



Autumn - Winter 2025



THE ROYAL AERO CLUB OF THE UNITED KINGDOM

The Coordinating Body of British Airsport Organisations

Patron: His Majesty King Charles III



<http://royalaeroclub.co.uk>

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This version of the RAeC Newsletter has less sections to enable printing and sending to those with smaller email inboxes

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<http://royalaeroclub.co.uk>



Martin Soulsby, our Chair

I would like to wish you all a very Merry Christmas and a Happy New Year.

There have been some exciting developments since our last newsletter. I am pleased to announce that the Royal Aero Club Awards Ceremony will take place on Tuesday, 12th May, at Brooklands Museum in Surrey. For many years we were kindly hosted by the excellent Royal Air Force Club in central London. However, our move to a lunchtime format has limited attendance to fewer than 100 guests. Brooklands will allow us to welcome over 130 attendees, giving more people the opportunity to join us.

Brooklands holds a unique place in history as the birthplace of British motorsport and aviation. It was home to the world's first purpose-built motor racing circuit, opened in 1907. In 1908, Alliott Verdon-Roe carried out the first taxiing and towed flight trials of a British full-size powered aircraft there. Over the decades, Brooklands became a centre of innovation—hosting early flying schools, record-setting races, aircraft manufacturing, and milestone events such as the first British Grand Prix and the maiden flights of iconic aircraft including the Hawker Hurricane.

The Museum today showcases a remarkable collection reflecting both its aviation and motorsport heritage, including aircraft such as the Vickers Vimy, Hawker Hurricane, Wellington, VC10, and Concorde. Attendees at the Awards Lunch will have the opportunity to explore these exhibits. Tickets for the event will be released in February.

I am also delighted to share that, thanks to the excellent work of many volunteers, the RAeC will soon launch our new website. After the 17th December please do take a look at royalaeroclub.co.uk. Our current site has served us well for many years, and we hope the new version will better reflect the exciting, highly visual, and dynamic sports we represent.

Although the end of the year is often a time for reflection, I prefer to look ahead—beyond the wet and windy months—to the fine weather of 2026. I hope you are already making exciting plans for the year to come.

Have a wonderful Christmas, and I look forward to seeing many of you at Brooklands in May.

Warm regards,

Martin Soulsby



jude@royalaeroclub.uk

FROM YOUR EDITOR



Finally started to renew my SEP. Forgot I couldn't reach the stall warner, C152, without a stool, lol. Should have remembered my gadget I made when learning to fly at Staverton Flying School in C152's. But I'll probably continue on the PA28 next year.

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 2026 Spring issue (please note the **earlier copy deadline 15th March**) and also news, competitions and events being held between April 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 Air Sport 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 combined Autumn/Winter 2025 issue and to Henry George Photography (24th FAI World Rally Flying Championships official event photographer) for permission to use his photo of Ian McDowell and Chris Barnes (Team GB).

Wishing you all safe and wonderful flying for the rest of 2025 and, for those that celebrate, a Merry Christmas, joyous Chanukah, and a very Happy New Year to all and safe flying and blue skies in 2026.

Jude Wordsworth

For further information on any items contained in this Newsletter, please contact the RAeC Office at 8 Merus Court, Meridian Business Park, Leicester, LE19 1RJ or by phone 0116 244 0182 or secretary@royalaeroclub.uk



<http://royalaeroclub.co.uk>

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

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

RAeC NEWS



RAeC Vice-Chair, Jenny Buck, addressing the FAI General Conference Forum Session "Women in Air Sports: Building a Supportive Community" in Vantaa, Finland, for the 119th FAI General Conference, held from 22 to 24 October 2025.

She joined a five-woman panel exploring the broader challenges of participation (such as time, cost, and awareness), highlighting that these issues affect all pilots, not just women. Subtitled 'Providing a Supportive Community', the discussion encouraged attendees to view our sports through a more inclusive lens, focusing on empathy, community-building, and the voices of those not yet represented. Her

remarks set the tone for a conversation around increasing pilot numbers overall: 'If we grow the sport inclusively, the percentage of women will rise naturally alongside it.'

