



Winter 2024



THE ROYAL AERO CLUB OF THE UNITED KINGDOM

The Coordinating Body of British Airsport Organisations



<http://royalaeroclub.co.uk>

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David Monks RAeC Chairman

At the recent Council meeting, the date for the 2023 Medals and Awards Ceremony has been confirmed as Thursday May 16th 2024 at the RAF Club in Piccadilly. We are honoured to have HRH Prince Michael of Kent presenting the awards after lunch. It is the highlight of the Royal Aero Club year and as ever it is always encouraging to read the citations put forward each year. Tickets are available from the Secretary, David Phipps secretary@royalaeroclub.uk

We commence the year with news of the sad passing of Robin Gowler in early December. Robin had a long association with the BMFA in many pivotal roles over the years. Such was his outstanding contribution to the BMFA, he was awarded the Fellowship of the SMAE. He was also a long-standing Chairman of the association. Robin is known to many of us for his long tenure as Chairman of the Medals and Awards Committee. Despite his advancing years, he remained active regularly attending BMFA events and it was always a pleasure to see him and Poppy. On behalf of the Royal Aero Club, I wrote to Poppy and sent our very sincere condolences to her and the family.

Some of you may recall Rusty Waughman AFC, DFC, L d'H, Lancaster pilot who served in World War 2 and had spoken for several associations at the AGMS and meetings. Rusty was my co-pilot for Pooleys Dawn to Dusk and during three FAI World record attempts and the world's oldest holder of an FAI Sporting licence. We retraced his journey to from Ludford Magna to Hasselt on the battle order issued 11th May 1944. We sadly lost Rusty before Christmas just over a month shy of his 101st birthday. He had a wish to reach the 101 milestone as he served in 101 Squadron (Special duties) during the war. A truly remarkable man who I met when he was 93 and you would not have thought he was a day over 75 as he was so sharp.

On a brighter note, I read a few days ago that it's now just over fifty days until spring, let's hope the current weather will be long behind us by then.

Happy New Year!

David Monks

Chairman
The Royal Aero Club of the United Kingdom



jude@royalaeroclub.uk

FROM YOUR EDITOR



Russia is still banned from international aviation competitions as a result of its illegal invasion of Ukraine. There is also an updated list of banned substances. See the [News and Information section](#) in this Newsletter.

Now that we might be having a few breaks in our weather it's time to get my SEP and medical revalidated and back to the business of GA flying.

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

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

My thanks to Paul Tallet at Progression Marketing for setting the front cover of this Winter 2024 issue and to Pipistrell Aeros and Eddie Mitchell for permission to use their photo.

Wishing you all safe and wonderful flying in 2024.

Jude Wordsworth

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



<http://royalaeroclub.co.uk>

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

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

RAeC NEWS

The 2024 Annual Conference and AGM of Europe Airports in the UK

The Royal Aero Club is hosting the 2024 Annual Conference and AGM of Europe Airports.. The event will take place on **Saturday, 23 March 2024** at the Lakeside Hotel and Spa, Newby Bridge, Windermere.



The Conference and AGM will take place during the day and then we will move to the evening's events starting at 18.00 with a musical set from Kathryn Tickell and Amy Thatcher, followed by a 3 course dinner, ending with Angus Pinkerton's whisky tasting lecture, drinking and socialising until late.

Given the expected number of EAS delegates, we anticipate that there will be a number of spare tickets for the evening function, available on a first come first served basis. Dinner tickets (including wine) are £48.00 per person, Bed and Breakfast at the hotel is £181.50 for a single occupancy room. There is no obligation to stay at the hotel, dinner tickets can be purchased alone.

Closing date for booking a room is 16 February 2024, although we might be able to access rooms at the discounted rate for a few days after that, so booking promptly is required.

The event is somewhat a repeat of the 2023 EHPU AGM which was organised by the BHPA. This event was so successful that it is widely regarded as having set an almost unrepeatable bench mark for such events.

The BHPA Office is therefore looking after the administration for the EAS event.

Bookings for dinner / the evening event and accommodation at the hotel should be made through BHPA Office (01162 894316 office@bhpa.co.uk) and not through the hotel (if you contact the hotel - they will tell you that they are full - we have booked all the rooms!)

If you want a flavour of the event, a report of the EHPU Event in February 2023 was carried at pages 10 and 11 of the March 2023 Edition of the BHPA magazine, Skywings which is freely available online. <https://skywings.bhpa.co.uk/>

The following 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)

Lilienthal Gliding Medal: Liz Sparrow

Phoenix Diploma: Steve Slater

SAVE THE DATE



Thursday **16th May 2024** for the 2023 Awards ceremony at the RAF Club, London

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>

RAeS International Light Aircraft Design Competition 2023/24

This is the seventh in a series of RAeS design competitions aimed at promoting innovation in the general aviation aircraft sector. This year's competition is supported by the **Light Aircraft Association** (LAA) and the **British Microlight Aircraft Association** (BMAA).

See the **RAeS** section in this Newsletter for more information. **Closing date is 31st August 2024.**

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

MORE YES YOUNG AVIATORS



YES is also inviting all Struts, Flying Schools & Clubs, Groups, Airfields and individuals to join with them to fly as many young people as possible in 2024. **YES** will make a concerted effort throughout the UK to reach the target of 2,024 young people flown in the year.



To register your interest each group and pilot should contact YES to fly Young Aviators for the program and record flights through the **YES** website – <http://yesflyers.org.uk>

This feature is not yet fully sorted – so you can send them your details through the <http://yesflyers.org.uk/yes-contacts> (contact us) until they have this up and running, expected by February 2024.

Remember the **TARGET** is to fly at least 2,024 Young Aviators making the year 2024 the Big One for the UK.

YES can guarantee that once you have experienced the joy of introducing young adults to the world of aviation you and they will never look back. It is simply a life changing experience to be able to pass on your skills, enthusiasm and experience to 'tomorrow's adults.'

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

Radiotelephony Manual (CAP 413)

This future edition incorporates editorial changes and all Supplementary Instructions to December 2023. It is **effective 28 March 2024**. Radiotelephony Manual (CAP 413) provides pilots, Air Traffic Services and ground personnel with a compendium of clear, standardised phraseology and guidance, for radiotelephony (RTF) communication in UK airspace. <https://publicapps.caa.co.uk/docs/33/CAP413%20E24%20JAN%202024.pdf>

AND EVEN MORE YES



The 16th Aviation Education Conference organised by YES

Saturday 23rd March 2024

The Theme this year is

Young Aviators.....please help fly 2024 in 2024

Entry is free to delegates who must preregister by e mailing

Captainluck@hotmail.com

The venue

Old Warden aerodrome in the Shuttleworth Discovery Zone

Registration is invited by Speakers about Education in the aerospace sector

The Programme will include information and guidance on a wide range of aviation-related activities, careers for young people and especially Young Aviator Flights. Eg where to find a pilot and the support which is available for them to take place via a number of established organisations.

There will be opportunities to find out about

Young Aviators Flying	Shuttleworth Discovery Team
Airfield Days	Bursaries and Grants
Build-a-Plane Projects	Flying Cadets
Gliding Opportunities	LAA Junior Members
Models and Model Flying with the BMFA	
Scout Aviation Activities, Air-Scouts and Camps	
Specialist Resources and Projects	
Training Opportunities for aviation-related jobs	

An important aspect of the day will be opportunities to talk with those who deliver these activities, plus networking.

A brief tour of the museum facilities will be available along with lunch

www.yesflyers.org.uk

OTHER NEWS & INFORMATION



Flt Lt Russell “Rusty” Reay Waughman (RAF rtd) AFC DFC Legion d’Honneur 19th January 1923 – 14th December 2023

“Rusty” was the oldest holder of an FAI sporting licence in the world amongst other things

My thanks to Brenda Nicoll for her report:

I can’t imagine what the reply would’ve been if you’d asked 21-year Rusty Waughman about how long he would live for as he got in to the pilot seat of his Lancaster at RAF Ludford Magna in 1944 bound for Germany.

Rusty was from the days gone by when young men lied so they could be recruited to the Forces to defend the United Kingdom in wartime. He had been a poorly child but despite it all he ended up in the RAF willing and ready to be part in the Second World War.

Much has been written about Rusty. He served with 101 Squadron (Special duties) and flew an incredible thirty missions in some of the most dangerous skies of the war during many deadly missions. Bomber Command suffered the highest rates of attrition during the war. None of it was plain sailing, amongst other things he had to barrel roll his Lancaster after another Lancaster exploded next to his and after a mid-air collision with another Lancaster, he got all the crew back safely from Belgium to Ludford Magna but the aircraft was a write off on landing and the only reported injury was a WAAF who twisted her ankle running from the scene. For a man who stared death in the face so many times, he was remarkably modest of his career in the military. (Rusty flew 30 missions and survived the mid-air collision with another Lancaster when his plane was blown upside-down! Ed.) Suffice to say Rusty was awarded the DFC, AFC and the Legion D’Honneur. Having seen his flight log complete with endorsements and letters from Royalty going as far back as when the United Kingdom last had a reigning King, Rusty had a spectacular flying career.

Fast forward to 2016 when Rusty was a sprightly 93 years of age. After a chance introduction to David Monks from the HCGB, David and Rusty entered Pooleys Dawn to Dusk Challenge to fly for eight hours in David Robinson R22 helicopter. Rusty, despite having eighteen or so aircraft on his score sheet, had never flown in a helicopter. Needless to say, he took to it like a duck to water. The theme of their challenge was to fly round all of Rustys old bases from WW2. David said it was like a history lesson and despite being the navigator, Rusty needed no map to navigate especially when the pair approached the site of Ludford Magna. After eight hours and three minutes airborne, Rusty commented that he’d “enjoyed that immensely” as he skipped off home after landing back at Wellesbourne.



Following on from Rustys enjoyment of the Dawn to Dusk, the pair decided to attempt three FAI world records. Rusty became the oldest holder of an FAI Sporting Licence in the world. The pair set off in the R22 to Hasselt in Belgium to the site where Rusty had a mid-air collision with another Lancaster during WW2.

They claimed three FAI world records and the then OC BBMF, Squadron Leader Andy “Milly” Millikin MBE presented Rusty and David with their world record certificates at the BBMF and appropriately in front of their Lancaster.

There aren't many people made of the stuff Rusty was. He was the life and soul of his 100th birthday where his family arrived from all over the world to celebrate this remarkable man.

He sadly passed away just a month before his 101st birthday and is fittingly being laid to rest on 19th January 2024, his 101st birthday. He will be greatly missed by many many people.

Photo: Rusty at Project Propeller's last reunion in 2022.

Project Propeller was an annual reunion for ex-World War 2 aircrew held at airfield locations throughout the UK. Its unique feature was that the veterans were ferried for free to and from the venue from all over the UK and Ireland in light aircraft flown by volunteer pilots. For many of them, it was the first time they had flown as "crew" since the end of the war and, for the pilots among them, it was a chance to once again handle an aircraft. I had the pleasure of being part of PP for a few years and meeting Rusty on several occasions. Ed.



MARTIN SIMONS 1930-19.1.2024

It is with the great sadness that we have to inform you of the passing of Martin Simons. Below is the announcement by his daughter Margaret.

AUSTRALIA: Margaret Simons is sad to announce that her father, Martin Simons, died last Friday, 19 January 2024.

MARTIN SIMONS 1930-2024

Martin died on the 19 January after a short illness at Craigcare Moonee Ponds. He was 93 years old. He had suffered from dementia for a number of years. He was born in England where he began his gliding career in his teens.

Martin was a member of the Waikerie Gliding Club from 1968 when he arrived in Australia until he gave up solo flying in 2000, serving on the committee for several years. He was an active competition pilot in the 1970s and 80s, owning and flying owning a Kestrel (XX), a standard Libelle (BV), and later an LS3.

He was a founding member of the Vintage Gliding Club, and before he migrated to Australia, restored a Skylark 2A, named the Phoenix, which he flew at the London Gliding Club.

Martin was the editor of Australian Gliding magazine (now Gliding Australia) for over a decade in the 1970s and 80s. He was also an enthusiastic aeromodeller, and he designed the Martini model which was made into a kit.

Dad worked as a school teacher and academic, from 1968 until his retirement at the University of Adelaide with his speciality being philosophy of education. In the United Kingdom he was a geographer.

Martin is perhaps best remembered for his many books and articles on gliding history and model aerodynamics.

He is survived by his daughters, Pat and Margaret, and four grandchildren.

BRITISH AIRFIELD NEWS

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

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

THE GAAC

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

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

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

NOT QUITE SURE WHERE YOU ARE?

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

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

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

CARE OF PASSENGERS

A useful CAA publication: <https://publicapps.caa.co.uk/docs/33/SafetySense02CareOfPassengers.pdf>

The General Aviation (Persons on Board, Flight Information and Civil Penalties) Regulations 2024

Coming into force April 2024. See **SOME UK REGULATORY MATTERS** in this Newsletter for more information

VFR CHARTS

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

USEFUL LINK for NATS Yellow Circulars

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

VERSION 4 of the CAA's SKYWAY CODE

The CAA's Skyway Code has been updated to Version 4. Here is a link to the searchable version to keep on your Phone/tablets. https://publicapps.caa.co.uk/docs/33/CAP1535_Skyway_Code_MK4_INT.pdf?fbclid=IwAR1-w_t4Z15QGJJ7Abv_26J3jDc-bjc95PsVTn7YL7H9tU6VkCGo4dPng8w

EDUCATE YOUR MP

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

NATS AERONAUTICAL INFORMATION CIRCULAR Y 039/2023 **NOTAM email submissions no longer accepted**

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

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

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

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

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

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

The UK CAA's General Aviation Unit (GAU)

The UK CAA's General Aviation Unit (GAU) has continued to follow its remit of regulating only when necessary and deliver on top-level principles for better GA regulation. Further information and resources for the GA community are available on the CAA website <https://www.caa.co.uk/general-aviation/>

CAA SAFETY SENSE LEAFLETS

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

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

NEW PERMANENT DANGER AREA EGD514

A new permanent Danger Area, **EGD514**, will be established under AIRAC 02/2024 to support large-scale military training exercises. This is located predominantly over the North Sea with a land element between Newcastle and Aberdeen. Additionally, a Flight Plan Buffer Zone, designated EGD514Z, and 5 new waypoints will be introduced to manage the flow of General Air Traffic. **Implementation will take place on 22 February 2024.**

STRATEGIC AERODROME NETWORK

A Strategic Aerodrome Network has been launched by the Airfield Operators Group and the UK VR Flight Guide to:

- ✚ Draw more attention to the range of General Aviation (GA) airfields across the UK
- ✚ Highlight their economic, transport, connectivity, recreational, training, community, environmental and emergency service value
- ✚ Promote their importance now and for the future
- ✚ Help protect and ensure they are able adapt and meet future aviation needs and to
- ✚ Promote the sector to public bodies.

SAN's first step is to

- Gather information from UK airfields by preparing a list of those Aerodromes (where they permit) which consider themselves to be strategically important for aeronautical, community or other reasons.
- Use generalised information, but not identifying airfields, to promote the breadth and depth of the GA sector to Government and Regulatory and Aviation bodies.
- Make this generalised information available to individual airfields if and when they may be under some threat or wish to promote their site.

A Strategic Aerodrome Network has been discussed for many years and was first mentioned by Lord Byron Davies in his report that accompanied the Green Paper, Aviation 2050: The Future of UK Aviation (published in December 2018).

Aerodromes are being sent details of the survey and to respond by 31st January 2024. Generalised information will also be used to promote the 'breadth and depth of the GA sector to government and regulatory bodies,' with this data available to individual airfields 'if and when they may be under some threat or wish to promote their site'.

RAeC Council Members Sir John Allison (RAeC Vice President and President of the General Aviation Alliance) concluded that the initiative was "a very good move"; Rob Hughes (Chairman FAI Committee & BMAA CEO) urged aerodrome management to help "recognise the paramount importance of airfields to our activities" and Simon Tilling (CEO of the LAA) said "respondents' questionnaires will "provide important data to help us protect and preserve our airfields".

The Airfield Operators Group (AOG) was formed in 2016 to develop an exchange of information and a 'strong unified voice'.

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.

Full details here https://nats-uk.ead-it.com/cms-nats/export/sites/default/en/Publications/Aeronautical-Information-Circulars-AICs/yellow-aics/EG_Circ_2023_Y_129_en.pdf

APPG Aviation Group

Ten Aviation Ambassadors have been announced by the Department for Transport for 2024/25 to “inspire and guide the next generation of aviators”

Over the next two years these ambassadors will act as mentors and advocates by attending schools, mentoring events and workshops to showcase their experience. All to encourage young people to use their skills in aviation. As well as delivering their outreach activities to underrepresented groups, these ambassadors will also offer advice on where routes into aviation can be created or improved so making it easier for young people to become involved in aviation.

Mohammad Taher

Mo is an aviation influencer on TikTok, YouTube, and Instagram. He currently works as content producer for Heathrow airport and specialises in showing behind-the-scenes insight into the ground handling process and encouraging people to be curious about aviation careers. He has previously worked as an engineer at Heathrow. He also works as a motivational speaker.



Honor Puciato

Honor works in environmental strategy specialising in greenhouse gas emissions and air quality. She has experience working at Heathrow on air quality and environmental, social, and governance. She is passionate about working with organisations to face environmental challenges in the aviation industry.



Nurina Sharmin

Nurina is a project coordinator for Falcon 2, a programme that aims to engage young people with STEM opportunities. She studied at the University of Leeds to be an Aircraft and Aerospace engineer. She is a school governor of Trinity Multi-Academy Trust. She also works for Flight Crowd as a researcher.



Jack Jenner-Hall

Jack is a young glider pilot and aviation advocate. He became the UK’s youngest pilot in 2020 when he qualified as a glider pilot at age 14. Jack is now 17 years old and maintains an active online social media presence documenting himself as a pilot and his other interests.



Lilya Turner Hurd

Lilya is a commercial pilot at Leading Edge aviation school. She is studying Airline Transport Management at Bucks New University. She is the founder of the start-up Aviate Navigate Communicate. Lilya is also a British Airways Inspire Student Ambassador.



Alex Durand

Alex has been the CEO of Klyne Aviation, a Norwich based general aviation services company, for over a decade. He is the vice chair of the British Business and General Aviation Association. He is on the Norfolk chamber of commerce board. Alex is also a non-executive director for NUNCATS, a UK electric aircraft innovator.



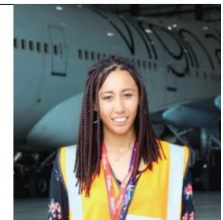
Mariya Tarabnovska

Mariya is an aerospace engineer and entrepreneur. She has founded the non-profit Flight Crowd that engages in outreach and public awareness around aviation and careers. She has been the winner of the Royal Aeronautical Society President’s Young Pioneer Award. She is an education officer at the Institution of Engineering and Technology and studied engineering at The University of Manchester.



Alice Goodwin

Alice is an avionics design and development engineer working at Virgin Atlantic. She studied engineering at Swansea University. She is passionate about STEM and has ambitions to become a chartered engineer.



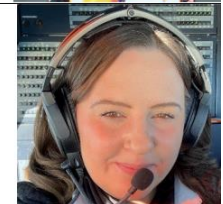
Michael Glen

Michael is an airspace, noise and air traffic management specialist at Heathrow. He has worked in airports for over a decade and he is a Sector Commander in the Air Cadets. He holds a private pilot's license.



Hannah Wells

Hannah is a first officer with easyJet, based out of Gatwick airport. She is also a training first officer for the multi-pilot license cadet programme. She completed an engineering degree at Cambridge University and was awarded the Amy Johnson Scholarship with easyJet.



EASA WEBSITE LIGHT IS NOW MULTILINGUAL

EASA Light is your place for European air safety information 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. The Pro version remains in English as the source for the detailed legislation, rulemaking processes and official safety information.

The following link opens the Light version of the website and you 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. Register and open an account and EASA will provide the information you want.

Did you get a new drone for Christmas?

We know that for many new drone pilots, the UK rules can sometimes appear daunting and confusing. That's why the BMFA have produced not 1, but 2 easy to follow guides to get you into the air safely.

JULY 2023

Quick Start Guide

to the regulations for drone flying

www.britishdroneflyers.org

THE LAW HAS CHANGED

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

LINE OF SIGHT

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

FLY SAFELY

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

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

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

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

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

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

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

HOW HIGH CAN I FLY?

- The height limit for all multi-rotor drones is 400ft (120m) above the terrain in both UK Regulation (EU) 2019/947 and the BMFA's Authorisation.
- BMFA members may operate up to 1000ft with FPV aircraft (excluding multi-rotors) which weigh less than 3.5 Kg provided they are manually piloted (not flown using autonomous or automatic flight capability) and flown in accordance with BMFA published guidance.

REGISTERED & COMPETENT

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

You can register as an Operator through the BMFA.

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

MANNED AIRCRAFT

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

YOU ARE RESPONSIBLE

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

MINIMUM AGE

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

ADDITIONAL BENEFITS

Our Authorisation also includes special arrangements for:

- FPV Drone Racing
- Visiting flyers/competitors from overseas
- Display flying

For further details, please see the full guidance.

IF THINGS GO WRONG

The law requires the reporting of certain occurrences:

- Serious accidents and incidents to the AAIB
- Serious incidents and a range of other occurrences (including breaches of the terms of our Authorisation) to the CAA.

The BMFA has made this process as easy as possible: <https://reporting.bmfa.uk/>

AIRCRAFT LESS THAN 250G

- Even if your aircraft is under 250g you still need to register as an Operator if your drone has a camera fitted. Evidence of competency is required to operate within the BMFA's Authorisation.
- Alternatively, you may operate within the Open Category requirements - defined in UK Regulation (EU) 2019/947 - for aircraft of less than 250g.

THE BMFA

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

- Insurance – a class leading package including £25 million liability cover and £35K personal accident cover.
- Activities and events for members.
- CAA Operator Registration - made easy as part of our membership process.
- The British Drone Flyers Newsletter emailed out to you 4 times a year and access to download the BMFA NEWS – for details of everything happening in our wider unmanned aircraft community
- Achievement Scheme – dedicated to raising flying standards and safety whilst making learning fun.
- Access to competition – membership provides access to local, national, and international model flying contests.
- Guidance – we publish an extensive range of guidance material to help members have fun, fly safely, and remain within the law.
- Assistance – our experienced staff are there to help, advise and support whenever required.
- Representation - we represent the model/drone flying community at the highest levels nationally and internationally.

All this and much more for less than 12p a day!

www.britishdroneflyers.org

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

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

Their 'Drone Flying Quick Start Guide' is the perfect way to understand your responsibilities. It's also a great flight box addition for when you're on-site and in need of a quick double-check before take-off.

