speaker: Dennis Morley, BAE Systems Flight Test (retired) and Heritage Group. Venue: Preston Branch, W23 Lecture Theatre, Canberra Club, Samlesbury Aerodrome, Myerscough Road, Blackburn, BB2 7LF. Time: 1900 – 2030 Non-members wishing to attend are advised to contact the Hon Secretary (Alan Matthews) via preston@aerosociety.com

OCTOBER

3-4 RAeS 8th Aircraft Structural Design Conference

This conference will address the current and future challenges facing the international aircraft design community. The aviation industry's net-zero carbon emissions target will require radical changes to airframe, propulsion and fuel technologies, including new structural architectures, advances in materials, design and analysis processes, and manufacturing methods. These technologies must be integrated to create new aircraft which are reliable and efficient to operate. In addition, each phase of design, certification, through to manufacture will need to be both time- and cost-competitive compared to preceding aircraft programmes. **Venue:**

<https://www.aerosociety.com/events-calendar/raes-8th-aircraft-structural-design-conference>

12 Bedford Branch: 2023 Sir John Charnley Lecture - **Rethinking the skies for a future of net zero air services**. **Speaker** Tom Grundy MEng MSc MBA CEng FRAeS, Chief Executive Officer, Hybrid Air Vehicles Ltd **Venue:** ARA Sports and Social Club, Aircraft Research Association, Manton Lane, Bedford, MK41 7PF **Time:** 19:00 - 20:00

Also via the internet: Microsoft Teams Link: <https://tinyurl.com/yzb5dr3j> Meeting ID: 348 605 945 571

Passcode: 5JiBFZ

OCTOBER

17 RAeS Lanchester Named Lecture 2023: **Advances in Unsteady Computational Aerodynamics with Separation**. There are many complex aeronautical systems where aerodynamics play a key role, such as rotating systems and aeroelasticity of lifting surfaces. Significant progress in the understanding and solution of these aerodynamic problems via computational methods have been achieved. This lecture will highlight several significant understanding and predictive capabilities that have been attained in the past two decades for unsteady aerodynamics that involve dynamic interactions with separated flows. As well as the technical accomplishments, insights into the lessons learned and best practices will be discussed, along with current and future endeavors in the field.

<https://www.aerosociety.com/events-calendar/raes-lanchester-named-lecture-2023-advances-in-unsteady-computational-aerodynamics-with-separation>

24 RAeS Cierva Named Lecture 2023: Back to the Future: How Helicopter Experience can inform the Design of Future Rotorcraft <https://www.aerosociety.com/events-calendar/raes-cierva-named-lecture-2023-back-to-the-future-how-helicopter-experience-can-inform-the-design-of-future-rotorcraft/>

November

9 RAeS Lecture: BLACK SHIELD - Mach 3+ reconnaissance before the SR-71.

Noted author and speaker Paul Crickmore explores the history of the Lockheed CIA A-12 Oxcart program, which preceded the more famous SAC SR-71. Using newly declassified documents, Crickmore recounts specific BLACK SHIELD missions over North Vietnam, the military and political benefits of each sortie, operational security and its exploitation by China, and the lessons learned that would affect subsequent SR-71 operations.

<https://www.aerosociety.com/events-calendar/raes-lecture-black-shield-mach-3plus-reconnaissance-before-the-sr-71>

The RAeS lecture and events calendar can be found at [Events Calendar \(aerosociety.com\)](https://www.aerosociety.com/events-calendar/)

RAeS BLOGS: Latest blog posts from AEROSPACE Insight

27 June 2023 – Flying Legends 2023 - 30 Years of Warbirds

<https://www.aerosociety.com/news/flying-legends-2023-30-years-of-warbirds/>

On 15-16 July the world-renowned Flying Legends airshow makes a triumphant return following a three-year hiatus – albeit at an all new home. STEPHEN BRIDGEWATER takes a look at the 30-year history of the show and what visitors can expect from the 2023 event.