The Conference brought together representatives of 45 FAI Members and 12 Commissions, and was hosted by the Finnish Aeronautical Association.

Jenny also attended the conference as delegate of the RAeC Council.

Congratulations to Alicia Hempleman-Adams MBE for being awarded a Montgolfier Ballooning Diploma at this year's FAI Awards for Individual Disciplines. The awards ceremony was held in Vantaa, Finland, on 22nd October as part of the 119th FAI General Conference.

Alicia set three FAI female records for Altitude, Distance, and Duration in a BX3 Airship, also earning three BBAC female records. She flew the BX3 to a maximum altitude of 1,261 metres, covering 20.447 kilometres in a flight lasting 1 hour and 5 minutes, taking off from Bethlehem, Connecticut, USA. These records were ratified by the FAI on 30th September 2024.

The achievement was several years in the making, involving extensive red tape to re-register the airship in the USA and ensure its airworthiness. Alicia was superbly supported by a dedicated local crew familiar with both the airship and the surrounding terrain.



The previous days had been warm with gusty winds, but the morning of the 23rd provided ideal flying conditions. Despite Alicia's limited hours on the airship and flying over unfamiliar, heavily wooded territory, which the FAA stipulated as the flight zone, she displayed exceptional skill and courage.

Communication was poor throughout due to limited mobile signal and the undulating landscape complicating tracking. Careful in selecting a landing site, Alicia skilfully touched down in the first large area of open grassland at Hawinton, Connecticut. Her outstanding determination and poise captured the world's media attention. Alicia, a fashion consultant, has become a remarkable ambassador for female pilots, young aviators, and the sport of ballooning internationally and was made an MBE in the King's Birthday Honours in 2024.

SAVE THE DATE

ANNUAL RAeC MEDALS AND AWARDS LUNCHEON

NEW VENUE: Brooklands Museum, Brooklands Drive, Weybridge, Surrey, KT13 0SL

Tuesday 12th May 2026

The 2026 RAeC Medals and Awards will be presented at a lunch organised by the RAeC Medals & Awards Committee, led by Chair Mike Pearson. The RAeC Medals and Awards recognise achievement and service in all forms of aviation during 2025.

Nominations closed on the 15th December 2025 for the following awards:



THE BRITANNIA TROPHY: For the British aviator or aviators accomplishing the most meritorious performance in aviation during the preceding year.

THE PRINCE OF WALES CUP: For the most meritorious performance, feat or event by either a team or a group during the preceding year.

THE ROYAL AERO CLUB CHAIRMAN'S TROPHY

THE SALOMONS TROPHY: For a special or outstanding performance by a British aviator in a flying apparatus or device which is designed and built in the United Kingdom. The recipient of the award may be either the aviator / operator of the aircraft / device or the designer / developer / manufacturer of the aircraft / device or both. It is intended that the award shall encourage enterprising flights in the widest possible sense including flights by novel aircraft or devices which may not be manned.

THE PRESIDENT'S BREITLING TROPHY: Awarded annually to a young person or group of young people between the ages of fourteen and twenty one, for outstanding work, performance or achievement in connection with any aspect of aerospace activity. Accompanied by Breitling Certificates of Recognition for runners-up.

THE BREGUET TROPHY: Presented by Sir John Fairey, MBE and awarded annually jointly by the Royal Aero Club and the Aero Club de France for achievement in the field of aviation that substantially produces the advantages of rotary winged flight, including VTOL and jet-lift aircraft.

COMPANION OF THE ROYAL AERO CLUB: Established in 1996 and awarded for significant contributions to the activities of the Royal Aero Club.

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

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

THE ANN WELCH MEMORIAL AWARD: Acknowledges people making a major contribution to flying instruction benefitting the BGA, BMAA, and BHPA

THE NORTON GRIFFITHS CHALLENGE TROPHY: Established in 2008. Intended to recognise adventurous endeavours, this trophy is awarded to aviators undertaking outstanding feats of courage, tenacity and imagination unrelated to traditional sporting events.

RAeC MERIT AWARDS: Medals, Diplomas, Certificates of Merit, Certificates of Appreciation



GOLD MEDALS: Awarded for the most meritorious achievement in aviation.