If you still have any questions, contact the BMFA's Drone Support Officer who will be happy to answer them for you - chris@bmfa.org

INCLUSIVITY IN AVIATION RECEPTION

Thursday 22nd February from 6:30pm £10.00 donation

Why not join the **British Gliding Association (BGA)** and **The Air League** at their Inclusivity in Aviation reception being held in the Terrace Pavilion at the House of Commons, will consist of a networking reception and keynote speeches from industry representatives from all areas of aviation, with the aim of promoting inclusivity within the industry.

In 2023, nearly 31% of Scholars were female, and one in three Scholars were from an ethnic or minority background. The Inclusivity in Aviation Reception aims to increase awareness of the work being done to promote inclusivity in the aviation industry and explore areas in which improvements can be made to make aviation accessible to all. A donation of £10 is required to attend, and spaces are very limited.

https://airleague.co.uk/events/inclusivity-in-aviation-reception-2?fbclid=IwAR22XgmBZNIok6sJ5HEz_XOkILBHSKGI795-Agh5FVJsRGaqMFqCTN4cOw

The Icarus Cup 2024

The 8 day BHPA event for the Icarus Cup 2024 will be happening at Manston from the **15th-23rd June 2024**.



Membership of the BHPFC (British Human Powered Flying Club) is no longer required in order to attend the Icarus Cup, however they encourage you all to join the club as a member, so that you can enjoy the following benefits:

Voting rights at the club AGM, Be the first to hear about club and competition updates, Access to the club's google archive of lectures, photos, newsletters and other great resources, Support the club in delivering a world class competition every year, Join a growing community of like-minded individuals, Support with your own HPA projects, Let us know what you're doing and we'll try our best to put you in touch with resources and other members who may be able to help.



Membership for 2024 is just **£15** and is valid from the 1 Jan – 31 Dec 2024. They'll email you shortly before your membership expires so you don't miss out on all the great benefits.

Joining the club takes just 3 simple steps.

1. Read the club constitution, which sets out how the club is run. You'll be asked to agree to abide by the constitution in step 3. <https://bhpfc.files.wordpress.com/2023/05/bhpfc-constitution.pdf>

2. Transfer your £15 membership fee to the following account. Use your full name in the format "Surname Firstname" as the payment reference.

British Human Powered Flying Club Sort Code: 23-05-80

Account Number: 49433417

3. Fill in the membership form

<https://docs.google.com/forms/d/e/1FAIpQLSfKEmZ3knm9rt2NGVmcC2m-ZXa61ctnk2IJ4L5bUeq2to1TPw/viewform>

About the BHPFC

The British Human Powered Flying Club was formed in 2014 by Dr Bill Brooks, Fred To, Chris Roper and Malcolm Whapshott to run events that advance and encourage the sport of flying human powered aircraft. In recent years it has organised HPA competitions at Sywell and Lasham airfields and is now responsible for running the annual Icarus cup challenge. Although the club is based in Britain it has members from all over the world, from around 14 countries. BHPFC is affiliated to our BHPA <https://bhpfc.co.uk/>



Popham Airfield
EGHP
The Spitfire Flying Club

BOOK EARLY

POPHAM MODEL SHOW

7th/8th September 2024

EVERYONE WELCOME

TO THIS FABULOUS TWO DAY MODEL SHOW.

Full flying display on both days
10am - 4pm. Jets, large models
and top class pilots!

Supported by traders and
a catering village.

Portsmouth Model Boating Lake
Andover Model Railway Club
Off Road RC Car Racing

Something for everyone and a
great day out!



This event is supported by the BMFA

Popham Airfield Just off A303
Coxford Down, SO21 3BD

Book Online:
visit popham-airfield.co.uk
and click on 'Events'

All contributions subject to availability

COUNTDOWN AS ELECTRONIC CONSPICUITY REBATE SCHEME ENDS

Light aircraft pilots are being urged by the UK Civil Aviation Authority to act quickly to benefit from a scheme allowing them to claim a rebate of up to £250 towards devices that can improve safety and situational awareness. Rebate scheme **ends 31st March 2024**. Eligible pilots can claim 50 per cent of the cost (capped at a £250 rebate) of an Electronic Conspicuity device through the scheme. <https://www.caa.co.uk/general-aviation/aircraft-ownership-and-maintenance/electronic-conspicuity-devices/>

LEAD-FREE AVGAS IN EUROPE

Discussions are still underway in Europe between the oil industry, regulators and AOPA. These concern the approval of fuel from the US and the chemical evaluation of lead-free additives according to European legislation. In addition, about setting up a logistics and distribution structure. Importantly, following the decision by ECHA (European Chemical Agency) to add TEL to the list of banned substances (REACH Annex 14), the petroleum industry is also applying for a so-called authorization to continue importing TEL into Europe during a transition period after the May 2025 deadline.

Interestingly the USA energy company, Phillips 66, is suspending testing of its 100M unleaded aviation fuel citing 'issues encountered with durability testing'. The only other USA company developing and testing 100M unleaded aviation fuel is Lyondell / VP Racing. The Piston Engine Aviation Fuels Initiative (PAFI), as a drop-in alternative to 100LL avgas, was first established in 2014 to 'remove lead from avgas without adversely impacting the safe and efficient operation of existing American GA fleets'.

There are also several initiatives within Europe to produce lead-free Avgas and researchers say are at an advanced stage of development. There is concern about the price of the new fuel and the technical introduction time. It is also important that the new fuels can be mixed with 100LL and other new fuels without affecting us as pilots. Although the developments are fundamentally positive, by 2025 there will probably still not be a safe supply of one or more lead-free Avgas 100LL alternatives. Industry experts assume a timeframe of perhaps 5 to 7 years. This is also consistent with plans in the US, where the target date for conversion is 2030.

However, this is not consistent with the timing of the EU which is still using 2025 as the sunset date of TEL imports.

We will try to keep you updated on progress.

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. Many of these can be found, with links, p5 of Europe Air Sports December 2022 Newsletter.

EAS supports a European regulatory environment that is proportionate to the complexity of aircraft and the nature of flight operation. A minimal amount of regulation to ensure flight safety, access to airspace, free movement and efficient and cost-effective organisation for operations, are of paramount importance for air sports to survive and thrive. EAS believe that the developing European regulatory framework for civil aviation should allow for the continuation of all flying activities which are currently possible under national legislation.

Europe Air Sports this is their latest Newsletter <https://www.europe-air-sports.org/wp-content/uploads/2023/09/EAS-Newsletter-September-2023-v2.pdf> compiled and edited by glider pilot 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.

WORLD ANTI-DOPING AGENCY UPDATES PROHIBITED LIST FOR 2024

The WADA Prohibited List is a crucial component of the World Anti-Doping Code, to which all Signatories, including the FAI, must adhere. The list specifies the substances and methods that are prohibited in both in-competition and out-of-competition settings, as well as the substances that are banned altogether.

The complete list is available at <https://www.wada-ama.org/en/prohibited-list#search-anchor>

All Major Modifications for 2024 are outlined in the 2024 Summary of Major Modifications and Explanatory Notes, including the following particular information regarding tramadol.

https://www.wada-ama.org/sites/default/files/2023-09/2024list_explanatory_list_en_final_22_september_2023.pdf

FAI WHISTLEBLOWING CHANNEL TO UPHOLD ETHICAL STANDARDS

Aimed at providing a secure platform for reporting concerns related to misconduct or wrongdoing anywhere within the FAI. Whether you are a witness, a victim or simply possess valuable information, the whistleblowing channel offers you a confidential and secure avenue to come forward and report your concerns. Information received will be handled in the strictest confidence by designated FAI Secretariat staff who are bound by formal agreements to ensure complete security for whistleblowers.

The FAI is committed to thoroughly investigating all reports received and taking appropriate action to address any issues raised. Whistleblowers can be assured that they will be protected from any form of retaliation.

You can make a report, or check the progress of a report, here <https://www.app.faceup.com/en-us/page/UGFnZTozNDExNg==>

The FAI **Code of Ethics** has been updated: https://fai.org/sites/default/files/documents/fai-code-of-ethics-2024_0.pdf

Also updated are **FAI Statutes** https://fai.org/sites/default/files/documents/2024-fai-statutes_effective-01-jan-2024.pdf

and **By-laws** https://fai.org/sites/default/files/documents/2024-01-01-fai-by-laws_effective-01-jan-2024.pdf

and the **FAI Statutes & By-Laws Working Group – Terms of Reference**
https://fai.org/sites/default/files/documents/statutes-by-laws-working-group-tor_2024-01-01.pdf

118TH FAI GENERAL CONFERENCE

The Sessions of the **118th FAI General Conference** will take place on **20 and 21 November 2024** in Riyadh, **Saudi Arabia**. At this conference, elections will be held for the positions of President, Executive Directors, FAI Vice Presidents, and Members of the FAI General Air Sports Commission.

Deadlines for nominations: 19th August 2024: FAI Vice-Presidents

5th October 2024: FAI Executive Directors

As FAI's supreme body, the General Conference consists of delegates appointed by Active and Associate Members, designated representatives of International Affiliate Members, FAI elected Officers, Presidents of Honour, Honorary Patrons of FAI, designated representatives of Corporate Patrons of FAI, Companions of Honour and delegates appointed by Presidents of Commissions.

The 117th FAI General Conference 2023 was held in Dayton, Ohio, USA, on 26 and 27 October 2023 and the report can be found here: <https://www.fai.org/news/gc2023-report>

With the recent weather being what it's been

A LITTLE SOMETHING TO MAKE YOU SMILE



Reproduced with kind permission from Gary Clark



Royal Aero Club Trust (RAeCT)

Charity Commission No.1068451

<http://www.royalaeroclubtrust.org>

BURSARY RECIPIENT ELYOT HARMSTON

I want to again say how grateful I am for the bursary.



I thoroughly enjoyed the training and can already see how it has improved my flying.

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

THE TRUST'S OBJECTIVES REMAIN UNCHANGED

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

1. The Trust's main aim is to enable young people to achieve their full physical, intellectual, social and spiritual potential through participation in air sports and recreation. To offset financial constraints, the Flying for Youth Scheme offers initial bursaries to young people aged between 14 and 21 years to enhance existing qualifications. The Advanced bursaries assist more experienced air sports persons up to 24 years of age reach the very highest level of achievement such as gaining an instructor qualification or to compete in international or national competitions. <http://www.royalaeroclubtrust.org/bursaries>
2. The Trust through its connection with The Royal Aero Club is concerned to maintain and enhance the presentation of over one hundred years of aviation history represented by artefacts, memorabilia and archive documents originally owned by the Club and now owned by the Trust. These are primarily housed with the RAF Museums but also available through the Trust's "Collections" website (www.royalaeroclubcollection.org).

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

The Royal Aero Club's memorabilia is housed in the RAF Museum. The Trust has an ongoing programme of restoring and cataloguing the Collection which is available to historians and others to view and for research and is published on a bespoke website.

Both the Flying for Youth scheme and the Collections website provide a useful public service for researchers and today's young people. The Flying for Youth scheme continues to offer youngsters between 14 and 24 the opportunity to participate and advance their training in air sport. In 2022 we were unsuccessful finding new sponsors, and this will be a focus for 2023.

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

- ❖ Gift Aid - allows the Trust to recover the tax from the Inland Revenue
- ❖ Legacy
- ❖ Company Payroll Giving
- ❖ Matched Giving

The Bursary Scheme is divided into **four categories of Bursaries:**

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

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

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 may be also granted.

Application Forms and Terms & Conditions

<https://docs.google.com/document/d/1KgCxiw1m1Uem5oXi3YR5jE0O4FqsKiEfxQ2CuUOItY/edit>

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#heading=h.9kl7fv13n3ps

Flight Simulation Application Form:

https://docs.google.com/document/d/1HoStK_6VYwus3fH0pscFOTiM6IzPxIvv66wOLER2Kh4/edit#heading=h.phg5p3m7wkb8

Advanced Application Form:

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

Terms & Conditions:

<https://docs.google.com/document/d/1KgCxiw1m1Uem5oXi3YR5jE0O4FqsKiEfxQ2CuUOItY/edit>

ROYAL AERO CLUB MEMORABILIA

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

EARLY ROYAL AERO CLUB FLYING RECORDS ARE ONLINE



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

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

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

SOME UK REGULATORY MATTERS

The General Aviation (Persons on Board, Flight Information and Civil Penalties) Regulations 2024

The Secretary of State makes these Regulations in exercise of the powers conferred by paragraphs 27BA and 27BB of Schedule 2 to the Immigration Act 1971(1) and section 32B of the Immigration, Asylum and Nationality Act 2006 (“the 2006 Act”)(2). In accordance with paragraphs 27BA(7) and 27BB(6) of Schedule 2 to the Immigration Act 1971 and section 32B(6)(b) of the 2006 Act, a draft of these Regulations was laid before and approved by a resolution of each House of Parliament.

These Regulations set out the advance reporting requirements for those operating general aviation flights to and from the UK along with the time limits for the supply of such information, the form and manner in which the information is to be supplied and requirements as to the receipt of communications from the Secretary of State or an immigration officer.

Coming into force: 6th April 2024

<https://www.legislation.gov.uk/ukdsi/2024/9780348254365>

IS YOUR AERODROME UNDER THREAT?

THE GOOD NEWS: North Denes: The aerodrome (Yarmouth Heliport) is under new management who have reopened the site for general aviation. **Plymouth:** plans to reopen the aerodrome and start regional airline services.

THE POSSIBLY GOOD NEWS: Doncaster Sheffield: four suitable investment parties to tender for the reopening and operation of the aerodrome.

THE NOT GOOD NEWS: Dunsfold: The development has now been granted Government Garden Village status. **Popham Airfield:** The site is proposed for a 3,000-home Garden Village development in the draft Local Plan Update. The public consultation should now be live. Please send your views by email to local.plan@basingstoke.gov.uk or respond via the council's website: www.basingstoke.gov.uk/LPU-have-your-say

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

<i>Aerodrome</i>	<i>Current Status</i>
Blackbushe	A public consultation ends on 16 February 2024 for the application by Blackbushe Airport to deregister the Common Land on which the aerodrome sits. Deregistration would enable the Airport to apply for planning permission to erect permanent aviation related facilities.
Bourn	Site earmarked for some 3,500 homes in 2031 Local Plan adopted by South Cambridgeshire District Council on 27 September 2018. The Council approved a planning application for the development on 19 February 2021 subject to the completion of prior conditions.
Cambridge	Marshall Aerospace and Defence Group will be vacating the aerodrome by 2030 and an outline planning application for Marshall's new facility at Cranfield was conditionally granted by Central Bedfordshire Council on 19 April 2023. The conditions were signed off in a Section 106 agreement dated 20 October 2023. The Cambridge site is cited for a major housing development in the First Proposals for the new Greater Cambridge Local Plan issued for public consultation that ended on 13 December 2021.
Carlisle	Esken Limited are progressing the sale of the aerodrome land lease (see entry for Southend below).
Chalgrove	Site included in South Oxfordshire District Council 2034 Local Plan adopted on 10 December 2020 for a 3,000-home development with a new runway for Martin-Baker Aircraft (MBA) operations for which development a planning application was submitted by Homes England (HE) the land owner. The application was withdrawn on 21 May 21 pending a review of the plans after the CAA recommended that the proposed development be discontinued as it was incompatible with MBA's current site operations. HE has stated that they will use their CPO powers if negotiations about the development with MBA (their tenant) are unsuccessful.
Chatteris	Anglian Water held a first public consultation that ended on 21 December 2022 on a proposal for the aerodrome site and its surroundings to become a new water reservoir.
Coventry	Outline planning applications for an electric vehicle battery Gigafactory on the aerodrome site were fully approved by both Warwick District and Coventry City Councils on 30 March 2022. The applications were referred to the Secretary of State at the Ministry of Levelling Up, Housing and Communities who in a letter dated 26 January 2022, declined to decide them.
Deenethorpe	Central Government has accepted the site for development as a 1,500 home Garden Village. East Northamptonshire Council (now part of the new North Northamptonshire Council) approved the site masterplan on 15 October 2018. A planning application for the development is awaited.
Doncaster Sheffield	The aerodrome has been notified as being without any aviation related services with its associated airspace reverting to Class G. Doncaster City Council are negotiating with the Peel Group, the land owner, for a long-term lease of the site and have invited four suitable investment parties to tender for the reopening and operation of the aerodrome with all of the relevant agreements being in place by March 2024.

<i>Aerodrome</i>	<i>Current Status</i>
Dunsfold	Planning application for mixed use development with 1,800 homes on site approved by Waverley Borough Council on 14 December 2016 but called in for a Public Inquiry the result of which was Central Government approval for the application on 29 March 2018. Protest groups appealed these decisions in the High Court but the Court rejected these challenges on 5 November 2018. The development has now been granted Government Garden Village status. A Supplementary Planning Document for the development was adopted by the Council on 22 February 2022.
Elvington	York City Council draft Local Plan submitted for Public Examination on 25 May 2018 with public hearings commencing on 10 December 2019 includes a development of up to 3,330 homes occupying the middle section of the runway. A further public consultation on major modifications to the Local Plan ended on 27 March 2023.
Fairoaks	Land owner of part of the site gave notices to vacant by February 2022 to some hangar and aerodrome building tenants which action did not affect the operation of the taxiways and runway which are in separate ownership. Public consultation ended on 9 May 2022 on Surrey Heath Borough Council's draft 2038 Local Plan Preferred Options document which states that the aerodrome is earmarked as a locally important employment site and notes its established use as an aerodrome.
Gloucestershire	Cheltenham Borough Council and Gloucester City Council, the site owners, have announced their intention to sell the site with a commitment that it remains an aerodrome.
Long Marston	Aerodrome is designated in Stratford-on-Avon District Council Local Plan adopted Core Strategy for housing and has Government Garden Village approval for which a planning application has been submitted. Developer is Cala Homes in conjunction with site owner.
Manston	On 9 July 2020, the Secretary of State (SoS) made a Development Consent Order (DCO) for the aerodrome as a Nationally Significant Infrastructure Project which Order was quashed on 15 February 2021 as the result of a Judicial Review. After a public consultation and independent reports on the need for the development reviewing the decision to grant the Order, an amended DCO was made by the SoS on 18 August 2022. On 17 January 2023 the High Court initially refused an application for a Judicial Review of the amended DCO but at a further aural hearing on 23 March 2023, granted the application with the full hearing taking place on 5/6 July 2023. 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. An application for permission to lodge a further appeal was made on 30 October 2023. On 9 July 2020 Thanet District Council adopted its 2031 Local Plan that safeguards the aerodrome.
North Denes	The aerodrome (Yarmouth Heliport) is under new management who have reopened the site for general aviation and plan to develop it as a drone centre.
Nottingham City (Tollerton)	With the support of the land owner, the site and adjoining land is earmarked for 4,000 homes in the Local Plan adopted by Rushcliffe Borough Council on 8 October 2019. A planning application for development proposals to the north and west of the aerodrome has been submitted and the Council have provided an Environmental Impact Assessment scoping opinion for a 1,600-home development on the aerodrome site.
Peterborough / Sibson	Huntingdonshire District Council submitted an unsuccessful bid for a 2,500 home Garden Village on the site. The Council subsequently withdrew their support for the proposal but the site is still listed in the Council's Housing and Economic Land Availability Assessment.
Plymouth	FlyPlymouth, a local social enterprise aerodrome support group, plans to reopen the aerodrome and start regional airline services. Sutton Harbour Group, the site lease holder, have proposed a mixed-use development although the Plymouth City / South-West Devon Joint Local Plan adopted in March 2019 retains the site for aviation use at least until the first five-year review of the Plan.
Popham	The site is proposed for a 3,000-home Garden Village development in the draft Local Plan Update covering the period 2021 to 2040 by Basingstoke and Deane Borough Council. The Council's Cabinet decided on 9 January 2024 that the draft Plan should be issued for a six-week public consultation period starting in January.

<i>Aerodrome</i>	<i>Current Status</i>
Redhill	The draft Tandridge District Council 2033 Local Plan submitted for Public Examination on 18 January 2019 with hearings ending on 28 November 2019 ruled out the site for a Garden Village and allocated it protected status as an Important Employment Site. Part of the site is within the boundary of Reigate and Banstead Borough Council whose adopted Local Plan makes no mention of the aerodrome.
Retford / Gamston	Full planning permission granted by Bassetlaw District Council on 25 October 2021 to convert hangars 6 to 11 into a vehicle testing facility and for dual use of the runway for autonomous vehicle testing and aircraft.
Southend	Esken Limited are progressing a sale of their Aviation business, primarily London Southend and Carlisle Airports for which they hold the land leases and have sold their aircraft handling company.
Thurrock	Thurrock Council have received and validated a planning application for development of 750 houses, a medical centre and employment units on aerodrome site.
Wellesbourne Mountford	In line with 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 and new aviation related facilities with the revised site being safeguarded for future aviation tenants. Following the consultation, a planning application will be submitted for the new facilities.
MoD Aerodrome	Current Status
The following MoD aerodrome sites are planned for disposal in the years indicated:	
Abingdon Aerodrome 2030	Site earmarked for Garden Village style development with 1,200 homes in Vale of White Horse District Council 2031 Local Plan Part 2 adopted by the Council on 9 October 2019. Under the Plan, the development area is restricted to the south of the old runway 08/26.
Brawdy 2028	Cawdor Barracks. Defence Infrastructure Organisation (DIO) have submitted site for mixed use development for the review of 2033 Local Development Plan 2 by Pembrokeshire Council but this is not included in the draft Plan issued for public consultation ending on 18 March 2020.
Colerne 2025	Aerodrome was originally expected to be sold in 2018. Local business interest in maintaining the aerodrome for aviation purposes.
Dishforth 2031	Aerodrome site being disposed of but not included for development in the 2035 Harrogate Borough Council Local Plan adopted by the Council on 4 March 2020 but site is expected to be considered during first five-year review of the adopted Plan.
Halton Aerodrome 2027	The DIO future vision document for RAF Halton & the Aylesbury Vale District Council (now part of the new Buckinghamshire Council) 2033 Local Plan adopted by the Council on 15 September 2021, exclude development of the aerodrome site.
Henlow 2026	Future of the site being progressed by a partnership between the DIO and HE. The Central Bedfordshire Council 2035 Local Plan adopted by the Council on 22 July 2021 expects the site to be redeveloped for alternative, non-military uses with due regard for the on-site heritage assets including the airfield.
North Luffenham 2026	Rutland County Council are consulting on a Preferred Options document for the new 2041 Local Plan which lists the site as a future opportunity area which would be the subject of a separate development plan. The consultation ended on 8 January 2024.
Scampton 2023	West Lindsey District Council have reached an agreement with the MoD to acquire the site and pass ownership on to Scampton Holdings Limited whose masterplan retains the existing site aviation facilities. The Central Lincolnshire Joint 2040 Local Plan was adopted on 13 April 2023 and calls for a masterplan to be developed for the site preserving and enhancing its heritage assets. A Judicial Review claim into the Government's proposal to use the site as a holding centre for asylum seekers was dismissed on 6 December 2023 which decision is being appealed
Spitalgate 2028	Prince William of Gloucester Barracks. Future of the site being progressed by a partnership between the DIO and HE. Site earmarked for a Garden Village style settlement in South Kesteven District Council 2036 Local Plan adopted by the Council on 30 January 2020.