23 June 2023 – Paris Air Show 2023 - Day Four and Summary

<https://www.aerosociety.com/news/paris-air-show-2023-day-four-and-summary/>

TIM ROBINSON FRAeS, STEPHEN BRIDGEWATER and CHARLOTTE BAILEY report on some of the most exciting news and highlights of the fourth and final trade day at the Paris Air Show 2023 and provide a summary.

13 June 2023 - Aerospace manufacturing in 2023 – the big issues

<https://www.aerosociety.com/news/aerospace-manufacturing-in-2023-the-big-issues/>

In early 2023, a joint survey from the Royal Aeronautical Society and digital manufacturing specialists, Protolabs, was conducted to learn more about the aerospace sector's most important concerns and top priorities. TIM ROBINSON FRAeS examines the results.

9 June 2023 - Small changes, big gains

<https://www.aerosociety.com/news/small-changes-big-gains/>

Hydrogen, electric and hybrid-electric powered airliners may be coming one day – but what is being done to existing gas turbine engines in the meantime to improve their sustainability? STEPHEN BRIDGEWATER speaks to Rolls-Royce, General Electric and Pratt & Whitney about the small tweaks that could make a huge difference.

6 June 2023 - Winkle - discovering the man behind the legend

<https://www.aerosociety.com/news/winkle-discovering-the-man-behind-the-legend/>

On the occasion of the publication of his new biography of legendary test pilot and record holder, Captain Eric Melrose 'Winkle' Brown, CBE, DSC, AFC, FRAeS, RN, author and historian PAUL BEAVER FRAeS gives an insight into the research of WINKLE – the Extraordinary Life of Britain's Greatest Pilot and separating fact from fiction.

26 May 2023 - Highlights from the RAeS Future Combat Air & Space Capabilities Summit

<https://www.aerosociety.com/news/highlights-from-the-raes-future-combat-air-space-capabilities-summit/>

What is the future of combat air and space capabilities? TIM ROBINSON FRAeS and STEPHEN BRIDGEWATER report from two days of high-level debate and discussion at the RAeS FCAS23 Summit.

23 May 2023 - Reflecting on aviation safety

<https://www.aerosociety.com/news/reflecting-on-aviation-safety/>

How a new safety centre from Airbus aims to remind its employees of the advances in commercial air transport safety – and the tragic consequences of complacency and mistakes. TIM ROBINSON FRAeS reports from Toulouse.

16 May 2023 - Dambusters at 80: still a secret squadron

<https://www.aerosociety.com/news/dambusters-at-80-still-a-secret-squadron/>

Eight decades since the now-legendary Dambusters departed on Operation Chastise the RAF's 617 Sqn remains at the forefront of Britain's military as a strategic asset, as PAUL E EDEN reports.

12 May 2023 – Revolution in the air

<https://www.aerosociety.com/news/revolution-in-the-air/>

The recent Revolution.Aero conference offered a refreshingly realistic view of the future of Urban Air Mobility. STEPHEN BRIDGEWATER reports from Dublin.

9 May 2023 - Staying out of the grey

<https://www.aerosociety.com/news/staying-out-of-the-grey/>

With aircraft charter at its busiest in history and a flood of new passengers flying privately, DAVID RIMMER FRAeS provides an insider's view of the safety and legality of air charters.

Latest blog posts from Society Insight

29 June 2023 - Cool Aeronautics at The Shuttleworth Collection

<https://www.aerosociety.com/news/cool-aeronautics-at-the-shuttleworth-collection/>

In June, the Royal Aeronautical Society's Careers and Education Team were joined by volunteers from Lockheed Martin to run a Cool Aeronautics event at The Shuttleworth Collection for children from Surrey Street Primary School. Cool Aeronautics is the Society's flagship primary school outreach programme, whose objective is to introduce young people to the world of aviation and therefore inspire them to work in the industry in later life.

31 May 2023 - Announcing the winner of the RAeS President's Young Pioneer Award

<https://www.aerosociety.com/news/announcing-the-winner-of-the-raes-presidents-young-pioneer-award/>

This year Kerissa Khan MRAeS, President, Royal Aeronautical Society, launched the President's Young Pioneer Award. The first of its kind, the aim of the award is to recognise the hard work and achievements of a young pioneer in industry who is pushing boundaries in innovation and making a positive impact.