SILVER MEDALS: Awarded for meritorious achievements in aviation or for those who have served the Royal Aero Club, its members, or a field of aviation for a long period or for pilots who have made a major record setting flight.

BRONZE MEDALS: Awarded for meritorious achievements in aviation or for those who have made a major contribution to the work of the Royal Aero Club, its members or to a field of aviation.

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

ROYAL AERO CLUB CERTIFICATES OF MERIT: Awarded to those who while not eligible for a major Royal Aero Club Award, have served the causes of Aviation in general or Sporting Aviation in particular, by their work, devotion or initiative.

ROYAL AERO CLUB CERTIFICATES OF APPRECIATION: Which recognise the vital help provided to British air sport by those organisations and individuals who support its member associations via sponsorship and the provision of facilities for national teams and otherwise.

FAI Young Artists Contest 2026

The FAI Young Artists Contest is an international art contest for youngsters between the ages of 6 and 18. Each FAI Member Country sponsors the contest in their country, and the national winners are submitted to the International Jury each year. The **2026 theme** is **'Fly to Save Lives'**. The FAI want young artists to imagine how aviation and air sports can help save lives. How can flight make the world a safer and better place? The sky is not the limit, it's where hope begins says the FAI.

WANTED

An RAeC Member organisation to administer the FAI Young Artists Competition for the UK. Each FAI Member Country sponsors the contest in their country and the national winners are submitted to the International FAI Jury each year. Not only can this art competition bring aviation to the attention of young people it will also bring your air sport organisation some great local and national positive attention, both on social media, the printed press, even TV, and increase your membership by attracting adults and young people.



The theme **'Fly to save lives'** is to encourage young artists to explore not only the physical side of vital emergency air service missions, but also the positive impact that air sports have on mental wellbeing.

Taking to the sky has benefitted millions of people from all walks of life.

<https://fai.org/news/fly-save-livesfai-young-artists-contest-theme-2026-announced>

When we consider helicopter rescue services, deliveries of essential medication and food packages by parachutes or drones, cutting edge aeronautical technology has been a source of emergency relief for many millions of people in well over a century.

Aircraft travel long distances to meet different cultures, unite friends, families and colleagues. From a leisure perspective, taking to the sky in a hot air balloon, a glider or a paramotor helps people feel liberated, reconnect to the environment, and boosts their mental health.

In the first instance please contact our Chair, Martin Soulsby martin.soulsby@britishskydiving.org

FAI gold, silver and bronze medals and diplomas will be presented to the top three artists in each of the three categories:-

Group I - Junior Category (Date of birth between 1 Jan 2016 and 31 Dec 2019)

Group II - Intermediate Category (Date of birth between 1 Jan 2012 and 31 Dec 2015)

Group III - Senior Category (Date of birth between 1 Jan 2008 and 31 Dec 2011)

For more information, rules and mediums <https://www.fai.org/yac>

RAeC ON FACEBOOK

If you aren't already following, and haven't liked our RAeC FaceBook page yet, this can be found via <https://www.facebook.com/1129595953719600/posts/2985832231429287?sfns=mo>

OTHER NEWS & INFORMATION

Royal Aero Club Trust bursary applications opened Saturday 1st November and **closes 31st December 2025**

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).

“YOUNG PEOPLE IN AVIATION DAY” at Deenethorpe Airfield, 6th September 2025

andre.faehndrich@gmail.com , (www.theplanequy.com).

COULD YOU BE AN ALTA MENTOR?

<https://www.aerosociety.com/news/could-you-be-an-alta-mentor/>

CHIRP

CHIRP's aviation programme improves safety in the air by providing a totally independent confidential reporting system for all individuals involved in aviation in UK airspace. **CHIRP** contact number to **020 4534 2881**. The preferred method of submitting a confidential report remains the website portal <https://chirp.co.uk/aviation/submit-a-report/> but telephone contact provides a means of liaising directly with the CHIRP team if necessary.