Swanton Morley 2029	Robertson Barracks. There is no reference to the closure of the Barracks in the definitive Breckland Council 2036 Local Plan adopted by the Council on 28 November 2019.
Tern Hill 2029	Clive Barracks. Shropshire Council submitted its draft 2038 Local Plan for public examination on 3 September 2021 which includes a 750-home mixed use development of the Barracks site leaving the airfield intact. The latest public hearing on the draft Plan took place on 3 May 2023.
Topcliffe 2031	Alanbrooke Barracks. Due to close under the Future Soldier army restructuring programme.
Wethersfield 2025	Future of the site being progressed by a partnership between the DIO and HE with new prisons and housing being considered. A Judicial Review claim into the Government's proposal to use the site as a holding centre for asylum seekers was dismissed on 6 December 2023 which decision is being appealed.
Wyton Aerodrome 2024	DIO in partnership with property developer Crest Nicholson has proposed a 4,500-home development on the site which is not included in the adopted 2036 Huntingdonshire District Council Local Plan.



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

NEWS

THE BRITISH OPEN 10-14 JULY 2024

A new competition called the British Open will be launched at Sywell Aerodrome this summer for aerobatic pilots from all over the world. The Open will provide an opportunity for Advanced and Unlimited aerobatic pilots from around the world to compete in the great British countryside and is part of a complete makeover for British Aerobatics.

David Nichols said: *“Like the British Golf Open, the British Aerobatics Open Championship is a major contest open to all the best from around the world. We want to raise the profile of aerobatics in the UK and give UK pilots a stage to show what they can do. This will be the biggest contest we have run since the World Championships in 2009. We want to encourage all pilots to improve their skills and get even more enjoyment out of their flying through learning aerobatics.”*

We have a new management team ... have changed our focus to be about new aeros pilots and people flying low powered, more accessible aircraft. We want to help more people get into the sport and be less purist about only focusing on contests, so that we get more people enjoying aerobatics.”

NEW CHAIR FOR BAeA



Tom Cassells is an aerobatic display pilot, formation leader, aerobatic instructor, coach and motivator and three times British Aerobatic Champion at Unlimited level. He is Yorkshire born and bred and is also a logistics consultant. He leads the Nuii sponsored Starlings display team which can be seen at air shows and displays around the UK.

2024 BAeA MANAGEMENT TEAM

Executive Leaders: David Heard (Contests), Brian Gleave (Training and Judging), Jamie Williams (Aerobatics sustainability) and David Nichols (Aerobatics awareness)

Directors: Tom Cassels (Chairman and responsible for Aerobatic Standards & Safety), Steve Green (responsible for Contest Direction & Judging), Steve Todd (responsible for C AA, CIVA, LAA, RAeC, Rules & Regs) and Martin Sandford (Treasurer & Company Secretary)

SEQUENCES FOR 2024

We're moving to **Fixed Sequences** for 2024. The Management Team and Directors have discussed the structure of sequences that should be flown in contests in 2024. As a result we plan to use Fixed sequences and not Free sequences for Known and Unknown programmes at UK competitions. This means that all pilots at a particular level will fly the required sequence with the figures in the same order. Figures and K factors for Known programs will align with CIVA specifications where relevant.

There are many reasons why we feel it is better to use Fixed sequences. The most important reasons driving this change are a desire to improve the quality of judging and to give pilots better feedback after each flight. Judging is easier and more consistent when sequence structure is the same across all pilots. Judges can learn the sequence which enables them to provide more consistent figure marks and to provide better explanation for marks awarded.

Other benefits of using fixed sequences include:

- ❖ easier to compare videos across flights
- ❖ simpler contest admin
- ❖ better coaching feedback
- ❖ improved safety
- ❖

Known sequences for Advanced and Unlimited for 2024 have been designed by Patrick Paris and have been test flown by Tom. We are confident they are well designed sequences. Sequences for other levels will be designed by the management team in the usual way. Known sequences for 2024 are available to download on the website and attached to this email.

Unknown sequences will either be designed by appropriately qualified people nominated by the Management Team ahead of a contest or will be designed using figures selected by pilots at a contest. Pilot selected figures will be used to design a fixed sequence which will be flown by all pilots.

This will mostly affect those flying or officiating at Advanced or Unlimited level. This decision means UK competitions will be run differently to Internationals, but we feel this change will be a benefit to all pilots.

EVENTS FOR 2024

THE BRITISH OPEN 10-14 JULY 2024

If you're looking to showcase your skills and compete for prestigious trophies, you've come to the right place. There will be Aresti competitions all week and Freestyle Sunday.

Register your interest via <https://open.aerobatics.org.uk/>

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

WHAT DOES A FIXED SEQUENCE LOOK LIKE? SOME EXAMPLES OF 2024 SEQUENCES

UNLIMITED POWER 2024

BRITISH AEROBATICS 2024										Form A	
Pilot ID										Flight #	
Unlimited Known											
No	Symbol	Cat. No.	K	Total K	Grade	Pos	Remarks	Item	K	Grade	
1		8.8.5.1 8.10.6.2 9.4.5.2 9.1.1.2	21 19 5 8	53	Fig A	.		Pos.	40		
2		1.2.5.4 9.12.1.5 9.9.5.3 9.1.2.4	14 6 11 10	41	Fig B	.		Harm.	D		
3		7.2.2.3 9.1.3.4 9.1.3.5 9.1.3.7	8 8 9 11	36	Fig C	.		Fig K	423	Total K	
4		6.2.1.3 9.9.1.3 9.8.5.1	16 15 3	34	Fig D	.		463	Penalties		
5		7.8.7.2 9.8.2.2 9.10.2.4 9.1.3.8	22 9 15 12	58	Fig E	.		Too Low			
6		1.2.7.1 9.4.1.4 9.9.9.3 9.8.4.1	13 15 13 3	44	Fig F	.		Too High			
7		8.6.3.1 9.8.1.2 9.8.3.4 9.8.3.1 9.1.3.1	15 11 15 3 2	46	Fig G	.		Interruptions			
8		2.3.2.2	34	34	Fig H	.		Insertions			
9		8.8.1.1 9.9.5.4 9.4.1.3	18 11 12	41	Fig I	.		Trg Violation			
10		8.4.16.4 9.8.4.2 9.10.2.2	14 7 15	36	Fig J	.		Wing Rocks			

BRITISH AEROBATICS 2024										Form B	
Pilot ID										Flight #	
Unlimited Known											

← wind/vent

Fig	Aresti	K
1	8.8.5.1	21
A	9.10.6.2	19
	9.4.5.2	5
	9.1.1.2	8
2	1.2.5.4	14
B	9.12.1.5	6
	9.9.5.3	11
	9.1.2.4	10
3	7.2.2.3	8
C	9.1.3.4	8
	9.1.3.5	9
	9.1.3.7	11
4	6.2.1.3	16
D	9.9.1.3	15
	9.8.5.1	3
5	7.8.7.2	22
E	9.8.2.2	9
	9.10.2.4	15
	9.1.3.8	12
6	1.2.7.1	13
F	9.4.1.4	15
	9.9.9.3	13
	9.8.4.1	3
7	8.6.3.1	15
G	9.8.1.2	11
	9.8.3.4	15
	9.8.3.1	3
	9.1.3.1	2
8	2.3.2.2	34
H		
9	8.8.1.1	18
	9.9.5.4	11
	9.4.1.3	12
10	8.4.16.4	14
J	9.8.4.2	7
	9.10.2.2	15
Total K = 423		

BRITISH AEROBATICS 2024										Form C	
Pilot ID										Flight #	
Unlimited Known											

→ wind/vent

SPORTS POWER (Just a selection)



BRITISH AEROBATICS 2024		Form A
Pilot ID	Sports Known	Flight #

No	Symbol	Cat. No.	K	Total K	Grade	Pos	Remarks	Item	K	Grade				
1		7.4.1.1	10	10	.			Pos.	15					
								Harm.	0					
2		5.2.1.1	17	17	.			Fig K		Total K				
									113	128				
Penalties Too Low Too High Interruptions Insertions Trg Violation Wing Rocks Disqual Fig Other(note...) Final Freestyle Duration: <table border="1"><tr><td>Min</td><td>Sec</td></tr><tr><td></td><td></td></tr></table>											Min	Sec		
Min	Sec													
Judges Details Signature: _____ Name: _____ Number: _____														
3		7.3.2.1 9.1.2.2	14 6	20	.									
4		1.1.6.3 9.11.1.6	10 3	13	.									
5		7.2.2.1 9.1.3.2	6 4	10	.									
6		2.1.1.1	3	3	.									
7		2.3.1.1	5	5	.									
8		7.2.3.3 9.1.3.2	6 4	10	.									
9		1.1.1.1 9.2.3.4	2 9	11	.									
10		8.5.6.1 9.1.4.2	10 4	14	.									



BRITISH AEROBATICS 2024		Form B
Pilot ID	Sports Known	Flight #

wind/vent ←

Fig	Aresti	K
1	7.4.1.1	10
2	5.2.1.1	17
3	7.3.2.1 9.1.2.2	14 6
4	1.1.6.3 9.11.1.6	10 3
5	7.2.2.1 9.1.3.2	6 4
6	2.1.1.1	3
7	2.3.1.1	5
8	7.2.3.3 9.1.3.2	6 4
9	1.1.1.1 9.2.3.4	2 9
10	8.5.6.1 9.1.4.2	10 4

Total K = 113

Pilot _____



BRITISH AEROBATICS 2024		Form C
Pilot ID	Sports Known	Flight #

wind/vent →

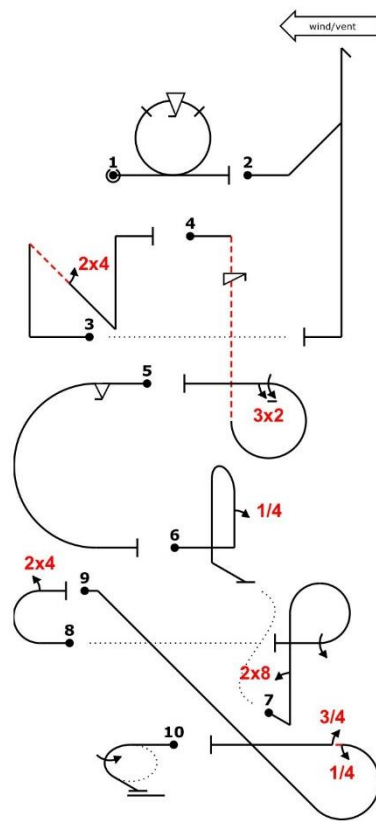
Fig	Aresti	K
1	7.4.1.1	10
2	5.2.1.1	17
3	7.3.2.1 9.1.2.2	14 6
4	1.1.6.3 9.11.1.6	10 3
5	7.2.2.1 9.1.3.2	6 4
6	2.1.1.1	3
7	2.3.1.1	5
8	7.2.3.3 9.1.3.2	6 4
9	1.1.1.1 9.2.3.4	2 9
10	8.5.6.1 9.1.4.2	10 4

Total K = 113

Pilot _____

INTERMEDIATE POWER 2024

BRITISH AEROBATICS										Form A		
Pilot ID										Flight #		
BAeA Intermediate KNOWN												
No	Symbol	Cat. No.	K	Total K	Grade	Pos	Remarks	Item	K	Grade		
1		7.4.1.1 9.9.3.4	10 11	21	.			Pos.	30			
2		5.3.1.1	18	18	.			Harm.	0			
3		1.3.12.1 9.4.4.2	21 5	26	.			Fig K	200	Total K	230	
4		8.6.4.3 9.11.1.4 9.2.3.6	13 5 12	30	.			Penalties				
5		7.2.3.3 9.9.3.2	6 11	17	.			Too Low				
6		8.4.1.1 9.1.1.1	13 6	19	.			Too High				
7		8.6.1.1 9.8.1.1 9.1.3.4	11 7 8	26	.			Interruptions				
8		7.2.2.1 9.4.3.2	6 5	11	.			Insertions				
9		8.5.3.3 9.1.3.1 9.1.3.3	10 2 6	18	.			Trg Violation				
10		2.1.3.1	14	14	.			Wing Rocks				
										Final Freestyle		
										Duration	Min	Sec
										Judges Details		
										Signature		
										Name		
										Number		



ADVANCED POWER

BRITISH AEROBATICS 2024										Form A		
Pilot ID										Flight #		
Advanced KNOWN												
No	Symbol	Cat. No.	K	Total K	Grade	Pos	Remarks	Item	K	Grade		
1		8.8.2.1 9.8.1.1 9.9.5.3	19 7 11	37	.			Pos.	30			
2		1.2.8.3 9.11.1.6 9.8.2.2	15 3 9	27	.			Harm.	0			
3		7.2.4.4 9.1.3.2 9.4.3.3 9.8.3.1	8 4 8 3	23	.			Fig K	280	Total K	310	
4		6.2.1.1	15	15	.			Penalties				
5		7.2.2.1 9.2.3.4 9.9.3.6 9.1.3.4	6 9 14 8	37	.			Too Low				
6		2.2.5.1	22	22	.			Too High				
7		8.5.6.1 9.2.3.8 9.4.4.2	10 15 5	30	.			Interruptions				
8		5.2.1.1 9.1.1.3 9.1.5.3	17 10 6	33	.			Insertions				
9		8.6.1.1 9.1.1.2 9.4.3.4	11 8 11	30	.			Trg Violation				
10		8.4.14.1 9.1.2.4 9.1.4.2	12 10 4	26	.			Disqual Fig				
										Other(note...)		
										Final Freestyle		
										Duration	Min	Sec
										Judges Details		
										Signature		
										Name		
										Number		

BRITISH AEROBATICS 2024										Form B		
Pilot ID										Flight #		
Advanced KNOWN												

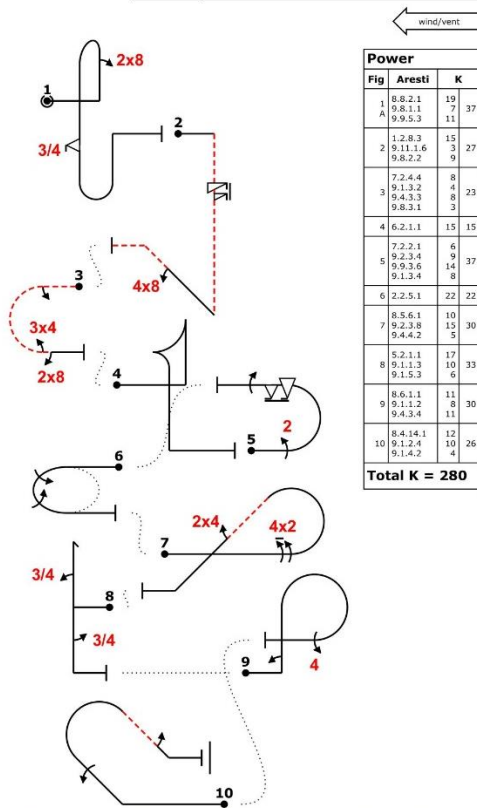


Fig	Aresti	K
1	8.8.2.1	19
A	9.8.1.1	7
	9.9.5.3	37
2	1.2.8.3	15
	9.11.1.6	3
	9.8.2.2	9
3	7.2.4.4	8
	9.1.3.2	4
	9.4.3.3	8
	9.8.3.1	3
4	6.2.1.1	15
5	7.2.2.1	6
	9.2.3.4	9
	9.9.3.6	14
	9.1.3.4	8
6	2.2.5.1	22
7	8.5.6.1	10
	9.2.3.8	15
	9.4.4.2	5
8	5.2.1.1	17
	9.1.1.3	10
	9.1.5.3	6
9	8.6.1.1	11
	9.1.1.2	8
	9.4.3.4	11
10	8.4.14.1	12
	9.1.2.4	10
	9.1.4.2	4
Total K = 280		



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 2023

My thanks to Viscount Vicomte Yves de Contades for his report:

A fusion of rally car driving, classic yacht racing, Georgian airships and three-dimensional chess and you have a rough idea of the Queens Cup Balloon Race. Now throw in a massive sprinkling of barking British eccentricity and a dash of those *Magnificent Men In Their Flying Machines* and you're there.

Audi, in a stroke of creative genius that amply demonstrates their spirit of adventure, sponsored the 2023 Queens Cup Balloon Race. Definitely one of the most exciting and thrilling races I have ever covered. Imagine a fusion of rally car driving, classic yacht racing, Georgian airships and three-dimensional chess and you have a rough idea of the Queens Cup Balloon Race. Now throw in a massive sprinkling of great British eccentricity and a dash of those magnificent men in their flying machines and you're there.

The Queen's Cup harking back to 1719 is usually stored at the Royal Air Force Museum, and is the oldest and most prestigious sporting trophy in the UK. In 2010 it was entrusted to the Royal Aero Club by Her Majesty Queen Elizabeth II, who originally received the trophy as a wedding gift in 1947. The trophy is made of Irish silver and has the Royal Arms on one side and the inscription "The Queen's Air Race Challenge Cup" on the other. Since 2010, the Queen's Cup has been the prize up for grabs for numerous air race challenges brought forward by Royal Aero Club member associations, including the British Aerobatic Association, British Model Flying Association, Helicopter Club of Great Britain, and British Skydiving.



So late Friday evening in mid-October I rushed out of the house and jumped into a chauffeur-driven Audi Q8 e-tron heading west to Taunton in Somerset. Four hours later I arrived at a little pub for the balloon race briefing, held by David Bareford who has won the National championships on 9 occasions, the European championships three times and the World championship twice. His son was the world champion in 2018 and his daughter is the highest-ranked female pilot in the world. Luckily for us, only one of them was competing in this Queen's Cup, his son Dominic.

The rules are simple, the race lasts two days and the balloon that goes the furthest from the departure point wins. You must take off in clear daylight and land in clear daylight. That's pretty much it. Except you must avoid all no-go areas of prohibited airspace or be shot down (kidding... though only slightly) and you have no steering.



After the briefing, we drove off to The Castle Hotel in Taunton for a good night's sleep, next to the only nightclub in town which was lively.

Good visibility is all-important in balloon racing, so we arrived at a nearby field at 5.20 am the next day to be greeted by a vista of neatly lined up balloons, half filled, billowing in the mist. The roar of the burners pierced our eardrums as the fires blazed through the early morning light. Balloon canopies flowed out and upwards as the hot air filled them, rising majestically into the dark sky. The only light came from the flames licking up into the vast spherical canopies, illuminating these aerial silk palaces from within. I watched this scene of astounding beauty in awe as the sun rose and slowly burnt the mist away.



The Audi balloon was tethered to an Audi Q8 e-tron as Rob, one of the ground crew, added more propane tanks to the 50 Kg basket. Most baskets are made of wicker and weigh around 100 Kg as they're easier to land. But our Audi racing basket was constructed of lightweight aluminium and would carry 6 propane tanks to increase our range.



There is a huge difference between passenger balloons and racing balloons, think of this as the Audi R8 Spyder of balloons. A two-seater that goes like the clappers. The Audi balloon has one advantage over its competitors, it is an Ultramagic Eco Magic airship with two layers, one inside the other to provide heat insulation, like double glazing, so it loses less energy and can go further on less propane. Our handicap was that we were the only balloon to carry three passengers, myself, Richard Penny (pilot/strategist) and Mark Whitewood (co-pilot).

After consulting with the ground crew who would be following us in Audi Q8 e-trons, it was time to go. I vaulted into the balloon and squeezed between Richard and Mark. We had four propane tanks in the basket and two on the outside and could barely turn without shifting our feet to accommodate.

Imagine flying to New York, but the three of you have to stand in the toilet the whole way there. A toilet that is only waist high and presents but a thin layer of polyester between you and a 6000-foot drop. Above the belt, there is nothing between you, the endless clouds and the curved panorama of the earth.

We hurriedly discussed tactics. I was assigned the role of competitor analysis. Make no mistake, balloon racing is rich in strategy and all the more thrilling for it.



Richard's aim was to head north, even though the westerly winds were much faster, he hoped to thread the needle of the prohibited spaces between Gatwick and Heathrow and avoid wasting time by landing and going around them. Mark pulled the trigger on the burner as we tried to find the perfect wind, rising and dropping to test the wind direction. As mentioned there is no steering on a balloon, you just have to find the correct winds going your way at different heights. Of course the more you go up and down the more propane you use. We did have the advantage of being the last to take off.



This meant I could go onto the YB Tracking app and check all the other competitors. This racing app shows the height, speed and direction of every balloon in real-time so we could use all that precious information to pick the best course. Our teamwork soon paid off, Richard scoured the EasyVFR map with all the prohibited airspaces shown in red, whilst Mark piloted and I read off the speed and height of the lead balloons. One weird aspect of ballooning is you can hear everything below you as there is no sound pollution. The balloon moves along with the wind, so it is completely still and calm. People chatting, dogs barking and motorbikes rattling along country lanes are as clear as a bell. Even chickens squawking is loud.

The serenity as you sail over the English countryside on a beautiful sunny day is exquisite. The thrill and obvious danger such a small racing basket presents adds a frisson to the extraordinary feat of flying 5000 feet over sensational landscapes, punctuated only by the raucous explosion of the burner as Mark pops it without warning.



The burner hits over 100 decibels, but it's not just the sound, the air implodes as the fire evaporates the propane, inches from your head, much like a hand grenade going off in your ear. It took six hours before I stopped wanting to leap out of the basket every time it went off. Not to mention the heat, it's like opening the gates of hell for a split instant.