15 May 2023 – CEAS Quarterly Bulletin - April 2023

<https://www.aerosociety.com/news/ceas-quarterly-bulletin-april-2023/>

The Royal Aeronautical Society is a member of the Council of European Aerospace Societies, and enjoys a close and productive relationship with the organisation. CEAS has recently published its latest Bulletin so now is your chance to catch up on all the aerospace and aviation news across Europe.

11 May 2023 - Voices of those who pioneered the civil air route between the UK and the other side of the world

<https://www.aerosociety.com/news/voices-of-those-who-pioneered-the-civil-air-route-between-the-uk-and-the-other-side-of-the-world/>

The interwar pilots and others who, step-by-step, overcame the challenges of establishing the first air routes from London, over the Middle East, India, the Far East and into Australasia, tell us their exciting stories of the early days of pioneering the route.

RAeS PODCAST:

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

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.

MUSEUM NEWS

SIGN UP FOR THE RAF MUSEUMS NEWSLETTERS

https://30229adb.sibforms.com/serve/MUIEAOX1m05LLb7YSUV6RxULgDKeTM_iKMNTGg-JnBjVfl-1gsJ2NsVpGKeGnGMCTnkdPylSSc71t5A5ZHFMbK_SAd536j8nsV6IDDWZ26PvwOWV9eM9FIImOUHPPxEaJsuxO38InlpXmYcGJ-m7nSXZc2eGKlChMTQ2N2IJ-0Py0CbJl0oPElcT7PdktDgQp3bMQLo1s2bBYF_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.

Spitfire 10k 27 August 2023



The Spitfire 10K will be flying back to the RAF Museum Midlands on Sunday 27 August 2023. Our unique racecourse will take runners onto the Airfield of the RAF Cosford, alongside wartime hangars, the air traffic control tower ready for a sprint down the runway. We promise an experience that you won't forget. Once you cross the finish line you will receive the highly coveted Spitfire 10K race medal – this year we've got a very special medal in store for you!

Not only will you be able to experience a unique atmosphere surrounded by like-minded amateur runners from all over the country, but you will also be running with the Few! Our Roll of Honour cards enable you to carry the name of a Battle of Britain Pilot with you on your run. By finding out more about your pilot and sharing their stories with friends, family or on social media you help to keep their story alive!

1-kilometre run starts at 9:15am and is perfect for younger ones or can be completed by the whole family.

All runners of the Spitfire 10K to be 15 years and older. Family Run runners under 8 years must be accompanied by a parent or guardian. Spitfire 10K technical t-shirts are available to purchase until the 6 August through the Nice Work online shop: <https://www.niceworkstore.com/product-page/spitfire-10k-2023>



Standard Entry: £25.00 Discounted Entry*: £20.50 Family Run: £5.00 Technical T-shirt: £19.50

*Members of UK Athletics affiliated clubs and Armed Forces Personnel will be asked to enter details to receive the discount

TO BOOK YOUR PLACE <https://bookitzone.com/NiceWork/eQjFFX>

Aviation Photography Workshop (Beginners) 7 October 2023

This full-day course is a great opportunity for photographers of every level to enhance your current set of skills. Whether you are just starting out, or you've already got some experience – this hands-on course will give you the chance to learn, plan, execute and develop as aviation photographers.

Discover the new layout of our War in The Air and Test Flight Hangar, including the new Bomber Command exhibition. We will also be joined by a period reenactor at your disposal to pose next to some of the aircraft to add an interesting twist. Learn more about the theory behind aviation photography and useful tips and tricks before you put your skills to the test in a range of settings, scenarios and cameos in and around the RAF Museum.

Tickets cost £85.00 per person (including lunch and parking). Must be 16+ years



Discover the new layout of our War in The Air and Test Flight Hangar, including the new Bomber Command exhibition. We will also be joined by a period reenactor at your disposal to pose next to some of the aircraft to add an interesting twist.

