



Autumn 2023



THE ROYAL AERO CLUB OF THE UNITED KINGDOM

The Coordinating Body of British Airsport Organisations



<http://royalaeroclub.co.uk>

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<http://royalaeroclub.co.uk>



David Monks RAeC Chairman

It's certainly beginning to feel very Autumnal, the warm days so far in October have given us respite and hopefully some good flying days.

I was recently a guest at the World Drone Racing Championship in Namwon, South Korea. It was a spectacular week-long event. Team GB finished a very impressive ninth place out of 28 nations, congratulations to them for their outstanding achievement during the event. It was very encouraging to see so many young athletes at the event which was very well attended and promoted. One thing that struck me during the event was the sportsmanship between the young competitors who readily shook hands prior to each flight and wished each other well, something that as adults some of us may have forgotten.

The RAeC is privileged to be hosting the Annual Convention of Europe Airports in 2024 running over the weekend of the 22nd to 24th March in the Lake District. There will be regular updates on the RAeC Facebook page, the organisation of the event has fallen to Mark Asquith and the BHPA and all details will follow in due course.

After a delay in organising due to the pandemic, the Queens Cup which was awarded to the BBAC in 2021, was held in Taunton on October 7th. Our congratulations go to Dominic Bareford on his winning performance. The presentation of the Queens Cup will be at Highgrove House.

As I write this on the way back to the UK from the FAI 117th General Conference, the FAI UK Vice President, Rob Hughes, who acted on behalf of the Club, will report with a post conference summary in the Spring Newsletter.

It will soon be time to commence nominations for the Royal Aero Club Awards for 2023. The nomination forms are due to go live at the end of the month with a deadline in mid-December. Each year we receive many varied nominations and it is always interesting to hear of the many feats and efforts that are rewarded each year. Please look out for the forms.

In yachting terms this would be a time we are laying up, in aviation we don't do that - we use the opportunity to plan our adventures for next year. I look forward to reading of your adventures through your Associations in the Spring.

David Monks

Chairman
The Royal Aero Club of the United Kingdom



<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 REGISTERED OFFICE AND POSTAL ADDRESS FOR THE RAeC

The registered office and postal address for the RAeC has been changed to Buckminster Lodge, Sewstern, Grantham, Nottinghamshire, NG33 5RW Tel: 0116 2440182 Fax: 0116 2440645

Some may be aware that this is also the address for the BMFA National Centre.

CAN YOU DESIGN AN AERIAL FIREFIGHTING AIRCRAFT?

Our sister organisation, the RAeS, have launched their International Light Aircraft Design Competition 2023-24 and registration is now open. For this year's competition the design is for an aerial firefighting aircraft that is capable of being used as a water bomber and, following a change of role equipment, be used for aerial delivery (air drop) or fire-fighting personnel and supplies.

You are invited to undertake the conceptual design of a turboprop powered aircraft to the standards of CS-23 amendment 5, through the provision of a detailed design report together with a 3-view drawing and rendered image(s) of your design. Additionally, should you choose to, you may demonstrate your design and its capabilities using X-Plane flight simulation tools. The two competitions are linked but separate, with awards for the best design and a separate award for the best use of flight simulation.

The competition timescale fits into a University academic year, to enable it to be incorporated into the syllabus if appropriate, for example as a final year design project. Entries are invited for this competition from both undergraduate 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.

The **deadline for submission** of entries is **31st August 2024**.

To register your interest in competing:

https://forms.office.com/Pages/ResponsePage.aspx?id=0JqrdFknn0u8zWLnZzuB_PFYaBMc8sIMke5IQXW-mGBUMTRERks2NjRXR0VHVURIWVZKRkRRRWTIVNi4u

VACANCY: SECRETARY & TREASURER ROYAL AERO CLUB TRUST

Do you want to give something back to your air sport? Interested in aviation and its origins?

The Royal Aero Club Trust invites applications to join the Trust Management Committee as Trust Secretary and Treasurer.

Peter Crispin the Royal Aero Club Trust's Secretary reluctantly retires in 2024 after 20 years exemplary service.

The Trust has 2 main aims:

1. The preservation of Royal Aero Club memorabilia, a Collection of National importance, which includes artefacts, documents, art and trophies mainly held in the RAF Museum.
2. The promotion of air sports amongst young air sports people through its annual Flying for Youth Bursary Scheme which has helped over 500 youngsters to advance qualifications and, in some instances, become World Champions.

Visit the Trust's website for further information: www.royalaeroclubtrust.org

Applications from persons interested in the management of the Trust as Secretary and Treasurer would be welcome.

No formal qualifications are necessary but experience of committee management and the management of small budgets are highly desirable. The Management Committee meets 3 times a year; either at a central location in London or on Zoom. Normal expenses are paid (e.g. travel).

Contact Peter Crispin (secretary@royalaeroclubtrust.org) for a Job Description and to submit an application.

Applications by letter and brief CV

Closing date for applications: Monday 15th January 2024

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>

FAI AWARDS

Our congratulations to the following aviators who have been recognised for their service to aviation with an FAI award:

FAI Bronze Medal: Ian Strachan

Paul Tissandier Diploma: Jocky Sanderson

FAI Group Diploma to the Open Glider Network (OGN) and Lilienthal Gliding Medal: Liz Sparrow

Phoenix Diploma: Steve Slater

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

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

The RAeC will be hosting the **Annual Convention of Europe Airports 22nd – 24th March 2024**. The base hotel for the event will be the Lakeside Hotel and Spa, Newby Bridge, Cumbria. The Convention will start with an informal drinks reception at the base hotel on the evening of Friday 22nd March 2024 followed by an informal dinner at the Rusland Pool Hotel. The Convention will commence on Saturday morning and will run for most of the day, a light lunch will be provided.

Following the convention the delegates will move to the Windermere Suite for the evening's events. Kathryn Tickell and Amy Thatcher will give a performance of 'local' Northumbrian music followed by dinner and rounded off with a lecture on Whisky drinking by Angus Pinkerton, together with lots of samples!

The event is being administered by the office of the British Hang Gliding and Paragliding Association. At the appropriate time applications for tickets and accommodation can be made to their office via office@bhpa.co.uk

Details of open tickets, for non-delegates, will follow closer to the time and it is likely that there will be some tickets for the Dinner and entertainment open to all pilots of any discipline. Enquiries should be made to office@bhpa.co.uk

The UK will be hosting two FAI 2024 World Championships

FAI World Microlight World Championships 27th July to 3rd August at Deenethorpe

FAI World Paramotor Endurance Championships 3rd-10th August at Manston

Our sister organisation, the RAeS, has a Book Reviewer Opportunity

The Royal Aeronautical Society is a not-for-profit membership organisation supporting aerospace, aviation and space professionals around the world. They are passionate about providing authoritative knowledge & information to advance the sector, promoting the exciting career opportunities in our sectors, encouraging the take up of STEM subjects through our outreach programmes, and supporting the continuous professional development of professionals throughout their careers.

Do you have the knowledge and a passion for your area of aerospace and are interested in learning more about the latest views in your area?

They are looking for people who are experts in their field of aeronautics to review the latest publications that would be of interest to the Aerospace Community - from piloting to fluid dynamics, UAVs to aviation medicine, or de Havilland's between the wars to avionics.

In response to a request from the RAeS's Book Review Team, the reviewer will be asked read a publication and prepare a book review of around 500 words for publication in the Society's magazine, AEROSPACE. As a recognition of the reviewer's contribution, they will be able to claim a copy of the book they review or an honorarium of £25.

For more information contact: book.reviews@aerosociety.com or complete the application form

https://forms.office.com/pages/responsepage.aspx?id=0JqrdFknn0u8zWLnZzuB_O1VzdmrUuFGvQOxMgwQ6ipUMVZYUUG5V1RXSE5aUjVLSEY2UUU4VVdWQI4u

FAI WORLD DRONE RACING CHAMPIONSHIPS 2023

Namwon, South Korea

6 - 9 Oct 2023



CONGRATULATIONS to Team GBR F9U. Not only did our pilots impress individually at the FAI World Drone Racing Championships, but as a team, they finished 9th out of the 28 countries competing! WOW!



From all of us well done... we're incredibly proud of you.

OTHER NEWS & INFORMATION

NATIONAL TRANSPORT TRUST AWARDS 2023

Steve Slater, recent LAA CEO, wins the National Transport Trusts Restoration Award for 'Airymouse', a 1930 Currie Wot single-seat sports biplane.



Airymouse was built to the original 1930s drawings for Hampshire Aeroplane Club by its designer Joe Currie, a former WW1 pilot and engineer. It is a classic wood and fabric design and the oldest example of the type. Airymouse has a particular history in that in late 1950s, it was acquired by Westland's chief test pilot Harald Penrose, whose own flying career began in the 1920s. He wrote a series of books, one of which, Airymouse, chronicled his flying the biplane over the English countryside. Even then, the aircraft was an anachronism; a 1930s aircraft with a tail skid and no brakes, and, to quote its original owner, "A diminutive biplane of insignificant horsepower".

biplane of insignificant horsepower".

NTT Chief Executive Stuart Wilkinson comments: “Airymouse was acquired by Steve Slater in 2016 and returned to flight after several years in storage. In early 2022, he decided deeper restoration was required, so the fabric was stripped from the airframe and its woodwork repaired.

The aircraft was then re-covered and repainted by Steve and friends. Final re-assembly is currently underway. Airymouse is a rare example of a low-cost, aircraft which pioneered the early post-war sport flying movement.

As such, we were keen that Steve’s excellent project should be recognised with a National Transport Trust Restoration Award.”



The Award was received by Anne Hughes on behalf of Steve by the NTT’s Royal Patron, Anne, HRH The Princess Royal at a ceremony held in the Railway Museum at Fawley Hill on 18th September 2023.

The National Transport Trust was founded in 1965, (as the Transport Trust), the National Transport Trust is the UK’s only national charity established to promote and encourage the preservation and restoration of Britain’s unique transport heritage in all its forms – by air, land (road and rail) and water (sea and inland).

The Trust is managed within a very streamlined structure, with the Board of Trustees representing the wider interests of the nation, for whose benefit the Trust exists. www.nationaltransporttrust.org.uk

The National Transport Trust Awards are a key event in the Trust’s calendar. Designed to recognise and reward the efforts of the UK transport preservation movement, a number of awards are made to individuals and organisations every year. Categories include Preservationist of the Year, Young Preservationist of the Year, Lifetime Achievement, and Restoration Awards.

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

BRITISH AIRFIELD NEWS

Both Wellesbourne and Compton Abbas are under new ownership and continuing as GA airfields.

Is Your Airfield Under Threat? See the latest updates **in this Newsletter**

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 Ed]

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

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

Has changed its name to the **APPG Aviation Group**. Its objective - as set out by the British Government – is still 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.

There are 10 Current APPG Officers:

Robert Courts, Chair & Registered Contact (robert.courts.mp@parliament.uk) and MP for Witney. His APPG memberships are: **Aerospace**, Air Ambulances, Armed Forces, Local Resilience and Civil Contingencies, Maritime and Ports.

Roger Gale, President and MP for North Thanet. His APPG memberships are: **Electric Aviation**, Banning Trophy Hunting, Cyprus, Dog Advisory Welfare, Frozen British Pensions, Hospitality and Tourism, Hydrogen, Media, Media Freedom, Ukraine, Visual Arts

Lord Kirkhope of Harrogate, Vice President and Life peer. His APPG memberships are: **Electric Aviation**, Better Roads, China, Foreign Affairs, Germany, Liechtenstein, Personal Banking and Fairer Financial Services, San Marino, Switzerland, Yorkshire and Northern Lincolnshire

Ian Paisley, Vice Chair and MP for North Antrim. His APPG memberships are: Adult Social Care, Belgium, Bermuda, British Overseas Territories, Bus and Coach Industry, Canada, Caribbean, Central America, Chagos (British Indian Ocean Territory), Financial Markets and Services, Flags and Heraldry, Future of UK-Australia Trade, Golf, Historic Counties, Holocaust Memorial, Hong Kong, Isle of Man (Manx), Jazz, Local Resilience and Civil Contingencies, Luxembourg, Morocco, Motorcycling, Motorsport, Music, Norfolk Island, Northern Ireland, Pacific Islands, Retail Crime, Safe and Sustainable High Streets, San Marino, Sovereign Defence Manufacturing Capability, Space, Switzerland, Taiwan, Union

Lord Balfre, Vice Chair and Life peer. His APPG memberships are: Arctic and Nordic Councils, Australia and New Zealand, Belarus, Belgium, British Overseas Territories, Canada, Children in Police Custody, Children who need Palliative Care, Communities of Inquiry across the Generations, Cuba, Finland, Future Generations, Germany, Greenland, Holy See, Indo-British, Iraq, Kazakhstan, Lithuania, Luxembourg, Montserrat, Norway, Pacific Islands, Parental Participation in Education, Pensions, Pitcairn Islands, Polar Regions, Russia, Sweden, Turkey, Turkish Republic of Northern Cyprus, Uzbekistan, Vietnam, Writers

Lord Stevens of Kirkwhelpington, Vice Chair and Life peer. His APPG membership is War Crimes

Mark Garnier, Vice Chair and MP for Wyre Forest. His APPG memberships are: Abraham Accords, Civic Societies, Clean Quarrying, Corporate Responsibility, Cycling and Walking, Heritage Rail, Japan, Mongolia, Motor, Polar Regions, Polo, Space, Thailand, Vietnam, Waterways

Lord Berkeley, Vice Chair and Life peer. His APPG memberships are: Catalonia, Cycling and Walking, Future of UK Freight and Logistics, Infrastructure, Maritime and Ports, Rail, Self-Driving Vehicles, SME (Small and Medium-sized Enterprises) House Builders, South West, Whistleblowing

Henry Smith, Vice Chair and MP for Crawley: His APPG memberships are: Access to Medicines and Medical Devices , Ahmadiyya Muslim Community , Air Ambulances , Animal Welfare , Antigua and Barbuda , Banning Trophy Hunting , Blood Cancer , British Hindus , Business Travel , Cancer , Caribbean , Cats , Chagos (British Indian Ocean Territory) , Commercial Radio , Commonwealth , County , Devolution , Dyslexia and Other Specific Learning Difficulties , Explosive Threats , Falkland Islands , Family Separation , Flags and Heraldry , Future of Aviation , Gibraltar , Heart Valve Disease , Historic Counties , Indo-British , Issues Affecting Men and Boys , Kurdistan Region in Iraq , Learning Disability , Liechtenstein , Loan Charge and Taxpayer Fairness , Mortgage Prisoners , Nepal , Northern Ireland Economy , Ovarian Cancer , Radiotherapy , Respiratory Health , San Marino , South East , St George's Day , St Kitts and Nevis , Stem Cell Transplantation and Advanced Cellular Therapies , Switzerland , Turks and Caicos Islands , Vegetarianism and Veganism , Wilton Park

Kelly Tolhurst, Vice Chair and MP for Rochester and Strood. Her APPG memberships are Air Ambulances , Beer , District Councils , Local Resilience and Civil Contingencies , Sovereign Wealth Funds , St Helena , Women and Enterprise

Public Enquiry Point: Matthew Bolshaw

Email: bolshaw@btinternet.com

Watch this space for further details!

All-Party Parliamentary Groups (APPGs) are informal, cross-party groups formed by MPs and Members of the House of Lords who share a common interest in a particular policy area, region or country. APPGs have no official status within Parliament.

CAP2590 CAA ANNUAL SAFETY REVIEW 2023

The UK GA sector covers around 17,000 aircraft (mainly with a maximum take-off mass below 5,700kg), including specialist activities such as pilot training, balloon operations, gliding, ex-military aircraft operations, parachuting and air displays.

The CAA s GA Unit exists to help people from potential harm when they encounter GA, and our team is committed to delivering protection now and in future as effectively and efficiently as possible. The unit is responsible for safety promotion activities aimed at the GA industry including podcasts, safety animations, a variety of safety publication, including the SkyWay Code and series of Safety Sense Leaflet as well as and attending GA community events.

Owners and/or operators of close to 11,000 UK GA aircraft (of which ~60% were aeroplanes according to data from the UK aircraft register) reported approximately 700,000 hours in 2022. This activity remains below pre-pandemic levels, with flying hours in 2022 being 14% below 2019 levels.

In 2022 the CAA received over 2,000 GA related occurrence reports, of which around 10% were classified as reportable accidents or serious incidents (high severity occurrences). Many of the reportable accidents and serious incidents are reported to and investigated by the Air Accident Investigation Branch (AAIB) and some are still under investigation.

Reportable accidents and serious incidents in 2022 largely involved aeroplanes and were mostly attributed to an obstacle (tree, hedge, fence, etc) as a result of hard/heavy landings or long/fast landings. In 2022, statistically more microlight aircraft were involved in serious injury reportable accidents compared to other aircraft classes.

The report can be found at:

[https://publicapps.caa.co.uk/docs/33/Annual%20Safety%20Review%202022%20\(CAP2590\).pdf](https://publicapps.caa.co.uk/docs/33/Annual%20Safety%20Review%202022%20(CAP2590).pdf)

EDUCATE YOUR MP

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

Social Media Pressure Can Be Hazardous To Your Health ...