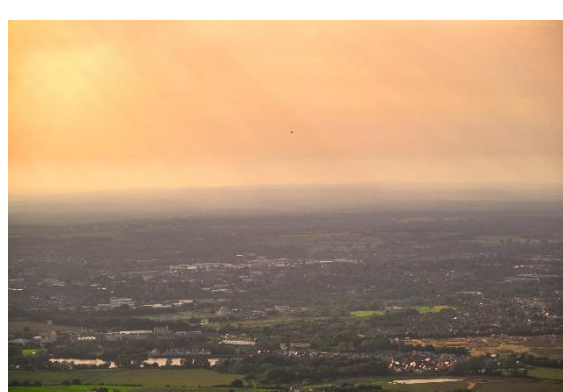
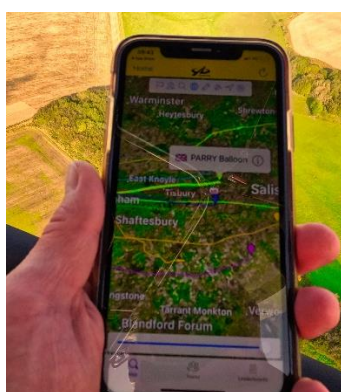
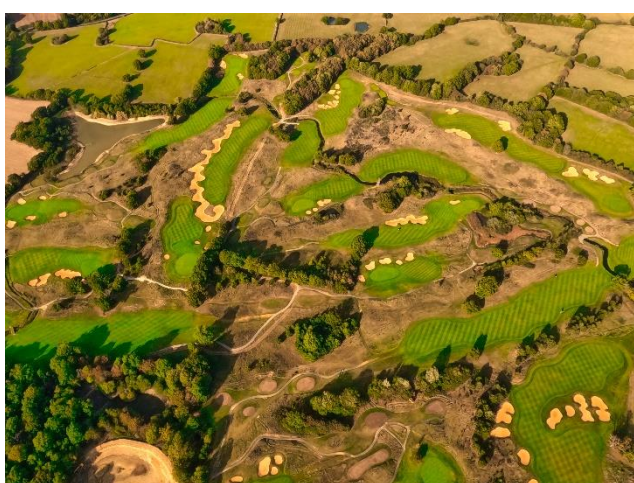
But let me state clearly for the record. I was hooked from the moment we took off and the land fell away. Ascending into the air was a huge rush. The teamwork between myself, Mark and Richard was exciting beyond measure. Richard and Mark met at school when they were six years old and have been best mates ever since. I was lucky enough to walk into that tremendous partnership and enjoy all its benefits, professional skills and banter.



The lead balloons were now speeding off at 40 km/h per hour due east. We stayed low at 15 km/h bearing north to avoid losing time with a landing. We could see the other balloons racing ahead of us, soaring over the clouds as we patiently maintained our heading. "A good time? Is that all you care about? North, Miss Teschmacher, North." Gene Hackman said those words in Superman II and for some strange reason I quote it often when touring in supercars. At last, I had the perfect occasion to use it appropriately. Richard and Mark recognised it instantly and it became one of many race jokes.

Our plan was to pass west of the no-fly zones around Gatwick and Heathrow but the winds were too slow and westerly so we lost ground immediately to the other balloons and were stuck in last place. We soon gave up on the north wind and gained altitude hitting 6000 feet to get the faster currents there. Our speed picked up to 60 km/h but we were now heading over Stonehenge to the tiny gap between Gatwick and Heathrow, trying to thread the needle of the tiny corridor of permitted airspace between the two. The tension was palpable as a wrong decision here could lose us the race before it had barely started and we were the only balloon following this risky tactic. There is only a five-mile gap between the two airspaces of Gatwick and Heathrow, mere inches in balloon terms. The frantic pace of decision-making and planning is at such odds with the tranquil floating in a hot air balloon as you have to constantly monitor height, speed and direction to get the perfect route. Like sailing, decisions have to be made quickly even if the results are not apparent until later.

Richard's navigation and Mark's piloting were exceptional and we managed to float through the massive red prohibited zones between the two airports. Many of the other balloons had to land. Then pack up and race to another location to take off again all within the strict arc that is the distance from the departure point. You are allowed to drive anywhere within the arc to take off again, always aiming to keep the wind at your back. The arc is easily measured with a piece of string pinned to the departure point. Anywhere in that area is good. But while you are driving, for two hours or more, you are not notching up any miles and losing precious daylight time.



We passed over so many counties: Somerset, Wiltshire, Hampshire, Berkshire, Surrey, London and Kent. From Guildford in Surrey, we could see London and Wembley Arena. We drifted over so many landmarks like Guildford Cathedral and Denbies Vineyard with The City and Canary Wharf clear on the horizon.

We had lost ground at first, but now as other balloons had to land we were catching up and had taken third place. The glee in the basket, as we passed one competitor flat out in a field below, was tremendous.

First place was well in our sights. I surveyed the ground for our direction, in line with the roads and trees. Mark read out our degrees and height on the altimeter and Richard plotted our course. I regularly gave reports on the tracking app of the speed and height of the lead balloons and our distance behind them. At one point we were 30 km behind, now only ten remained between us the second balloon and another ten to the first, though they were drawing ahead.

The sky was scattered with balloons all around us as we flew over Ashford International heading towards Canterbury, aiming for Margate. Richard and Mark commented frequently on the movement of the trees below, an indicator that the wind was rising at ground level, a danger for landing. You need winds around 10 km/h or less for a gentle landing. Suddenly as we sailed over Canterbury at 1200 feet, Mark noticed the wind had risen sharply so it was time to land. The wind blew even faster as we descended. Mark told me to brace myself and that the basket might tip over. What?



We hit the ground hard at 35 km/h, bounced three times and sure enough the basket tipped and rocks, stones, mud and straw rocketed at us as we tumbled over each other. Mark and Richard landed on top of me as I ricocheted from one propane tank to another. We lay there for a few minutes groaning, checking we were all right, then extracted ourselves carefully from the ruins. The trail of our landing stretched out behind us. We had tumbled, bumped and sped over 150 metres, carving a trench much like the one Superman's rocket left when he arrived as a baby. I thought about this for a moment and realised that balloon racing was possibly my favourite sport of all time. I shouted to Mark and Richard "*Any landing you walk away from is a good landing.*" They laughed and retorted with a slew of variations on a theme, whilst they picked up bits of clothing and mobile phones left behind in the mud. A lovely lady who owned the field came out graciously to check the damage and see we were all right.

Our ground crew of Audi Q8 e-trons pulled up as they were tracking us on the same app. They had followed us across seven counties with absolutely no idea where we were going. They had to keep us in sight and pick the right roads without any idea what direction we would take next. The Audi support team in their Audi Q8 e-trons (all ladies) were amazing, never losing us. Rob Durham and Jeremy Bennett, the expert support crew, helped us pack away the balloon, or rather we helped them a bit, and we set off for the Pig. I had insisted that we land near a decent watering hole and Richard and Mark had obliged, getting us within a hundred yards of one of the best pubs in England. We downed a few welcome drinks and nibbles whilst conferring with the crew over where to go next. The wind direction tomorrow meant we plumped for Lincoln as the departure point.

The Audi crew leapt into action, booking hotels and driving us four hours and two hundred miles north, within the arc, so we could get a good night's sleep at the Lincoln Double Tree on the waterfront. T'was not to be, as they were hosting a wedding and an 18th birthday party that went on until the wee small hours of the morning. In fact, they were still up and celebrating when we left. Emma Barlow, touring in one of the Q8s and a long-time colleague of mine on the Cowes Classic Yacht Race had a group of them knocking on her door at 4 am shouting "*Lisa. Lisa, let us in.*" We stumbled back into the e-trons at 5.30 am and made our way to Retford airport for the takeoff. Disaster, the mist at the airfield was thick and heavy and you could not see for 100 metres in any direction, a minimum requirement for a safe departure.

All the different balloon teams were scattered across England, but we were the only ones stuck in fog. We watched in despair as the app showed them all taking to the air and speeding north. An hour ticked by, and we were losing precious time and distance. We were genuinely despondent to lose such precious flying time. In exasperation, we chose to drive out of the fog and risk finding another totally random place to take off from. We drove to the nearest town, stopping every time we found a green or open area we could use to raise the balloon. No access to cars, too many buildings nearby, power cables, everything was against us.

We asked some passersby in the street and they directed us to a nearby pumpkin patch shop with a cafe. They were just opening up as we arrived. We begged for permission to fly and they kindly provided it. The balloon was unfurled amidst the pumpkins whilst balloon enthusiasts appeared in droves. Aeronautical fans had been following our progress on the live stream and in the app and had guessed where we might try to fly from.

As soon as the canopy was filled we leapt like maniacs into the basket, skyrocketing over the town heading north, hoping to get some fast winds and catch up. We were now in seventh place and our chances looked slim. Richard assured Mark and me that we could make up the time, but his expression said otherwise. The weather was still grey, but as we rose through the fog glorious sunshine broke through with the mist levelled flat out below us. The view was mind-blowing. Just fluffy clouds beneath and rays of intense sun beaming through the dappled mist above. It was the perfect representation of the enlightenment vision of heaven. Bruegel, Rubens, Velasquez and Rembrandt would have killed to see this.

We were floating in limbo, a twilight zone, nothing but the brush strokes of oil-painted wisps of fog below. Suspended in a gap between two worlds, sandwiched between parallel banks of clouds. The low sun illuminated our narrow plane. Words do not do it justice. The three of us spent every moment, in between the urgent race decisions, staring in wonder, broken only by the pop of the burner. The chat flowed fast as we exchanged jokes and important information on the competitors and wind speed. Eventually, we threw caution to the winds and rose higher to catch some faster winds and got lucky. The other balloons were at a medium height but we caught a lovely 60 km/h wind at 6000 feet, I love the smell of propane in the morning.

Our banter grew in optimism and excitement as we caught up with the other balloons. As the day wore on, more balloons had to land as they reached the coast and could go no further. We marched silently on, determined to win. We took fourth place early in the afternoon then disaster struck. The winds got up too high and we were heading for some remote hills near York that the support cars might not be able to reach. We would be stranded, we had to land, urgently. The only spot with the required space was an immaculate golf range. We crashed through the tips of the trees bordering the course and landed smoothly just as a golf ball hammered past our heads. Our basket did not tip this time so the trail of destruction was minimal, but we expected a shotgun greeting all the same. The gentleman who owned the golf course rocked up in a four-by-four and was most understanding. We took lunch in the clubhouse with only minimal abuse from the regulars. And planned our next departure. Well, when I say planned, we rushed back into the cars and searched desperately for a new launch spot, asking all and sundry for directions to some open ground.

We lost a bit of time with this until we came upon a small patch of land next to a church. I believe a new record was set by Rob, Jeremy and his son for the inflation of a balloon that day. A crowd gathered to watch us whilst we performed a vertiginous take-off, just clearing a church steeple, and heading north as speedily as possible. We had dropped back to fifth but our teamwork was superb, we assessed, analysed and planned. We kept north and low, tactically at first, then as the afternoon wore on, we went for it, rising high to catch a more westerly wind, fast and furious.

We overtook fourth place who had taken the easy route, too far east. Now, only three balloons remained ahead of us. It was so tight, there were only a few miles between us all. We encroached closer and closer behind third place who was still going but running out of land, approaching the coast. I watched and read out the distance on the tracing app, watching the icons of the balloons ahead of us. As the light began to fade we were only a km behind the third balloon. But, we would have to stop soon, before 4.30 pm, a hard and fast rule for all. Finally, we saw that third place had stopped yards from the beach, the distance between us got smaller and smaller until I elatedly called out that we had passed them by 1 km, just minutes from the end time.

We had to land quickly, we were flying over a railway line and the wind was tracking the train below. We emptied out more hot air and caught a gust blowing us over the track and came to earth with a double bump in the muddy field below, leaving a mere 50-metre trail this time. Much to the surprise of a farmer and his two young sons, one of whom was driving a tractor, a few yards away.

We had flown from sea to shining sea, from Taunton to Margate then on to York, supported by a fleet of Audi Q8 e-trons. It had been the race of a lifetime. Mark, Richard and I high-fived with immense satisfaction as the Audi crew arrived, cheering.

Third place was quite an achievement, particularly as Dominic Bareford who came first and Richard Parry who came second, are both world champions.

That night we all celebrated in style at the George Hotel in Stamford, which required another three-hour drive in the Q8's. The Audi crew had driven over 1200 miles in two days, a feat in itself! Scanning the sky for a glimpse of our silver balloon amongst the silver clouds. Narrow country roads, single track paths through fields, A-roads, spaghetti junctions, they followed on through it all. The Audi Q8 e-tron was clearly up to the challenge. As they were always there within minutes of our landing. The Audi team proved themselves to be magnificent navigators and drivers.

Not sure who I admired most, the fabulous airship pilots or the magnificent rally drivers blindly pursuing ghosts in the mist. Balloon racing is not the same as a balloon ride experience, which is comfortable, safe, luxurious and astonishing. It's a ride in a luxury limo compared to sitting in with Lewis Hamilton during a Formula One race. Both are wonderful, but balloon racing is a glorious, rip-roaring, hair-raising, intensely memorable experience. Who would have thought drifting serenely over the countryside could be so thrilling? Spectacular, both visually and emotionally.

I wish I'd thought to bring goggles, if there was ever a time for ludicrous eyewear and a sheepskin jacket, this was it. The balloonists were a brilliant bunch, but let's up the game sartorially next time. The first balloon flight was in 1783 in France, just before the revolution. Epauettes were a big thing for men. I propose Georgian-style outfits and epauettes for the next race.

As The Queens Cup is the oldest royal sporting event, the awards were presented last Saturday at King Charles III and Queen Camilla's home at Highgrove Gardens after a sumptuous afternoon tea. Team Penney was awarded third place, but we'll be back for the title soon.

Major annual balloon fiestas in the UK that are open to the public include:

Bristol International Balloon Fiesta; Cheltenham Balloon Fiesta; Longleat Sky Safari; Midlands Air Festival; Northampton Balloon Festival; Northampton Town Festival; Strathaven Balloon Festival; Telford Balloon Festival; Oswestry Balloon Carnival; York Balloon Fiesta.

Via its journal Aerostat, <https://bbac.org/aerostat-magazine/> the BBAC maintains a constantly updated calendar of major balloon events, and meets organised by regional affiliated balloon clubs. Although the latter are not generally open to members of the public, you can access them – and get involved in ballooning at a grass roots level – by joining the BBAC and/or a regional club.

TRANSATLANTIC GAS BALLOON CROSSING

The transatlantic gas balloon crossing by David Hempleman-Adams, Bert Padelt and Dr Frederick Paulsen has had to be postponed to June next year due to unfavourable weather.

Read Kim Magee's conversation with Hempleman-Adams here <https://www.fai.org/news/pioneering-atlantic-skies-conversation-transatlantic-gas-balloonist-hempleman-adams?fbclid=IwAR3ZoLMhtogucFv8mVcfsOf8uIs9aRSRv4R8n--ptAb5zm3r3TqfqcF3Ros>

Kim is a Member of the FAI Ballooning Commission Public & Media Relations dept.

Read more about the BBAC on Facebook <https://www.facebook.com/britishballoonandairshipclub>



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

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

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

NEWS

BGA Sporting Conference
Annual Dinner & Awards
24th February 2024

Conference	Awards Dinner
<i>Holywell Park Conference Centre Loughborough University</i>	<i>Burleigh Court Hotel Loughborough University</i>

Conference day to include presentations on

- Electronic conspicuity and Drones
- Human Factors
- Insurance perspectives
- The new Ventus 3e
- LX Nav Hawk Vario

As ever, the conference is FREE to attend

Booking for conference lunch if required, and the awards dinner
<https://members.gliding.co.uk/events/bga-sporting-conference-awards-dinner-2024/>

Managing Flying Risk – Flying In Competitions

The BGA have updated their competition risk management guidance aimed at pilots.

Competitions bring together groups of like-minded individuals to socialise, learn lots, compete and compare their performances when flying the same cross-country task, and all within a fairly tight set of rules that aim to ensure a level playing field. Competitions are great fun. Perhaps more so than in other aspects of gliding, flying in competitions demands a high level of threat and error management, judgement and flying skills. This guidance is designed to help pilots to prepare for and safely fly in competitions.

Both the current version of the BGA competition rules and the local rules are essential reading before flying a competition. The Sailplane Air Operations (SAO) rules describe among other detail the pilot in command responsibilities. The Rules of the Air (SERA) describe, for example, collision avoidance and low flying rules. <https://members.glidering.co.uk/laws-rules/>

Competition Preparation – Glider. It is important that the glider is prepared.

- Is the FLARM aerial installation as good as it can be and the software up to date?
- Are the soaring computer and navigation devices easy to view without restricting external vision?
- Is the turning point and airspace data up to date and loaded in the navigation devices?
- Are the glider batteries reliable? Have they been renewed in recent years?

Competition Preparation – The Pilot. It is essential that the pilot is personally prepared.

- Current and appropriate flying practice? In competitions, pilots invariably have to fly in gaggles, return to possibly crowded airfields, and finish a task safely. If a pilot is concerned they have not experienced those situations or feels out of practice, they must ensure that they are in current practice including via some training before flying in a competition.
- Canopy jettison vary from type to type. Unfamiliarity with on board kit such as soaring/nav computers can be very distracting.

At a rated competition?

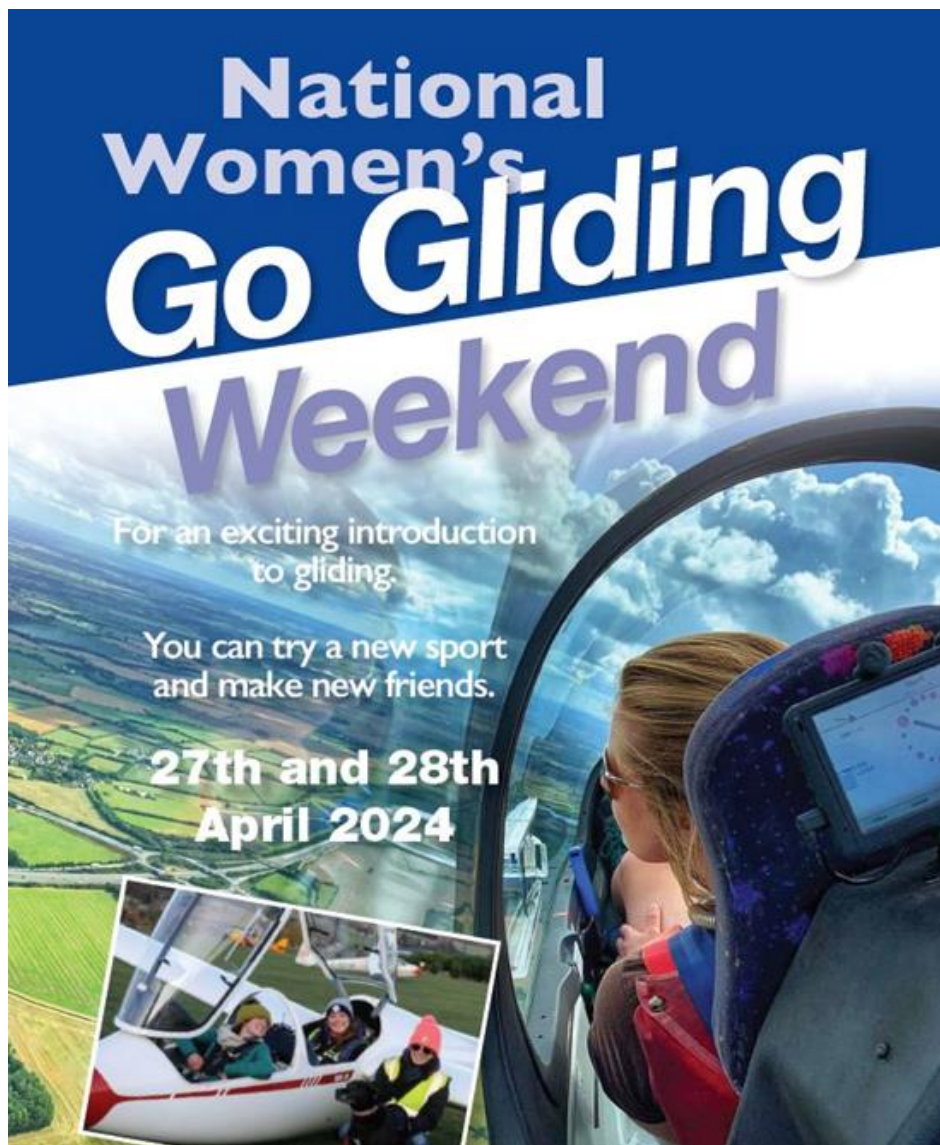
- **Read the Rules:** It would be a shame to lose points by being ignorant of the competition and local rules. But more importantly, the rules are also designed to help competitors to stay safe and to protect others. Above all else, fly safely.
- Doing some flying in the local area can be helpful.
- Walk the airfield and know where it is safe to land and where it is not safe.
- Air space infringements are illegal and potentially dangerous. There is no excuse for infringing controlled airspace.
- Rig carefully and carry out a daily inspection including positive control checks, all without distraction. These essential tasks are best carried out early and well in advance of any briefing or grid forming requirement. <https://members.glidering.co.uk/safety/managing-flying-risk-index/safe-rigging/>
- Get lots of sleep.
- Steer clear of alcohol at night.
- Try to avoid getting stressed.
- Keeping map marking kit handy, as well as being prepared to re-programme navigation kit is helpful.
- A few quiet minutes sitting in the cockpit before launch to study the chart
- Think about other threats as well as likely good soaring areas on the first leg can be extremely valuable.
- Think about likely start times given the weather
- How the conditions look from the ground
- Any eventualities that may be relevant to the flight ahead.
- When soaring, it is not always obvious that there are others in the thermal. <https://members.glidering.co.uk/safety/managing-flying-risk-index/39942-2/>
- Flying in gaggles. Always consider blind spots – above and behind around to below the nose. Keep a really good lookout
- Don't blindly follow others. Pilots have entered prohibited airspace because someone else was there.

- Always have a Plan B, or even C and D
- If approaching the run in to the finish with others, transmit your intentions, keeping things as simple as possible.
- Use common sense, and try not to do anything unpredictable or nonsensical.

Importantly have fun and enjoy the experience!

A FEMALE GLIDER PILOT or WANNA BE ?

Have a look at www.womengliding.co.uk and apply to join the Women Gliding Squad. Never flown a glider then how about



There are several gliding clubs around the UK that are hosting events over the 3 days. Contact Yvonne Elliott, BGA Junior Gliding Centre Officer and BGA Women's Advocate, yvonne@gliding.co.uk and she will connect you with your nearest participating club.

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



<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

Five consecutive tasks were flown at Àger, Spain, in September during the combined British and Dutch Open. After a poor start due to bad weather five tasks were eventually flown. Ceri Brown took the Open class title and Mark Hayman the Sports class.

By the end of 2023 the National XC League had seen 504 pilots submit a total of 4,069 flights over the year. For the first time ever the highest-scoring flight had been made on an EN C glider. Every one of 3,487 UK flights were checked for airspace compliance by the four XC League administrators. Highlights of the season include:

- Our oldest National XC League winner (Richard Meek).
- The highest scoring flight was made on an EN C (Thomas Wycherley's 105.34km declared triangle from Worcestershire Beacon).