USEFUL LINK for NATS Yellow Circulars

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

VFR CHARTS

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

BRITISH AIRFIELD NEWS

See **Is Your Airfield Under Threat?** And some good news too as well as the not so good news in this Newsletter

RAeS INTERNATIONAL LIGHT AIRCRAFT DESIGN COMPETITION 2025-26

The 9th 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.

This year's design competition requires the design and deployment of an STOL aircraft with a MTOM of up to 2000 kg to service passenger and light cargo transport across remote island communities. Targeting regions with limited infrastructure, such as the South Pacific, Caribbean, or parts of Southeast Asia, the aircraft will operate from unprepared airstrips, enabling access to areas where conventional aircraft cannot venture.

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 under-graduate and post-graduate engineering students, as well as from also from aerospace professionals and amateur aircraft designers. You may enter as an **individual or a team**, and we particularly encourage entries from teams of engineering students.

Deadline for entries is **31 August 2026** and entry to the competition is open now. Winning entries will be announced at the RAeS Light Aircraft Design Conference in late 2026.

Rules: <https://www.aerosociety.com/media/27600/raes-light-aircraft-design-competition-rules-2025-26-final.pdf>
To Register: <https://www.aerosociety.com/get-involved/specialist-groups/business-general-aviation/general-aviation/light-aircraft-design-competition-2025-26/>

If you have any questions, please feel free to email ILAD2026@aerosociety.com

INTERNATIONAL YOUTH ROCKETRY CHAMPIONSHIPS



Pre-registration for the 2026 competition is open!

Key Dates for 2026 event:

31 December 2025	Registration deadline
25 March 2026	Scottish regional, Kinross
26 March 2026	Wales regional, Llanbedr*
27 March 2026	Northern Ireland regional, Antrim
18 April 2026	South West regional, Chippenham
21 & 22 April 2026	North regional, York
27, 28 & 29 April	South East regional, Essex
26 June 2026	UK National Final, Buckminster
23 & 24 July 2026	International Final at Farnborough International Airshow**

*UKROC are waiting for confirmation of funding before we can confirm that the Welsh regional event will go ahead. Please ensure you can attend a 2nd regional as a backup incase the event doesn't take place.

With a range of sponsorship opportunities are also available for the 2026 competition, UKROC hope they will have your support in encouraging young people and youth organisations to join the competition. If you are in contact with any schools send them the link to get involved.

Registration Deadline: **31st December 2025**

Find out more here: <https://linktr.ee/ukroc>

NOT A SKYDIVER – BUT WHERE ARE THEY JUMPING?

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

GASCoFLIGHT SAFETY EXTRA MAGAZINE

Flight Safety Extra complements GASCo's magazine Flight Safety and is another channel by which GASCo hopes to get flight safety information to you in a convenient way and contains many valuable sources of flight safety information. **To receive GASCo's free Flight Safety extra e-newsletter** each month contact the GASCo Office 01634 200203 or email Office Manager - Penny Gould penny@gasco.org.uk to be added to the mailing list

REQUEST A GASCo SAFETY EVENT

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

Top 2024 e-books in the National Aerospace Library

<https://www.aerosociety.com/news/top-e-books-in-2024-from-the-national-aerospace-library/>

See the RAeS section in this Newsletter for more information

EDUCATE YOUR MP

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

Inspiring the Next Generation of Aviators

A Day at the 19th Annual Young Aviators Event, Saturday 6th September 2025

My thanks to Bedford District Aircraft Club Treasurer, Chris Brewer, for his report:-

This year, the Bedford and District Aeromodelling Club was invited at short notice to support the 19th Annual Young Aviators event — and we were thrilled to take part. Held at Deenethorpe Airfield, the event is dedicated to introducing young people to the world of aviation and careers in STEM through hands-on experiences and engaging activities.



The goal of Young Aviators is simple but powerful: to bring together various aspects of aviation in one place and make them accessible to young minds.

It's a fun-filled day designed to spark curiosity and inspire future pilots, engineers, and scientists.

Activities That Took Flight Throughout the day, participants explored a wide range of activities. Inside the main marquee, tables were buzzing with creativity — from paper airplane folding and aviation-themed drawing to navigational challenges and the ever-popular “egg crash” workshop.