SC10
Produced by Air Media Centre, HQ Air Command.
2574_17 © UK MOD Crown Copyright, 2017

 **ROYAL
AIR FORCE**
Safety Centre

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/>

Michael Macdonald, Co-Head of the CAA's General Aviation & RPAS Unit says in their **Update from the General Aviation Unit on Q3 2023 activities** that "*they have recently released new guidance on paramotoring in the form of*

The Paramotor Code, CAP2562 https://www.caa.co.uk/media/jhip4ku4/safetysense-cap2562-paramotor_code-august.pdf *which is a guide on safety considerations and best practice.*

In July they launched a Summer Safety campaign, which covered many different topics important to GA pilots *such as* **Loss of Control**

and **Radio Telephony** https://www.caa.co.uk/media/13maqsbt/safetysense_22_radiotelephony_aw10.pdf

Work on active **carbon monoxide detectors** also continues and the report on the 12-month study has been released **CAP2560** <https://publicapps.caa.co.uk/docs/33/CODE%20Trial%20Summary%20Report.pdf>

The findings of this study has prompted **SN-2020/003: Carbon Monoxide Contamination Minimisation & Detection in General Aviation Aircraft** to be updated

<http://publicapps.caa.co.uk/docs/33/SafetyNotice2020003V3.pdf>

You can contact the CAA's GA team at ga@caa.co.uk

VFR CHARTS

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

DEPARTMENT OF TRANSPORT and GA

The GA Handbook was published by DfT in May. This positions GA socially, economically and within the Government agenda with intent to ensure local authorities consider it in the "right perspective", specifically but not exclusively in respect of airfields. The handbook explains how GA operates and its value to the economy, communities and wider aviation sector. It also serves to improve understanding of GA and stimulate productive engagement between 1010 different parties including communities and Local Authorities.

<https://www.gov.uk/government/publications/general-aviation-handbook>

NATS AERONAUTICAL INFORMATION CIRCULAR Y 039/2023

NOTAM email submissions no longer accepted

NOTAM email submissions are longer be accepted by the UK NOF as from **10 August 2023** (AIRAC 08/2023). 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 should sign up for a free NOTAM account. 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/>

AIRSPACE CHANGE

The UK CAA has published its consultation response document related to proposals to modify the guidance on the regulatory process for airspace change, **CAP1616**.

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

Updated UK Part-FCL Standards Documents see **Some Regulatory Matters** in this Newsletter

CAA ONLINE APPLICATION FORM SUBMISSION SERVICE

Started in September 2023 the CAA, in line with their digital vision, launched an online Application Form Submission Service on the CAA Customer Portal. This new secure solution is supposed to offer better process efficiency along with a unique reference number for each application. Certain forms will require immediate payment and documents, while others will get a payment link via email and/or SMS after processing by the CAA.

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

National Transport Trust Annual Restoration Awards

Entry deadline extended to 1 December 2023

UK transport restorers still have time to enter next year's National Transport Trust (NTT) Annual Restoration Awards as the deadline for submissions has been extended to 1 December 2023. In addition to national recognition, most Awards will be accompanied by a significant financial contribution to the work.

"The project should be well on the way to completion, with the lion's share of the work completed by the owner or project group rather than a commercial restoration. There should be significant effort to maintain a high degree of originality in projects destined to be widely enjoyed by the public."

How to apply Nominations can be made online by 1 December 2023

https://www.nationaltransporttrust.org.uk/award-form/awardform/22_apply-for-a-restoration-award

Proposers should also be prepared to provide three copyright-free photographs to accompany their entry. if possible, these images should cover:

- The item in service
- The item as found
- The item in its current state of restoration

Historic Aircraft Association **Annual Symposium**

RAF Museum Hendon
Saturday November 25th 2023

*UK's first seaplane recreated
Waterbird Flies Again*



*Flying the last of
The Big Pistons*



*Britain's Greatest Pilot
The Legend of
Eric Brown revisited*



*From Cub - To Hurricane
Warbird Pilot's Journey*

Full Day Event. Admission by ticket only. HAA Members £30, Non members £40. Includes refreshments on arrival, and private 2 course lunch. For tickets and information -visit www.haa-uk.aero

CHIRP 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's contact number is **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.

General Aviation (GAFB) is also primarily distributed by email four times a year, with some hardcopies being sent to training organisations, flying clubs and air traffic control units.

Drone/UAS (DUASFB) is distributed electronically to those on the UK drone register.

In addition to maintaining contact with relevant agencies through the Advisory Board nominees, CHIRP maintains regular contact with the principal agencies in the Commercial and General Aviation environments through visits and presentations. CHIRP is also represented on a number of UK aviation safety bodies, including the UK Flight Safety Committee (UK FSC) and General Aviation Safety Council (GASCo), and maintains a close liaison with other UK and international aviation Human Factors and safety groups.

The 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.

BAN FOR LEAD IN 100LL AVGAS

Europe is facing a ban from 2025 unless the current deadline is extended further and in the US, an 'endangerment finding' was published by the Environmental Protection Agency (EPA) which will add pressure to a ban on lead.

Tetraethyllead (TEL), the additive which adds lead to avgas, being added to a list of banned substances by the EU neither will TEL be allowed to be imported into the EU which would end European production of 100LL avgas. TEL is currently on an Authorisation List. This allows it to be used until 2025 but no one yet knows whether the UK company Innospec, the world's sole supplier of AvTel, even if applying for an extension beyond 2025 the EU would agree.

EASA WEBSITE LIGHT NOW MULTILINGUAL

The light version of the website is now available in all EU languages. This is an important step for inclusivity and to be able to reach European aviators in their native language. With the following link you can open the light version of the website and select the language you want in the upper right corner of the initial page. <https://www.easa.europa.eu/en/light>

You then have access in your selected language to many subjects and issues, from flying a drone to ReFuelEU Aviation, Urban Air Mobility, EASA's Standardisation activities and many other topics. **Europe Air Sports** recommend registering and opening an account.

The Pro version remains in English as the source for the detailed legislation, rulemaking processes and official safety information.

There is an excellent article on **the single European sky: EASA'S Air Traffic Management Responsibility Consolidated Through New Regulations** in this September's issue of Europe Air Sports newsletter. See Europe Air Sports below.

EUROPE AIR SPORTS

<https://www.europe-air-sports.org/>

EASA has recently published a whole collection of new and revised documents which are useful and interesting to read for sports and recreational aviators including:

EAS response to EC Consultation on Draft regulation - Ares(2021)4120146 / Chemicals (REACH) regulation – amendment to the list of substances of very high concern in Annex XI:

Industries, businesses, and individuals that would be directly impacted by the inclusion [I think they mean exclusion Ed] of Tetraethyllead in Annex XIV as this substance is a key component in 100LL aviation gasoline (high-octane, low-lead / ref. ASTM standard D910), which is the only fuel that is currently certified and approved for use in over 16,000 general aviation aircraft registered in the European Union. This represents around one third the European aviation fleet.

<https://www.europe-air-sports.org/wp-content/uploads/2021/11/GA-Industry-Response-to-EC-REACH-TEL-Consultation-v6-Final.pdf>

Europe Air Sports latest Newsletter <https://www.europe-air-sports.org/wp-content/uploads/2023/09/EAS-Newsletter-September-2023-v2.pdf> compiled and edited by RAeC Council member Diana King OBE.

THE FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE - THE FAI

<https://fai.org>



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

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

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.

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:

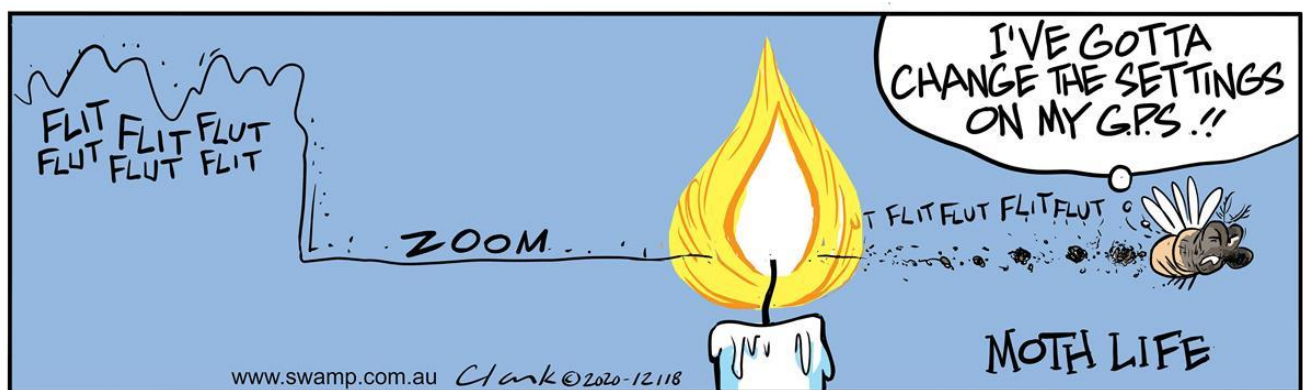
- ❖ Engage with FAI Members, FAI Air Sport Commissions and other stakeholders to ensure that the situation is carefully, and regularly monitored and further decisions taken as to current and future measures.
- ❖ Ensure that the organisers of all FAI sanctioned events due to take place in Europe are consulted 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 UK WILL BE HOSTING TWO FAI 2024 WORLD CHAMPIONSHIPS

FAI World Microlight World Championships **27th July to 3rd August** at Deenethorpe

FAI World Paramotor Endurance Championships **3rd-10th August** at Manston

A LITTLE SOMETHING TO MAKE YOU SMILE



Reproduced with kind permission from Gary Clark



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

British Aerobatics is a not-for-profit volunteer organisation, but we do work hard to raise funds to help support our pilots and teams in their aerobatic development. There is an active international circuit for top level aerobatic pilots and the UK is proud of its reputation in attending and supporting these contests.

NEWS

WE HAVE INTERMEDIATE CHAMPIONS!



Many congratulations to Nick Riddin (2023 Intermediate National Champion), Gary Ferriman (Silver medal), Andy McKee (Bronze medal). Super close scores at the end - the whole field scored over 70%. Great flying!

My thanks to Chris Sills for his report: Throughout the week, preceding the Sports and Intermediate Nationals, the weather looked like it would provide us some challenges. As the aircraft and pilot arrivals descended on Conington, the host airfield for our second nationals of the year, the sun was shining, there was a layer of broken cloud about 8000ft but perfectly flyable. So it was prudent to get cracking and make the most of the bright and breezy start to the day.

Thursday 24th: By the advertised briefing time of 10:00, all pilots were in residence and with all paperwork checked, it was time to advise the assembled audience of all necessary operating procedures for the event, including safety, radio calls, all local conditions to be met and the actions in the event of an incident, however unlikely.

When planning an event and working out how much time it might take (certainly for Sports and Intermediate level pilots), a reasonable estimate for numbers of flights is 6 per hour. So with 20 pilots, totalling 80 flights, we were looking at nearly 14 hours of flights to get through. After the briefing, the pilots were dispatched to prepare themselves to start the competition at 11:00 prompt and the judges travelled to their home for the next couple of days to get themselves settled in a ready for, circa 80 flights.

With a bustle of activity, the first aircraft, a Pitts S2A, fired up, captained by Adam was wheels up at 11:00, we have a competition underway, yes! All pilots were on their toes and working efficiently through the running order. I took a check after the first hour and we were into the 7th flight, so good progress indeed, we may well get this all completed after all.

Some ominous, dark clouds rolled over the north side of the airfield but thankfully missed us and we retained our warm and sunny disposition. Talking through the competition box with Tony revealed that the last time he had flown at Conington, it was in much the same position as we are once again using.

The Intermediates pilots make light work of their Known sequence and are finished by 14:45. The judges having already consumed their lunch were happy to press on after a short break and the Sports pilots go out for their first Unknown at 15:00, with no undue stops, pauses or breaks they too are all wrapped in by 17:15 and Tony wasted no time getting straight into the box for the 1st Intermediate Unknown. If it all goes in our favour we may well get a full set of second flights completed for all pilots on day 1, not something I think I've ever managed previously. At exactly 17:58 the final pilot in Andy in his spitfire silhouetted Twister, took to the sky for his second flight, first Unknown. By 18:07 his wheels were back on the ground so that's a wrap, it's definitely beer o'clock.

As the pilots departed to their digs, a few of us troop over for a meal at the local pub, the Admiral Wells, a quick drink and some convivial chat about the days flying before all heading away for a relatively early night....early start in the morning!

Friday 25th: Given we managed to complete 2 full sequences for each class, we were able to resequence the flying order. This gives everyone the opportunity for the first pilot of the day slot.

A few minutes after 08:00 and we are gathered on the grass outside the clubhouse ready to brief the day's activities. With only one pilot absent I delivered the abbreviated brief and prepared the first pilot their additional instructions. Shortly thereafter Daz arrived and I delivered the same brief to ensure we were all suitably informed.

The first pilot, Jacob, in the Extra 200, taxied to the hold and we were back up and running at 08:48 for day 2. Settling into a rhythm now, rattling through the flights and the Sports 2nd Unknown finished with Adam at 11:00.

A quick chat with Chief Judge Brian confirms a quick break for the judges and flying straight [pun intended :-)] into the 2nd Unknown at Intermediate with experienced combatant Jez leading the charge. The Intermediate pilots make quick work of their sequences and before long we're tooling up the Sports pilots again. By about lunchtime, I'm already quietly confident we will complete the flying that afternoon but wait another couple of hours before we have the NOTAM cancelled for the following day. It's kind of a one way decision.

With one aircraft in Sports going U/S, the gap between shared aircraft reduced and we had a couple of delays but nothing we couldn't regain. Thankfully a couple of hours later and the U/S aircraft was fixed and ready to fly at the end of the Sports class, well done everyone. We march on at full speed and the final Intermediate flight culminates with Tony getting back on the ground at 16:35.

Sports CHAMPIONS 2023



Congratulations to Isabel Rutland (2023 Sports National Champion), Arjan Vlietman (Silver medal) and James Seward (Bronze medal). Nice flying!

TIGER AND GUNPOWDER TROPHIES, 2023

The Tiger trophy is one of the oldest trophies in the British Aerobatics arsenal of hardware. It's a stunning trophy, heavy too, and one that all aeros pilots would love to win.

Brian McCartney says: This year, the competition for this trophy was to be held at Leicester, a City with its own connection with Tigers. Traditionally this competition was a single-flight event, but it was felt that more flying should be offered to make it worthwhile. So, the 'Surprise' unknowns were introduced. Each year, the 'surprise' is different. We've had next year's knowns (not possible now that we have free knowns), past unknowns from internationals, and for 2023, it was to be another set of Tiger-style sequences.



The weather forecast promised better weather for the first day (Sat), and deteriorating conditions for the second day (Sun) but was clearly wrong. I pushed the briefing time to 11:00hrs, then 12:00hrs then finally to 12:30hrs, when we were only short of 3 pilots, and one of those had a tech issue. They all arrived safely and were briefed privately, and we were ready to go. Except we weren't. We only had 1,700ft cloud base and not much heat getting through to warm things up. However, patience is required in this funny little sport of ours, and on this occasion, it paid off.

By mid-afternoon we were happily watching the Sports class unleashing their tiger around the Leicestershire skies, followed by the Intermediate boys, but we had a hard finish time of 18:00hrs, so that was as far as we got on day one.

Day two - CAVOK! Great! - wet grass! Not great! With all that cloud sitting on the ground, we all knew that a new elephant had entered the room (quite the zoo we were experiencing), when the heat of the sun hits the wet grass, it would rise like a phoenix and condense into low cloud. We could see it happening all around us, but for some strange reason, it wasn't doing its trick where we were. (are elephants scared of tigers?) So, we started flying, with one competitor telling me that looking down at the hole in the low cloud was like looking at a big fluffy toilet seat, but inside a huge ping-pong ball! And we continued flying right up until we'd finished the 2023 Tiger Trophy. I called a hasty prize giving ceremony, as the bad weather had arrived over the south coast and was racing towards some competitor's home airfields, so time was short.



Other competitions did not have such weather concerns as they were not heading home south, so we buckled down for the next round of 'surprise' unknowns, but what was this? 30mins after the prize giving and it was now getting very cloudy. Pilot one, or weather dummy if you prefer, was Blair Keen. He radioed back that it was now 2,500ft everywhere. We waited a while, but when Andy McKee departed for home, he confirmed that it was still 2,500ft, so we called it a day there.



The Tiger Trophy is one that can be won at any level. All the scores are combined so it's perfectly possible for a Sports level pilot to beat all the pilots from the other classes. This year, the top 3 pilots were all Sports level jocks.

James Seward got to wear the Bronze medal beside fellow Sportee (is that a word?) Michael Engstler who took home the Silver, but the Gold medal and the wonderful Tiger Trophy went to Isabel Rutland.

Advanced World Championships in Las Vegas



Melanie Astles is representing Great Britain at the Advanced World Championships in Las Vegas, October 24 - November 4, 2023. Mel hasn't competed in an international competition since 2019 so is eligible to fly at Advanced. She was born in Rugby and grew up in France where she now lives, but chooses to fly for British Aerobatics on the international stage. Team manager is Ted Szymczak.





BRITISH BALLOONING AND AIRSHIP CLUB

<https://www.bbac.org>

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

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

NEWS

THE QUEENS CUP

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

QUEEN'S CUP 2023 REPORT

My thanks to Don Cameron MBE for his report.

The Queen's Cup 2023 went ahead on 7th and 8th October with the support of our partners Audi and Avanti. However, due to safer wind conditions in the south of the country, after 16 months of planning, the event was reorganised and relocated from Gloucester to near Taunton. Though we'd had 20 entrants back in the summer, due to illness, withdrawal due to lack of planning or clashes with other events, 10 teams competed across the weekend to fly the furthest from the launch point in Taunton.



After the Saturday, Dominic Bareford was in front, with Richard Penney in the Audi balloon in second and Richard Parry in 3rd. By the end of the event on Sunday, Dominic had held onto his lead to win, with Parry overtaking Penney to take second. We saw a range of tactics across both days and all of the coverage and updates was provided through our live stream on YouTube with balloon commentator Robin Batchelor, and the public were able to follow the tracking of all the balloons and retrieves with YB tracking.

Dominic landed just north of the Pennines, with a straight line distance of 441.72km. Richard Parry landed just south of the Pennines with a straight line distance of 394km and Richard Penney and Whitewood landed near Thirsk with a straight line distance of 384km. The race for 2nd, 3rd and 4th was close, with only 15km separating the 3 of them.

With light winds conditions on Sunday, we also encouraged all balloonists across the UK to launch alongside our competitors in the Great British Balloon Launch and send in pictures to share on our social media.

Overall, a successful event for the ballooning community, with both competitors and spectators enjoying the event and coverage across the weekend. Our awards are due to take place at Highgrove.