Hugh Miller (photo: Hugh Miller)



Richard Butterworth (photo: Richard Butterworth)

- The second UK 300km open-distance flight (Hugh Miller, just 3.2km short of Richard Carter's 306.8km record).
- 191 100km+ flights including 22 x 200km and 1 x 300km flight.
- A new winch-launch open distance record (Richard Butterworth's 217.6km from North Luffenham).

PARAMOTORING

The first FAI World Paramotor Endurance Championships will take place at Manston Airport in Kent in **August 2024**.

Nations from around the world will send teams to compete in foot-launch and trike classes. The Endurance format has been extensively developed in the UK since its adoption as the BOPC format in 2018. Based on the FAI 'classic' format and using many of the same tasks, it differs greatly in delivery.

Pilots are given a much larger area over which to fly, over longer periods, during which they make their own choices as to which routes and tasks they undertake. This brings additional challenges in strategic ground planning and aerial decision making. The UK squad has more training at this type of flying than the pilots of any other nation.

(Photo: Neil Irwin)



HANG GLIDING

In August, Àger in Spain hosted **The British Championships**. Austria's new women's world champion Sasha Serebrennikova was there, as were three of the **Silver medal-winning GB team – Grant Crossingham, Gordon Rigg and Steve Penfold**.

Grant became British Champion for the 8th time; Tim King took the Class 5 win and Tim Swait the Sport class.



Left: Returning 1998 BOS champion **Shaun Kimberley** finished 7th.

Gordon Rigg and Darren Brown flew in the 26th **Open Internacional De Canarias** on Lanzarote in November.

This end-of-season event is more challenging than it might seem and usually attracts several of the world's finest pilots.

(photo: Babs Thompson)

On this occasion four times World Champion, four times European Champion and seven times World Class 2 Champion, Manfred Ruhmer turned up. Darren and Gordon finished 7th and 8th.

Fellow Brit **Gary Wirdnam** Gold in the the Sport class.

ACCURACY



The British team attending the **FAI World Accuracy Championships** at Sopot, Bulgaria, in October consisted of **Matt Bignell, Dale McMahon, Andy Shaw, Myri Ewington, Will Lawrence and Sue Britnell**. Sadly Myri was caught out by a sink hole in the LZ and fractured her T12 vertebra. Top Brit at the end was Will Lawrence in 45th spot; the team overall could only manage 27th place.

You can find **Myri's report** in the **RAeC Autumn 2023 Newsletter**. We are happy to say she is making and excellent recover and has recently flown again!

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>

The Icarus Cup 2024

The 8 day BHPA event Icarus Cup 2024 will be happening again at Manston from the 15th-23rd June 2024.

See News and Information in this Newsletter. The British Human Powered Flying Club is affiliated to the BHPA <https://bhpfco.uk/>



<http://www.bmaa.org>

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

NEWS

NEW FLEXWING BOUND FOR UK



A Polish kit-built two-seater flexwing will be available in the UK soon, thanks to BMAA examiner, inspector and instructor Steve Wilkes of Hadair. The two-seater will have a choice of a Rotax 912 or 912S engine. The EchoPlus trike with Stratus P17 wing has an MTOW of 472.5kg with or without parachute and has electric trim with a moveable hang point.

An advertisement for "THE FLEXWING WEEKEND" event. The background is a photograph of a two-seater flexwing aircraft in flight, with a red and black wing and a white fuselage. The aircraft is flying over a layer of white clouds. Text on the advertisement includes: "Photo Credit: Daniel Langton Cheshire Flyers" in the top left; "THE FLEXWING WEEKEND" in large, bold, black letters in the top right; "13 - 14 JULY 2024" in bold, black letters below the event title; "RUFFORTH (East)" in bold, black letters below the dates; "Facilities & Operations: Dave Sykes & Rufforth Flying Club" in the bottom left; and "Programme & Promotion: Andy Oliver & The Flexwing Adventurers" in the bottom right.

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.

Savannah has been revitalised as a factory-built light sport microlight.



Made in Italy, the Savannah SR is an all-metal high-wing two-seater with STOL performance, parachute and 600kg MTOW.

Engine options are the Rotax 912, 912S or 914 with ground or in-flight adjustable propellers.

Other options could include constant-speed propeller, touchscreen avionics and two-axis autopilot.

Like the previous microlight version, it's built for training and operating out of tight strips.

My thanks to Owain Johns for his report:

9 months and counting planning gathers momentum

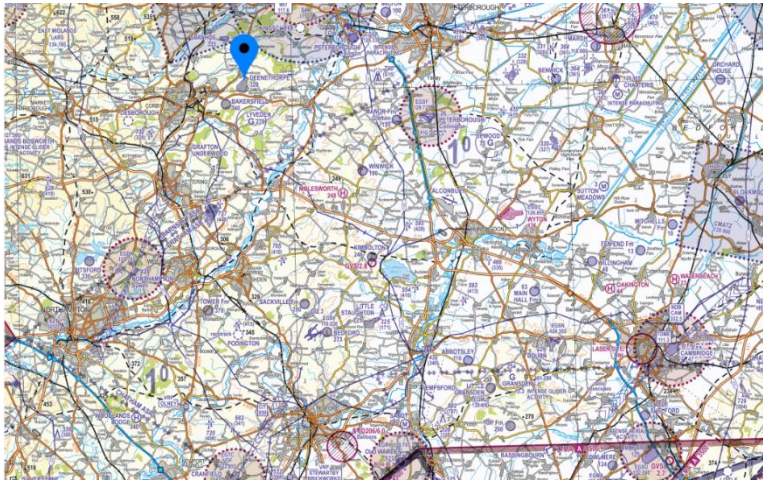
18th FAI World Microlight Championships 27th July - 3rd August 2024

With less than 6 months to go there has been a lot of work going on behind the scenes to ensure the World Championships are the best yet, this is a tall order as the UK successfully hosted the World Championships in 2016 and 2010.

Owain Johns competition director explains – “We’ve gone for a team approach with everyone working really well together. We’ve a tight organisational team consisting of Colin Johnsson and also Tim Burrow and we’ve been joined by Angela Cox who originally offered to help back at Darley Moor in 2022 by donning a high viz and it transpires she is an excel wizard, Angela is now working together with Colin on the scoring system. We’ve also got the fabulous Mick and Kevin at Deenethorpe Airfield in Northamptonshire who have been superb in starting to plan with soakaways being dug and they are really accommodating our needs and requests. We’ll be building a small community for the 2 weeks it needs to be right for our visitors from across the world. At last count we have a team of 12 working on various elements to logos to loos and guides to ensure our overseas pilots can navigate customs successfully.



We're really pleased to have the support of the UK Microlight industry who have really got behind the event. We're delighted to announce the once again CFS Aero and Rotax are once again the World Championships lead sponsor. They join SkyDemon, Exodus aircraft, Visicover and Pooleys who have recently joined the event to join the existing sponsors, Flylight, Micro Aviation and Europe's premier destination Airfield Sandown.



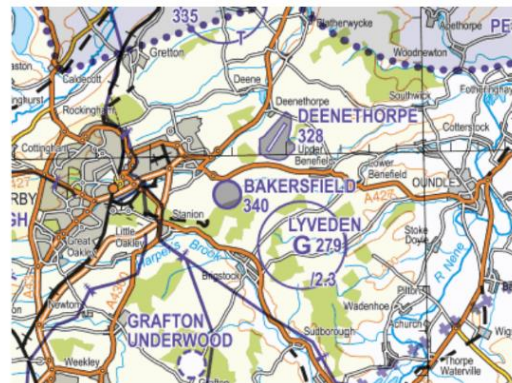
The official process of inviting competitors to WMC2024 started in December 2023.

The airspace around the airfield is ideally suited for an international competition with few airspace restrictions to the South, West and East.

No height restrictions or controlled airspace issues in the proposed task area.

Navigation is straightforward in most areas.

Standard CAA ¼ million charts will be used during the competition.



Schedule of Events

Monday 22nd July	Airfield Open for Set up and Arrivals
Wednesday 24th	Optional 'nav school' and practice tasks available
Thursday 25th	Official practice task
Friday 26th	Practice continues
Saturday 27th	Opening Ceremony and Task 1
Sunday 28th	Friday 2nd August, Competition Continues
Saturday 3rd August	Medal ceremony and closing celebration

Entry Fees and Registration

Pilot / Co-pilot Entry Fee: £500 before 01/05/2024, £550 after. Team Leader / Assistants fee: £75

Entry fees include: Chart & All printed navigation charts for pilots
Camping on site Toilet / shower / facilities Site security Official competition T shirts
Opening ceremony welcome meal & Closing ceremony meal / celebration
Live band and meal at social event on final evening

Pre-registration is now open

https://forms.office.com/pages/responsepage.aspx?id=DQSIkWdsW0yxEjaiBLZtrQAAAAAAAAAAAAO_c-N_1hUQkdKMjdNTDQ3UFoyRURINTNHVVJNRkY2MS4u

The Competition comprises various tasks. These Tasks fall into Three Categories:

- ✓ **A** Flight planning, navigation estimated time and speed. No fuel limitation.
- ✓ **B** Fuel economy, speed range, duration. Fuel limited to maximum 15 kg for aircraft flown solo and 22 kg for aircraft flown with two people.
- ✓ **C** Precision

In-depth detail on what competitors have to do can be found

https://www.wmc2024.com/files/ugd/9ccd8b_cf837c8cc6d44a01b963694fee9ab21b.pdf

For the latest news – www.wmc2024.com

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>



NEW HORIZONS BUILD-A-PLANE

The BMAA is keen to involve young people in aviation by its build-a plane scheme for youth groups, the Horizons project. The project provides many opportunities for the group and young people that build the aircraft some of which are:

- An introduction to aviation – an important part of 21st century life
- An insight into the mechanics of aviation – encouraging students with an interest in engineering
- Practical hands-on construction – developing knowledge of tools and physical skills
- Working as part of a team – developing an understanding of team relationships
- Recording progress and reporting the build in words and images – developing communication skills
- Completing the aircraft – achieving a goal to be proud of and excited about
- Promoting the organising group – very few schools for example can boast of such an exciting lesson plan

New Horizons provides the group with a comprehensive kit of parts to build a two seat microlight aircraft. On completion the aircraft is test flown by a fully qualified Test Pilot. After the test flight the aircraft will be sold to provide funds for another New Horizons build a plane project.

The BMAA will purchase the aircraft kit. When the kit is completed we will sell the aircraft to help fund the next project. During the build period, from delivery to collection, the group is responsible for the aircraft and must ensure that the aircraft is insured for loss due to any cause, or agree to cover the cost of damage or loss up to the total value of the aircraft. The BMAA will cover costs incurred by the project mentor and inspector and all fees associated with the aircraft build.

Download the guidance document to fully understand the process and requirements for the project, https://www.bmaa.org/files/new_horizons_-_guidance_for_applicants.pdf then, having read the information the next step is to contact the BMAA and discuss your project. Please send an email to rob.hughes@bmaa.org

PROJECT 1: G-CINL Type - SkyRanger Swift. Built by: CTC Kingshurst Academy
Status: COMPLETE & FLYING

PROJECT 4: G-# # # # Type - SkyRanger Swift Built by - Aston University Engineering Academy
Status - NEARING COMPLETION

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>

Design Approval Engineer PAID VACANCY

The BMAA are expanding their Technical Team, working on initial and ongoing aircraft airworthiness. Your skills should include:

- ❖ Assessing Compliance with Design Requirements
- ❖ Flight Load and Stress Analysis
- ❖ Flight Test Analysis
- ❖ Documentation Compliance
- ❖ Final Approval of Designs, Modifications and Repairs
- ❖ You are (most probably) educated to Honours Degree level in Aeronautical Engineering or Mechanical Engineering.
- ❖ You are well versed in design, aerodynamics, structures, loads and stressing, stability and control.

You will work as part of a team alongside other engineers who have a passion for microlights and light aircraft. Training will be provided.

We offer competitive pay, 28 days holiday (plus Public) and the opportunity to mix in the exciting world of light aviation. The British Microlight Aircraft Association (BMAA) is based near Banbury; You can find more details about us at www.bmaa.org. We are a friendly and progressive organisation, dedicated to delivering excellent service to our members and to the vibrant British microlighting industry.

If you think this sounds like you, contact BMAA CEO Rob Hughes for more details and a confidential informal chat: ceo@bmaa.org or 01869 338888



<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".

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

CONGRATULATIONS to the Willy Howe Model Flying Club!

BMFA Club Support Officer, Andy Symons, elaborates ...I'm very pleased to see their efforts recognised with a BMFA Award, the Roger Bedford Trophy, awarded for outstanding contributions to education in the context of Aeromodelling.

The award was presented to the club Chairman, Ian Newton, and took place at the Kilham Church of England Primary School where the club have taken part in a number of activities in recent years and with whom they are working to introduce a STEM program this year.



The DJI Mini3 Pro is held by one of the students and was purchased by the club to use for giving experience flights from a grant awarded from the Dogger Bank Wind Farm Community Fund.

This is the second grant the club has received after purchasing some fixed-wing aircraft with the first grant.

Andy asks, **do you have any wind farms in your area?** If so, they are very likely to have a community fund that other model flying clubs may be able to tap in to for grants if you can show a community benefit. Ideal for purchasing club trainers and other items!

My thanks to Ashley Hoyland for his continuing BMFA Introduction to Aerobatics.

In the last article I compared what the youth of the 1950s and 1960s had to encourage them to try to make something fly, and the opportunities offered to them by local retailers, 'we called 'em shops in them days', against the lack of encouragement for the youth of today. The youth of today are not exposed to the heroes of the 2nd World War or indeed the beckoning kit or engine displayed in many shop windows waiting to whet the appetite for creation, and be bought after saving pocket money for may be months. The biggest challenge is to try and prize the youth of today away from computer-based entertainment, even if they choose a flight simulator, they have the opportunity to reboot when a mistake is made, without any loss of time, harm, expense, or probably more importantly effort.

Making models was a hobby that all walks of life were interested in. As a lad when I started an engine it would attract many enquiries from passers-by, a genuine interest was shown with questions like, "what does it run on", "how long will it run for" and "will it fly", usually followed by "mister" from the younger observers. Now we aeromodellers are essentially ignored as a strange group of soles generally with impunity, but in a small number of cases complaints are lodged. Who could possibly think that an engine on song could be annoying.

Well, there we are, proof that we are a strange lot, however I have to admit there are those flight enthusiasts who would never consider using an engine, and they rely on their knowledge of the elements to keep their model in the air. There are those who find great fascination in controlling their model with two wires connected to the control surfaces so the model flies in a circle with the elevation being controlled by the pilot, which was my first successful modelling experience. No one should be ignored, because as a result of their dedication to make something to be proud of, those creations are a miracle and as a result, their efforts should be admired. Our mentors for our Introduction to Aerobatics Days in front of BMFA Buckminster reception. Bob Smith (inset) joined us recently.



These days our sport is so advanced who would have believed in those early days what it would develop into what it is today. The diversity of models is so wide with every chance of success, although on occasions some help is required, and we who run the Introduction to Aerobatic Days at Buckminster are here for that very reason. We pride ourselves in being able to give advice to anyone needing help from the raw beginner to achieving world standards in aerobatic flying.



BMFA Buckminster clearly showing the layout of the space available for maximum use with safety in mind.

<https://nationalcentre.bmfa.org>

I think there are two kinds, or may be three types of model builder today and it is how we encompass all those to feel part of the British Model Flying Association and join our numbers to prove we can be a huge family with the goal of "United we Achieve". We should not ignore those who believe making and flying models is an occasional pastime, they might even call it a hobby at their level. Secondly there are those enthusiastic members of the BMFA who are fascinated by flight. The third group are those who compete where it is undoubtedly a sport and rightly recognised as such by the Sports Council. Competing at any level can easily be compared with any sport with its specialised knowledge, the dedication to succeed, the commitment to produce and be dedicated enough to put in the hours of practice to fly something that is world beating.

What is the difference between these enthusiasts? The first category of model flyers I see as those who are on the fringe of activities and are difficult to reach out to. I wonder how many casual joggers there would be if they all had to register with their representative of the Sports Council and comply with the rules to make them legal before leaving home, or how many golfers if they had to make their own golf clubs and golf balls. I am sure there will be some modellers who are moderately successful going it alone, but how do we bring them into the fold?



The majority of aeromodellers are part of the BMFA for several reasons and they may all have differing interests and reasons, but they are provided with a huge range of facilities, and the dedicated will take full advantage of what is to offer, including practical help if it is needed. Insurance is a big consideration which is necessary these days due to possible litigation, even if it is unfounded.

All model flyers want success and success can mean different things. Many take what the older fraternity see as an easy way to experience flying a model buy buying readymade models usually referred to as "foamies" or 'ATRF' (almost ready to fly) but to obtain and install the appropriate equipment and operate it properly to almost guarantee success is by no means easy. In my mind the unfortunate attitude today is that of relatively cheap replacement and redundancy and we are already in a throw- away society.

We encourage building in redundancy. With one elevator linkage failed this would have ended in a situation where after a crash the cause would have been impossible to establish if both elevators had been connected to the same control linkage.

Please don't think I am not in awe of some of the readymade aircraft of today, they are a wonder of modern manufacture, but not many years ago learning to build and fly was a long process due to having to gain experience in the build and go through the sometimes painful process of learning to fly.



To have any success usually meant repeating the process many times before learning the principles of safe and successful flight. However, this is where many skills would be learned, cutting and gluing wood and so many other materials, soldering, covering with nylon, doping, mixing fuel, spraying, electronics and so many other skills that set me up for life in my own none throw away world

that has stayed with me. (Photo: Group of visiting pilots and mentors at our ITA days at Buckminster.)

The satisfaction and efforts that has led me in so many directions are immeasurable, including a moderately successful life of aeromodelling, holding a PPL, and producing those miracles that defy the elements that nature throws at us and being able to tackle just about any job from the ground up in the home.

The photographs are from our Introduction to Aerobatics days at BMFA Buckminster where so many attend in the hope of improving their flying skills. We stretch their expectations and try to make the learning curve easier for anyone who wants to attend.



NEW VENUE FOR RETFORD MFC SPRING SWAPMEET



Retford Model Flying Club Spring Swapmeet

Sunday 3rd March 2024

Carlton in Lindrick Civic Centre
OAKHAM DRIVE
CARLTON-IN-LINDRICK
WORKSOP
S81 9RE

Table set up from 0900hrs - 0930hrs (TABLES SUPPLIED)

Advanced bookings

Pre booked tables	£7	*****
On the day	£8	*****

Admission £3

Doors open 0930hrs – 1145hrs

Hot sandwiches, tea, coffee, available from 0945hrs

For further information and bookings contact

Lee Davies 07900156803

Email: lee.davies5@btinternet.com

Web site www.rmfc.org.uk

What3words //blog.otherwise.nurse

Latitude / Longitude 53.356727 -1.122154



The Surrey Radio Control Club **has vacancies** for this year.

They have a well looked after flying strip between Crawley and Horsham.

All year flying and a good bunch of helpful, friendly members.

Due to its location NO turbines or Large models.

They can help with training too, get in touch ready for spring!

CONTACT: stevemull@yahoo.com for more information

FORTHCOMING 2024 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 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

MARY BARRATT, CHAIR OF BRITISH SKYDIVING, YEAR END REVIEW



2023, WHAT AN exciting year it's been for British Skydiving, and for me as the incoming Chair. From my point of view, British Skydiving's most notable achievement this year has been recruiting and on-boarding a CEO.

This is a new role within the Association, and moving from a COO to a CEO is really quite a big thing; it places significant emphasis on having leadership that drives strategic decisions with a view to the long-term success of the organisation and proactively shapes the culture of the leadership team, alongside overseeing everything on the operations side of the organisation.

So, the Board gave this a good deal of attention during the first half of the year, which led to Rob Gibson joining British Skydiving in August.

I've been delighted to see him get off to a great start, and I'm also pleased to note that Rob and I are already building a close working relationship and have started looking at key areas for improvement such as governance, organisational effectiveness and relationships with the Association's various stakeholders.

Signing off British Skydiving's Strategic Plan for 2023-27 also sits high on that list of achievements for the year (see p. 12). Defining the vision for British Skydiving's future is a key part of the Board's remit. It is not a task to be taken lightly. Continuing to work on this during 2023 has resulted in a realistic and ambitious vision for the Association, and robust goals aligned with that vision. In conjunction with that, we have been clear that the capture of data and meaningful performance metrics needs more attention in order to monitor and support progress. So, when Rob joined in August the Board was able to share a plan setting out a clearly defined vision, five top-level goals and accompanying sub-goals, and broadly indicating the terms in which we see progress on this being measured across the next four years. Rob brings significant experience in this area so is in a good position to drive the plan forward operationally, which will include ensuring that delivery of the plan makes best use of the Association's resources.

I feel immense gratitude to my fellow Board members who have worked incredibly hard across the year. This is particularly impressive given that two of those colleagues had to step down mid-term, meaning we've not been a consistent team of twelve across the whole year.

I have also greatly appreciated the work done by the various committees, which makes such a significant impact on the experience of British Skydiving's members (as captured in the reviews from the committee chairs). And a huge "thank you" needs to be extended to all the members of the working groups and those who fulfil volunteer roles; the Association certainly couldn't have achieved all it has this year without their contributions (and if any members out there are interested, there's always room for more volunteers).

More key pieces of work will take place over the coming year including the Strategic Plan being rolled out across all committees and a review of the Safety & Training Committee and Riggers Subcommittee, which has been pending for some time.

A new working group will be set up to focus on the relationship between the Association and PTOs, which reflects British Skydiving's commitment to developing more effective ways of working with DZOs and PTOs. The Expo WG will undertake a review to ensure this showcase event keeps improving and stays aligned with that all-important Strategic Plan. There will also be some adjustments to the way the Board operates, which will respond to the recommendations of an independent board review that has taken place this year.

I am looking forward to welcoming new Directors to the Board in January, including a new Independent Non-executive Director. I am also looking forward to working with this team, and Rob, over the coming year as we continue to shape the future of British Skydiving as a standout NGB.

BOARD OF DIRECTORS

Three new Directors - Richard Lockwood who has been selected as the Association's new Independent Non-Executive Director and British Skydiving members Karl Kojro and Dr Theodoros Koutroukides who stepped forward for the Non-Executive Director roles via the nominations process.

Richard Lockwood has over 30 years of experience in finance, most recently with Nest Pensions as CFO, but has worked in many other sectors.



Richard says: "my role at Nest is highly regulated and requires attention to detail, two attributes of skydiving. I have a clear sense of purpose to add value to society beyond my professional career and that is what attracts me to working with your sport."

I am an executive champion for diversity and inclusion, leading a programme of work that is helping to increase staff awareness of and openly discuss and tackle biases and barriers. I am a member of the Advisory Board of the Diversity Project, a cross-company initiative working to create a more inclusive culture in the financial sector.