The advanced photography workshop will look to further enhance photography skills in a practically led course. Attendees can expect to learn more about the subtle aspects of setting up their cameras including focusing modes, white balance, bracketing and long exposures.

The course will also introduce attendees to HDR photography and discuss how to approach home-editing to enhance their images.

Cockpit photography: de Havilland Tiger Moth II; Focke Wulf FW190A-8/R6; Hawker Tempest V

Internal photography: Nimrod; Dominie T Mk1

Tickets cost £85.00 per person (including lunch and parking). Must be 16+ years

GLIDE THROUGH THE SKIES

Hold on tight for an immersive paragliding experience, explore the desert, mountains and even outer space while flying through virtual rings on a mission to collect points.

Sensational VR content combined with a thrilling range of motion will transport you into a virtual world of airborne adventures. Suitable for the rookie explorer, or racer flyers amongst us, RAF Falcons Paradrop offers Museum visitors an exhilarating flying experience.



Volunteering @ Midlands

Volunteers get involved in a diverse spread of roles across the Museum's different departments. We regularly review the ways in which volunteers can support the work of the Museum, and are often adding new volunteer roles.

Volunteers help us to ensure that all visitors to the RAF Museum receive a warm welcome, and find their visit interesting and engaging. Through a variety of front-of-house roles, our volunteers deliver guided tours, supervise open cockpits, help visitors and school groups to access the interactive elements of the Museum and much more. Volunteers are also key to the success of our public events programme, whether that is cheering runners on during the Spitfire 10K race, welcoming visitors to the Cosford Air Show, or teaching children to make the best paper aeroplanes at one of our sleepovers.



Ray Rew and Rob Shaw working on the Lysander wings

From the engineering volunteers who care for the objects in our collection, to those who help us raise the funds we need to continue achieving our vision, our volunteers play a vital role in supporting the behind-the-scenes work of the RAF Museum.

RAF MUSEUM LONDON

The RAF Museum London is 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.

AFTER HOURS TALK: THE HISTORY OF ROYAL FLYING 21 AUGUST 2023

The relationship between the Royal family and flight has a long and close history. Members have taken to the air for transport, to defend the country, and to help others around the world.

We're very excited to be welcoming back Sqn Ldr Graham Laurie MVO RAF (Ret'd) for a fascinating talk about the Royals in flight. 'The History of Royal Flying' is an illustrated talk, covering the early days of Royal Flying, the formation of The King's Flight and The Queen's Flight, up to the present day, together with some personal reminiscences.

Guests will also get the chance to experience first-hand what it was like to fly like the King, by stepping inside our Westland Wessex HCC4!

Members go FREE! Standard tickets: £10.00 **Time:** 6.30pm – 8.30pm **Venue:** H345

The Women Behind the Few
The WAAF in British Air Intelligence during the Second World War

25 August 2023 12.30pm



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 live-streamed via Crowdcast. <https://www.crowdcast.io/e/hsjwqtqmp>

Talk: The Technology of the Bombing War 17 September 2023
6.30pm – 10.00pm

Dave Gilbert describes some of the technology used aboard Bomber Command and Luftwaffe bombers for navigation, blind bombing and avoiding detection.



With lots of light-hearted audience participation and hands-on demonstrations, Dave's approach will be easy to digest and requires no technical knowledge. So, if you've ever wondered what Gee, Oboe or Window are, or how the Luftwaffe bombed Coventry with such accuracy so early in the war, this is the lecture for you.

Guests will also get the incredible opportunity to explore our new Bomber Command Exhibition after hours and go over the ropes and see some of the incredible aircraft which

utilised this technology up close!

Light refreshments and parking will be included.

This interactive talk is free to Members. Standard Ticket: £10.00 for Non-Members.

Virtual Lecture – The decision to redeploy Britain’s V-1 defences

28 September 2023 6.00pm

The reinforced British air defence scheme for the anticipated German V-1 ‘flying bomb’ offensive, like all since 1917, prioritised fighters over anti-aircraft (AA) guns. When the offensive started overnight 15 June 1944, the combined defences brought down only thirty-three of the 244 V-1s launched, and seventy landed on London, including eleven hit by AA guns.