My thanks to Stephanie Hemmings for her QC report:

The Queen's Cup 2023 finally went ahead on 7th and 8th October with the support of our partners Audi and Avanti.



Nine balloons launched from a field near Taunton and headed across southern England towards Ken, and after the Saturday, Dominic Bareford was in front, with Richard Penney in the Audi balloon in second and Richard Parry in 3rd.

Teams repositioned themselves for the Sunday morning due to different wind conditions on the Sunday, and as the 4pm Sunday deadline approached, live tracking showed several pilots were

closing on the Scottish Borders. By the end of the event on Sunday, Dominic had held onto his lead to win with a total distance of nearly 442km landing just north of the Pennines, with Parry overtaking Penney to take second. Richard Parry landed just south of the Pennines with a straight-line distance of 394km and Richard Penney landed near Thirsk with a straight-line distance of 384km. The race for 2nd, 3rd and 4th was close, with only 15km separating the 3 of them.

We saw a range of tactics across both days and all the coverage and updates was provided through our live stream on YouTube with balloon commentator Robin Batchelor, and the public were able to follow the tracking of all the balloons and retrieves with YB tracking. With light winds conditions on Sunday, we also encouraged all balloonists across the UK to launch alongside our competitors in the Great British Balloon Launch and celebrate the final day of the Queen's Cup 2023.

Sustainability has been a key message in this year's event, demonstrating how small changes can make a big difference, even in a sport like ballooning, which is typically perceived to be carbon heavy. All the balloons were fuelled with Avanti certified renewable bio-LPG which has up to 80% saving in carbon footprint compared to fossil LPG.

Many of the retrieve crews on the ground used the new all-electric Q8 e-tron vehicles supported by Audi UK.

Overall, a successful event for the ballooning community, with both competitors and spectators enjoying the event and coverage across the weekend.



Winners: Team Bareford

Congratulations to Nicola Scaife on becoming Women's Ballooning World Champion 2023, for an incredible third time.

Well done to all the British pilots, Stephanie Hemmings (2nd), Chloe Hallett (9th) and Lindsay Muir (19th) who achieved 2nd place in the Nations Cup.





British Gliding Association (BGA) www.gliding.co.uk

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

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

NEWS

BGA Online R/T Course Starts 5th December 2023

The next BGA Flight Radio Telephony Operator's Licence (FRTOL) course begins on Tuesday 5th December 2023, providing full training for the licence required to use most non-gliding VHF radio channels. If you'd like to participate, please register now at <http://tinyurl.com/frtol>

We're also recruiting experienced radio users to coach small groups of FRTOL students via Zoom; if you hold, and are confident using, any CAA-issued R/T qualification (including a FRTOL) then we'd love to have your help teaching this important skill to glider pilots. Contact Paul Ruskin at frtol@ruskin.me.uk for more information.

YES

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

A female glider pilot?

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

SAILPLANE PILOT LICENCE CONVERSION

The Sailplane Pilot Licence (SPL) is an ICAO compliant licence (ICAO compliance depends on the type of medical held by the pilot) that can be obtained from the BGA by converting from BGA qualifications. **Pilots of Part-21 sailplanes including powered sailplanes including TMGs are currently exempt from the requirement to hold an SPL to fly Part-21 sailplanes until the 30th September 2025** (The Aviation Safety (Amendment) (No. 3) Regulations 2021 Chapter 8 plus associated exemptions and Statutory Instruments apply).

Applicants for an SPL must be at least 16 years old. An SPL holder under the age of 18 can carry a passenger (providing they meet all other requirements) and an SPL holder cannot exercise instructor privileges until reaching the age of 18.

Meanwhile, BGA and national pilot certification/licensing rules continue to apply to pilots of Part-21 and non-Part 21 sailplanes.

Sailplane pilots who choose to convert are directly supported through the conversion process by the BGA. The licence conversion requirements are based on the UK Conversion Report modified to reflect SFCL changes.

For conversion from a BGA gliding certificate to an SPL, one of the following is required;

- ❖ CAA Pilot Medical Declaration, or
- ❖ LAPL medical certificate, or
- ❖ Class 2 medical certificate

To ensure that all pilots will eventually have the correct sailplane licence, ratings and certificates, the BGA has agreed with the CAA that the BGA will handle the application and checking process and make recommendations for licence issue to the CAA under a Qualified Entity approval. Over 2000 licences have been issued through this process.

Some applicants may wish to apply for FRTOL privileges at the same time as applying for an SPL. The CAA process is somewhat complex. So the BGA has developed and verified guidance to assist applicants which is detailed in one of the two pdf documents <https://members.gliding.co.uk/library/ftrol/applying-for-an-rtol-at-the-same-time-as-an-spl/>

By flying as student pilot. The SFCL rules note that “a student pilot shall not fly solo unless authorised to do so and supervised by a Flight Instructor (Sailplanes)”. After the regulatory change, on completion of the SPL syllabus (previous BGA training can be recognised), a student pilot can take an assessment of competence with a Flight Examiner (Sailplanes), following which an SPL can be issued. It is therefore recommended that any pilot who can do so should obtain an SPL through the conversion process.

For more information see <https://members.gliding.co.uk/pilot-licence-conversion/>

COMPETITION COMMITTEE CHAIR OPPORTUNITY

The BGA is looking for a volunteer Chair of the BGA Competitions and Awards Committee.

The role of the competitions and awards committee is to promote, develop, and manage a vibrant and inclusive competition scene within gliding in the UK that supports organisers and encourages pilots to participate in competition, attracts competitive individuals into gliding, and helps retain members within the sport.

If this opportunity to help to develop competition flying interests you, please contact Pete Stratten via pete@gliding.co.uk

Closing date: 20th November 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

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

PARAGLIDING



In July Stan Radzikowski won the Turkish PWC event having held the yellow jersey throughout. It had been a truly amazing week, with seven taskable days and 59,000km flown. In recent World Cup history we haven't had a seven-day comp with the same two pilots on the top spot from Day 1.



In late August Seb Ospina finished 8th as top Brit at the Targassonne PWC. August also saw the test event for the FAI Junior (under-26) Worlds at Tolmin in Slovenia. The comp saw a stellar performance from Brits Jacob Aubrey, Jacob Butterworth, Aaron Hall, Joshua Sanderson, Kanan Thakur and Kiera Wong. The strong result from these pilots – a brilliant 1-2 finish and Silver

and Bronze spots for the women – points to a bright future on the world stage.

(Above L: Stan Radzikowski, PWC Aksaray winner Photo: Anna Berger) (R: (L-R): Joshua Sanderson (2), Jacob Butterworth (1) and Croatia's Sara Lovrec (3))

HANG GLIDING



Gordon Rigg and Darren Brown flew at the Norwegian Nationals at Vågå in June. The weather was difficult and only one task was flown, Gordon finishing 3rd. But the summer flying day is long in Norway. On the eve of their departure, a 9,400ft cloudbase made for a breathtaking flight back to Vågå via Galdhøpiggen, Norway's highest peak. 'I'm in my 40th year of hang gliding,' wrote Gordon, 'yet this one spectacular flight rates among the most memorable.'

(Gordon Rigg over over Galdhøpiggen on June 1st Photo: Gordon Rigg)

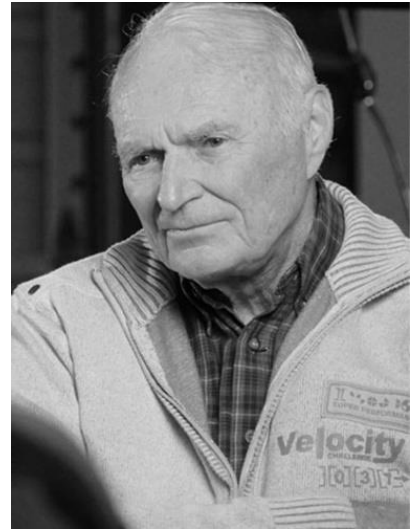
You never know when these special flights will come ... but it's always worth the wait!

In August the British team took World Championship Silver at Kruševo, North Macedonia after some outstanding, tight and disciplined team flying. Halfway through the comp the Brits were lying 5th; brilliant team flying in the final tasks saw them climb the rankings to a solid 2nd place behind the Italians. The last task saw Grant Crossingham 3rd and all six GB pilots in goal. Grant finished 5th overall, Ollie Chitty 17th and Gordon Rigg 21st.

The same month we learnt that John Dickenson, inventor of the hang glider as we know it, had died in Australia. When the sport of hang gliding exploded around the world in the 1970s, its origins could be traced back to one aircraft – the Dickenson Ski Wing, first flown in September 1963. The magic of this design was the perfect fusion of extreme simplicity, structural integrity and user-friendliness. No other aircraft in history has been as easy to build or fly.

Among many other awards in recognition of his achievements, John Dickenson was made a BHPA Honorary Life Member in 1993, inducted to the Space Technology Hall of Fame in 1995 and awarded a USHPA Presidential Citation in 2004. He was awarded an FAI Diploma in 2006 and the FAI's Gold Air Medal in 2012. Few have contributed so significantly to sporting aviation, and mankind's quest to fly as birds do. We are all in his debt.

(John Dickenson, inventor of the hang glider Photo: Evan Akland)



ACCURACY

The final Grand Prix of the year took place at Sky Rebels' Terheijden site north of Breda in early September.



Jamie Robe's 4th place allowed him to be crowned Grand Prix Individual Champion – the first time a British pilot had lifted the trophy in 21 years. Andy Webster was 2nd and Tyron Paul 3rd overall.

Green Dragons PD led Birdwings for the overall Grand Prix series team title.

(L: Jamie Robe Accuracy Grand Prix series individual champion Photo: Andy Shaw)

FAI pre European Paragliding Accuracy Championships 2023 Gjirokaster, Albania



BHPA UK Pilot **Myrianthe Ewington**, after an unlucky start due to new environment to fly in, but with stamina and patience saw her climb into Silver position. Myri said *“Just an amazing competition. A day’s training and 8 rounds in a day and a half. Tough conditions that saw the leaderboard continuously change! Loved it”*

Andy Shaw said *“8 very very tough rounds, with light and variable thermals bubbling around all day, on all rounds, never staying in one wind direction for more than 3-4minutes”*.

My thanks to Myrianthe for her report: Pre- European Championships for Paragliding Accuracy

Despite the best efforts to get training in for the upcoming Paragliding Accuracy World Championships, this summer has been particularly tricky. With the days shortening and reducing the options further after work, the opportunity of competing in the pre-European Championships Paragliding Accuracy Competition in Gjirokastra, Albania, seemed too good an opportunity to miss for Andy Shaw and myself.

The event, held against the stunning backdrop of Gjirokastra’s rugged landscape, brought together a number of the top paragliding accuracy pilots from China, Albania, Slovenia, Kosovo, Romania, Spain, Bulgaria, Macedonia, Poland and the UK, each wanting to build their maximise their preparation in the run up to the World Championships.

Gjirokastra, with its picturesque mountains and favourable wind conditions, provides an ideal setting for this competition.

The accuracy competition was held in the local airfield and G8 winches were used to tow the competitors into the air. The tow operators Radu Virgil Constantin and Liviu Amariei ran an efficient operation with over four rounds completed on the first day and the remainder in the morning of the second day.

As the competition progressed, the conditions proved a little trickier than anything Andy and I had been used to whilst training in the UK. The challenging conditions, including very light, variable winds and thermic conditions, tested the skills of every participant. It was a true test of not only one's paragliding abilities but also mental strength and adaptability. Andy started off with a 006cm in the first round and continued close to the pad. My scores in the first few rounds continued to be just over the target and I was at the bottom of the leader board. Towards the end of the first day the winds picked up and began to feel more like conditions we had trained in, in the UK bringing me a score of 127cm. However, the wind quickly went over limits and Andy’s 5th round flight was saved for the next day.

Andy’s first flight of the morning brought in 003cm followed by a 005cm. Perseverance started to pay off and I came in with a 38cm and then a 34 cm in Round 7 putting me in second place in the female category. Andy climbed further in the 7th round but the top of the leader board was fierce and a tricky final round brought him in 21st overall. Heading into the 8th round I was 109cm ahead of 3rd place in the female category. To guarantee my silver medal I had to score less than 109cm. Any more than that and it would depend on the other female pilot and the score they achieved as to whether I kept silver.

The nerves did start to build as I went up on tow. A clean release from tow and I took a moment to compose myself and check on the windsocks and streamers as the wind had been all over the place for the last few pilots.



Deep breath, deep breath..... ‘You got this’ I told myself.... ‘You got this’!

I was losing height quickly so there wasn’t huge amounts of time to set up for a final approach.

I took my glider as far back as I dared and headed in for the long glide to the target in the light winds.

A touch of break... comfortable with the angle..... right in we go. Gentle on the brakes, gentle on the brakes. Focussing on getting my feet to the target.



Feet down strong legs! (Falling over means a maximum score of 200cm!) Left foot down, right foot on the pad, stood firm and then focussed on getting the wing down! I knew it was the left foot first and therefore a larger score than I had hoped but was it less than 109?

I gathered up my wing whilst waiting for the judges to announce the score. 'Pilot 9 Result.... 1..... 0.....0!!!!!!' Whoop I'd done it!!!!!!

Close but it meant it didn't matter what the other pilot had scored, I held onto the silver medal position!!!! What an end to the comp!!!!

The last 10 pilots took the overall competition to its nail biting end with just 2 cm separating the top two pilots and bronze position also switching in the final round.

Securing second position in the Golden Lady category is one higher than last year and testament to the amazing coaching from Green Dragons Airsports CFI Andy Shaw.

From starting flying with a fun day 3 years ago to beginning the accuracy journey 2 years ago to a silver medal in the female category just goes to show what is possible with the right coaching and training!

What also makes this journey truly special is the camaraderie among fellow competitors. The Meet Director and Launch Marshall at this event were the same ones from my first international competition off a mountain in Macedonia in October 2021 and it's always a great reminder just how far I've come. Paragliding is not just about individual performance but also about sharing experiences and learning from one another. The friendships formed during international competitions add a deeper layer of fulfilment to the entire experience. We're also massively thankful to the sponsors that make this journey possible. Without them it wouldn't be possible to be able to dedicate the time to train and compete.

In all, a great event providing an awesome training opportunity, in conditions we are not used to, just before the Paragliding Accuracy World Championships in Bulgaria.

PARAGLIDING ACCURACY WORLD CHAMPIONSHIPS

We wish Myrianthe Ewington a speedy recovery after fracturing a vertebrae on landing.



Myri says: Really unlucky - hands up for speed, coming in for a long glide to the target and sink dropped me on my bottom. Hospital determined it was a fracture of L12 vertebrae so just making plans to repatriate home. Absolutely gutted as I was having such an awesome time in training and final preparations. Thanks so much to Andy Shaw for being right there to ensure I got the right help and to all the other pilots onsite that provided support to get me away in the ambulance safely.

Strong recommendation - Don't land on your bum!

Be back airborne asap

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 has now been rescheduled for summer 2023-24, between June 2023 and August 2024.

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

Teams will be able to start when they like between June '23 and August '24, keeping the competition in the limelight for much longer and inspiring more people to get involved. The race is intended to promote **STEM** engagement among students, and inspire the next generation of HPA pilots and engineers.

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



<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

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>

600kg LIGHT SPORT MICROLIGHTS

THE BMAA Tech Office approved another three 600kg light sport microlights in August, bringing the running total to 19 since 600kg was introduced two years ago. That's an average of around one new approval per month since November 2021, and one in four of all BMAA aircraft are now LSMs. That's brought in over £7M in sales for the industry.

The latest three to be approved, all factory-built are

- Ikarus C42B, 499/525/560kg with or without ballistic parachute;
- Dynamic WT9 UK, 472.5kg with or without parachute; and
- Quik GTR, 472.5kg with or without parachute.

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>

RAeS Light Aircraft Design Conference - 13 November 2023

The RAeS General Aviation Group annual Light Aircraft Design Conference provides a unique opportunity to meet and discuss the latest developments in Light Aircraft technology. Previous conferences have covered the application of new concepts, design and construction, propulsion systems, materials and electronic systems.

This year the topics include: an overview of 600kg microlights and the latest Rotax powerplant developments.

The event is taking place at 4 Hamilton Place in London, but will also be streamed live (10:30 – 18:00) Booking is open! <https://www.aerosociety.com/events-calendar/light-aircraft-design-conference-2023/>

RAeS Member £52.50 Virtual: £42.00

Non member £73.50 Virtual £63.00



<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 continuation on Introduction to Aerobatics

As I write these words, I should, with thousands of others be preparing for our British Model Flying Association National Championships, held at what was considered to be the home of model flying, RAF Barkston Heath. An event I mentioned in my last issue where competitions for just about every type of model aircraft that have ever been flown were held. Alas that is not possible again this year as the venue is not available to us. Hope is still high for future events but in an ideal world, and a personal view of course, the event should be welcomed and underwritten by the aviation industry. In the early days big names in the aviation industry were often present and even competing in model aircraft competitions which for many sparked off a career in aviation.

Our National Flying Centre is such a busy place particularly at weekends that events need to be planned carefully and Manny Williamson, our Centre manager, does that admirably, although some will be disappointed as the size of our flying area is somewhat limited, particularly as we have been used to coming together at least twice a year at Barkston (Our Silent Flight Nationals were held earlier in the year whilst our Power Nationals were held over the August Bank Holiday weekend). The airfield could accommodate so many of our competitive disciplines where the public or those modellers not ready for competition could mingle, see, and talk to the best.