Finally, what is important to me is to understand the true sense of community that defines Skydivers. It is clear to see what a tremendous benefit and enjoyment people get from Skydiving, whether that be like me as a one-off charity experience or as a full

participative sport as it is for you and my son."

With four Non-Executive Director seats to fill and only two nominations put forward, the Board will be looking to fill the two remaining vacancies over the coming months to ensure there is a full complement of Directors across 2024. So, if you are interested in becoming a Director but didn't step forward for the recent nominations, keep your eyes open for posts over the coming months.

CASUAL VACANCIES ON THE BOARD OF DIRECTORS

British Skydiving is looking for two members to fill casual vacancies on the Board of Directors from the beginning of March. This could be your opportunity to play an active part in the Association and help British Skydiving achieve its goals. We are looking for members who have empathy with our skydiving community, a commitment to improving diversity and equality in the sport and who are able to devote the necessary time to the role (a minimum of 8 hours per month over the next year, with our first full meeting scheduled for 5 March). It can be helpful if you have previous Board-level experience, but that is not essential, as there will be support and training. We are particularly interested in hearing from members who have Legal, Finance, Compliance or HR expertise.

If you are interested in taking up this opportunity, please send your CV and a cover letter setting out what you can offer as a British Skydiving Director by email to our Board Secretary, Lise Moore, at lise@britishskydiving.org

The **closing date for applications** is **12:00 noon on the 19th of February 2024.**

For more details

https://britishskydiving.org/council-committees/directors-role-description/?fbclid=IwAR3IoU_CgRzsPLXna1SeyFQkiBfDIA-X3xM0o8LRrGM9oSejyngv3pBWieA

A NEW FORMATION SKYDIVING RECORD IS ACHIEVED – THEN BROKEN

My thanks to Laura Hampton for her report. We have set a new formation skydiving record: a 41-way, three-point total break sequential jump! It's no secret that formation skydiving isn't as popular as it once was – you only need to look at the number of teams at the four-way nationals – but equally, we have so many amazingly talented FS jumpers in the UK that we felt it must be possible.

We needed people with exceptional FS skills, who would be comfortable and capable in building sequential points; bigway skills were also important, but that ability to quickly get through points meant we also valued the experience of four- and eight-way competitors. We also wanted free flyers in our lineup, based on a hypothesis (that had yet to be proven) that they would be well suited to taking the last diver slots and facilitating as quick a build as possible out of our three Caravans. A task that required not only to plan the timing well, but also to create a compelling offer that would encourage people to take time out of their busy schedules (including team training) to spend with us on achieving our goal.



Finally we were able to build a team of 41 formation skydivers, plus three camera flyers for the event at Skydive Langar.

We had thought to design a dive which would give us the best chance of success. We knew that the biggest hurdle, especially when using Caravans, would be the initial build (noting that Caravan exits tend to be elongated when compared to exits from an Otter, or a Skyvan).

For this reason, we needed a formation which was shaped around three longer dives, but we also needed it to be solid. Will drew up a formation with a clear six-person base and surrounding loops, diamonds and pods that had clear cross references and mirroring to make it as quick to build as we could. From there, the trick was to achieve the goal of a total break sequential formation as efficiently as we could. To meet the rules, we had to have everyone let go of their grips and pick up an entirely different grip next. But we didn't want too much movement.

With formations planned, people invited and dropzone secured, we just needed the weather. And what better month to choose than July? We decided to coincide our event with Skydive Langar's Midsummer Boogie. A solid plan, pretty much guaranteed to have good weather. Except...this is England. And the weather gods did not get the memo

It was only thanks to the patience of our team and the dedication of our dropzone that we were able to get five jumps in over two days.

The first jump was intended to help us set the scene and we declared a two-point dive, which would itself be a new British record. Not only did we do it, but we did it by 8,000ft!

Our next jump targeted the three-point dive. Though we made three points, the second had an incorrect grip rendering it invalid for a record.

The third jump of the day, late in the evening, was the one for us. We managed the three points neatly and efficiently, making it the second British record achieved that day.



Day two was trickier still, weather-wise, and we had a number of instances of kitting up before standing down.

But finally we got two more jumps in – but, sadly, the fourth point stayed just out of reach.

Our hope is that records like this help to inspire others to get involved in it, too.

(Photos: Andy Ford)

Skydive The Mag app is live!

Download British Skydiving's brand-new app and jump into the world of **Skydive the Mag**. <https://britishskydiving.org/mag/download-the-app/>

Working with new editor Annette O'Neil, the new **Skydive the Mag** is packed full of great stories, videos and so much more...

A taster of the treats that were on offer at the 2024 Skydive the Expo.



Saturday Seminar EMCC Nottingham Schedule 27 January 2024

	Theatre	Conference Suite One	Atrium Gallery One	Atrium Ground Floor	Conference Suite Three	Conference Suite Four	
10:00 - 12:00	AGM 2024 followed by Awards Presentation Ceremony	<i>The first British Skydiving Council meeting of 2024 will take place at the Orchard Hotel in the Worcester Room immediately after the AGM & Awards Ceremony, any member is welcome to attend as an observer</i>					Exhibition Hall, Atrium & Conference Suite 2
13:00 - 13:50	Project 19 & why Women's Records are Still Needed. Elise Sharp Hannah Parker Sirius Freefall	What's in a Save? 549 Life Lesson Karl Meyer Vigil AAD	Burble - Overview & Q/A Session Franz Gerschwiler Burble Software		The Lost Art of Packing - Part 2 Lucy Mancey		09:30 Exhibition of skydiving kit and services 17:00 Close of Exhibition
14:00 - 14:50	Beyond the Lens, a Journey in Skydiving Photograph Andy Ford	"Know More, Jump more, Be safe" - Technology & Data in the advance of Safety, Knowledge & Innovation Jon McCallum KitNDocs	Want to be a qualified skydive coach? Martin Soulsby British Skydiving	Too many choices? Catch up on all the seminars on the British Skydiving YouTube Channel!	Packing of the Reserve Canopy into a Javelin Container Damien Sorlin Sun Path Products Inc	Judges' Specialised Interest Group	
15:00 - 15:50	A Worlds First - The Pentagram L/Cpl Cameron Clark Red Devils	Sky Diversity Emily Aucutt Lucy Mancey	Reserve Repacks: 6 or 12? The Great Debate Pete Sizer	Packing Your Parachute - What (not) to do Richard Madeley Performance Designs	The Road to Becoming a World Champion Skydiver Vana Parker	Pilots' Specialised Interest Group	
16:00 - 16:50	How to get to "Big Ways" and Stay There Dane Kenny	Indoor Wingsuit - Introduction, Innovation & What's Next Chris Judd Indoor Wingsuit Stockholm	A Road Map From AFF to a Real Rockarolla Jimmy McCarthy		Noise Complaints and Bad Weather - The Reality of Running a DZ in the UK Alex "Buzz" Busby Hicks Skydive Tilstock	Competitions' Open Forum	
17:00 - 17:30	Expo Grand Prize Draw	British Skydiving reserves the right to change or cancel sessions in the event of the unavailability of speakers, etc.					
19:30 for 20:00 Annual Gala Dinner - Ticket Holders Only 22:00-02:00 (approx) Live Music from Wingin It plus DJ - Open to all Expo visitors free of charge.							



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!

BUS are bringing back **Southerners and Northerners** and kicking things off on **8th March at 17:00 at Sibson Airfield** with some fun jumps, coaching and load organising followed by a wild party Saturday evening. The **weekend closes at 15:00 on 10th March.**



The Royal Aero Club of the United Kingdom



Anna Devoy University of Nottingham

Receiving The Royal Aero Bursary was extremely **uplifting**. I felt reassured and worthy of my sport, skydiving. It hasn't been a straightforward journey but skydiving means so much to me and being given the opportunity to **progress** and develop securely was extremely **valuable**.



The Royal Aero Club of the United Kingdom



Chez Stephenson University of York

I applied for the Royal Aero Club bursary last year after achieving my A-licence in February. With the funding I was able to afford **coaching** for my FS1 sticker and FS1+, of which allowed me to participate in some **amazing** big way jumps over the summer season. If you are thinking of applying, my advice would be just do it!



The Royal Aero Club of the United Kingdom



Mo Baldwin University of Leeds

I was awarded the Royal Aero Club bursary to achieve my C licence, and I've been so grateful for the opportunity! The additional funding has boosted my **development** in the sport- and I would greatly recommend everyone who's eligible to make an application! It's relatively easy to apply and the benefits are **fantastic!**



The Royal Aero Club of the United Kingdom



Eloise Wood University of Glasgow

I was awarded the George Farha bursary this year to obtain my FS1 qualification, for which I am extremely **grateful** to the Royal Aero Club Trust. As a student at university, this has massively helped me cover the cost, which would have otherwise been difficult and has allowed me to **achieve** my FS1 at Skydive Strathallan with ease. Formation Skydiving is something I'm very interested in, and I look forward to developing my new skills and using them to jump with my friends!



The Royal Aero Club of the United Kingdom



Maddie Trask University of Nottingham

I was incredibly lucky to be given a bursary earlier this year helping me towards my B Licence. It allowed me to **focus** on getting those pre-declared landings and all the other **certifications**, as well as my FS1+, without worrying about paying to do it again if I messed up, which I did several times!





<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.

My thanks to Jim Dinsdale FSDP Scholar, for his report:

FSDP SCHOLARSHIP – SIX MONTHS ON

It's been six months since Caroline and I completed our scholarship at Turweston under the watchful (and patient) eye of John Marriott. Those of you who read my blog know how much we enjoyed the experience and how the scholarship affected us as individuals. However, time has passed and things change. We all have our challenges and sometimes our health dictates what we can or cannot do, no matter our best intentions. So, how have things changed?

Firstly, let me tell you about my continuation flying. Yes, I did continue and have progressed. On my final few days at Turweston I told John about my fear of getting a new instructor with whom I didn't get along with or viewed my disability as a disadvantage. I say this because, until I was injured, I believed that those not as able bodied as me were disadvantaged. However, upon my return home I drove to Sherburn, became a member and booked my first lesson.



My first day at Sherburn was a blowout as the instructor I was supposed to have decided to have COVID and so the lesson was cancelled. I booked another lesson with a different instructor.

Glenn, the new instructor, freely admitted that he had concerns when he first saw me. Admittedly, I was completely honest with him and told him about the incident where I nearly ran the aircraft off the runway during a touch and go (maybe not the best thing to mention on a first lesson).

I think that made me more nervous and less confident as I felt that my first flight with Glenn wasn't as good as it could have been.

Fortunately, Glenn is what I would call 'down to earth' and tells it how it is. When I make a mistake, he lets me know. When I forget a procedure, he drills it into me. When I do something well, he lets me know. After a PLF lesson last week he said something that impacted me significantly, he said that whilst flying you couldn't tell that I was disabled.

Ok. So I'm fortunate to continue my flying lessons and work toward a PPL. So what?

The fact that I'm leaving my house, on my own, to interact with other human beings is something I didn't do for nearly 14 years. The fact that I finally weaned myself off the opiates in order to fly is amazing. Very, very painful but worth it. The fact that my mental health has improved exponentially is practically a miracle. My wife has even said that it's like getting her husband back.

Even though I'm in a lot of pain, I don't get depressed or maudlin as I used to. I'm not saying that all my issues are resolved, far from it. I can barely walk nowadays, I've already mentioned the pain and I miss taking my dog out for walks. I barely sleep and eat less than a hamster. Another bonus is that I can drink a little alcohol again!

Joking aside, flying aside and disability aside, what's the point of this little ramble?



Prior to visiting Cranwell and getting my scholarship with FSDP, I wasn't living, I was barely existing. FSDP has given me a life, an actual reason to go on rather than existing from one day to another. This is very difficult to articulate so please bear with me. I feel purpose, I feel motivated and I feel great.

Spending those three weeks with Caroline, getting to know her, her difficulties and sharing mine, helping her as she helped me as well as learning something new, reminded me of who I really am. To use a really bad analogy, it's like a 'barn find' being restored to a full, working vehicle – admittedly with a few annoying quirks and niggles but it works.

The true reason behind FSDP is often hidden by the fact that you're learning to fly. I'll admit to believing that learning to fly and helping my partner was the goal. I didn't consider anything else. But the true gift, the gift that I wonder if even the sponsors fully appreciate, is much, much more profound than that. In my case, it was the gift of life, of living.

The gift of believing in myself and restoring my confidence in my own ability to achieve what I want to achieve. The gift of accepting who I am and being able to go out and accept how others see me. It's a gift that cannot be quantified as it's subjective to each of us but no less important. For me, it was life changing, life affirming.

I'm studying again, not just for my CAA exams but new qualifications in order to rejoin the employment market. I'm trying new things and have a new addiction – flying. There are no words that can truly express how grateful I am and how grateful my family is. Just – thank you.



Why not join our 300 Club

FOR A CHANCE TO WIN	
CASH PRIZES EVERY MONTH	Top Prize £68 Two Prizes of £35 Five Prizes of £14
BONUS PRIZES TWICE PER YEAR	Top Prize £275 Second Prize £137
WHILE HELPING TO PROVIDE FUNDS FOR FSDP TOO	
All for just £2 per month!	

The 200 Club was doing so well that it's now the 300 Club! <https://www.fsdp.co.uk/january-300-club/>

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.

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.

- ❖ Taking on a personal challenge or getting together with friends, and family is a great way to support FSDP. The only limit on what you do is your imagination! You could take part in an organised event such as a run, skydive, cycle or swim. Or why not organise your own event; from holding a coffee morning or pub quiz to washing cars or holding a sponsored silences – the options are limitless.

- ❖ See FSDP's A-Z of Fundraising Guide below for more great ideas on how to get involved. Once you've chosen your event, it's time to start fundraising! <http://www.fsdp.co.uk/wp-content/uploads/2017/04/Fundraising-Guide.pdf>

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



HOW YOUR DONATION HELPS

 £15 Will buy a baseball cap and a hi-vis vest	 £30 Will pay for a scholar's flying jacket	 £10 PER MONTH Will pay for one night's hotel and food	
 £20 PER MONTH Will put a candidate through the RAF Cranwell Selection Centre		 £50 Will provide three hours of ground school	 £180 Will provide an hour's flying lesson
	 £500 Will pay for a FSDP family event		£12,000 Pays for a full scholarship including selection, subsistence, flying training, ground school, safety clothing & ongoing FSDP family support.

DONATE ONLINE

virginmoneygiving.com/charities/reach4thesky

Or complete the enclosed donation form



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

T 01285 713299 E info@fsdp.co.uk W fsdp.co.uk

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





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

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

NEWS

LAA CEO NAMED FOR SERVICES TO AVIATION IN NEW YEAR' HONOURS LIST

LAA CEO Stephen Slater was named in His Majesty King Charles III's first New Year's Honours List for his contributions to aviation. Stephen has been awarded an MBE for services to diversity in the aviation industry, reflecting his work with everything from vintage aviation to the latest eVTOL types, as well as his support of organisations such as the British Womens' Pilots Association and Aerobility and developing LAA initiatives to encourage young peoples' interest in flying.

Developing LAA initiatives include working with LAA Struts and Member Clubs to develop young peoples' aviation adventure days, build-a-plane projects, aviation art competitions at air shows and also expanding the LAA's Armstrong Isaacs Bursary scheme to support more young student pilots from all backgrounds in achieving their flying goals.



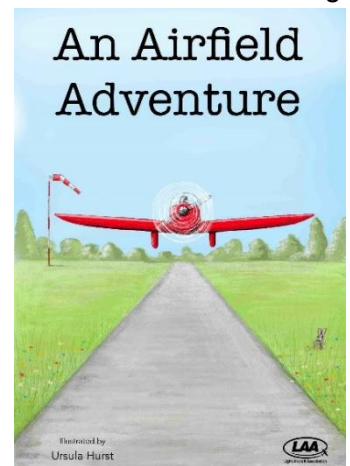
Stephen says: "It is a huge honour personally, but much more importantly it reflects the efforts of so many volunteers in the LAA who, like me, get so much pleasure of being part of our team, passing on our message of Flying for Fun, to future generations, from all walks of life".

Eryl Smith, LAA Chairman said: "On behalf of the Board and Association's membership I am delighted to congratulate Steve on his MBE award. His commitment and contribution to

a wide range of aviation organisations and causes over many years, including the LAA, has furthered the interests of and participation in aviation at all levels and his award is richly deserved".



NOT ONLY AN MBE but Steve has won an award for his painstaking restoration of 'Airymouse', a 1930 Currie Wot single-seat biplane. The Restoration Award was presented at the National Transport Trust's (NTT) annual awards. It was received by Anne Hughes on behalf of Steve from the NTT's Royal Patron, Anne, HRH The Princess Royal.

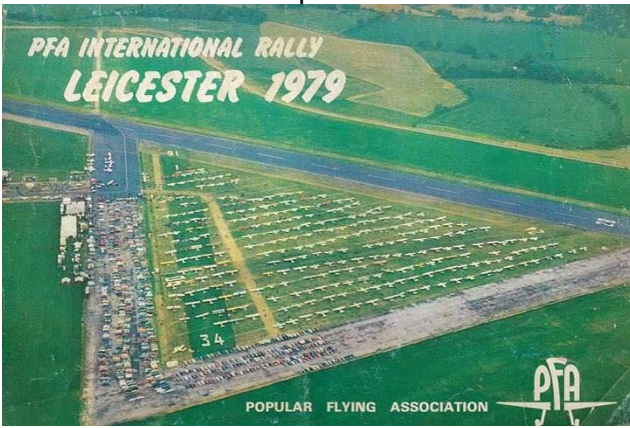


AND Stephen co-authored the book "An Airfield Adventure" for 7 to 11 year-olds, to explain what goes on at small airfields.

We also wish him well in his recovery from an untimely stroke.

LAA Rally returns in 2024 - to Leicester

The Light Aircraft Association's much-missed annual Rally will return in 2024, centrally located for LAA members at the new venue of Leicester Airport.



LAA CEO Simon Tilling says "I am very pleased to announce that, following agreement with the airport management team the 2024 LAA Rally will be held at Leicester Airport over the weekend of **30th August to 1st September 2024**.

I am really happy that we are going back to Leicester Airport and glad that the team at Leicester are just as keen as we are to make this a fantastic event - whether you are a pilot, owner or enthusiast.

Older members will recall that Leicester hosted the PFA Rally in 1979, 1980 and 1981. More information will be published in Light Aviation as it becomes available.

TWO NEW LAA INSPECTORS

Bryn Holt and Daniel Couzens both attended an LAA Inspector Assessment Day in December, with LAA Chief Inspector, Lucy.



Bryn is the Hangar Supervisor for Shenley Engineering at Headcorn Aerodrome. He has 20 years experience carrying out maintenance on a variety of fixed wing metal, composite and wooden airframes, supporting naturally aspirated and turbocharged Lycoming and Continental Engines, Gipsy Major and Renault 4P03 Engines.

Daniel is an Aircraft Engineer based in Lincolnshire, as well as being a qualified CAA welder. The first aircraft he built was an Xair microlight.

ARMSTRONG-ISAACS BURSARIES FOR 2024!

Thanks to the generosity of one of the LAA member donors, based out of Barton, their company PTS Ltd is sponsoring an additional two bursaries. This means that in addition to the five existing bursaries, an additional two bursaries for 2024 of £1,500 are being offered to support young pilots already in PPL training, bringing the total available to seven.

See Bursaries, Scholarships & Funds in this Newsletter for more information

PERMIT REVALIDATION FORMS UPDATED

The Airworthiness Review Report (LAA/ARR-1) and Permit Revalidation Application (LAA/PTF-REVAL) forms have both been upissued to Issue 6. These forms form part of the Permit to Fly Revalidation Process.

The latest issues of the forms can be downloaded from

<https://www.lightaircraftassociation.co.uk/infolibrary/3e625764-9a76-439a-aab0-cf185fd0d7b9>

Technical Leaflet 2.00 (Revalidating your Aircraft's Permit to Fly) has also been updated to Issue 5 to reflect these changes and can be downloaded from <https://www.lightaircraftassociation.co.uk/infolibrary/12b2f27a-697b-4b04-9846-c01f3054cca9>

THE LAA NEEDS YOU!

The LAA is seeking applicants for two important roles within the Association.



Following Brian Hope's recent decision to step down as Head of technical training, the LAA are looking for someone new to take on this role and enhance the number and types of training we offer, including a new 'How to' video initiative.

Chris Thompson has also expressed a desire to retire from the Pilot Coaching Scheme Chief Coach role.

Pilot Coaching is another area that the LAA is looking to enhance so this is an opportunity for someone new to make a real difference.



LAA's Simon Tilling said, "Both Brian and Chris have done great work in their roles in recent years, and I'm sorry to see them both go. On behalf of the members, I'd like to thank them both for their efforts."

Both roles will be fully expensed.

Please apply in the first instance to office@laa.uk.com

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

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

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

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

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

IT'S HELLO TO THE NEW HEAD OF AIRWORTHINESS

The LAA is pleased to announce the appointment of Nick Stone as the LAA's Head of Airworthiness. Nick brings a vast wealth of aircraft knowledge as well as a real-world understanding of the need for good process and procedure.

Having started his career in the Royal Air Force, Nick went on to work in the aerospace industry, working in the UK before a period working in the nuclear industry in both reprocessing and power generation.

Throughout Nick's working life the one constant has been a passion for aviation. Having started as a volunteer at a local aircraft museum at 14, Nick started flying at the age of 16 in gliders and has a private pilot's licence PPL(A). Prior to becoming an LAA Inspector, Nick spent many years building, rebuilding, and restoring vintage aircraft, the more unusual the better.

"As an LAA Inspector I understand the need to move forward and change and adapt to an ever-changing but exciting world. Having run my own aircraft restoration company for the last seven years I always felt it is important to understand your customers."



LAA CEO Simon Tilling said, "I and the rest of the LAA team are looking forward to working with Nick in the future."

AND IT'S GOODBYE TO NEIL WILSON

After what he describes as '11 enjoyable years' working with the LAA, we're sad to say goodbye to Neil Wilson.



While you might more readily know Neil for his photos that often grace LA magazine, he has also been responsible for selling the magazine advertising, doing interviews for Meet the Members, organising the monthly landing offers and helping with LAA marketing.

We wish Neil all the best in his future endeavours.

LAA partner on British Women Pilots' Association 2023 scholarship winner

The British Women Pilots' Association (BWPA) recently announced the winners of its coveted aviation scholarships, including one sponsored by the LAA. These included one Flying Start award supported by the LAA, awarded to Sophie Cooper.