On 13 July Air Marshal Roderick Hill ordered, seemingly without reference to his superiors, the complete reorientation of the scheme, redeploying 1,000 guns and 23,000 men and women of the British Army’s AA Command from the Kent Downs to the coast, and separating fighter and gun engagement zones. Hill’s decision warrants re-examination. By prioritising AA guns over fighters, the Air Ministry, the official histories note, suspected Duncan Sandys, the minister responsible for countering the V-1s, and Prime Minister Winston Churchill’s son-in-law and a former controversial AA officer, had pressured Hill into the decision.



This lecture will be livestreamed via the RAF Museum’s Crowdcast channel. <https://www.crowdcast.io/e/erpprdzf>

Jet and Space Week

21 October - 29 October 2023



Challenge your science skills, put your knowledge to the test and find out more about the place beyond the stars with a wide range of family fun activities and workshops. These include cosmic robot races, an out of this world planetarium, an extremely competitive paper jet designing contest and much, much more!

Arts & Crafts- Every day between the 21st & 29th of October: Hangar 6’s Mezzanine

For little artists who fancy doing a more elaborate craft, 28th & 29th of October will offer a FREE workshop where they will be making super space shuttles. Learning Room 1 in Hangar 6 11:00am, 13:00pm & 15:00pm

Space Odyssey Planetarium

Jet & Space Week's star attraction is likely to be its Planetarium. The RAF Museum is proud to partner up with Space Odyssey who will be bringing along their Galileo Dome. Once inside, this live and interactive experience will educate and entertain visitors of all ages on the wonders of all things interstellar.

Timings: 10:30am, 11:30am, 13:30pm, 14:30pm & 15:30pm

Afternoons at the RAF Museum with Age UK Barnet 2 November - 14 December 2023 2pm-3.30pm

A series of four sessions exploring our fascinating collections. Each session will focus on a different area of our collection, ranging from our new Bomber Command exhibition to delving into our amazing archives.

Full schedule to be released in September.



Vintage Aircraft Club

<http://www.vintageaircraftclub.org.uk>

The Vintage Aircraft Club may be of interest to RAeC members who fly older aircraft types and aim of the Vintage Aircraft Club is to provide a focal body for owners, pilots and enthusiasts of vintage and classic light aircraft by arranging fly-ins and other events as well as publishing a magazine called "Vintage and Classic". VAC has 350 members from all walks of life. Some are airline captains, Air Traffic Controllers or Airfield Managers, some work for the NHS and others are engineers, designers, photographers, aviation historians and writers, enthusiasts and amateur aircraft builders. Many are also PPL's.

NEWS

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

The VAC's season opener this year took place at Turweston with a fly/drive-in. We were pleased to be joined by the Guild of Aviation Artists Midland Group with Phil Hadley, their chairman, joining the VAC as our 400th member!



We celebrated the release of our book, 'Waterbird-Wings over Windermere' with a book signing event. Mission Aviation Fellowship also had an information stand in the hangar along with Tim Crowe's bookstall. Among the splendid vintage aircraft to arrive was Shipping and Airlines Dragonfly, joining our Prototype Pup for a photo shoot.



Fawley Hill Museum and Steam Trains was next on our list and Steve Slater had assembled a Flying Flea for display at the invitation event.

Some of our members enjoyed numerous steam train rides around the estate before queuing for ice creams!

We thank Lady Judy McAlpine for the invitation.

Our annual visit to Bodmin Airfield followed, with thanks to Pete White and his team, where visitors were entertained with music and aviation poetry.



Bodmin Airfield

A fly-in at Fenland at the end of May was next, where fine weather facilitated many arrivals. In June Steve Le-Vien organized a visit for members to a fascinating museum at Fowlmere, near Duxford, where American airmen were based during WW2.