All this evolved over many years and looking back more years than I care to remember it was every boy's wish to fly a Spitfire. The opportunity to get involved with something that flies was so easy. The local wireless and television shop sold ED diesel engines, although the man behind the counter said to my mother, "ee don't buy him one of them love, he'll cut his fingers off starting it". A little while later I bought a balsa wood glider kit from the local tool/wood shop. Model kits could be bought in many local shops which encouraged so many to at least have a go. I was too young to venture into the town where there were at least three dedicated model shops that gave every opportunity to the budding Spitfire pilot the opportunity to convince dad they should buy one. These were the days just after the war when window shopping was a pastime for many and shops were so busy. Pressing one's nose against the glass to get a better view of your favourite model aircraft hanging in the window was almost an accepted pastime, so many dreams were built on those few minutes of concentration peering through the windows. It didn't matter that you had left a bit of a damp patch of breath on the window. Building models was a pastime which developed for some into a hobby when Sunday afternoons were spent in the park trying to make the thing fly. We couldn't go on Sunday morning as public parks weren't open until after 2 pm. Luckily for me, I found some common ground on which to fly, but had to endure the looks from church goers on Sunday morning on my long walk from home with models on a trolley I had made. Maybe it wasn't that I was flying on a Sunday morning but they had been intrigued by the trolley which held six models and all the fuel, tools and food I needed for a full days flying. How times have changed, what chance has any young lad got these days, to buy a model from a local shop and fly them unaccompanied on some local patch of land until it goes dark? Wonderful memories.

Our Introduction to Aerobatics sessions held at Buckminster on the first Wednesday of the month are an attempt to pass on knowledge to anyone who would like to be more successful flying radio controlled fixed wing aircraft. If similar sessions could be adopted as the norm for all disciplines of model flying our National Centre could become a centre of excellence for all types of model flying.



At our Introduction to Aerobatics Days we limit the number attendees (pilots) to ten so that we can give one to one attention to as many as possible whilst they have enough time to fly enough to see improvements through the day and make their journey worthwhile. Our intention is to pass on our wealth of information gathered over many years flying FAI F3A competition aerobatics, but these sessions are not to help pilots compete, it is a general get together with mentors who can help any pilot make better decisions and hopefully fly better and safer through encouraged planning before take-off.

Many of our attendees are naturally hesitant when they first arrive at the centre as it can be a bit daunting demonstrating their skills in front of strangers, particularly if you think they are going to be criticised. Through our introductory session which takes just over an hour in the hanger in the morning we can put their fears at rest. Time spent here sets the scene as to how it may be possible to prepare your aircraft to fly better, and with some practice, be able to fly in a way that you may not have thought possible. We refer to the FAI Sporting Code to keep everything in touch with reality, though many will feel it is way beyond their ability but some are prepared for the challenge.

Steve Smithey (right) at his first F3A competition after spending some time at our ITA days.



Mike Pole (below) on the left has used the ITA days to get back into F3A after several years away from competition.



After one-to-one discussions our mentors can quickly assess a pilot's skills through their first flight. This gives us a base on which to build and move forward to improve flying skills with suggestions and encouragement, being careful not to take any pilot too far out of their comfort zone or put their model in danger. Many of our visitors soon realise that with a little practice they are capable of flying better than they ever thought possible. With return visits pilots are able to progress after practicing back at their field and be ready to face the next challenge on their next visit to Buckminster. From the photographs you will see there are two pilots who have attended our sessions who have got bitten by the competition bug.



One of our main areas to concentrate early on is to question the trim of the aircraft. We see so many models being flown with imperfections in the trim of the model which are being constantly corrected by input of the primary controls on the transmitter. By encouragement and discussion (and making some changes to prove the advice) with the help of our basic trimming guide we hope to encourage pilots to trim their model so that it will fly in the way they would like, with as little input from the pilot as possible. This way the pilot knows the model is predictable in flight and they are able to concentrate on making it perform through manoeuvres to the best of their ability. This is not possible if the model is being flown out of trim. There is always a good selection of models at our ITA Days.

Not every model flyer wishes to be competitive and for many it is still seen as a pastime or hobby, but for the dedicated flyer and certainly for the competitor, flying model aircraft is a sport equal in its intensity and the need for dedication equal to any sport. It calls for skill, knowledge, practice, ability to perform under pressure, and to be embraced into a healthy way of life which can be so rewarding.

Unfortunately it is not possible to achieve top level results without the resources to provide equipment to match ones skills along with family life, some manage it, although some compromises have to be accepted, something has to suffer, and for the most successful it is not their flying.

Thomas David winner of the BMFA National Championship with his own design model. Tom is the designer of the acclaimed Flight Coach software and although still in development it is being used by most pilots in all practice flights to highlight their models deviation from the perfect schedule.



Pilots at the BMFA F3A National Championships

If you need any further information please email me at ahoyland@btinternet.com or to book in igmorton@hotmail.co.uk

AEROBATIC FREESTYLE HELICOPTER WORLD CHAMPIONSHIPS 2023



Team GBR won Silver at the FAI World Championships held in Muncie Indiana in August.

The team comprised: Aaron, Dave, Duncan. The team Manager was Julie Fisher

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

FORTHCOMING 2023 CONTESTS & EVENTS

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

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

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

BMFA WEBSITE <https://bmfa.org>

BRITISH DRONE FLYERS ASSOCIATION



British Drone Flyers

<https://britishdroneflyers.org/>

The BMFA has established the BDF as a 'drone targeted' BMFA Membership, to try and appeal to the large number of recreational drone users out there for whom the 'standard' BMFA membership doesn't feel relevant (for instance, they perhaps don't want to receive a magazine about model aircraft, so they'll instead receive a 'drone' related electronic newsletter). **The BDF's objectives** are the promotion, protection, organisation and encouragement of safe and lawful recreational drone flying and development in all its aspects in the United Kingdom, through the medium of clubs and individual members; assistance and guidance to clubs or individuals; collaboration between members and co-operation on behalf of members with the Civil Aviation Authority or other government departments and any other bodies and organisations in the United Kingdom and overseas.

BDF INTERACTIVE ONLINE TOOL

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

https://britishdroneflyers.org/uk-drone-rules?fbclid=IwAR0II-hJMpuY5D8C2Rz6GNGuNdD16_nCi4r7Lc4p8dFnCQDv912DYMfORPI

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

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



£49

**EXCLUSIVE DISCOUNT
FOR BMFA / BDF MEMBERS**

A2

CERTIFICATE OF COMPETENCY



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

Then we have great news for you!

The British Model Flying Association has agreed an exclusive price reduction with the UAV Academy for BMFA / BDF members to take their A2 CofC course for just £49 (normal price £69).

Terms and Conditions apply, for more details please visit:

britishdroneflyers.org/a2cofc

The BMFA / BDF in association with UAV Academy.



British Drone Flyers





<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

My thanks to BBPA Chair, Paul Smiddy, for his report.

FAI's GAC has announced that the 2024 World Precision Championships will be held at Chelm in Poland on July 29th to August 11th. The Polish National Aero Club has chosen this venue because it allows the use of the infrastructure of the University College of Applied Sciences in Chelm. There is a hard (1020m) and grass (800m) runway, at the airfield of Depultycze Krolewskie, of which the competition will have exclusive use.

The promulgated local rules for this event show a restricted egg timer-shaped competition area with the CTR/TMA of Lublin to the West, and a prohibited zone to the East, which stretches to the Ukrainian border which is only 16nm away. At the time of writing there are considerably more (than detailed in the published local rules for the event) prohibited and restricted areas both around the border and to the south-west around the military airfield of Zamosc. These look semi-permanent since they extend into December.

Paul has written to the President of the GAC suggesting that the choice of location is unsuitable on three grounds: 1) the competition area is too restricted; 2) it is too near a war zone, (and it is difficult now to predict the shape of the conflict in summer 2024); and 3) it is extremely inaccessible for most European participants. I have yet to receive a reply!

A last point from Paul is that the DK airfield is approximately 8 hours flying time away from Pauls home base, and he lives in the part of the UK that is nearest to Poland. The nearest GA airfield in Poland is some 6:10 hours away. In such a large country it seems odd to have chosen the most remote region.

[It does seem a little miss-thought by the FAI to even consider a GA completion so near to a war zone. Any poor GA pilot competing could well be mistaken by an armed drone for something that they are not.Ed]



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



Congratulations to Team Omni Skydiving who have claimed bronze at the 15th FAI European Vertical Formation Skydiving Championships and 4th in the 23rd FAI World Cup of Vertical Formation Skydiving 🏆

Omni is made up of the following team members: Sarah Boyd, Martin Roberson, Tim Gaines, Greg Lucas and Dan Guest.

NOMINATIONS ARE OPEN FOR THE BRITISH SKYDIVING STAR AWARDS



The British Skydiving Star Award is our way to recognise members who have gone the extra mile in helping and supporting 'A' licence holders and above stay and progress in the sport.

Have you received customer **Service** that deserves **To Achieve Recognition**? Now's your chance to thank that member and nominate them for a Star award!

More information and how to apply can be found on our website via the link in the comments!

The closing date for nominations: Friday the 1st of December 2023

New BS Instructors

We are pleased to announce the following new British Skydiving Instructors from the recent course held at Skydive Headcorn in August! This course marked the first time we have had an AFF examiner team comprised solely of women! Instructor Examiners Jane Buckle and Stacey Canning.

ACCELERATED FREE FALL INSTRUCTORS: Sam Warburton - UK Parachuting, Robbie Powell - GoSkydive Mark Smith - GoSkydive

ACCELERATED FREE FALL BASIC INSTRUCTORS: Richard Owen - UK Parachuting - Sibson Airfield, Stephen Cox - UK Parachuting - Sibson Airfield

TANDEM INSTRUCTORS: Morgan Wilkins – GoSkydive, Logan Humphreys - Skydive Hibaldstow, Edward Coughli



TANDEM BASIC INSTRUCTORS: James Rose and Catherine Voysey - Skydive Netheravon - Home of the Army Parachute Association, Catherine Voysey, Morgan Wilkins – GoSkydive, Emily Cook - UK Parachuting - Sibson Airfield, Logan Humphreys - Skydive Hibaldstow, Charlie Robson - SkyHigh Skydiving Peterlee

CATEGORY SYSTEM INSTRUCTORS: Stacey Briggs - Army AT Air Wing-Netheravon, Henk Post – GoSkydive, Thomas Curran - Skydive Strathallan

CATEGORY SYSTEM BASIC INSTRUCTORS: Jessica Saunders - Skydive GB - Yorkshire's Parachute Club

The various aspects of the Course were conducted by the following Examiners: Andy Clark, Pete Sizer, Jane Buckle, Gary Stevens Nick Brownhill, Dane Kenny, Kev Dynan, Stacey Canning, with the assistance of the Skydive Headcorn staff.



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!



<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

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 Cox 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.

A DISABLED PILOT'S APPROACH TO TACKLING THE FEAR OF LANDING

In 2008 I lost the use of my right arm due to complications resulting from Ehlers-Danlos Hypermobility Syndrome. I fell into a period of depression and confusion, unsure of my direction and purpose. After a very rapid series of events, in which I lost my West End acting career, my home, and my independence, I realised I needed to reinvent myself and my ambitions. I decided to challenge myself to do the improbable, to learn to fly - the ultimate expression of self-mastery.

I was successful in my application for a scholarship, awarded by Flying Scholarships for Disabled People (FSDP), which commenced in 2019.

During my flight training under the tutelage of Fiona Luckhurst at Shadow Aviation, I realised early on that trying to control a light aircraft without the use of two functioning arms was both dangerous and difficult.

The all too familiar terrors of landing (crosswinds, heavy landings, flaring too early), were further amplified by an acute awareness that I lacked the control authority to land a plane safely. I needed an effective solution in which I could place full confidence.

We experimented with various throttle adaptations, until I found a CAA compatible solution that fitted my specific disability. I was then able to control the delicate interplay between throttle and stick to ensure a safe landing.

I had found a very effective solution for maintaining physical control. Now, I needed to find a strategy for silencing the distracting inner chatter that threatened to sabotage my landings. So I drew on my actor training for a system to manage performance anxiety during landing.

Over the course of my acting career, I developed a set of skills and techniques to conquer my fear of live performance. Later in my career, as Head of Voice at an acting conservatoire, my academic research interests focused on understanding more fully a range of strategies that prove effective in mitigating 'stage fright', and help to scaffold consistently successful outcomes. I combined my expertise as an embodiment specialist with Neuro Linguistic Programming techniques to create an effective system, allowing me to be mindful of all the safety protocols of landing, rather than being overwhelmed by them.

At the heart of my considerations was the fact that empowerment lies in self-mastery. Pilots, just like actors, can learn to manipulate and silence their anxiety through a heightened awareness of how their stress responses impact their performance. In short, if you know *how*, and *when*, stress affects you, you can be alert to its onset, and take control, silencing the inner assassin, and consciously creating a productive inner monologue that anchors your focus solely on the business of landing.

Ineffective, dangerous habits rapidly coalesce around un-resourceful inner chatter, and pilots trying to master the unpredictability of landing can quickly translate negative neurological programming into a self-fulfilling prophecy.

I would be happy to host an online training session for anyone struggling with landing anxiety, in which I will share the same techniques that allowed me to master my own inner chatter, and take control over landing.

If you're keen to know more, please register your interest with Charlotte Storey at: leaderempowermentuk@gmail.com




THERE ARE 4 STAGES TO THEIR 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.

❖ **Take on a personal challenge or get 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

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<http://formulaairracing.com>

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

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

GREEN LIGHT FOR SUSTAINABLE AVIATION

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

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

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

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



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

The Helicopter Club of Great Britain was founded in 1966 by Tony Everard. The focus of the club was to bring together owners, pilots and enthusiasts and encourage the use of helicopters as a means of social, private, business, corporate and emergency transport and to generate a wider interest in the sporting use of helicopters in the United Kingdom. In its modern day format, it represents some 500 helicopter owners and pilots in the UK.

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.



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

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

NEWS

Training courses in November & December at LAA H/Q

Aircraft Carpentry Workshop - 14 November. Cost £130 for members/£150 for non-members

Caring for your Gipsy Major - 25 November. Cost £120 for members/£140 for non-members

Rotax Carburetted 912/914 Installation and Operation - 2 December. Cost £120 for members/£140 for non-members.

My thanks to Ed Hicks for his report on the LAA "Grass Roots Rally" held at Popham 18th-20th August 2023.

Laa Grass Roots Rally 2023

Around 250 visiting aircraft attended the LAA Grass Roots Fly-in at Popham Airfield over the three days of the event. While Friday morning was affected by a rainy start, the afternoon dried up and there were a few fly-in arrivals, as well as plenty of visitors who arrived by road. Saturday and Sunday were much drier, brighter days and saw a brilliant array of fly-in arrivals. 33 exhibitors supported the event, including some for whom it was their first time at the show

Most meritorious arrival was Hermann Schiele flying his Van's Aircraft RV-8 D-EIGHT, who flew in from Germany, straight off the back of a 10-week, 165-hour flying trip to Oshkosh. (Across the North Atlantic to tour the USA, making it all the way to Fairbanks, Alaska, before heading to EAA AirVenture Oshkosh.)



The Best Kit-Built aircraft RAA Canada Trophy & The Andy Nowicki Trophy for Best RV was G-STRV, a Van's RV-14, built by Steve Hicks.

Nigel Huxtable's magnificent restoration of Auster J4 G-AIJM received **The Concours d'Elegance Trophy for Best in Show**.

There were a number of packed Speakers' Corner sessions with the CAA, the LAA CEO Simon Tilling and LAA Chief Inspector Lucy Wootton, among others. Many fly-in visitors who stayed over on Saturday night enjoyed the evening sunshine at a Popham Airfield BBQ held at the club house.



(photos: Ed Hicks, Barrie Jay)

Nigel Huxtable's magnificent restoration of Auster J4 G-AIJM was the recipient of the Concours d'Elegance Trophy for best in show. Nigel Huxtable began restoring his Auster J/4 Archer, Priscilla, in 2018, and has left no nut nor bolt untouched in what many fly-in attendees were saying might be 'the finest Auster restoration, ever'. Priscilla is rare in being probably the only J4 still flying with a 90hp Blackburn Cirrus Minor 1 engine.

LAA CEO Simon Tilling said, "An event like this wouldn't be possible without the support of our headline vendor sponsors, LAS Aerospace, Garmin Aviation and Cambrai Covers, plus the fantastic help of all our fly-in volunteer set-up team, LAA Strut members, and Mike and his Popham Airfield team, so a big thank-you to all of them."



Another overseas visitor, this Van's Aircraft RV-6 belonging to Dan Ruiters from Switzerland.



A Rotax 912S-powered Verhees D2 Delta will cruise at 120kt for 7 hours with reserves, plus it's big enough inside to sleep in

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>

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 Airparts.

OTHER CLUBS ASSOCIATED TO THE LAA

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



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

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

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

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

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

2023 SEASON RESULTS

British Air Racing Championship Points



2023

British Air Racing Championship		British Air Racing Navigators Championship		Total Points Championship	
David Moorman	135	Ian Scarborough	65	David Moorman	135
Jonathan Willis	94	Roger Scholes	25	Jonathan Willis	94
Robert Johnson	92	Jonathan Willis	20	Robert Johnson	92
Martin Gosling	80	Duncan Mackillop	18	Martin Gosling	80
John Kelsall	77	Jon Hunt	15	John Kelsall	77
Gavin Connolly	75	Suzie Boot	14	Gavin Connolly	75
Bill Leary	38	Bill Leary	12	Bill Leary	38
Cliff Hawkins	32	Daria Bonanno	0	Cliff Hawkins	32
Ian Harding	25			Ian Harding	25
Richard Parris	22			Richard Parris	22
Geoffrey Boot	14			Geoffrey Boot	14
Craig McLeod	6			Craig McLeod	6
Gabriel Gomila Frau	0			Gabriel Gomila Frau	0

The Saturday Challenge		The Novice Challenge		The Mitel Sword	
David Moorman	73	Richard Parris	22	Robert Johnson	92
Jonathan Willis	51				
Martin Gosling	50				
John Kelsall	32				
Gavin Connolly	31				
Robert Johnson	30				
Ian Harding	25				
Bill Leary	24				
Cliff Hawkins	20				
Richard Parris	12				
Geoffrey Boot	8				
Craig McLeod	6				
Gabriel Gomila Frau	0				

The Homebuilt Challenge		Excess Distance	
Jonathan Willis	94	Martin Gosling	0.61
Robert Johnson	92	Jonathan Willis	0.81
Gavin Connolly	75	David Moorman	0.86
Ian Harding	25	John Kelsall	0.97
Richard Parris	22	Robert Johnson	1.48
		Gavin Connolly	2.08
		Bill Leary	2.94

My thanks to Jonathan Willis for his report:

BRITISH AIR RACING CHAMPIONSHIP SEASON SUMMARY 2023

The British Air Racing Champion (Jubilee Cup) 2023: Dave Moorman
British Air Racing Navigators Champion (The Gaelic Hunter) 2023: Ian Scarbrough
Minimum Excess Distance Trophy 2023: Martin Gosling



Cliff Hawkins in his Cessna 180 lines up next to John Kelsall and his navigator Ian Scarbrough in their AA5-A

We've had a fine season of racing with only one weekend cancelled owing to weather. The first event of the year was our free to attend Race School hosted at Popham Airfield in April.