Simon Tilling – CEO, Light Aircraft Association, said: *"Those of us who are pilots know what a fantastic thing it is to be able to fly. With this scholarship we help one more pilot experience the joy of flying."*

"There are far too few women in aviation [average 6% worldwide Ed.] and this will in some small way help to change that."

"The LAA is delighted and proud to be partnering with the BWPA by sponsoring the BWPA Light Aircraft Association Flying Start Scholarship."

LAA STRUT MEETINGS

Some LAA Strut meetings make a small charge for non-members but all are welcome to attend and meetings are an excellent source of advice and help, whether building, buying, training or simply wanting to be involved in the local aviation scene. STRUT's arrange a number of flying and social events throughout the year and most hold monthly meetings and maybe an interesting aviation related talk. Meetings are an excellent source of advice and help whether building, buying, training or simply wanting to be involved in the local aviation scene and are dotted around the UK. Checkout the LAA website for details of your local STRUT on an interactive map <http://www.lightaircraftassociation.co.uk/struts/struts.html>

FLYBOX AVIONICS 10% LAA DISCOUNT

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

OTHER CLUBS ASSOCIATED TO THE LAA

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



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

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

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

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

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

NEWS

3Rs RACE SCHOOL 2024

POPHAM AIRFIELD – 20th-21st April



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 *



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 may be 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).

Application Forms and Terms & Conditions

<https://docs.google.com/document/d/1KgCxiwtm1Uem5oXi3YR5jE0O4FqsKiEfxQ2CuUOItY/edit>

Flying Application Form:

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

Aero-modelling Application Form:

https://docs.google.com/document/d/1hEcZ3CONkwVUJRu7XStt1DLB_vj044DWLZpz3GWG6Q/edit#heading=h.9k17fv13n3ps

Flight Simulation Application Form:

https://docs.google.com/document/d/1HoStK_6VYwus3fH0pscFOTiM6IzPxIvv66wOLER2Kh4/edit#heading=h.phg5p3m7wkb8

Advanced Application Form:

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

Terms & Conditions:

<https://docs.google.com/document/d/1KgCxiw1Uem5oXi3YR5jEOO4FqsKiEfxQ2CuUOltoY/edit>

ARMSTRONG-ISAACS BURSARIES FOR 2024!

Thanks to the generosity of one of the LAA member donors, based out of Barton, their company PTS Ltd is sponsoring an additional two bursaries. This means that in addition to the five existing bursaries, an additional two bursaries for 2024 of £1,500 are being offered to support young pilots already in PPL training, bringing the total available to seven.

Closing Date: 31st January 2024

<https://www.lightaircraftassociation.co.uk/armstrong-isaacs-bursary-2023>

Please complete and email to office@laa.uk.com with the subject title Armstrong/Isaacs Bursary

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".

The application window for 2024-25 Attagirls Molly Rose Pilot Scholarship is likely to be 1st June to 30th November 2024.

For more information: <https://www.aetheris.co.uk/mrps>

FLYING FOR THE DISABLED 2023 SCHOLARSHIPS

A scholarship includes 35 hours flight tuition and associated ground school which means that most will have flown solo and some, at their own expense, have gone on to achieve their PPL. Scholarships commence with a scholar's seminar near the end of April, during which scholars are introduced to their instructors and scholar training partner(s). Flying training is undertaken at flying schools in the UK between May and October and will be of three or four-weeks duration in either a PA-28 or a Microlight aircraft.

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

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

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>

LAUNCHPOINT BURSARIES / AWARDS

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

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

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

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

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

THE HONOURABLE COMPANY OF AIR PILOTS incorporating Air Navigators SCHOLARSHIPS

In addition to flying scholarships funded directly by the Company, or one of its Charitable Trusts, each year they are also able to fund sponsored flying scholarships which are administered by the Company. Application criteria and information <https://www.airpilots.org/scholarships/flying-scholarships/flying-scholarships-2024/>

- '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 11 January 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: 7th March 2024 at 12 noon.**

The application details for **GLIDING** scholarships along with the criteria for application <https://www.airpilots.org/scholarships/flying-scholarships/flying-scholarships-2024/>

Applications close noon 6th February 2024

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 Aviation

Following on from the success of last years 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 scheme.

ACS Aviation will award **two Flying Scholarships** worth £4250 each which will cover all aspects of training up to licence issue for a candidate who is prepared to dedicate a part of the summer to training towards a Private Pilots Licence (PPL).

Providing 10 hours of flying training, these scholarships can take a candidate with little or no experience to flying an aircraft solo during a consolidated period in the summer of 2024. The scholarship will allow students to progress onto a variety of professional roles within the aviation industry such as commercial airline pilot.

The majority of UK Airlines are actively recruiting where 16,800 openings for airline and commercial pilots are projected each year, on average, over the next decade. There is no better time to commence training towards becoming a commercial airline pilot! This scholarship opportunity is supported by Bose Aviation!

The winners of the ACS Aviation scholarship will receive 10 hours of flight training in the brand new **Tecnam P-Mentor** aircraft, towards a Private Pilots Licence in a supervised environment within a consolidated period, 12 months membership and a **Bose A30 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)**.

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. The Scholarships, designed to offer those with little to no aviation experience an opportunity to gain skills and build an understanding of the career pathways available within the aviation industry.

2024 applications open on Monday, 29th of January 2024. Applications will close at 11:59pm on Sunday, 7th of April 2024.

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

Air League Scholars recipients are encouraged to undertake their training as a residential course over the course of 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. 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.

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 scholar's 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.

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. 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 2024

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 winners of the ACS Aviation scholarship will receive 10 hours of flight training in the brand new Tecnam P-Mentor aircraft, towards a Private Pilots Licence in a supervised environment within a consolidated period, 12 months membership and a Bose A30 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).

ACS Aviation will award two Flying Scholarships worth £4250 each which will cover all aspects of training up to licence issue for a candidate who is prepared to dedicate a part of the summer to training towards a Private Pilots Licence (PPL). Providing 10 hours of flying training, these scholarships can take a candidate with little or no experience to flying an aircraft solo during a consolidated period in the summer of 2024. 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>

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/>

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://www.lilyfennfoundation.com/en/aviation-scholarship>

Deadline for applications likely to be 15th February 2024

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>

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 2023**

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/>

RAeS 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. Applications for this award **opens on 1st May 2024 and closes at midnight on 16th June 2024.**

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. **Opens on the 1st September 2023 and closes at midnight on the 29th February 2024.**

THE VICTOR GAUNTLETT SCHOLARSHIP

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

THE ERIC 'WINKLE' BROWN SCHOLARSHIP

This award is for up to £5,000 to help a young person to learn or enhance their hands-on fabrication and traditional engineering and maintenance skills with the specific aim of preserving basic hands-on fabrication skills. It may also be awarded to a person running a specialist course in the field of aircraft maintenance skills. This award can be oriented towards either modern or vintage aircraft maintenance. **Opens on the 1st September 2023 and close at midnight on the 29th 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. **Applications for this award open on the 1st September 2023 and close at midnight on the 31st January 2024.**

Closing date for applications: 31st January 2023; The Sir Frederick Handley Page Scholarship - This award is for up to £5,000 to benefit a young person studying for a master's degree to enhance their learning experience. **Applications for this award open on the 1st September 2023 and close at midnight on the 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. **Applications for this award open on the 1st September 2023 and close at midnight on the 31st January 2024.**



<https://www.aerosociety.com>

The Royal Aeronautical Society (RAeS) holds major conferences, lectures and events at its headquarters in central London at 4 Hamilton Place, London W1J 7BQ. Lectures and conferences normally open to interested non-members. The RAeS also encompasses a variety of special interest groups and local branches in the UK, and overseas, who too organise programmes of lectures and events and is the sister organisation of the Royal Aero Club (RAeC).

NEWS

RAeS International Light Aircraft Design Competition 2023/24

This is the seventh in a series of RAeS design competitions aimed at promoting innovation in the general aviation aircraft sector. This year's competition is supported by the Light Aircraft Association (LAA) and the British Microlight Aircraft Association (BMAA), both of which supervise the building and operation of most of the light aircraft in the UK. For this year's competition can you design 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.

RULES & GUIDELINES

https://www.aerosociety.com/media/21605/raes-international-light-aircraft-design-competition_2023-24-rules-v15.pdf

REGISTER YOUR INTEREST

https://forms.office.com/Pages/ResponsePage.aspx?id=0JqrdFknn0u8zWLnZzuB_PFYaBMc8sIMke5IQXW-mGBUMTRERks2NjRXR0VHVURIWVZKRkRRWTIVNi4u

For more information and support contact ilad2023@aerosociety.com

The Submission deadline for entries is **31st August 2024**

News stories that may be of interest

New Years Message from the President of the Royal Aeronautical Society

<https://www.youtube.com/watch?v=UB69rFSXszA>

Some Upcoming Events for 2024

12 March 2024 - 13 March 2024 – RAeS Conference: Leading Global Change through the Earth & Space Sustainability Initiative (ESSI) <https://www.aerosociety.com/events-calendar/raes-conference-leading-global-change-through-the-earth-space-sustainability-initiative-essi/>

There is an urgent need to recognise our shared responsibility for the Earth and space environment and take action to protect it. This conference will detail the activities being driven by the Earth & Space Sustainability Initiative (ESSI) in this regard, and how the UK can help to lead global change in this arena.

17 April 2024 - 19 April 2024 - International Conference on Energy from Space 2024
<https://www.aerosociety.com/events-calendar/international-conference-on-energy-from-space-2024/>

Unlock the potential of Space-based Solar Power (SBSP) with the UK Department for Energy Security and Net Zero, Royal Aeronautical Society (RAeS), UK Space Agency and ESA, with the support of the Space Energy Initiative, as we host a ground-breaking 3-day conference at the RAeS HQ in London from the 17-19th of April 2024. Following the success of the joint ESA/UKSA/DESNZ online event in October 2023, this in-person event promises to delve deeper into the realm of clean energy from space for a greener future and provide an effective forum for networking and building new partnerships between the space and energy sectors in this exciting field.

16 May 2024 - RAeS Annual Banquet 2024 <https://www.aerosociety.com/events-calendar/raes-annual-banquet-2024/> Join the RAeS for this flagship event and enjoy a networking drinks reception, followed by fine dining with an exquisite four course meal, wine and coffee.

21 May - 23 May 2024 - RAeS Future Combat Air and Space Capabilities Summit 2024
<https://www.aerosociety.com/events-calendar/raes-future-combat-air-and-space-capabilities-summit-2024/>

Building on the discussions which took place at the 2023 Summit, and giving an updated assessment on the strategic direction of air and space capabilities in the UK and beyond, the 2024 Summit will be a unique opportunity to network with senior decision-makers, budget holders and military leaders, and be part of a discussion on future programmes with a highly specialised group of defence stakeholders, right in the centre of London.

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**

9 January – **The only way is Tempest** <https://www.aerosociety.com/news/the-only-way-is-tempest/>

The Global Combat Air Programme is a multinational effort led by the UK, Japan and Italy to develop a new stealthy combat aircraft. But is GCAP the right solution? JOE COLES went in search of answers.

27 December – **Happy 250th Birthday Sir George Cayley** <https://www.aerosociety.com/news/happy-250th-birthday-sir-george-cayley/>

Sir George Cayley, the Father of Aeronautics, was born on December 27th, 1773 in the Yorkshire coastal town of Scarborough. Dr C G B (Kit) MITCHELL FRAeS tells us about the great man and introduces a new podcast by Dr John Ackroyd FRAeS.

Aerospace book choices <https://www.aerosociety.com/news/aerospace-book-choices-for-christmas-2023/> TIM ROBINSON FRAeS and STEPHEN BRIDGEWATER present personal picks of the best of 2023's aerospace, aviation and spaceflight books.

15 December - **Trial by contrail – a call for action** <https://www.aerosociety.com/news/trial-by-contrail-a-call-for-action/> There was a call for urgent action to slash aviation's climate impact at the recent Greener by Design conference held on 21 November at RAeS HQ. ROBIN EVANS reports from this high profile Royal Aeronautical Society event.

RAeS PODCAST:

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

The RAeS have also have released **National Aerospace Library YouTube channels** which contains over 30 videos. https://www.youtube.com/channel/UCvOINKE_4cR6oBMKv_8wNKA/videos

The RAF London museum is situated on what used to be RAF Hendon and holds over 95 aircraft in four themed aircraft halls.

The Museum at Cosford, acknowledged as one of the leading public attractions in the Midlands, displays over 70 aircraft and is home to the National Cold War Exhibition.

MUSEUM NEWS

SIGN UP FOR THE RAF MUSEUMS NEWSLETTERS

https://30229adb.sibforms.com/serve/MUIEAOX1m05LLb7YSUV6RxULqDKeTM_iKMNTGg-JnBjVfl-1qsJ2NsVpGKeGnGMCTnkdPyISSc71t5A5ZHFMbK_SAd536j8nsV6IDDWZ26PvwOWV9eM9FIImOUHPPxEaJs_uX038lnlpXmYcGJ-m7nSXZc2eGKlChMTQ2N2IJ-0Py0CbJ0oPElct7PdktDgQp3bMQLo1s2bBYF_lu

BOMBER COMMAND MUSEUM OF CANADA "HALIFAX PROJECT"

www.bombercommandmuseum.ca/aircraft/halifax/

The Curator and Halifax Project Manager of the Bomber Command Museum of Canada, Karl Kjarsgaard, is searching worldwide to recover and restore a Halifax heavy bomber for their national memorial museum in Nanton, Alberta. The Royal Air Force Museum has donated a right-hand Hastings outer wing panel, which is the same design as the Halifax outer wing panels except for the aileron attachment points. After months of negotiations between BCMC and the RAF Museum "new" wing section this is a great donation to the project and a big leap forward in BCMC's progress.

Time constraints were tight just before Christmas but thanks to Harry Raffal, Head of Collections, and his team they were able to bring this wing out of long-term storage at RAF Museum Midlands and transport it to Thirsk, Yorkshire - all thanks to the crane team and sponsoring transport company "POTTER PLANT HIRE" and BCMC president Giles.

They lifted - loaded - transported a second 25 foot wing for their Halifax Project from RAF Museum Midlands to the storage facility of Patrick Smart at Maddison 4X4 in Thirsk, UK. How do you extract a 25 foot wing weighing 1,900 pounds from a big RAF storage hangar? With expert help and very carefully.

At Patrick's shop they will build the steel shipping cradle needed to hold this RIGHT wing, as the LEFT wing is already prepared in its cradle. The RCAF will be airlifting these 2 wing panels direct from the UK to RCAF TRENTON, Ontario in the weeks ahead. From there the wings will be going to the Halifax rebuildshop in Arnprior, Ontario - see the Facebook page called "REBUILDSHOP" to see all of their Halifax rebuild magic performed by KNOX TECH --- <https://www.facebook.com/rebuildshopKT>

This is a great example of museums helping museums while sharing and saving our aviation history together.

Virtual Events and Challenges: Learn more about the RAF's amazing story through our exciting programme of virtual events. <https://www.rafmuseum.org.uk/virtual-events/virtual-lectures/>

RAF Museum 2024 Call for Speakers: Lecture Series

Virtual, or onsite at the Royal Air Force Museum (London and Midlands), Lancaster and Wolverhampton. Dates TBC upon selection of applications.

The RAF Museum seeks proposals from postgraduate students, early-career and established researchers for our 2024 Research Lecture Programme. Lectures will be hosted online and at sites in London and the Midlands, and will share new research being undertaken in the fields of Air Power, aviation history and histories of air forces. The lectures enable those interested in these fields of study to share their knowledge, and to highlight the interdisciplinary approaches and research methods being utilised.

The Museum's 2024 Research Programme will examine Air Power in its broadest sense, encompassing the history of air warfare and the RAF as well as related fields such as archaeology, law and ethics, museology, international relations and strategic studies. Papers relating to the future direction of Air and Space Power are particularly welcome.

For online lectures, speakers have forty-five minutes to present their talk; for lectures held in-person, speakers have up to one hour to present their talk. Talks will be followed by a question and answer section of 30 minutes. All lectures will also be streamed online via Crowdcast.

As part of the Museum's ongoing commitment to encourage debate regarding Air Power and the history of the RAF, we also host research panels involving a series of shorter-talks followed by an open discussion.

If you are interested in delivering a Lecture, or proposing a discussion panel, please send a lecture title, abstract and biography to the Museum's Historian and Academic Access Manager, Dr Megan Kelleher megan.kelleher@rafmuseum.org by **Friday 1st March 2024**.

Submission Type: Abstract, plus a biography and talk title.

Form of Submission: Maximum 300 words in English. Biographies should be no more than 200 words.

Applications to be sent to: megan.kelleher@rafmuseum.org

RAF MUSEUM MIDLANDS

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

Opening hours:

10.00am – 4.00pm – end February	last entry 3:00pm
10.00am – 5.00pm applies March – end October	last entry 4:00pm

Admission charges apply for some events and activities.

MUSEUM SEEKS BLOGGERS IN RESIDENCE

The Royal Air Force Museum Midlands is looking to collaborate with bloggers across the Midlands region. The RAF Museum's Midlands Development Programme comprises a major regional engagement programme supported by a new collections hub, learning centre, contemporary exhibition and co-curated interpretive interventions across the site. As part of the programme, the Museum is looking for Bloggers-in-residence from across the Midlands region to create content (text, images, and video) and share stories from in and around the Museum through our digital channels. Bloggers can be from anywhere across the Midlands region and do not have to be already established, as the Museum would like to support new and unheard voices. <https://www.rafmuseum.org.uk/midlands/whats-going-on/news/museum-seeks-bloggers-in-residence/>

Sky's The Limit! 10 February - 18 February 2024

Experience the thrilling stories of the RAF in new and exciting ways this February Half Term. With its theatre shows and storytelling sessions – the RAF Museum has something for everyone as we take you through over 100 years of triumphant tales!

SKY'S THE LIMIT! ACTIVITIES

Have you got what it takes to join the RAF? Are you ready for a mission? Flying Officer Fledge is ready to find out...

There are six stages to success! We are going to go through key skills in this interactive show as we train for the planes in World War Two. We need Pilots, Flight Engineers, Bomb Aimers, Air Gunners, Navigators and Wireless Operators to take the fight to the enemy! Can you pass all six tests and gain your skills to survive?

Location: Lecture Theatre, National Cold War Exhibition

Date: 15-18 February **Timings:** 11.00am, 1.00pm & 2.30pm

Tickets: Child: £5.00, Adult: £7.50, Family (2 adults/2 children): £22.50 **Age suggestion:** 4-12 but everyone welcome

Through Adversity... and Beyond! Meet Astra, the RAF Museum's very own time-travelling hero! Astra has heard that RAF Founder Hugh Trenchard's pivotal flying lesson has been cancelled. Throughout this interactive one-hour show, travels back in time to guide Hugh through key events from the past to ensure the RAF's creation and survival!

Location: Lecture Theatre, National Cold War Exhibition

Date: 11-13 February **Timings:** 11.00am, 1.00pm & 2.30pm

Tickets: Child: £5.00, Adult: £7.50, Family (2 adults/2 children): £22.50 **Age suggestion:** 4-12 but everyone welcome

Sky's the Limit Stories with Peter Chand

Join storyteller Peter Chand as he tells stories of flight and adventure surrounded by our iconic aircraft.

Location: War in the Air Hangar

Date: 14-16 February **Timings:** sessions throughout the day

Tickets: Free, just drop in **Age suggestion:** 3-8 but everyone welcome

VIRTUAL LECTURE – THE DECISION TO REDEPLOY BRITAIN'S V-1 DEFENCES

9 MAY 2024 at 18:00hrs

John Alexander will discuss the decision to redeploy Britain's V-1 defences. This lecture will be live-streamed via Crowdcast. <https://www.crowdcast.io/c/1t8qtv19a1pf>



The reinforced British air defence scheme for the anticipated German V-1 'flying bomb' offensive, like all since 1917, prioritised fighters over anti-aircraft (AA) guns.

When the offensive started overnight 15 June 1944, the combined defences brought down only thirty-three of the 244 V-1s launched, and seventy landed on London, including eleven hit by AA guns. Only the fastest British fighters could engage the V-1s and the 1,000 AA guns deployed destroyed less than ten per cent they engaged.

On 13 July Air Marshal Roderic Hill, the unassuming commander of Air Defence Great Britain, ordered, seemingly without reference to his superiors, the complete reorientation of the scheme, redeploying 1,000 guns and 23,000 men and women of the British Army's AA Command from the Kent Downs to the coast, and separating fighter and gun engagement zones. The redeployment allowed the guns to exploit new US built gun-laying radars and proximity fuzes, increasing the guns' lethality fourfold.

Hill's decision warrants re-examination. By prioritising AA guns over fighters, the Air Ministry, the official histories note, suspected Duncan Sandys, the minister responsible for countering the V-1s, and Prime Minister Winston Churchill's son-in-law and a former controversial AA officer, had pressured Hill into the decision. Moreover, both AA Command and Sandys claimed responsibility for the decision after the war, differing from the official history.

VOLUNTEERING AT RAF MUSEUM MIDLANDS

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

<https://www.rafmuseum.org.uk/support-us/volunteering/volunteering-at-midlands/>

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

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

To see which volunteering roles we are currently advertising for, click the 'Apply now' button on the above link.

VOLUNTEERING REMOTELY

Alongside our on-site volunteering opportunities, we also have some volunteering opportunities that take place at other locations in the community, or which can be undertaken from home.

<https://www.rafmuseum.org.uk/support-us/volunteering/volunteering-remotely/>

Visitor-facing volunteering: Occasionally the RAF Museum can be found off-site, getting involved in community events in the Midlands, London, or further afield.

Behind-the-scenes volunteering: Sometimes we have volunteering projects which can be undertaken from your own home. Whether helping us to subtitle our videos, identify funding opportunities or undertake research for upcoming exhibitions, our remote volunteers contribute to the work of the RAF Museum from around the world.

To see which volunteering roles we are currently advertising for, click the 'Apply now' button on the above link.

RAF MUSEUM LONDON

The RAF Museum London is in Hendon, Grahame Park Way, London, NW9 5LL is open daily from 10am and **entry is free of charge** but there are **parking charges**. For more information visit: london@rafmuseum.org
0208 205 2266

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

Admission charges apply for some events and activities.

Sky's the Limit 10 February - 18 February 2024

Sky's the Limit's activities are aimed at children ages 4 to 12 but aviators of any age are more than welcome to attend!

Experience the thrilling stories of the RAF in new and exciting ways this February Half Term. With its theatre shows, comic book workshops, book readings and much more- the RAF Museum has something for everyone as we take you through over 100 years of triumphant tales! Why not make your day extra special, by booking your place onto one or more of our in demand Sky's the Limit! activities: <https://www.rafmuseum.org.uk/london/whats-going-on/events/raf-museum-presents-skys-the-limit/>

Rations, Ascent and Far Away! This interactive one-hour show will entertain and educate all on three significant events of the modern RAF Story. Visitors will learn all about the Berlin Airlift, Operation Black Buck and 'Taffy' Holden's accidental Lightning take off. How do you accidentally take off in a 40,000lb supersonic aircraft? Grab tickets to the show and find out!