Our annual visit to Brighton was well attended and hosted by Charles Sunter at the end of June and we continue our summer programme with a Bicester Picnic and an invitation day fly/drive-in at Old Warden.

The VAC would like to thank all those who host us at their airfields for our events and also the many invitations we receive to attend other events across the country. It is good to have options weather-wise but also to provide a line-up of vintage aircraft of all shapes and sizes on the flightline. For more information please check our website www.vintageaircraft.org.uk.

The Vintage Aircraft Club Taildragger Scholarship in memory of Liz Inwood

On July 1st we provided a link on our website for the 2023 scholarship application form and are pleased to say we have increased the scholarship to £1,000 for the recipient to use for taildragger conversion. Open to pilots under 35 years old who must be the holder of a current PPL, NPPL or LAPL, with 100 hours total flying time of which at least 50 hours are as a pilot in command completed at the time of application.

<http://www.vintageaircraftclub.org.uk/taildragger-scholarship.php>) **applications close on 31st August 2023** and the recipient will be notified during September.

The application form can be downloaded from <http://www.vintageaircraftclub.org.uk/pdf/Vintage-Aircraft-Club-Scholarship-Application2023.pdf>

The successful recipient is offered five hours flying to assist them in transitioning from flying nose wheel aircraft to tailwheel heritage types. The award will include aircraft hire and instructors costs only, it does not for example include any travel, accommodation or subsistence. The award will be paid to a suitable flying school agreed between the selection panel and the successful applicant. The winner of the award will also be invited, as a guest of the Vintage Aircraft Club, to the VAC Annual Dinner and Awards at The Aviator, Sywell on Saturday 18th November.

For more information and how 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

UK's Ridgeway Rocket Club triumph as International Rocketry Challenge Champions

A win for the UK in the International Rocketry Challenge for the first time since 2019

Aspiring astronauts, STEM enthusiasts, rocket scientists, and engineers aged between 11 and 18 from across the UK have competed 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.

Congratulations to all who competed from Scotland, your enthusiasm and commitment was both humbling and inspiring.



Did you know, one team walked a marathon to raise £600 to participate in the competition?

More than 300 students participated across five events and Roc UK have had a blast seeing the future of our industry in action.



The **national champions, Ridgeway Rocket Club** from The Ridgeway School & Sixth Form College, won 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 Air Show on 23rd June 2023, and soared to victory at the International Youth Rocketry Finals.

The talented team from Swindon saw off competition from France, Japan and the USA to secure the first win for the UK since 2019.

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.



L to R Ben, John, Sanjay

The AeroHAWKS team from the United States finished fourth place, with Sapporo Asahigaoka High school team from Japan coming third and Valentina Team from France coming second.

To be crowned champions, Ridgeway Rocket Club met the stringent 2023 mission requirements which required each team to design, build and launch a model rocket with the fragile payload of one raw egg. Following launch, the rocket had to reach at least 850 feet within a time parameter of 42 – 45 seconds and return the payload to ground, un-broken. As part of the international final, the team also presented their logbook and experience of the challenge to a judging panel which included photos from their on-board rocket camera.

ADS Chief Executive, Kevin Craven said: *"I am absolutely thrilled to see Ridgeway Rocket Club win the International Rocketry Challenge at Paris Airshow. The team have done an outstanding job representing the UK and it's been fantastic watching the progress they have made throughout the competition. The UK Rocketry and International Rocketry Challenges continue to be a fantastic example of how industry can support and encourage young people into exciting STEM hobbies and inspire them into a career in our industries. Ridgeway Rocket Club's skills for their age are remarkable and I congratulate all of them on making it to the international finals and thank all the international teams for taking part."*

Ben Bridge, Chairman of Airbus Defence and Space UK said *"Huge congratulations to Ridgeway Rocket Club at this year's International Finals. It has been a real pleasure sponsoring this event right from the very beginning and seeing so many innovative young people demonstrate such talent. Airbus is delighted to invest in STEM activities such as this, which are crucial to develop the next generation for our vibrant UK space industry."*

and Andy Brice, Ridgeway Rocket Club, said: *"The team have put in an enormous amount of work and we're so proud of our International Champions! Their winning flight was excellent, and they scored 58 out of a possible 60 for their technical presentation. Thank you to ADS, Airbus and everyone who made it happen. The experience for the team has been amazing. I hope to see lots of teams entering UKROC 2024."*