Race School set us up nicely for our first racing weekend at the super friendly Sherburn in Elmet in May. The Saturday race saw hot favourite, three times British Air Racing champion Jonathan Willis in his RV-6 paired with Jon Hunt aka The Flying Reporter. Jon (who is a thoroughly nice guy as well as first class race navigator) was navigating for Jonathan to provide material for a documentary. However, the race winner was Martin Gosling in his beautifully flown Robin DR400, second place went to Dave Moorman in his CAP10 and Jonathan Willis with Jon Hunt came third.

The Ginger Lacey trophy was the prize for Sunday's race. First over the line was Dave Moorman, second Gavin Connolly in his RV-4 and third was Bob Johnson in his Stolp Starduster. Martin Gosling was disqualified for crossing the finish line on the wrong side of the windsock. Oh Martin! In your seventy plus years, have you still not worked out your left from your right? Jonathan Willis and his new navigator Daria Bonanno were disqualified for missing scatter point three which was a sewage works. Jonathan who'd got it right the previous day had picked the wrong sewage works. Jonathan! You should've gone to Specsavers!

June saw the British Air Racing Championship move to the stylish airfield Leeds East. Victorious in Saturday's race was Dave Moorman who was closely followed by Bob Johnson and then Gavin Connolly in third. The no longer hot favourite Jonathan Willis had been knocked out by a technical problem that developed after his arrival and so he jumped into Bill Leary's classic PA28-140 to navigate for him.



Dave Moorman demonstrating his "keep it low and accelerate quick" technique at the beginning of a race

Sundays' victor was yet again Dave Moorman! Dave's style of keeping super low to maximise his acceleration until the very end of the runway before popping up to steer for the first turn point appeared to be putting him in good stead. It is said that in a previous life, he was a U-boat commander. Gavin Connolly rocked into second and taking the bronze in their Grumman Cheetah were John Kelsall and his navigator Ian Scarbrough.

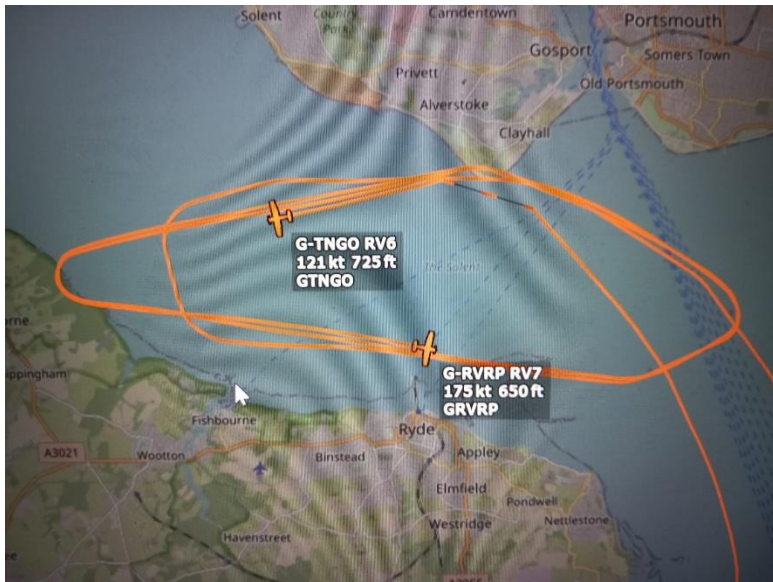
Rain, rain and more rain summarised the next race weekend in July. This was to be run at Fishburn but alas, it was cancelled owing to the weather. This was a great shame especially for Craig McCleod who had gone to great lengths to organise it. It was also the only race he could make which was a double shame because he is rapidly becoming a force to be reckoned with in his Christen Eagle and Cessna 210. Despite the cancelled race, competitors, officials and social members barged past Noah's Ark on the A177 in their four wheeled chariots to a village near Fishburn for a social evening not to be forgotten!

The championship was hotting up with Dave Moorman clearly becoming the man to beat and August meant the King's Cup! Aviators have been competing for this cup for over 100 years! Sherburn In Elmet was once again host to the races. Saturday's Stewards Cup was won by Martin Gosling, in second place was Jonathan Willis and in third Dave Moorman. Sunday's King's cup was won by Jonathan Willis, second place went to John Kelsall and Ian Scarbrough and in third was Martin Gosling.

August also saw the Royal Aero Club Records, Racing and Rally Association (who run the British Air Racing Championship) organise their first FlyBall Navex competition. Alas, despite a great amount of interest from both aviators and airfields, poor weather on the day greatly reduced the number of entrants. The winners of the multicrew category were Nicholas Rogers and Gemma Hodgson in a C172 and the winner of the solo category was Martin Gosling.

The last race of the season took the British Air Racing Championship to Sandown for the equally prestigious Schneider trophy. This together with Saturday's Merlin trophy was to be raced in the fairly new time trial format. This format allows only one aircraft at a time on the race course and this was to be over the Solent. On Saturday it was the talented Ian Harding in his RV-7 who claimed victory with his navigator Roger Scholes. Second place went to Jonathan Willis and third to Dave Moorman.

In Sunday's race with every competitor secretly visualising themselves in the cockpit of a Supermarine S.6B, they set to work flying as efficiently and quickly as possible between and around turn points. When the results came out, Jonathan Willis quickly wished he hadn't told Bob Johnson to tighten up his turns, as it appears that he'd listened and had piped Jonathan into first place earning him the Schneider trophy.



The Schneider Trophy time trial course sees Richard Parris in his RV-7 crossing the finish line abeam Ryde pier just as Jonathan Willis in his RV-6 positions his aircraft to enter the course. In this snap shot, Jonathan has yet to accelerate to his maximum allowable gate entry speed of 168kts. This speed is derived from each aircraft's handicap.

After Jonathan's second place came Martin Gosling in third. Richard Parris, a new racer, did very well to earn fourth place on Saturday and fifth place on Sunday.

The participant of greatest merit had to be Gabriel Gomila Frau in his Jodel D1050. This long-term racer had flown up from Majorca. He was disqualified in Saturday's race for excessive gate entry speed and cutting a turn point and then had to withdraw from Sunday's race owing to a technical problem.

Sometimes things just don't go your way!

What a fantastic season 2023 has been. The full list of awards for this season as well as general information about racing can be found at: www.britishairracing.org

The next free to attend **Race School** is being held at Popham on the 20th and 21st April 2024. <https://www.britishairracing.org/post/become-a-race-pilot>

**ROYAL AERO CLUB RRA – RACE SCHOOL
POPHAM AIRFIELD
20th / 21st APRIL 2024**



BECOME A RACE PILOT * - JOIN ON EITHER DAY

MORNING - THEORY, RULES & REGS.

LUNCH - THEN JOIN A CHECK PILOT & FLY A RACE COURSE.

BE CHECKED OUT, JOIN THE FUN.

REGISTER YOUR INTEREST WITH:

jdm.willis@gmail.com

or

juliescott009@gmail.com

TO FIND OUT MORE VISIT:

www.britishairracing.org/become-a-racer

*** Eligibility criteria required ***





Royal Aero Club Trust (RAeCT)

Charity Commission No.1068451

<http://www.royalaeroclubtrust.org>

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

THE TRUST'S OBJECTIVES

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.

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 and 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 for his final report before handing over the Chairman's baton:

BURSARIES

There is still time to apply for one of the 35 bursaries on offer to young air sport people aged 14 years to 21 years (to age 24 years for certain applicants – see the terms & conditions available for download on the Trust website Bursary Page). **Applications for a 2024 bursary will close on 31 March 2024.**

SOCIAL MEDIA

The Trust's Facebook social media page will be repopulated later in the year to coincide with the main bursary application period (January to 31 March).

VOLUNTEER OPPORTUNITIES

The Trust welcomes applications from air sports people to join the management committee. So, if you fancy getting involved with the management of the Trust's extensive memorabilia going back to the very early days of aviation, or assisting the Trust Press Officer with social media or press releases, or managing the Trust website, or with the administration of the Trust as a charity, why not drop the Trust an email for more details?

Email: secretary@royalaeroclubtrust.org or peter.crispin@ntlworld.com for details.

THE COLLECTION, ART AND TROPHIES

The Trust's Collection of early aviation memorabilia is held in the RAF Museum and many of the Trust's historic pieces are on show. Additionally, 2 Trust volunteers, based in the Museum, are involved in research. 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. Contact the Trust if you would like to get involved with this work.

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 Jim Hughes for his report:

Readers will recall that the Trust awarded 35 bursaries in 2022/23. This was a record number benefitting young people from the majority of aero sports. By the end of the summer 7 recipients have completed their training and claimed their bursaries. One recipient has been granted an extension into next year due to critical aircraft unserviceability which prevented him completing his training.

For those who have not yet completed their training and made their claim I urge them to do so as the **deadline of 31st December** approaches.

Over the summer the Trust reviewed its social media policy moving from a continual effort throughout the year to a more targeted one in the third quarter. The aim is to optimise our effort and reach as many potential applicants as possible nearer to the application period.

This Newsletter note will be the last before the application and award round starts for 2023/24 begins in earnest. If you know of potential applicants please direct them to the website where the instructions and timelines for completion and submission are found. The deadlines are strictly adhered to and the chances of success much improved when application is correctly completed and supported by a sound instructor's endorsement.

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>

SOME UK REGULATORY MATTERS

Cockpit combustion heaters and exhaust systems: Recent aircraft surveys by the CAA have highlighted the fact that servicing and inspection of cockpit combustion heaters and exhaust systems are not being included in the Aircraft Maintenance Programme and must be carried out in accordance with the aircraft/equipment manufacturer's instructions. Part-ML simplifies existing maintenance rules and offers a less prescriptive and burdensome approach to maintenance programmes, airworthiness reviews, defects deferrals and TBO extensions. It also provides more privileges for pilots, owners, independent certifying staff and small maintenance organisations. There is further guidance on the CAA website - <https://www.caa.co.uk/general-aviation/aircraft-ownership-and-maintenance/part-ml/>

GA maintenance programmes: The CAA will no longer be involved in the approval of maintenance programmes for Light aircraft. A new Airworthiness Review Certificate (CAA Form 15c) has been introduced that can be issued by the CAA, by an approved organisation or by independent Part-66 engineers with an appropriate authorisation.

Cost sharing flights: the direct costs of a private flight may be shared between up to six occupants (including the pilot) of an aircraft eg fuel, airfield charges, rental fee for an aircraft. The pilot must pay a contribution to these direct costs. Direct costs do NOT include annual costs ie the cost of keeping, maintaining, insuring and operating the aircraft over a period of one calendar year. For jointly-owned aircraft, the CAA considers the hourly rate, normally payable by a joint owner, for use of their aircraft to be a 'direct cost'. There can be no element of profit. The CAA's ambition is to update cost sharing regulations in the UK but for now nothing has changed. **CAP1589** is a short guide to the cost sharing regulations.

- ❖ The flight is a cost-shared flight by private individuals.
- ❖ The direct costs of the flight must be shared between all of the occupants of the aircraft, including the pilot, up to a maximum of 6 persons.
- ❖ The cost-sharing arrangements apply to any other-than complex motor-powered EASA aircraft and this includes aircraft registered outside of the EASA area but operated by an operator established or residing in the Community. Cost-sharing is also permitted in non-EASA (Annex II of the Basic Regulation) aircraft registered in the UK.
- ❖ **Direct costs means** the costs directly incurred in relation to a flight (e.g. fuel, airfield charges, rental fee for an aircraft). There can be no element of profit.
- ❖ **Annual costs which cannot be included in the cost sharing** are the cost of keeping, maintaining, insuring and operating the aircraft over a period of one calendar year. There can be no element of profit.
- ❖ **Additional guidance In the case of a jointly-owned aircraft**, the CAA considers the hourly rate, normally payable by a joint owner for the use of their aircraft, to be a 'direct cost'.
- ❖ Cost shared flights can be advertised, including the use of online 'flight sharing' platforms.
- ❖ It is recommended that any advertising or promotion of cost-sharing flights makes it clear that they are private arrangements and not conducted in accordance with commercial air transport or, where appropriate, public transport rules.
- ❖ Passengers should be made aware that the pilot may amend or cancel the flight for any reason, including at short notice.
- ❖ The proportion of the costs that must be shared by the pilot is not specified in the regulations; however, **the pilot must make a [an equal Ed] contribution to the direct costs of the flight** that he is conducting.
- ❖ The General Exemption (ORS4 No.1274) which permits cost-sharing flights for Annex II aircraft only applies to flights conducted within the London and Scottish Flight Information Regions.
- ❖ The term 'Private Individual' in the context of cost-shared flights, refers to pilots, who may also be the operator, and who must be a private individual, i.e. not an organisation or company etc.

HOWEVER THE CAA IS LOOKING INTO CHANGING THE REGULATIONS

REFERENCE MATERIAL

EASA Air Operations Regulations - <http://www.easa.europa.eu/regulations>

Air Navigation Order (2016) - <http://www.caa.co.uk/cap393>

Sharing the direct costs of a flight (General Exemption, ORS4 No.1274) - <https://publicapps.caa.co.uk/modalapplication.aspx?catid=1&pagetype=65&appid=11&mode=detail&id=8601> CAP 1590

Cost sharing flights: guidance and information - <http://www.caa.co.uk/cap1590>

Airworthiness: Where an aircraft is owned by multiple owners who each own an equity stake in the aircraft, they are jointly responsible for the continuing airworthiness of the aircraft. <https://www.caa.co.uk/aircraft-register/registration-information/group-ownership-of-aircraft/>

In cases where there are three or more individual owners of an aircraft it is recommended to form a group of co-ownership syndicate for the purposes of registration. In this way, any member may leave or join the group without the need to re-register the aircraft every time (which would incur a fee). One or two of the owners must be nominated as trustee(s) of the group. **If a trustee leaves the group or ceases to act as trustee, the aircraft must be re-registered.**

The CAA must be advised by the trustee as soon as any members leave or join the group, which can be done by submitting an updated Trustee Grid form by post or email.

'Non-equity' groups: The aircraft should be registered to the owner.

MANAGEMENT OF G-REGISTERED AIRCRAFT BY NON-UK APPROVED CAO/CAMOS

Owners of G registered aircraft must notify the UK CAA immediately if they have contracted any continuing airworthiness tasks to non-UK approved CAMO / CAO organisations. Aircraft cannot operate unless the requirements of UK Regulation (EU) 1321/2014 M.A.201 or ML.A.201, as applicable, have been met.

<https://regulatorylibrary.caa.co.uk/1321-2014-PDF/PDF.pdf>

UPDATED UK PART-FCL STANDARDS DOCUMENTS

Standards Documents 1 and 25 provide GA licence holders, applicants, instructors and examiners with updates on the following areas:

Guidance of Examiners and Applicants taking the Initial Instrument Rating Skill Test and the En Route Instrument Rating Skill Test (Aeroplanes): <https://publicapps.caa.co.uk/docs/33/Standards%20Document%201%20v11.pdf>

Guidance of Examiners and Applicants taking the Initial Skills Test or revalidation for the IMCR/IRR (Aeroplanes): <https://publicapps.caa.co.uk/docs/33/Standards%20Document%2025%20v3.pdf>

3+ individual owners of an aircraft

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Management of G-Registered Aircraft by Non-UK Approved CAO/CAMOs: Owners of G registered aircraft must notify the UK CAA immediately if they have contracted any continuing airworthiness tasks to non-UK approved CAMO / CAO organisations. Aircraft cannot operate unless the requirements of UK Regulation (EU) 1321/2014 M.A.201 or ML.A.201, as applicable, have been met.

<https://regulatorylibrary.caa.co.uk/1321-2014-PDF/PDF.pdf>

CAA Online Application Form Submission Service: Started in September 2023 the CAA, in line with their digital vision, launched an online Application Form Submission Service on the CAA Customer Portal. This new secure solution is supposed to offer better process efficiency along with a unique reference number for each application. Certain forms will require immediate payment and documents, while others will get a payment link via email and/or SMS after processing by the CAA.

SN-2020/003: Carbon Monoxide Contamination Minimisation & Detection in GA aircraft has been updated <http://publicapps.caa.co.uk/docs/33/SafetyNotice2020003V3.pdf>

CAA R/T Safety Sense updated September 2023

https://www.caa.co.uk/media/13maqsbt/safetysense_22_radiotelephony_aw10.pdf If you would like a copy emailed to you contact editor@popham-airfield.co.uk

SKYWRITING AND SKYTYPING

Non-Commercial Skywriting and skytyping has been permitted in the UK since May 2020, following changes to the Civil Aviation Aerial Advertising Regulations, by a pilot with the appropriate licence and/or ratings for the type of aircraft flown, without the need for a specific skytyping/skywriting permission from the CAA. The appropriate considerations should be made to other air space users and the potential for a NOTAM must be regarded. Permissions must be gained from air traffic control should the need for such activity to take place within controlled airspace.