In this challenge, kids built flying contraptions from cardboard and foam designed to protect an egg during flight. (Spoiler alert: most eggs didn’t survive the journey!)

Outside, the excitement continued. Young aviators took turns in a full-sized flight simulator, climbed in and out of light aircraft and microlights, and peppered pilots with questions about flying, engineering, and aircraft design.



RC Flying and STEM Conversations



Our team from the model flying club kept the skies busy with continuous RC flying demonstrations. We fielded questions about aviation, model aircraft, and engineering, and while the weather didn’t allow for “buddy box” flights this year, we’re already planning to offer hands-on flying experiences next time.



Taking to the Skies

The highlight for many was the opportunity to fly in a full-sized light aircraft. This year, 80 young people took to the skies across 62 flights, supported by 12 aircraft and their generous pilots. A special milestone was reached when the 1,500th Young Aviator took her flight on Saturday afternoon — just before the weather brought flying to a close. To date, over 19 events 1,569 youngsters and 222 adults have flown on the day.

Looking Ahead

Plans are already underway for the **20th Annual Young Aviators event**, scheduled for **Saturday, 12th September 2026** at **Deenethorpe**.

STEM Ambassador and event organizer Andre Faehndrich is seeking volunteers and sponsors to help make the next event even bigger. Let's keep inspiring the next generation of aviators and engineers!

If you're passionate about STEM and would like to get involved with young aviators, you can contact Andre directly via www.theplaneGuy.com

For an in-depth article by Andre Faehndrich see the **YOUTH OPPORTUNITIES & ACTIVITIES** section in this **Newsletter**

THE GAAC <https://gaac.org.uk/>



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 GAAC offers **confidential advice and support** to General Aviation Aerodromes throughout the UK facing planning or property related issues, aiming to ensure a collective voice is heard, by government bodies and other stakeholders, in the field of planning matters, to help save and enhance the UK's irreplaceable network of GA Aerodromes.

Ultimately **the GAAC** would like to see legislation enacted to better protect airfields as key infrastructure and, if possible, to create a Strategic Airfields Network (SAN) protected in law. Until that time, our outreach to Government, allied to submissions to Local Planning Authorities, principally work on a case-by-base basis. The GAAC responds to Government Consultations, most recently in relation to the National Planning Policy Framework (NPPF).

Head of Planning, Ann Bartaby, has been dealing with a range of issues over the last few months including:-

- Requesting the Examining Authority for the Norwich to Tilbury National Grid DCO (Development Consent Order - application for major infrastructure projects) to make Aviation a Principle Issue at the forthcoming Inquiry.
- Submitting objections to the scope of the Environmental Impact Assessment Scope for the proposed East Pye Solar Energy Scheme
- Submitting objections to a planning application for an anaerobic digester plant close to Duxford Aerodrome.
- Submitting an objection to a proposed solar scheme immediately north of Plaistows Microlight site.
- Advised on a safeguarding plan for Northumbria Gliding Club
- Assisted Essex Gliding Club with advice on a proposed solar scheme
- Assisted North London Skydiving at Chatteris Airfield where a new reservoir is being promoted by Anglian Water
- Written to Scottish Government Energy Consents Unit objecting to the route of new SSEN infrastructure
- Assisted Wycombe Air Park in connection with the Bucks Local Plan
- Reviewing a DCO application for a solar scheme close to Lydd Airport
- Reviewing the latest Basingstoke and Deane Draft Local Plan affecting Popham Aerodrome

Contact **Ian Sheppard**, GAAC Communications Adviser, gaac.alerts@gmail.com or via Twitter (@gaac_alerts) a **planning issue** contact planning@gaac.org.uk

CAA SAFETY SENSE LEAFLETS

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

New updated Care of Passengers in GA safety sense leaflet <https://www.caa.co.uk/media/ovwcto24/safety-sense-ss002-care-of-passengers-version-8.pdf>

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

CAA MEDICAL REQUIREMENTS

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

SN-2020/017 VERSION 3 LASER ATTACKS

This Safety Notice has been amended to update industry with the latest information concerning laser attacks and their reporting and to reinforce earlier advice concerning actions to be taken during and after an attack by lasers. <https://www.caa.co.uk/publication/download/23259>

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/>

OPERATION PEGASUS

The National Crime Agency and Border Force have created a simple method of reporting crime based around airfields. Their focus is on smuggling, be it illicit substances or humans, immigration and terrorism.