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. **Entries for 2024 open in September**

Follow on Instagram and Facebook! Website: <https://www.ukroc.com/> Instagram: https://www.instagram.com/uk_roc FaceBook: <https://www.facebook.com/UKRoC>

The Air League Schools Initiative

3 very successful days flying young people from the Air Leagues initiative working with schools in South Yorkshire getting them interested in all things aviation.



One young man is the 3rd generation to take a flight in a glider from Sutton Bank.

STEM High Fliers

Members of STEM High Fliers visited TLAC at Little Snoring.



As they neared RAF Marham Graham Wiley called for a basic service. This turned out to be a good idea as the controller was able to coordinate their flight with a formation of F35s who were inbound on a radar approach.



When they arrived at G-TLAC's facility they were able to look at some examples of Sherwood Ranger wings under construction and received some great tips on how to do some of the jobs they will need to do soon.



They also collected some items required to complete the wings

Chris Hughes, who has been the driving force behind the Schools Build a Plane projects and Graham Elvis, one of Graham Wiley's fellow volunteers.



PROJECT SLING SHOT at COSFORD

Some of the project Slingshot team, Peter, Rob, Graham and Graham Wiley, flew to Top Farm to meet Tim Hardy of Sling UK.



They had a look at a Sling aircraft under construction and collected some more primer for the Sling2 they are building at Cosford. Just as they were taxiing out, they caught a glimpse of the C130 farewell formation over Cosford. Unfortunately, too far away to get a picture.



Further milestones have been achieved. The wings, made by students at MTC in Coventry, have been delivered. It's now really looking like an aeroplane says Graham Wiley. Students were also able to join the front fuselage to the rear and completed the seats.

High-flying apprentices studying at MTC Training – the training arm of the Manufacturing Technology Centre – are getting the chance to build major components for an airworthy light aeroplane in an initiative to give them valuable manufacturing experience. The Apprentices from the MTC's Advanced Manufacturing Training Centre in Coventry are part of a consortium that includes students at Aston University Engineering Academy and the Royal Air Force, working on Project Slingshot – the Air League's aircraft building initiative which seeks to deliver STEM learning through building a light aircraft.

Project Slingshot is a joint venture, supported by Government and industry, to deliver a fleet of UK wide training aircraft that will allow future generations to gain real-world engineering experiences, further their STEM studies, and explore the incredible opportunities and career pathways available to them within aviation and aerospace. Once complete, aircraft will be used for further aircraft maintenance opportunities, air experience flights and the delivery of flying scholarships and bursaries provided by the Air League Trust. Over the lifetime of the project thousands of young people will benefit from the broad range of opportunities and careers pathways available.

“Flying4youth” is back!

Army Cadets, Air Cadets, Scouts, Guides, Explorers, youth clubs and more...Green Dragons Airsports started out in the 70's flying Army cadets. Due to rising costs and qualifications for Instructors, it made it really hard to keep the cost down, but ...Green Dragons is now re launching the **Flying4youth** programme flying Hang gliders, Paragliders and Parachutes.



Full training is available for both volunteers and youngsters flying, to the British Hang Gliding and Paragliding Association standards licensing and operating procedures. The aim is to not just provide flying but to help youngsters on their way to 'unclip their wings' and fly solo. For more information contact fly@greendragons.co.uk

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.

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.

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.

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.

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/>

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, we 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.

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.



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...).

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 FUTURE OF REMOTE PILOT COMPETENCY IN THE SPECIFIC CATEGORY

The CAA recognises the impact of restructuring remote pilot competency training on Recognised Assessment Entities (RAEs) and the UK UAS industry. This purpose of this consultation is to gather views from key stakeholder groups including RAEs, Remote Pilots, and Operators early in the policy development process.