Commercial skywriting/skytyping: If the pilot in command wishes to conduct skytyping or skywriting in a **UK Part-21 aircraft**, as well as needing the appropriate ratings to fly the aircraft, they must hold a valid UK Part-FCL Commercial Pilots Licence. If a pilot uses a **UK National C of A aircraft**, a permission or a declaration to the CAA will not be necessary but the pilot must hold a valid UK Commercial Pilot Licence (CPL) if being paid. If a pilot would like to conduct commercial operations in a **UK Permit to Fly aircraft**, a request will need to be made to the CAA for an Article 42 permission.

CAA information and resources are available at <https://www.caa.co.uk/general-aviation/>

You can contact the CAA's GA team at ga@caa.co.uk

IS YOUR AERODROME UNDER THREAT?

THE GOOD NEWS: Scotland's **DORNOCH AIRSTRIP** is to have a new 5 year lease granted by The Highland Council. The strip has a grass runway 775m x 23m adjacent to Dornoch Links golf course and the sea.

THE POSSIBLY GOOD NEWS: RAF SCAMPTON: a Temporary Stop Notice has been issued. The Council considers that there has been a breach of planning control related to the Listed Buildings and archaeology on the site.

THE NOT GOOD NEWS: PANSHANGAR has been sold by Mariposa Investments to Homes England (HE). HE is the Government Agency dedicated to promoting the Government's house building target. Welwyn Hatfield Borough Council adopted its 2032 Local Plan which allocates the whole site for housing precluding any future use of it as an aerodrome.

My thanks to **John Walker** for his latest UK Airfields update: Changes from the Summer 2023 RAeC Newsletter

Aerodrome	Current Status
Carlisle	Esken Limited, the site lease holder, has confirmed that the sale of their Aviation business which is progressing, includes Carlisle aerodrome as well as Southend.
Doncaster Sheffield	The aerodrome has been notified as being without any aviation related services with its associated airspace reverting to Class G. Doncaster City Council have decided to continue negotiations with the Peel Group, the land owner, for a long-term lease of the site and to seek a suitable investment party to reopen and operate the aerodrome with all of the necessary agreements being in place by March 2024.
Halfpenny Green (Wolverhampton Business Airport)	MCR Property Group have sold the aerodrome to the Pegasus Group and the new owner has stated the intention to keep the site as an aerodrome and improve it where possible.
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. In a decision dated 22 September 2023, the High Court dismissed the second application and an appeal against this decision was also dismissed on 9 October 2023. On 9 July 2020 Thanet District Council adopted its 2031 Local Plan that safeguards the aerodrome.
Shipdham	The aerodrome is closing in November 2023 with the resident aircraft owners being given notices to quit the site. The site owner has proposed the site for economic, non-residential development in the review of the Local Plan by Breckland Council.
Wellesbourne Mountford	In line with the terms of the MoU between Stratford-on-Avon District Council and the site owners, a public consultation took place between 6 and 22 September 2023 on proposals for a new realigned runway; new hangars, aircraft parking and maintenance facilities; a new control tower, check-in area, waiting lounge and café with the revised site being safeguarded for future aviation tenants. Following the consultation, a planning application will be submitted for the new facilities.
MoD Sites	
Scampton and Wethersfield	A two-day Judicial Review hearing will start on 31 October 2023 into the Government's proposals to use these two sites as holding centres for asylum seekers.

BURSARIES, SCHOLARSHIPS AND FUNDS

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

ROYAL AERO CLUB TRUST BURSARIES 2024 (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 **2024 bursary scheme closing date for applications is 31st March 2024**. Applications are encouraged from balloon and micro-light pilots, and drone flyers. **Contact** James Hughes (Bursary Manager) jameshughes129@hotmail.com or download online application forms.

Bursaries include:

- ✓ The Pooleys Flight Equipment Bursary (up to £750)
- ✓ The Lord Peter Cruddas Foundation Scholarship worth up to £1,000
- ✓ The Andrew Brownsword Bursary
- ✓ The Bramson Bursary
- ✓ The George Farha Bursary
- ✓ The John Downer Bursary
- ✓ The Crocker Family Bursary

A number of additional bursaries worth up to £500 each to suitable candidates were also granted.

The scheme is divided into **four categories of Bursaries:**

1. Flying Bursaries/Grants for those wishing to advance from one recognised level of air sport to the next higher level and wish to upgrade their existing qualifications;

2. Flight Simulator Bursaries/Grants for Computer Flight Simulation enthusiasts wishing to gain practical experience of flying or an air sport.

3. Aeromodelling Bursaries to enable flyers upgrade equipment or to gain further qualifications.

4. Advanced Bursaries to enable well qualified air sports persons to 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).

Flying Application Form:

https://docs.google.com/document/d/1EFmtjL_e_TBpWvuCEsBBWEbNZHuTfZT8sM6mERANIEE/edit

Aero-modelling Application Form:

https://docs.google.com/document/d/1hEcZ3CONkwVUJRu7XStt1DLB_vj044DWLZpz3GWWG6Q/edit

Flight Simulation Application Form:

https://docs.google.com/document/d/1HoStK_6VYwus3fH0pscFOTiM6IzPxIvv66wOLER2Kh4/edit

Advanced Application Form:

<https://docs.google.com/document/d/17TmZBS4qrtSS9ycN3liyTVbMCNkT6hqKRUOT04i3wAs/edit>

Terms & Conditions:

<https://docs.google.com/document/d/1KgCxiwmt1Uem5oXi3YR5jE0O4FqsKiEfxQ2CuUOItY/edit>

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 2024 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/>

LAUNCHPOINT BURSARIES / AWARDS

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

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

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

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

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

RAF CHARITABLE TRUST

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

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

THE HONOURABLE COMPANY OF AIR PILOTS incorporating Air Navigators SCHOLARSHIPS

In addition to flying scholarships funded directly by the Company, or one of its Charitable Trusts, each year they are also able to fund sponsored flying scholarships which are administered by the Company. Application criteria and information <https://www.airpilots.org/scholarships/flying-scholarships/flying-scholarships-2023/>

'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

Application forms are available via this page during January and February for PPL(A), FIC(A), and the Gliding Scholarships (all subject to availability in a given year); interviews (where applicable) will be at the end of April/early May and will be held in London. Applications are invited from international scholars, but applicants should be aware that interviews take place on the arranged date in London (in person) and training must take place in a UK training organisation. Training in each instance MUST be completed by the first week of October in the year of award; candidates should be aware that this demands a very high level of commitment during the summer months and if offered a scholarship, the Company will expect the recipient to meet this commitment.

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 2024. The course must be commenced during the summer of 2024 and completed by 28 September 2024.

CLOSING DATE noon 14 February 2024

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. **Closing date for applications: 5th March 2024 at 12 noon.**

The application details for GLIDING scholarships along with the criteria for application will be released soon. <https://www.airpilots.org/scholarships/flying-scholarships/flying-scholarships-2023/>

THE PHILIP WILLS MEMORIAL FUND (for GLIDING CLUBS)

The Philip Wills Memorial Fund supports UK gliding by **lending money to gliding clubs for capital projects** e.g. purchasing land or equipment, with the Trustees having a broad brief to enable them to provide a diversity of financial assistance to both clubs and individuals.

The Fund lends at (very) low rates of interest, usually over periods less than 10 years. Typical loans would be up to c £60k. The application process is simple with the Fund's trustees generally only looking to see that there is a good business case for the expenditure and (in order to protect the Fund) that the club has the ability to make monthly repayments.

<https://members.gliding.co.uk/club-development/pwmf>

AIR CADET GLIDING FUNDING

If you are an Air Cadet you can apply for gliding funding via the Post GS initiative. See www.juniorgliding.co.uk

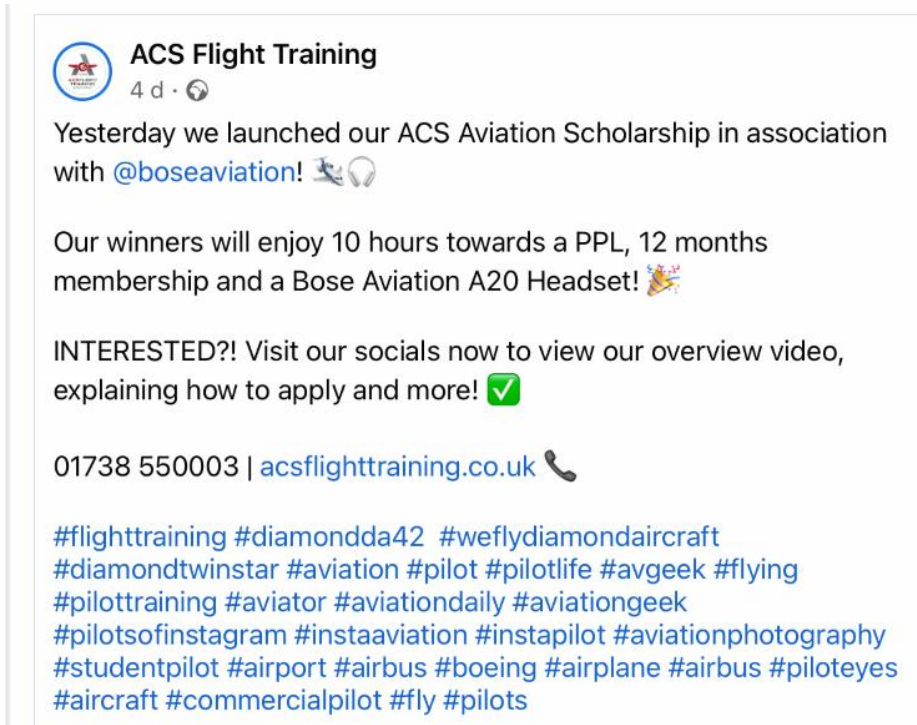
AEROBATIC SCHOLARSHIPS

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

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

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

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



ACS Flight Training
4 d · 🌐

Yesterday we launched our ACS Aviation Scholarship in association with [@boseaviation](#)! 🎧👏

Our winners will enjoy 10 hours towards a PPL, 12 months membership and a Bose Aviation A20 Headset! 🎉

INTERESTED?! Visit our socials now to view our overview video, explaining how to apply and more! ✅

01738 550003 | acsflighttraining.co.uk 📞

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AIR LEAGUE FLYING SCHOLARSHIPS

Annually the Air League awards in the order of 50 Flying Scholarships depending on funds available which give 12 hours of **Powered Flight** training towards the award of an NPPL. The intention of this award is to enable a person to go solo and enjoy the responsibility and achievement of solo flight.

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

Air League Scholars recipients are encouraged to undertake their training as a residential course over the course of a week to ensure consistency in their learning and to allow training as a small group with other scholars so that ideas and a fun, open learning environment can develop.

Training is undertaken at one of three training providers: South Warwickshire Flying School, Booker Aviation or Tayside Aviation.

Gliding to Solo Scholarships: Students from across the country who are over 16 yrs old and who meet the schools expectations are being offered a unique opportunity of a gliding taster day followed by a Gliding to Solo Scholarship.

As well as inspiring and educating the experience is designed to show the individual that aviation could be a realistic career option. Through team working, individual and team responsibilities as well as development of their interpersonal skill set, they realize they can achieve anything.

20 students from each of the following colleges attending a trial lesson day will have the opportunity to apply for a "Gliding to Solo Scholarship" (GSS):

- Haggerston School, Hackney
- The City Academy, Hackney
- London Academy of Excellence, Stratford
- Excelsior Academy, Newcastle
- Pen y Dre School, Merthyr Tydfil
- Kingsdale Foundation School, Dulwich
- Loch Gelly School, Fife

A Minimum of 3 GSS are up for grabs for each college! GSS consists of:

- 1 or 2 week course at your respective gliding club.
- 1 yr membership of the Gliding Club
- 1 yr membership of The Air League
- All Food, accommodation and flying fees for the duration of the course
- Transport to and from for the course and taster day.

Gliding Scholarships: Gliding scholarships offer the opportunity **for solo glider pilots or Air Cadets who have reached Gold Wings standard** to broaden their flying experience. Depending on experience, the following awards are available at civilian gliding schools:

Aerobatic Training - Instruction in basic aerobatic manoeuvres. The intention of this award is to enhance a scholars handling skills and provide an insight into the skills and flying discipline of competition aerobatics. If you want to improve your skills and have a lot of fun doing it, apply for an aerobatic scholarship.

Cross-Country Training - British Glider pilots continue to lead the world in glider racing. This award allows an insight into the complex, exciting world of racing sailplanes cross country. This scholarship is tailored to the individual's personal ability. Tuition takes the form of 2-seater flying around a cross country looking at the techniques and skills involved in racing sailplanes. This is consolidated with further two seater or single seater flying depending on your ability to ensure you progress to as high a level as possible. This scholarship typically takes a week to complete.

SLMG NPPL Training - Gliding is a fantastic and affordable way to start a career in aviation. The handling skills gained as a glider pilot being second to none. As well as providing an insight to the world of silent flight, this award

allows the opportunity to combine non-powered and powered flight. Training in a self-launching motor glider (SLMG) you will learn how to operate a powered aircraft whilst understanding how to optimise the weather as a glider pilot. Flown from one of four sites in the UK, the **course comprises of up to 32 hours flying** (depending on previous experience). **Typically awards of 12hrs or 6 hrs are made** to allow existing glider pilots to work towards conversion from a gliding licence to a SLMG NPPL.

Applicants must be young people permanently resident in the UK aged at least 16 but under 26 years on 1 April in the year of application. They also have to join The Air League. **Application forms are available from Early 2024 with a closing date of the end of February for the receipt of completed applications.**
<https://airleague.co.uk/flying-scholarships>

The Prince Philip Flying Scholarship is awarded to a previous flying scholar who has displayed outstanding potential and allows the individual who is member of the Air Training Corps and who also holds a Duke of Edinburgh Award to achieve their full private pilot's licence.

Flying Bursaries: the flying bursary programme offers 3-5 hours of advanced flying training to PPL holders. The bursaries again are funded by industry and by private individuals. Applicants have to be permanently resident in the UK and either be or become members of The Air League. **Application forms are available in early 2024 with a closing date of the end of February for receipt of completed applications.** There are no age limits but most bursaries go to applicants under 40. <https://airleague.co.uk/flying-scholarships>

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 2024.

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 fifth year in 2024, adding to the schools well-established and highly successful Flight Instructor Sponsorship Program. As air travel and airline recruitment has returned to normal since COVID19, there is no better time to commence training towards becoming a commercial airline pilot! The scholarship is also supported by Bose Aviation!

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

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

RAF FLYING SCHOLARSHIPS

Gliding Scholarship Wings: To be nominated for an RAF Gliding Scholarship (GS) just let your squadron or unit staff know you want in. It's open to anyone over 16 and you're not required to have completed a GIC 1, 2 or 3, but it's great if you have. Once you pass the standard medical check, it's just a matter of waiting for a place on the

course to become available. <https://www.raf.mod.uk/aircadets/what-we-do/flying-and-gliding/gliding-scholarship-course/>

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

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

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

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

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

ROYAL AIR SQUADRON Sir John Thompson Spirit of Aviation Scholarship

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

ACS Aviation

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

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

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

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

Royal Air Force and Royal Navy

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

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

DR. LILY FENN YOUTH FLYING SCHOLARSHIP

Dr. Lily Fenn Education Foundation Limited offers a Youth Flying Scholarship (“YFS”) known as “Dr. Lily Fenn Youth Flying Scholarship” each year for flight training up to the level of Private Pilot Licence (Aeroplane) at Tayside Aviation Limited (www.taysideaviation.co.uk) in Dundee, Scotland, U.K. The Youth Flying Scholarship is capped at £15,000.00 per scholarship.

YFS will be awarded each year to provide assistance to a worthy final year university undergraduate or fresh graduate with a view to become an airline pilot or otherwise join the aviation industry in his/her career. “Fresh graduate” is defined as a candidate who acquired a University Bachelor Degree within 36 months immediately preceding the date of application.

<https://view.officeapps.live.com/op/view.aspx?src=http%3A%2F%2Fwww.lilyfennfoundation.com%2Fuserfile%2Ffiles%2Fapplication%2FDr.%2520Lily%2520Fenn%2520Youth%2520Flying%2520Scholarship%2520application%2520form%25202023.doc&wdOrigin=BROWSELINK>

Deadline for application 15th February 2024

The British Microlight Aircraft Association (BMAA)

The BMAA offers a Young Person’s Flying Bursary to candidates aged 15 to 20 years old, to encourage young people to learn to fly. In order to qualify they must show some history of an interest in microlighting and will be selected by an appointed panel. There will be some additional flying and ground based assessments to ensure we get exactly the right people.

<https://www.bmaa.org/information-library/bursary-application-form> **Closing dates 31st March 2024**

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/2023-scholarships/>

RAeC Scholarships

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

Leading Edge Airline Pilot programme

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

AERO ENGINEERING SCHOLARSHIP

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

COACHMAKERS LIVERY SCHOLARSHIPS

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

The De Havilland Scholarship

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

THE AEROTRON SCHOLARSHIP

This award is for £7,000 to help or enable a young aviation mechanic or technician to achieve their Part 66 engineer's licence. **Closing date** for applications: **28th 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. **Closing date** for applications: **28th 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. **Closing date** for applications: **28th February 2024**.

Other Coachmakers Livery scholarships are: **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. **Closing date for applications: 31st January 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 **Closing date for applications: 31st January 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. **Closing date for applications: 31st January 2024**.

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

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

At No.4 Hamilton Place, London on Friday 10 November from 18:00-22:00 GMT is the next in RAeS' Aerosociety Late series, where there will be screening the epic war film, Battle of Britain (1969).



The poster features a dark blue background with a white airplane flying from the bottom left towards the top right, leaving a white contrail. The text is in white and yellow. The Royal Aeronautical Society logo is in the top right corner.