Location: Hangar 4 (The Dermot Boyle Wing)

Date: 10-13 February **Timings:** 11.00am, 1.00pm & 2.30pm

Tickets: Child: £5.00, Adult: £7.50, Family (2 Adults+2 Children): £22.50

Through Adversity... and Beyond! Meet Astra, the RAF Museum's very own time-travelling hero! Astra has heard that RAF Founder Hugh Trenchard's pivotal flying lesson has been cancelled. Throughout this interactive one-hour show, travels back in time to guide Hugh through key events from the past to ensure the RAF's creation and survival!

Location: Hangar 4 (The Dermot Boyle Wing)

Date: 15-18 February **Timings:** 11.00am, 1.00pm & 2.30pm

Tickets: Child: £5.00, Adult: £7.50, Family (2AD/2CH): £22.50

Crazy Comic Book Workshops. Calling all crazy cartoonists... The RAF Museum is proud to partner up with James Parsons of Comic Club to bring all your wildest ideas to life. During this workshop, young illustrators will create their own Biggles-style characters and cultivate their own stories through the medium of comic book creation.

Location: Hangar 6 (Learning Room 1) **Date:** 14 February **Timings:** 11.00am, 1.00pm & 2.30pm

Tickets: £5.00

'Those Magnificent Sheep in their Flying Machine' by Peter Bently. "The sheep on the hillside were munching away, much as they always did, day after day. When suddenly something went ZOOM! overhead, let's go and see what it is!" they all said." With that a group of sneaky sheep pinched a bi-plane to explore the world! Join author Peter Bently as he takes young visitors on a wild ride through a reading of his wonderfully wacky children's book.

Location: Hangar 5 (in front of the Lancaster)

Date: 16 February

Timings: 11.00am, 1.00pm & 2.30pm

Tickets: FREE

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

9 May 2024 at 18:00hrs

See RAF Museum Midlands for Crowdcast link and further information

VOLUNTEERING AT RAF MUSEUM LONDON

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

<https://www.rafmuseum.org.uk/support-us/volunteering/volunteering-at-the-raf-museum-london/>

Visitor-facing volunteering and Behind-the-scenes volunteering. See RAF Museum Midlands for information about the types of activities volunteers do.

VOLUNTEERING REMOTELY

Alongside our on-site volunteering opportunities, we also have some volunteering opportunities that take place at other locations in the community, or which can be undertaken from home.

<https://www.rafmuseum.org.uk/support-us/volunteering/volunteering-remotely/>

Visitor-facing volunteering: Occasionally the RAF Museum can be found off-site, getting involved in community events in the Midlands, London, or further afield.

Behind-the-scenes volunteering: Sometimes we have volunteering projects which can be undertaken from your own home. Whether helping us to subtitle our videos, identify funding opportunities or undertake research for upcoming exhibitions, our remote volunteers contribute to the work of the RAF Museum from around the world.

To see which volunteering roles we are currently advertising for, click the 'Apply now' button on the above link.



<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

The Vintage Aircraft Club (VAC) is in celebratory mode as they fly into 2024, their 60th anniversary!

My thanks to Anne Hughes, VAC Chair, for her report:-

Celebrations were already afoot at the end of 2023 as we presented Rose Walters with the VAC's annual Taildragger Award, a £1,000 bursary for tailwheel conversion, at the AGM at Old Warden in October. The following month we enjoyed our VAC Dinner and Awards Evening at Sywell. Presentations were made by our President, Air Chief Marshal Sir John Allison KCB CBE, and awardees travelled from across the country to be congratulated on achievement and support for vintage aviation.

VAC Awards

GEORGE DAVIDSON CUP – for outstanding achievement or contribution to vintage light aviation – **Rachel Watts**

DENNIS FRY CUP – VAC pilot for consistently good airmanship- **Tom Leaver**

DESMOND PENROSE SILVER SALVER – Vintage Aeroplane of the Year- **Jim Copeland and Tony Palmer**

JOHN BLAKE ROSEBOWL – For a vintage aircraft restoration project- **Nigel Hitchman**

ERNIE LINGARD TROPHY – VAC Committee Member for particular service to the club – **Mark Fotherby**

We would like to thank staff at Old Warden and Sywell for their hospitality and warm welcome.

Congratulations to VAC member Francis Donaldson who was awarded the Sword of Honour by the Honourable Company of Air Pilots at the Awards Dinner at the Guildhall, London, in October.

The award was presented for his outstanding contribution to aviation during over 30 years with the PFA/LAA. Francis retired from his post as Chief Engineer in 2022. The engraved sword pictured is a smaller replica of the ceremonial sword which was presented in London.





2023 ended with a pre-Christmas visit to Bletchley Park where minds were exercised and a return visit deemed a necessity!

As we step into the New Year we have a new logo for our anniversary and look forward to two celebratory fly-ins in the summer; in the north of England at Brighton and in the south at Old Warden.

We have also continued with our ever-popular informal winter Zooms when we invite speakers to give a short presentation (three are invited to speak at each event) with stories of their aircraft, their adventures in aviation and paying tribute to unsung heroes in aviation. Later in January we look forward to an evening hearing what it is like to fly aircraft of The Great Air Race of 1934, including 'Dodge' Bailey's first-hand account of flying the Comet, Grosvenor House.

We are also spending time looking at young people's projects which are ongoing in various parts of the country and have the support of the VAC. Our Zoom in February will take us on a tour of projects from Cornwall to Yorkshire. Having taken over the hosting of our Zooms, I am pleased to have taken off my L-plates and now enjoy using this medium for our programmes and meetings.

The VAC continues to be seen as a vibrant club and we are grateful to all who serve us on the committee and at events for providing our membership with opportunities to meet up regularly and enjoy our shared interest in vintage aircraft and the 'family' which makes up the VAC.

VAC new President for the Club, Air Chief Marshal Sir John Allison KCB CBE



Sir John, who has held a PPL since just after his 17th birthday, said he was honoured to have been invited to become the President of the VAC.

He has been involved with the VAC over many years, and replaces the late David Ogilvy OBE FRAeS.

Sir John has owned and operated many vintage aircraft, including an Auster, Luton Minor, Bucker Jungmann, Yak 50, Miles Gemini and a Beechcraft Bonanza.

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

YOUTH ACTIVITIES & OPPORTUNITIES

THE UK YOUTH ROCKETRY CHALLENGE

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

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

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

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>

YOUNG AVIATORS



YES – the LAA's **Youth & Education Support Strut** -- invites all Struts, Flying Schools & Clubs, Groups, Airfields, and individuals to join us to fly as many young people as possible in **2024**. We will make a concerted effort throughout the UK to reach the target of **2,024** young people flown in the year.

To register your interest each group and pilot should contact **YES** to fly Young Aviators for the program and record flights through the **YES** website - <http://yesflyers.org.uk>. ***This feature is not yet fully sorted – so you will need to complete a form to send to YES until we have this up and running, expected by February 2024.***

Remember the **TARGET** is to fly at least **2,024** youngsters making the year 2024 the **Big One** for the UK.

We can guarantee that once you have experienced the joy of introducing young adults to the world of aviation you and they will never look back. It is simply a life changing experience to be able to pass on your skills, enthusiasm and experience to 'tomorrow's adults.'

Membership to **YES** is **FREE**. Please complete the membership form on the **YES** website (<http://yesflyers.org.uk>) to join and support our future through Young Aviators!

We provide an experience for young people in aviation and STEAM, regardless whether they wish to get involved in aviation; we want them to realise there are many options available to their future.

YES works with industry and airlines and teams up with LAA Struts & Type Clubs, Youth Organisations, Airfields and Charities, as well as individual pilots using our member's aeronautical experience, skills and knowledge to bring about life changing opportunities.

To be found under the canopy of **YES** are regional charities and groups that have been beavering away for some years and making a difference in their own areas of operation. Examples are the Cornwall based charity **FOG** – **F**eet **O**ff the **G**round expertly managed by Pete White, Young Aviators/The Plane Guy - run by Andre Faehndrich and The Joystick Club from White Waltham. Our members are 'small pockets of enthusiasm' spread all over the UK and it is now time for you to bring along your own brand of enthusiasm and knowledge and join us all at **YES**.

2024 is going to be a **BIG** year for us and it could also be a **BIG** year for you too! Please support us by joining through the **YES** website! <http://yesflyers.org.uk>

WADEBRIDGE PRIMARY ACADEMY VISIT DECEMBER 4TH & 5TH 2023

My thanks to Pete White for this report: At Bodmin Airfield, we are very proud of our community involvement, built up over many years, and especially with the interaction we have with the schoolchildren of our local Primary Schools. Over the past two years we have had numerous educational visits from Primary Schools, from not only Cornwall, but also from Devon.

On all of these occasions the visits have brought out the best in the kids, based on the ability of our volunteer members, who have come in to mentor the children in various areas of aviation, resulting in the children going back to their classrooms enthused, and excited, to use their new found knowledge in their classroom projects.

These visits are always great fun, and there is nothing more satisfying than seeing young school children full of excitement, energy, and happiness because they are around aircraft. So if you are on a day off, or even two days off, or can offer one, or two, days to help out, it would be greatly appreciated, and help us to continue with our ability to nurture the next generation of aviators.”

I am not ashamed to copy and use the above words that Jay has used in a missive to our members when we were recently recruiting for volunteers to help at our special school visit days. His words capture the essence of what we aim to do and that is to enthuse, educate and sow seeds and therefore giving the young minds an insight into our world of aviation. There is also another incredibly important element to the school visits for the helpers. Simply, that is by hosting young people on the airfield visits it also stimulates and refreshes our minds that are somewhat older than our guests. Therefore it is a win, win result for all involved parties.

On our recent school visits, Monday 4th & Tuesday 5th December, we had the pleasure of hosting 32 children each day with accompanying staff/helpers and we used the now well tried and tested 'clockwise route tour.'



After a welcome and safety talk the guests are split into teams of 6/7 and a school adult helper, then in turn each team works their way around the tour. Each of the five stations of interest is manned by CFC/FOG volunteers and they explain to our young visitors the details pertaining to the station they are manning for about 20 -30 minutes.

Station 1 The Tower and Radio use and the airfield plan.
Station 2 Hangar 4-How aircraft are made and the materials used. **Station 3 CLAS Hangar** - Engineering tour and the Supermarine S5 project.

Station 4 Hangar 1 - Sitting in a vintage aircraft and controls appreciation.

Station 5 Hangar 2 - Sitting in a modern aircraft and controls appreciation.

At change over time our 'Pied Piper' guides each team to the next place of interest until all the stations have been covered by all of the teams. At this point the teams return to the clubhouse for a short talk on the local aviation history highlights and get the opportunity to see and try on vintage aviation clothing. While this last segment is under way it gives the youngsters the chance to ask questions about the tour and aviation in general. Then the highlight for many of them... Lunch Time!



We say farewell to our guests after we have all eaten our lunches but not before many of the pupils have had a short go on the air raid siren, something that some of them have been itching to do since they arrived at the airfield. A very well behaved and enthusiastic body of youngsters with a very supportive and well organised staff and adult helpers...Thank you

Wadebridge Primary Academy had this to say: *"at the airfield, everyone had the most fun! We got to sit in planes, learn about them and got to meet some amazing people that taught us a lot about planes. We got to learn about some of the different parts of the planes and what they did, for example the rudder. They had planes of all shapes and sizes and we even got to go up into the control tower. They also had an air raid siren, which linked to our WW2 topic, and we got to turn it. It was very loud!"*



They had WW2 uniforms that we got to try on. I tried on a leather sheeps wool jacket which was really heavy! We also enjoyed meeting the mice-catcher Claudia!

Thank you so much to everyone at Bodmin Airfield. Thank you again for organising such a great day of learning for the children. Please pass on our thanks to the volunteers that gave up their time.

We very much appreciate all the hard work that went into the day."

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

Tim Wiltshire says their mainstream **STEM** delivery has suffered though, as they only have so many hands, but they continue to get enquiries from large numbers of Primary Schools.

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

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

REACH FOR THE SKY CHALLENGE

Ten schemes to inspire and engage young people have been awarded a share of £750,000 from the next round of the Government's Reach for the Sky Challenge Fund. The aim of the fund is to dismantle barriers and target schemes that serve as entry points for many, supporting individuals from underprivileged backgrounds or under-represented groups.

Winners of this round's Reach for the Sky Challenge Fund include Flight Crowd, a not-for-profit organisation providing aviation bootcamps throughout the country to give hundreds of people opportunities to learn and connect with the industry, and London City Airport, that offers multiple STEM workshops and events on business mentoring and skills.

<https://www.gov.uk/government/groups/generation-aviation-group>

Reach for the Sky Fund Winners are:

University of Leeds £9,273: Delivering Aviation Careers events with a focus on areas with low university participation, located in and around Leeds University.

Education and Employers Taskforce £164,544: Using their digital portal to connect aviation professionals with schools to produce digital resources and deliver careers events. They have a UK wide reach.

Harlow College £99,800 Developing earmarked curriculum for aviation careers and production of digital career pathways. Targeting using their existing college network.

Cambridge Science Centre (CSC) £70,000: Creation of hands-on aviation exhibits for their science centre, as well as portable versions to be brought to deprived regions. Based in Cambridge and Fenland.

Flight Crowd £63,000: Delivery of an aviation bootcamp centred around the future of flight and sustainability. They will conduct events in the South, North, and the Midlands regions.

Leicester Education Business Company £77,500: Offering a wide variety of events covering many aspects of aviation careers such as coding and engineering events. They target the East Midlands.

TEC Women CIC £75,000: Delivering a one-off festival/event targeting young women in aviation. Based in the Southwest.

The Air League Trust £55,000: Creating E-learning courses, delivering careers and skills workshops, and employability workshops during airline & airport experience days. They aim for a UK wide reach.

Big Ideas CIC £69,300: Matching up professionals with young people from lower socioeconomic backgrounds to produce informational videos/ interviews on their careers. They have a list of 10 target areas largely based in the Midlands

and **London City Airport (in partnership with East London Business Alliance)** £66,500 : Delivering STEM workshops, events on transferable skills, business mentoring and work experience opportunities. Targets specific London Boroughs.

STEM High Fliers (SHF)

STEM High Fliers (SHF) is undertaking a 3-year 'Schools Build-a-Plane' project with Dudley Academies Trust (DAT) and the Black Country and Marches IoT (BC&M IoT).

The chosen aircraft is the microlight version of the Sherwood Ranger supplied in kit form from the UK Manufacturer TLAC. Up to 6 year-9 pupils from each of the 4 secondary academies within DAT are working on the assembly together with a small group of year- 9's working on marketing and communications.

"It has been a challenging project and requires a lot of patience and skill. However, it does make us more interested on how the final plane will turn out like and it could make people more interested to understand more about aviation. The main benefits from this are that we will learn lots of new things, be faced with different challenges and how to solve them and gain lots of new experience."

We could take this idea and promote across the whole of DAT including the two primary schools using social media platforms like blogs or weekly updates. We are currently trying to find out the best way to market the project to different audiences and help get more people involved.



One of our team members Phoebe likes the plane project as it teaches her what it would be like in a real workplace. It teaches her responsibility and how she can make progress"

STEM High Fliers is a registered charity founded in 2019 from volunteers from the Birmingham, Wolverhampton and Cosford branch of the Royal Aeronautical Society.

Dudley Academies Trust comprises 4 secondary academies (Beacon Hill, Pegasus, St. James & The Link) plus 2 primary academies all situated within Dudley town.

They are sponsored by Dudley Technical College who are also providing space for the aeroplane assembly at their state-of-the-art facilities at the BC&M IoT.

Our major sponsor is the Millennium Point Trust, a Birmingham-based charity which provides £4.98m annually in support for the growth of science, technology, engineering, and maths (STEM) education and industry in the city and the wider west midlands region.

SHF were a successful applicant in 2021 and awarded £19,700 towards the project.



CAA CONSULTATIONS

Vertiport Design Proposal for Existing Aerodromes

The CAA are consulting on aerodrome design where vertiports or areas for VTOL aircraft operations differ from that of traditional aerodromes. Comments from this consultation will inform their final design proposals that will form the requirements to supplement. The CAA defines a vertiport as a type of aerodrome or operating site that is used or intended to be used for the arrival, departure, and surface movement of VTOL aircraft. The following supplements:

CAP 168: Licensing of Aerodromes

[https://publicapps.caa.co.uk/docs/33/CAP%20168%20Licensing%20of%20Aerodromes%20v12%20c0123%20\(004\).pdf](https://publicapps.caa.co.uk/docs/33/CAP%20168%20Licensing%20of%20Aerodromes%20v12%20c0123%20(004).pdf)

Decision amending Acceptable Means of Compliance (AMC) and Guidance Material (GM) for UK Reg (EU) No 139/2014 regarding data quality requirements and global reporting format

<https://publicapps.caa.co.uk/docs/33/ORS9CAADecisionNo14WithDatesForSigning.pdf>

Respond on line at <https://consultations.caa.co.uk/air-traffic-management/vertiport-design-proposal-for-existing-aerodrome/consultation/intro/>

Closes: 15th March 2024

All Weather Operations and Fuel/Energy Planning and Management

The Civil Aviation Authority has previously consulted on its proposal to amend the Implementing Rules (IRs) to implement Fuel/Energy Planning Management requirements during the period 24 April – 25 May 2023. The CAA is now asking for evidence for the Impact Assessment for proposed new Fuel/Energy Planning Management regulations.

Respond at <https://consultations.caa.co.uk/policy-development/call-for-evidence-for-the-impact-assessment-for-pr/consultation/intro/>

Responses are requested by 15 February 2024.

Acceptable Means of Compliance and Guidance Material to UK Regulation (EU) 947/2019 Remote Pilot Competence

The CAA recently published an initial consultation on the future of remote pilot competence. The consultation was open from 5th of July 2023 to the 23rd of August 2023 and received 112 detailed responses from a wide range of stakeholders. **This second consultation** builds on the feedback the CAA received by providing a more detailed policy position.

What Changes are proposed?: The AMC proposes to introduce 4 new levels of remote pilot competence ranging from level 1 to level 4 (amended based on consultation feedback). Additionally, it includes some minor amendments to supporting AMC clarify the responsibilities of remote pilots and operators.

Respond at <https://consultations.caa.co.uk/rpas/remote-pilot-competence-in-the-specific-category/consultation/intro/>

Closes: 14th March 2024

Adoption of new Special Conditions in relation to Airworthiness of Part 21 aircraft

A Decision was taken by the CAA to adopt all airworthiness Special Conditions (SC) published by EASA on or before 31 December 2020. A number of SC and associated Means of Compliance were published by EASA after that date, which due to its step-by-step decision-making process were in draft form prior to 31 December 2020 or had at least in part been substantially formed or considered (eg through preliminary Opinions, Notice of Proposed Amendments, Rulemaking Task discussions).

<https://consultations.caa.co.uk/airworthiness-policy-team/part-21-aircraft-airworthiness-special-conditions/>

The CAA intends to introduce into its regulatory framework the Special Conditions developed and published by EASA on or after 1 January 2021. Your feedback will help them to better understand the potential issues or improvements before they finalise these.

What are Special Conditions? Special Conditions are detailed technical specifications prescribed by the CAA for a product where the related current Certification Specifications (CS) do not contain adequate or appropriate safety standards for that product. This is usually because the product has novel or unusual design features relative to the design practices on which the applicable CS are based. Special Conditions are developed to provide further direction to OEMs on how these safety requirements can be met.

Respond here: <https://consultations.caa.co.uk/airworthiness-policy-team/part-21-aircraft-airworthiness-special-conditions/consultation/subpage.2023-02-14.4242047557/>

This consultation will close on 2 February 2024.

CAA RESPONSE TO CONSULTATIONS

The Future of Remote Pilot Competency in the Specific Category

The purpose of this consultation was to share the CAA's proposal for the future of remote pilot (RP) competency in the specific category.

The CAA received 112 responses. Most responses (66%) were received from UAS operators and remote pilots.

The CAA reviewed all the comments received, and the following trends were identified:

- The CAA should consider retaining the GVC and/or introducing another form of entry level VLOS qualification.
- The naming convention of the two proposed certificates is confusing and should be reviewed.
- The subject matter of the RPC-B is too broad the CAA should consider splitting the VLOS and BVLOS elements.
- The CAA should continue with the GVC bolt-on systems that was previously proposed.

In addition to the above, the CAA received feedback welcoming the recognition that BVLOS training for RPs is an important enabler for industry.

In parallel to the phase one consultation, the CAA policy team has continued to engage with industry and RAEs through direct outreach and stakeholder meetings. The CAA will publish a proposed update to the AMC and GM to Article 8 of the UK Regulation (EU) 2019/947 including multiples changes to the RPC framework as a direct result of the phase one consultation feedback. This full public consultation will run for 12 weeks and expected to commence in Q4 2023.

General Aviation Pilot Licensing & Training Simplification – Phase 1: Strategic Direction

This consultation asked the UK General Aviation (GA) community for their views on our proposed strategic direction for pilot licensing and training simplification. The consultation covered the following themes:

- Assessing the community's overall view towards this project and the need for licensing and training simplification;
- Creating a single set of Private Pilot Licences (PPL) for aeroplanes and helicopters that comply with International Civil Aviation Organisation (ICAO) standards;
- Creating a single set of aeroplane and helicopter pilot licences that do not comply with international standards. Such 'sub-ICAO' licences are designed for flight in UK airspace only and subject to certain limitations;
- Proposing to better integrate the syllabuses of the sub-ICAO licences with the ICAO PPL to allow holders to progress more easily from one to another;
- Gauging views on the framework for balloon pilot licensing regarding commercial non-passenger and passenger-carrying balloon operations.
- Confirming the continued implementation of the Sailplane Pilot Licence framework; and
- Developing an approach to honour the validity of licences/ratings after we create new regulations: we proposed four options on how existing licences should be treated after a new licensing system comes into force.

The CAA received 1,246 responses to this consultation. All respondents answered the survey questions and most left detailed comments. The CAA will be proceeding with the next phase of this project to develop technical details on licences, ratings, certificates and training syllabuses across the various aircraft categories within the scope of the project. As with Phase 1, they will do this collaboratively with the GA community.

The CAA have published their consultation response document, setting out these findings in more detail. This can be viewed at <https://publicapps.caa.co.uk/docs/33/CAP%202532.pdf>

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

THE ROYAL AERO CLUB



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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.

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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

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