The proposal covers a wide range of RPAS policy work including:

- ✚ Rulemaking to establish RAEs under an improved legal basis such as the UK Regulation (EU) 2018/1139, the Basic Regulation
- ✚ Establishing medical standards for RPs in the specific category
- ✚ Developing a framework for the future of RP competency
- ✚ Developing the supporting RP competency policy, AMC, and GM

The consultation document <https://consultations.caa.co.uk/rpas/remote-pilot-competency-rpcwg/>

Each line in the consultation document is numbered to help reference your feedback and you can choose which section or sections you would like to comment on.

To comment: <https://consultations.caa.co.uk/rpas/remote-pilot-competency-rpcwg/consultation/>

Closes 23 August 2023

DRONE SAFETY ADVICE AND EDUCATION FEEDBACK

The CAA would like to know your views on the publications giving safety advice for drone and model aircraft users:

1. YOU HAVE CONTROL: Human Factors (HF) Advice
2. PREVENTING TECHNICAL FAILURES

To comment: <https://consultations.caa.co.uk/corporate-communications/drone-safety-advice-and-education-feedback/consultation/subpage.2023-06-30.5236900257/>

Closes 31st August 2023

SURVEY ON THE USE OF ACTIVE CARBON MONOXIDE (CO) DETECTORS

The CAA has launched a survey on the use of active carbon monoxide (CO) detectors for members of the General Aviation (GA) community in the UK. Feedback gathered through this survey will help to shape the future use of these devices and how they could be used in piston engine aircraft.

Evidence to date indicates that active CO detectors capable of alerting pilots via aural and/or visible warnings are a net safety benefit to pilots and their passengers.

The survey is due to run until early September. <https://www.surveymonkey.co.uk/r/BL75XDJ>

CAA RESPONSE TO CONSULTATIONS

CAP 1724 Flying Display Standards: Edition 5 Consultation 2023

The CAA received a total of 20 unique comments to the draft CAP 1724 from nine respondents. Of all the comments, fourteen clearly conveyed some sort of change. Of these, eleven comments were textual in nature, suggesting revised wording or highlighting minor drafting points. Some of these comments were duplicated between respondents; and the other three comments were more substantive, suggesting changes of the underlying policy.

The CAA: accepted four of all the comments suggesting some sort of change (29%). Of the eleven textual comments received, they accepted four. Of the seven they elected not to implement, five called for revisions to the text that they had carefully drafted in cooperation with other organisations, one suggested changes that have already been made, and it was considered that the remaining suggestion would not contribute to the document. Regarding the three more substantive comments received, none were implemented.

The CAA did: A final version of **CAP 1724 Edition 5** was published on 6 April 2023.

<https://publicapps.caa.co.uk/docs/33/CAP%201724%20Edition%205.pdf>

CAP 403 Flying Displays and Special Events: Safety and administrative requirements and guidance 2023

The CAA: received a total of 55 unique comments to the draft CAP 403 from 21 respondents. Of all the comments, 33 clearly conveyed some sort of change. Of these, 22 comments were textual in nature, suggesting revised wording or highlighting minor drafting points. Many of these comments were duplicated between respondents; and the other 11 comments were more substantive, calling for some sort of change of the underlying policy.

The CAA: accepted 12 of all the comments suggesting some sort of change (36%). Of the 22 textual comments received, accepted 8. Most of these comprised of rewording content for clarification, and they have tried to take a balanced view on what would be helpful. Of the 14 we elected not to implement some called for revision to text that we had carefully drafted in cooperation with other organisations, some suggested changes that have already been made, whilst it was considered that the remainder might have further unintended consequences.

The CAA did: the 11 more substantive comments received, implemented 4.

Published **Edition 20 of CAP 403 Flying Displays and Special Events: Safety and Administrative Requirements and Guidance**. <https://publicapps.caa.co.uk/docs/33/CAP403%20Edition%2020.pdf>

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

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Please return to:
The Secretary, Royal Aero Club, Chacksfield House, 31 St Andrew's Road,
Leicester, LE2 8RE