AEROSOCIETY *Late*

**ROYAL
AERONAUTICAL
SOCIETY**

Movie Night

Battle of Britain (1969)

**followed by Q&A from historian
Dr Sarah-Louise Miller**

Friday 10 November 2023
18:00-22:00

The screening will be followed by a Q&A with historian, Dr Sarah-Louise Miller, who will focus on the roles of intelligence, and then by association women, in the Battle of Britain - two elements that were vital to victory but don't feature in popular tellings of the story as much as they should. Discussion will shift the spotlight away from the typical narratives portrayed in popular media, to explore the "battle behind the battle" and the missing dimensions of success, and what had to happen "behind the Few" to enable victory.

Dr Miller will also be signing copies of her book, *The Women Behind the Few: The Women's Auxiliary Air Force and British Intelligence during the Second World War*.

Tickets are £12 per person (including VAT) and your booking includes:

- Entry to the movie screening and Q&A
- A free drink (wine, beer or soft drink) and popcorn

The screening will take place from **18:30-21:00 GMT**, including a short intermission. The Q&A will be from **21:00-21:30 GMT**. A cash bar will be open from **18:00-22:00 GMT** for a chance to catch up with old friends or chat to new ones!

<https://www.aerosociety.com/identity/login-page/?id=0e05b4d6a71359ffb94d10f59f785ca5>

SCHOOLS AND RAeS OUTREACH PROGRAMME

<https://www.aerosociety.com/careers-education/schools-outreach/>

RAeS outreach events aim to introduce young people to the wonderful world of aerospace and aviation, with a through life approach to the industry which aims to inspire young people about past and future aerospace achievement. Their events are open to everyone and are designed to widen participation and inform young people about the breadth of opportunities that are available to them in the world of aerospace and aviation.

5-11 AGE: Cool Aeronautics was launched in 2007 and is the Royal Aeronautical Society's primary school outreach programme that aims to introduce children to the fascinating world and people of flying, aerospace engineering, and space. These events represent a crucial part of the Society's efforts to provide a 'through-life' approach to its outreach and careers activities. In particular, Cool Aeronautics embodies the Society's aim to 'promote aerospace and aviation to a new generation'.

'Amy's Aviation': The Royal Aeronautical Society's collaboration with family digital radio station Fun Kids Radio to create two children's animated series called 'Amy's Aviation' that charts the adventures of Amy as she discovers the wonderful world of aerospace and aviation! Across the two series, Amy takes the audience on a fantastic journey through STEM (Science, Technology, Engineering and Maths) concepts used in aerospace, including aerospace engineering, future developments in aircraft and space exploration, what it takes to become a pilot, tries out experiments and so much more!

Each episode is approximately 5 minutes long and can be shared with the family or in the classroom. If your school is attending one of our Cool Aeronautics events, they are great to show before and after the event to help embed what the students experienced on the day.

All episodes are available on Youtube, https://www.youtube.com/watch?v=vScepc2EjPU&list=PLe-9aCSqLpF_4sF75sftnb6YFz0Fi4cm

The audio versions are also available to download from iTunes FREE of charge!

<https://www.aerosociety.com/careers-education/schools-outreach/primary-education/>

<https://www.aerosociety.com/careers-education/schools-outreach/secondary-education/>

ALTA <https://alta.onpld.com/>

Alta is the first mentoring platform for women, by women in the aviation and aerospace industry. It is solely focused on female attraction, retention, development and support in an industry that needs to attract and retain talent. This innovative and formative partnership between the Royal Aeronautical Society, Airbus, the Royal Air Force, Little Blue Private Jets Limited and the University of the West of England, Bristol, has enabled the Royal Aeronautical Society to design and deliver an online mentoring scheme to address the lack of mentoring support for women in the industry.

Alta was officially launched to the industry on 8th March 2019 (International Women's Day) and has brought about significant change in the industry due to its uniqueness in being the only global mentoring scheme of its kind, for women. This joint venture between academia and industry is helping to address the current skills shortage in various professions across the industry

VOLUNTEER WITH RAeS

Connect with other members, support the work and activities of the Royal Aeronautical Society and shape the future of aerospace, aviation and space.

RAeS PODCASTS:

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

Some Upcoming Events

November

9th: Yeovil Branch: **A Test Pilot's Story: Reflections and anecdotes from a unique aviation career.** Speaker: Chris Taylor. iAero Centre, Leonardo Helicopters Airfield, Bunford Lane, Yeovil, BA20 2GL. 18:30 - 19:45

14th Lecture: **Model flying - pushing the boundaries.** Speaker: Alan Simmons MSc CEng FRAeS. Farnborough College of Technology, Boundary Road, Farnborough, GU14 6SB. 19:30 - 21:00

22nd: **RAeS Stewart Memorial Lecture 2023: RPAS - The Human in the Loop.** Speaker: Gp Capt Catherine Wilkinson. Registration: No.4 Hamilton Place, London W1J 7BQ. 17.30 Lecture: 18.00-19.00 Networking reception: 19:00-20:00 FREE

23rd: Weybridge Branch: **The 68th R. K. Pierson Lecture - Aviation and the environment – Gathering storm or golden opportunity?** Speaker: Professor Ian Poll OBE FREng FCGI Hon FAIAA FRAeS. Brooklands Museum, Weybridge, Surrey, KT13 0QN. 18:45 - 21:00

December

12th: **RAeS Amy Johnson Named Lecture 2023: The Path to Innovation – a New Era in Aviation.** Speaker: Julie Garland, Chief Executive Officer, Avtrain. No.4 Hamilton Place, London W1J 7BQ. Registration: 18:00

Lecture: 18.30-19.30

13th: Preston Branch lecture: **My Flying Career.** Speaker: Eric Bucklow, BAE Systems - Flight Ops (retired). W23 Lecture Theatre, BAE Systems, Warton Aerodrome, Preston, PR4 1AX1900 - 2030

14th: Birmingham, Wolverhampton and Cosford Branch: **NASA's Artemis Moon Programme - an overview from the sidelines.** Speaker: John Thatcher. RAF Museum Cosford, Shifnal, TF11 8UP. 19:00 - 21:00

January 2024

18th: Birmingham, Wolverhampton and Cosford Branch: **Flying the Dakota.** Speaker: Capt Kath Burnham. RAF Museum Cosford, Shifnal, TF11 8UP. 19:00 - 21:00

24th: Hatfield Branch: **MBDA Missiles.** Speaker: Marcus Fenlon. University of Hertfordshire, College Lane Campus, Hatfield, Hertfordshire AL10 9AB. 19:00 - 21:00

February 2024

15th: Birmingham, Wolverhampton and Cosford Branch: **Multiple Unmanned Aircraft - Formations and Swarms.** Speaker: TBA. RAF Museum Cosford, Shifnal, TF11 8UP. 19:00-21:00

21st: Hatfield Branch: **Student Lecture Competition.** Speaker: Dr. Zhengzhong Sun. A166, Lindop Building, University of Hertfordshire, College Lane Campus, Hatfield, Hertfordshire AL10 9AB. 19:00 - 21:00

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

This year's RAeS Summit, hosted by current President Kerissa Khan MRAeS, focussed on the theme of Future of Flight and explored the potential for Advanced Air Mobility technologies to transform the urban, regional and rural transport ecosystem as we know it.

<https://www.aerosociety.com/news/the-future-of-flight-in-the-spotlight-at-the-raes-president-s-summit/>

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 at 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.

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

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/MUIEAOX1m05LLb7YSUV6RxULqDKeTM_iKMNTGg-JnBjVfl-1qsJ2NsVpGKeGnGMCTnkdPyISSc71t5A5ZHFMbK_SAd536j8nsV6IDDWZ26PvwOWV9eM9FImOUHPPxEaJs_uxO38InlpXmYcGJ-m7nSXZc2eGKlChMTQ2N2IJ-0Py0CbJ0oPElct7PdktDgQp3bMQLo1s2bBYF_lu

RAF MUSEUM MIDLANDS



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

Opening hours:

November to March 10.00am – 4.00pm last entry 3:00pm

Admission charges apply for some events and activities.

NEWS

The Royal Air Force Museum is delighted to announce that four recipients for the Midlands Research Bursary have now been selected. These are Paul Calder, Harry Bennett, Katie Berry, and Karen Pearson. Applications for these bursaries were highly competitive. These four bursaries (each worth £6,000) are supported by the National Lottery Heritage Fund and are intended to foster research relevant to the Museum's local audience in the Midlands which will deepen understanding of the RAF story. They form part of the Museum's Inspiring Everyone: RAF Museum Midlands Development Programme.

Paul Calder aims to explore “Shared Experience: the relationship between the local community and RAF Lichfield” to examine both social and economic factors, and will focus on the relationship between airfield personnel and the local population.

Professor Harry Bennett proposes to research “The Impact of RAF Training and Operations in the Midlands during and after the Second World War: RAF Ashbourne 1941-54 A Case Study of the Historical, Heritage, Economic and Environmental and Human Legacies of Former Second World War Airfields”.

Katie Berry has plans to examine “RAF Hospital Rauceby, rehabilitation and recognition”. The proposed research would seek to understand more about the methods, treatments and results delivered at Rauceby, the way in which they are regarded as having influenced modern plastic surgery and how treatment at this hospital contributed to rehabilitation and recovery of badly burned aircrew.

Karen Pearson will explore “The RAF and the Aerospace Industry in the Midlands: Progress Through Partnership”. Karen proposes to shine a light on pivotal collaborative activities of the RAF and the aerospace industry in the Midlands.

REMEMBRANCE DAY SERVICE 2023 12th November

The Service will be led by the RAF Cosford Station Chaplain and will include readings and the sounding of ‘The Last Post’, followed by two minutes of silence. The Service will be supported by the Military Wives Choir and RAF Cosford. Wreaths will be laid by representatives from RAF Cosford, RAF Museum staff and volunteers in honour of those who have fallen in the line of duty.



All ticketholders to be at Hangar 1 no later than 10:30am to ensure that all visitors have been seated in time for the service to start at 10:45am. The service will last approximately 45 minutes.

The Service will take place in Hangar 1. To attend the Service, visitors need to book a free ticket

https://royalairforcemuseum.digitickets.co.uk/event-tickets/46389?branches.branchID=2048&fp_sk=962102c3f31933c8c0a0e67565c18e0d&fp_domain=www.rafmuseum.org.uk&gl=1*1momigr*_gcl_au*MjAyMTI4OTY2Mi4xNjk3ODk4NDI1*_ga*MTk3ODQyMDAzOC4xNjk3ODk4NDI1*_ga_DKDR0PJWFF*MTY5Nzq5ODQyNC4xLjEuMTY5NzkwMDUxNS40My4wLjA.&_ga=2.34312679.75778276.1697898426-1978420038.1697898425

CHRISTMAS PARTIES 1 December - 16 December 2023



When Christmas rolls around there can be nothing more exciting than a good Christmas party. Instead of going for the usual why not try something unusual at the Royal Air Force Museum Midlands for a Christmas Party Night?

Christmas Party nights are at weekends only on 1-2, 8-9, 15-16 December and include:

- ❖ Red carpet & Festive Welcome to Hangar One
- ❖ Sparkling arrival drink
- ❖ Three course dining experience
- ❖ DJ and dancefloor until midnight
- ❖ Cash & card bar facility
- ❖ Cloakroom

For more details or to book please contact: rafmuseumchristmas@restaurantassociates.co.uk or
Call the Sales Team on 07442 586 065

£75.00 per person + VAT based on a table of 10 people. Drinks packages also available upon request

ELF CADET TRAINING 2 DECEMBER - 3 DECEMBER 2023

Have you always wondered how Santa does it? How does he deliver so many gifts all around the world, in just one night? Well, now you can discover the secret – he brings in the experts – the RAF!

This Christmas, train to become one of the RAF's finest Elf Cadets. Learn how to load the sleigh, pick the right aircraft for the job and map a route for Santa, and so much more. Taking place in the National Cold War Exhibition. Experience Christmas like never before and get a behind-the-scenes look as the RAF helps Santa prepare for the biggest mission of the year. Suitable for all the family, Elf Cadet Training combines the best of the RAF and a great big dollop of festive fun, all within the warm and dry of our Museum hangars.

Sessions run from 10am till 3pm and the experience lasts around an hour. The Museum will close at 4pm.

£5 per child (Adults do not need to book a ticket) https://royalairforcemuseum.digitickets.co.uk/event-tickets/50097?branches.branchID=2048&fp_sk=962102c3f31933c8c0a0e67565c18e0d&fp_domain=www.rafmuseum.org.uk&gl=1*10ly1c*_gcl_au*MjAyMTI4OTY2Mi4xNjk3ODk4NDI1*_ga*MTk3ODQyMDAzOC4xNjk3ODk4NDI1*_ga_DKDR0PJWFF*MTY5Nzg5ODQyNC4xLjEuMTY5NzkwMTAxNS40OS4wLjA.&ga=2.97228377.75778276.1697898426-1978420038.1697898425

EXPERIENCE TOURS AT THE RAF MUSEUM MIDLANDS

Three fascinating 1 hour tours that explore over 100 years of the RAF. Get up close and personal to our historic collection and learn all about our unique RAF stories and history of some of our most iconic aircraft. From the earliest days of flight, Spitfires protecting our skies during the Battle of Britain, to the soaring dominance of the Vulcan; each tour offers a fun and fulfilling experience for all. Tours are suitable for adults and young people. Suggested minimum age of 12 years. Must be booked online along with your admission ticket

National Cold War Exhibition Tour: Thursdays 11.00am and 2.00pm, Sundays at 2.00pm

Bomber Command Tour: Tuesdays 11.00am and 2.00pm, Sundays at 11.00am.

Battle of Britain Tour: Wednesdays 11.00am and 2.00pm, Sundays at 12.30pm

https://royalairforcemuseum.digitickets.co.uk/category/32457?branches.branchID=2048&fp_sk=962102c3f31933c8c0a0e67565c18e0d&fp_domain=www.rafmuseum.org.uk&gl=1*147xip4*_gcl_au*MjAyMTI4OTY2Mi4xNjk3ODk4NDI1*_ga*MTk3ODQyMDAzOC4xNjk3ODk4NDI1*_ga_DKDR0PJWFF*MTY5Nzg5ODQyNC4xLjEuMTY5NzkwMjEyMy41Ni4wLjA.&ga=2.59020779.75778276.1697898426-1978420038.1697898425

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: November to end March 10:00am - 5:00pm last entry 3:30pm

Admission charges apply for some events and activities.

NEWS

New Acquisition: a major suite of drawings by contemporary artist Fiona Banner, also known as The Vanity Press, whose art is internationally at the forefront of exploring aircraft as weapons.

Fiona Banner's *The Bastard Word Studies* (2006-7) is a series of 26 large graphite on paper drawings of aircraft fragments twisted and shaped into letters of the alphabet. It contends that the failure of language leads to conflict. Representing military aircraft operational around the world at the time, Banner questions the legitimacy of this universal language of weapons, which might instead have been the language of peace and negotiation. A precursor to her career-defining *Harrier* and *Jaguar* installation at Tate Britain (2010), *The Bastard Word Studies* is a seminal work which combines Banner's two main conceptual interests: language and military hardware. With others entering private collections, this is the artist's only aircraft alphabet to enter a public collection in the UK. Its acquisition vitally extends and enhances the Museum's collecting of post-war to contemporary art.

The Bastard Word Studies is on display in the Art Gallery, Hangar 3, RAF Museum London, as part of the exhibition, *To the Stars: Illuminating the Art Collection in 50 Works*.

Remembrance Day Service 2023 12th November

The annual Remembrance Day Service at the RAF Museum London in Hangars 3, 4, and 5. There will be a commemorative service followed by readings and a performance by a local choir.

They ask that if you are attending the service, to arrive by 10.30am. There will be limited seating available, and priority will be given to those who are unable to stand for the whole service. There will be a site wide two-minute silence at 11.00am. If you are attending the service, please book a free ticket.

https://royalairforcemuseum.digitickets.co.uk/event-tickets/52326?branches.branchID=2042&fp_sk=962102c3f31933c8c0a0e67565c18e0d&fp_domain=www.rafmuseum.org.uk&gl=1*1evkcaj* qcl au*MjAyMTI4OTY2Mi4xNjk3ODk4NDI1* ga*MTk3ODQyMDAzOC4xNjk3ODk4NDI1* ga DKDR0PJ WFF*MTY5Nzg5ODQyNC4xLjEuMTY5Nzg5ODYzMy40Ni4wLjA.& ga=2.57908972.75778276.1697898426-1978420038.1697898425

The War to End All Wars screening and Q & A with Sabaton 12th November

After the screening, 2 sessions 1.00pm – 2.45pm & 3.00pm – 4.45pm, Par and Joakim, from the band, will be available for a Q&A session.

The War to End All Wars is a beautifully animated film created by the Swedish metal band Sabaton in conjunction with Yarnhub Animation Studios, which tells real stories from the First World War in a cohesive, thought-provoking, and emotionally charged way. Thorough research and extreme care have been taken to make sure that the film depicts the First World War in the most historically accurate way possible.

Standard ticket: £10 RAF Museums members: FREE

https://royalairforcemuseum.digitickets.co.uk/event-tickets/53250?branches.branchID=2042&fp_sk=962102c3f31933c8c0a0e67565c18e0d&fp_domain=www.rafmuseum.org.uk&gl=1*1eg59d9*_gcl_au*MjAyMTI4OTY2Mi4xNjk3ODk4NDI1*_ga*MTk3ODQyMDAzOC4xNjk3ODk4NDI1*_ga_DKDR0PJWFF*MTY5Nzg5ODQyNC4xLjEuMTY5Nzg5OTQwNy4yMS4wLjA.&_ga=2.97230297.75778276.1697898426-1978420038.1697898425

Aviation Photography Workshop: Beginner and Advanced 25 November - 26 November 2023 11:00 – 18:00 Lunch is provided



The RAF Museum has teamed up with Chappers Photography and Lee Chapman. The photography weekend is an aviation and photography enthusiasts dream!

On Saturday November 25th we'll be offering a beginner level aviation photography workshop, and

on Sunday November 26th we'll be offering an advanced level aviation photography workshop. These full day courses can be taken together or as single courses and will be a great opportunity for photographers to develop their skills.

The beginner level course is suitable for photographers of every level to enhance their 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.

Throughout the day you'll 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. Get up close to some of our most iconic aircrafts. You'll also be able to practice your portrait skills on professional reenactors who will be in period outfits and available to pose alongside our planes.

As a bonus, you'll get to explore and photograph their collection in **Hangar 6** after hours!

The advanced level course is best suited to those who have already got some experience or have attended previous photography workshops. This hands-on course will give you the chance to learn, plan, execute and develop as aviation photographers.

Across the day you'll advance your skills as a photographer, diving deeper into the theory behind aviation photography and examining helpful practices in composition, lighting, 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. Get up close and over the ropes to get the perfect shot of some of our most iconic aircrafts.

You will also be joined by a period reenactor at your disposal to pose next to some of the aircraft giving you the perfect opportunity to practice your portraiture too!

As an added bonus you'll get the chance to explore and photograph their collection in **Hangar 2** after hours!

RAF Museum Members get 20% off.

Saturday/Sunday ticket: £70 Weekend ticket: £115.00

https://royalairforcemuseum.digitickets.co.uk/event-tickets/52753?branches.branchID=2042&fp_sk=962102c3f31933c8c0a0e67565c18e0d&fp_domain=www.rafmuseum.org.uk&gl=1*m1u8cf*_gcl_au*MjAyMTI4OTY2Mi4xNjk3ODk4NDI1*_ga*MTk3ODQyMDAzOC4xNjk3ODk4NDI1*_ga_DKDR0PJWFF*MTY5Nzg5ODQyNC4xLjEuMTY5Nzg5OTgzOS41My4wLjA.&_ga=2.95550042.75778276.1697898426-1978420038.1697898425

ELF CADET TRAINING 2 DECEMBER - 3 DECEMBER 2023

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This Christmas, train to become one of the RAF's finest Elf Cadets. Learn how to load the sleigh, pick the right aircraft for the job and map a route for Santa, and so much more. Taking place in the National Cold War Exhibition. Experience Christmas like never before and get a behind-the-scenes look as the RAF helps Santa prepare for the biggest mission of the year. Suitable for all the family, Elf Cadet Training combines the best of the RAF and a great big dollop of festive fun, all within the warm and dry of our Museum hangars.

Sessions run from 10am till 3:30pm and the experience lasts around an hour.

£5 per child (Adults do not need to book a ticket)

https://royalairforcemuseum.digitickets.co.uk/event-tickets/50826?branches.branchID=2042&fp_sk=962102c3f31933c8c0a0e67565c18e0d&fp_domain=www.rafmuseum.org.uk&gl=1*irs4br*_gcl_au*MjAyMTI4OTY2Mi4xNjk3ODk4NDI1*_ga*MTk3ODQyMDAzOC4xNjk3ODk4NDI1*_ga_DKDR0PJWFF*MTY5Nzg5ODQyNC4xLjEuMTY5NzkwMTc3OC40NS4wLjA.&_ga=2.134526519.75778276.1697898426-1978420038.1697898425

MUSEUM EXPERIENCE TOURS – London

Three fascinating 1 hour tours behind the barriers that explore over 100 years of the RAF. Get up close and personal to our collection and learn all about unique RAF stories and history that comes with each aircraft. From the earliest days of flight, Spitfires protecting our skies during the Battle of Britain, to the soaring dominance of the Vulcan; each tour offers a fun and fulfilling experience for all.

Mondays	Battle of Britain	Tuesdays	First World War Flying Machines
Wednesdays	Highlights Tour	Thursdays	Cold War Tour
Fridays	Bomber Command		
Saturdays	Bomber Command or Cold War or First World War (alternating Saturdays)		
Sundays	Battle of Britain Fighter Four		

£10 per person. Start times: 11.00am & 2.00pm.

To view availability:

https://royalairforcemuseum.digitickets.co.uk/category/30875?branches.branchID=2042&fp_sk=962102c3f31933c8c0a0e67565c18e0d&fp_domain=www.rafmuseum.org.uk&gl=1*9yd9pg*_gcl_au*MjAyMTI4OTY2Mi4xNjk3ODk4NDI1*_ga*MTk3ODQyMDAzOC4xNjk3ODk4NDI1*_ga_DKDR0PJWFF*MTY5Nzg5ODQyNC4xLjEuMTY5NzkwMTc3MC4zMS4wLjA.&_ga=2.137491190.75778276.1697898426-1978420038.1697898425



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



VAC have appointed a new President for the Club. Air Chief Marshal Sir John Allison KCB CBE has been involved with the VAC over many years and are pleased that he accepted their invitation to take on the role, replacing the late David Ogilvy OBE FRAeS.

Sir John, who has held a PPL since just after his 17th birthday, says he is honoured to have been invited to become the President of the VAC. We are looking forward to working with him and seeing him at many of our events. Sir John has owned and operated many vintage aircraft, including an Auster, Luton Minor, Bucker Jungmann, Yak 50, Miles Gemini and a Beechcraft Bonanza.

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

Unpredictable weatherwise as ever, Summer this year presented us with further challenges for VAC events as the skies in our photos tell their own story! The fly-ins to which we were invited, at Draycot Farm and Seething, were well attended and we thank the organisers for their invitations and arranging fine weather. The first day at the LAA Grass Roots Rally required umbrellas and wellies but the VAC stall was well under cover and the following days saw many visitors.

Our VAC Bicester Summer picnic was relocated to Turweston and full marks to the arrivals by road and air for putting out the picnic baskets and chairs and wrapping up in true stoical British fashion for an August picnic!

(Photo: Anne Hughes)





We fared better at Old Warden and were delighted to be joined by the Morgan Club.

We enjoyed seeing our members' air arrivals and, as some were based at Old Warden too, they taxied across to the flight line.

(Photo: Anne Hughes)



(Photo: Barrie Jay)

Nigel Huxtable's Auster J/4 Archer, Priscilla, recently awarded The Concours d'Elegance Trophy for Best in Show at the LAA Grass Roots Rally, joined us for the day.

Our winter programme is largely protected from the weather as we have monthly Zoom presentations, our AGM at Old Warden in October and our Dinner and Awards Evening at Sywell in November. Please check our website and Facebook page for events and news.

VAC TAILDRAGGER SCHOLARSHIP



We received many applications for our Taildragger Scholarship in memory of Liz Inwood. Our 2023 awardee will be 'unveiled' at our AGM on 29th October at Old Warden. Thanks to all who applied and congratulations to the young lady who will receive the £1,000 scholarship!

The Vintage Aircraft Club are pleased to announce the awardee for the VAC Taildragger Scholarship 2023, in memory of VAC member Liz Inwood, was presented to Rose Walters at the VAC AGM at Old Warden on 29th October. There was, as always, a strong field of applicants and the panel decided to award Rose the £1,000 scholarship for tailwheel conversion training. We look forward to hearing about her training programme and her continuing relationship with vintage aircraft. Anne Hughes VAC Chair.

Rose says: *"I am extremely pleased and grateful to have been awarded the Taildragger Scholarship. It is an incredible honour to receive this award and opportunity to further my aviation journey."*

The prospect of attempting tailwheel flying has been an aspiration I've held since working at and flying from Compton Abbas Airfield, where I first experienced the exhilaration of flying a Chipmunk. This experience ignited a respect and enjoyment for vintage and tailwheel aircraft and the unique challenges they present.

Receiving this scholarship validates my dedication to expanding my skill set and embracing the art of tailwheel flying. I am committed to continuing to hone my flying abilities within the vintage/ GA aviation community that I have grown to love, whilst pursuing my commercial flying career. The scholarship also opens doors to potential avenues in vintage flying and my future commercial career, which is an exciting prospect. In the future, I anticipate a journey into the world of vintage aviation, armed with this scholarship.

My aim is to continue my involvement in the general aviation community, which has been central to my flight training journey so far. I look forward to exploring new horizons, discovering vintage aircraft, and embracing the challenges they present. This scholarship will bring a new aspect to my flight training, and I am eager to seize every opportunity that comes my way, excited to start the flying, and have fun in a taildragger.”

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

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 competed to be crowned international champions at Paris Airshow 2023 last June.

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.



ROCKETRY 2024

UKROC are thrilled to have launched the UK Youth Rocketry Challenge (UKROC) 2024 with a webinar to help explain all about the competition and offers the perfect chance to find out more about the competition and how to get started. You can also ask questions to our 2023 UKROC international winners and our rocketeers on **Thursday 9 November 2023, 12:45 – 13:30**.

To sign up, please contact megan.blackman@adsgroup.org.uk The webinar will be hosted via Microsoft Teams.

Register your team by **29th February 2024** [yes it's a leap year Ed] <https://www.ukroc.com/registration/> You will only be required to provide your supervising adult contact details at this stage, your team names will not be required currently. On completing this registration, you are agreeing to the below terms and conditions. Please also refer to the 'Guides' tab where you will find more information on what is required.

Key Dates for 2024 event*

- Thursday 29 February – deadline for entries
- Tuesday 23 April – Northern Ireland regional
- Tuesday 23 April – Scotland regional
- Tuesday 30 April – North regional
- Thursday 2 May – South East regional
- Saturday 4 May – South West regional
- Thursday 27 June – UK National Final, Buckminster
- 25 & 26 July – International Final at Farnborough Airshow 2024

*Please note teams must be able to attend the National Final in person in order to compete at that stage of the competition.

Please also note that regional events will not take place in Wales and the Midlands. If you are from either of these regions then we invite you to attend your closest regional event from the options available.

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

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.

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..? 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 on board), 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.

GET HIGH VOLARE continuing to make steady progress...

For those that have been living on the moon for the past few years, "Get High Volare" a Children's Aviation Charity, operating largely Microlights, in the East of England.

We have been engaged for several months now in constructing a new "Skunk Works" maintenance workshop/hangar at our maintenance base, and I am pleased to report that the roof is now on, and we are on track for working on our projects through the winter months now. This has been complicated by our desire to build it completely out of recycled materials (basically because we have no money to buy new materials, but also to help save the planet), and it took some time to gather these together, and of course working with dissimilar materials.



The results however speak for themselves, as we now have a 20m x 6.5m workshop that has cost very little, and now provides a workspace in which the kids can get on with their projects through the winter months. We will be starting with a woodwork repairs and fabric covering course, to widen the training perspective for the kids, who otherwise are only exposed to "rag and tube" construction. After this, we will be doing a metal repair course in the same workshop, for which we are now looking for a donor aircraft, and later, We are hoping to get a couple of portacabins shortly to provide a composites workshop (this needing a controlled environment).

Therefore, we feel that despite the fact that we are having to exist in the wilds of Lincolnshire, divorced from any secure funding source, provided for fundamentally by the generosity of aviators, we are still able to offer Aviation based STEM to the next generation that is second to none.

Our Richard Bach inspired "School for Perfection" is slowly taking shape ... Operationally we have done minimal flying this year, with most of that being devoted to maintaining currency. With so little money, it is so difficult to plan any expeditions, or long cross countries. We desperately need the help of an experienced fund raiser. We have made some progress with our field in Wales, and a local farmer is now grazing sheep on it (which keeps it maintained). We have sited a Caravan over there so we can spend time on construction projects, but it is of course a long term project. Ideally we will be able to get a runway laid out, and be able to fly in for visits by next summer.



Yup, we do not lack ambition... We have been overwhelmed by the generosity of so many Flying clubs who have opened their doors to us, and continue to offer their support. I would just like to put a word of thanks out to them. Also, 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.

Finally, in memoriam, Boleslaw Zon Boleslaw Zon (11th February 1940 - 12th September 2002) who died 21 years ago this Autumn. "Bolec" was by a country mile the best stick and rudder pilot I ever flew with, and his aerobatics were incredible. He was a test pilot who performed 21 engine off landings in the MiG 21 to test the deadstick capabilities and gained a reputation as the "Polish Peter Twiss". He later became the President of the Polish Aeroklub, and he continued to test fly all kinds of Trabant powered contraptions. He was an incredible guy, and not in the least pretentious, and it is indeed true to say, that if it hadn't been for the opportunities he had under Communism, he would have been a Goatherd, and he would have been good at that too. He has been my inspiration, and I miss him still. Blue skies (with little white fluffy bits)



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CROMER JUNIOR SCHOOL

My thanks to **Mike McLean of Swift Aircraft**, part of the Swift Aircraft Group for his report about their event at Cromer Junior School.

Swift Aircraft are an organisation that recognises the advantages and benefits of engaging with the community and with young people in particular. They are strong advocates of STEM (STEAM) activities and collaboration with other likeminded organisations, always with one eye on their #InspiringAviation theme.

Some time back, Swift Aircraft received a letter from a young student at Cromer Junior School. She wrote: "... I would like to invite you to come to my school and tell us all about working at Swift Aircraft... we have a strong focus on aspiration, and we would love to be able to find out about lots of different careers we could work towards."

Following such a wonderful invitation Swift dispatched a couple of team members to the school where they had a session with over 50 year 5 students.



Unfortunately, the instigator of this event wasn't able to attend so Swift invited her, and another student who didn't make the initial event, to visit Swift at their base.

Due to operational & safety considerations, it was decided that a more appropriate venue would be the hangar at Saxon Air where Swift carry out some of their maintenance activities.

This would also give the youngsters access to a variety of aircraft, including an Electric plane, plus the chance to try their skills on the simulator. Saxon Air kindly provided personnel to manage the day and provided a top-quality lunch of handmade pizza followed by fresh fruit.

The students also got some gifts and badges to take home.



For those present on the day it was a great event and hopefully one that will stick in the minds of the students and staff. Overall, this type of engagement is an excellent way to inform and inspire young people.

The future of our industry relies on the next generation being aware of, and enthused by, what we do. There's so much more to aviation than most people think, and it is our own interest to spread the word.

Pupils in Years 5 and 6 at The Bishop William Ward CE Primary School in Great Horkesley were treated to a World War I flight simulator experience recently. The school is one of 51 Primary Schools in Essex that the WW1 Aviation Heritage Trust (WW1AHT) is visiting as part of a Government-funded **Reach For the Sky Initiative** delivered for the Civil Aviation Authority.

<https://www.gov.uk/government/news/boost-for-aspiring-young-aviators-as-government-provides-funding-for-outreach-programmes> Its purpose is to motivate children to consider a career in aviation.

For the Trust it is an opportunity to ensure that the 10- and 11-year-olds who are the target audience are aware of the sacrifice of the Great War and subsequent Wars that guarantee the freedoms that they enjoy today.

The WW1 Aviation Heritage Trust Aircraft Collection provides an enduring flying collection of World War I Allied and German aircraft as a testament to the men, machines, and their sacrifice.

The Trust's aims are to:

- ✚ Advance understanding of the history of the evolution of military aviation during the Great War by flying displays, presentations, and education.
- ✚ Demonstrate at air shows in the UK how the aircrews, technology and tactics evolved during WW1.
- ✚ Support flypasts and static displays at commemorative events.

The WW1 AHT STEM Simulator Team has been travelling around the County, giving children the feeling of what it was like to sit in the cockpit of one of the earliest fighter planes in existence. Pupils found the experience to be 'exciting, amazing and inspiring', even if they did get a little dizzy at times!

Headteacher, Toby Bull said: *'It is so important for children to learn about our country's history and the impact of the wars of the 20th Century. I think quite a few have also had their eyes open to a future in aviation – in what I hope are more peaceful times.'*



Each Visit also includes a Quiz about the life and times of Major Lanoe Hawker VC DSO RFC – a leading ace, charismatic leader, and inventor who created the flight simulator or rocking nacelle as it was known in 1916. The Trust has merely added the VR Headset to replace the original Lewis Gun.

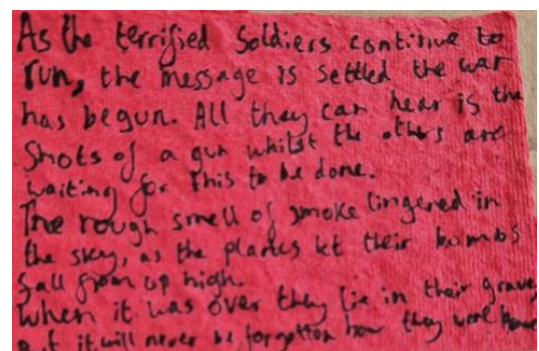


Each class also learns to write a poem about WW1.

Each poem is written on paper seeded with the memorial flowers of England, France and Germany and will be flown to France to be dropped from our Nieuport 17 (subject to clearance) on the battlefields of the Somme at the Commemorations on 1 July 2024. Poems written by French and German children will be brought back and dropped at the National Memorial Arboretum and other sites in England.

If your school would like to join in, please follow the link to the poetry-writing lesson plans/video and to the seeded paper.

<https://ww1aviationheritagetrust.co.uk/index.php/ww1-poetry-registration>.



The Trust is supported by the Youth Education Support (**YES**) Trust and by the Poetree Postie, Sally Crabtree, who came looking for a WW1 plane with her seeded paper and is the originator of the ThePoetryPlane idea. We are also supported by the Wilfred Owen Society and will be dropping poems at the site of his grave as well and other sites nearby in France on 1 July 2024.

The National Memorial Arboretum is the hub of commemoration in UK where we will be dropping French and German children's poems on our return from France. To make all this happen, the Trust is working with the Commonwealth War Graves Commission, the Somme British Legion, the Somme Association, Somme Tourisme, the National Memorial Arboretum, Lord Wandsworth College, and the Stow Maries Great War Aerodrome.

FUTURES WEEKS at BIGGIN HILL AIRPORT

This initiative provides 15 young people, aged 15-18 years, the opportunity to experience the many roles available in aviation, both at London Biggin Hill & beyond. During the week, students experience a range of interactive activities and careers advice, talks from inspirational people and immersive visits to our resident aerospace companies.

This is held every February and October half terms. Applications, which must be completed by the student wishing to participate, can be made online via their website. <https://bigginhillairport.com/careers/early-careers/futures-week/futures-week-application-form/>

THE ROYAL AERO CLUB

OF THE UNITED KINGDOM
The Coordinating Body of British Airsport 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.

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