IF YOU SEE ANYTHING SUSPICIOUS ABOUT THE PILOT, AIRCRAFT OR CARGO, REPORT IT

What to look for:

-  Attempts to test or research security around an airfield
-  Is the pilot taking unnecessary risks?
-  Has the aircraft been modified?
-  Are there any concealed packages?

YOU KNOW YOUR AIRFIELD AND THE PEOPLE WHO USE IT

If you notice the unexpected or unusual presence of aircraft, vehicles or people, **REPORT IT**

Call 0300 123 7000 and quote **“PEGASUS”**

Or report online at [www.https://gov.uk/report-border-crime](https://gov.uk/report-border-crime) and quote: **“PEGASUS”**

ICAO eLibrary

The ICAO eLibrary is the online digital publications repository of ICAO, featuring SARPs on international civil aviation, Conventions and Related Acts. These documents were only available for an expensive fee, now you can access for free by registering and creating an account <https://elibrary.icao.int/pages/icao-about>

You will be able to read all publications and documents which are written in six languages AND you will receive regular updates. One important update of Annex I Personnel Licensing is the new Chapter V. This describes the processes and procedures for the introduction of an Electronic Pilot Licence (EPL) which came effect on 3rd November 2022.

NOT 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? Where ever 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

THE GREAT RACE - FLIGHT IN A HUMAN POWERED AIRCRAFT

<https://thegreatrace2022.com/>

The Great Race committee and the BHPFC are completely separate entities and the BHPFC unfortunately doesn't provide funding to teams in order to build aircraft.

But **The Great Race** is on to achieve flight in a Human Powered Aircraft by groups with the aim to increase the number of teams taking part in human powered aircraft events. This is in keeping with the original idea of Anne Williams to encourage interest in human powered flight and celebrate the achievements of the Southampton team that designed built and flew the first successful human powered aircraft (SUMPAC).

The committee are looking to promote groups, primarily from the UK, to design build and fly their own human powered aircraft and for designs that lead to a more practical human powered aircraft that can be built and operate within certain criteria, details of which will be provided on application.

Contact tony.prentice1@btinternet.com for more information or visit <https://thegreatrace2022.com/>

POLICE OPERATION OPAL

Report Rotax Engine Thefts or Suspicious Activity

Operation Opal works on a national and international level to collate information helpful to their investigation. Opal does not investigate the crimes locally; instead this is the responsibility of the local police service. If you are the victim of a Rotax engine theft, you will also need to contact your local police.

West Mercia Police have set up a dedicated operation to investigate. If you have information about engine thefts or suspicious activity that you believe may be useful to Opal, please fill out this form on the BMAA's website <https://www.bmaa.org/information-library/operation-opal>

RAeS SCHOOLS AND OUTREACH PROGRAMME

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

Cool Aeronautics: Launched in 2007, Cool Aeronautics is the Royal Aeronautical Society's primary school outreach programme that aims to introduce children to the fascinating world and people of flying, aerospace engineering, and space. These events represent a crucial part of the Society's efforts to provide a 'through-life' approach to its outreach and careers activities. To showcase aerospace and aviation to primary-age children and their teachers and parents to encourage from an early age an interest in Science, Technology, Engineering and Mathematics (STEM) subjects. It is also vitally important that they are aware of the amazing opportunities that aerospace and aviation can offer.

See: The **YOUTH OPPORTUNITIES and ACTIVITIES** section in this Newsletter for more information

EUROPE AIR SPORTS

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

The RAeC is a member of Europe Air Sports (EAS). Whilst the name would suggest Air Sport and/or Air Sport competitions it is really more about General Aviation. EAS was set up with the objective of promoting and protecting the interests of sports and recreational aviation at the European level. The focus is strongly on non-commercial flying activities, carried out in club-type operations. They support a European regulatory environment for aviation that respects the principle of proportionality. In practical terms this means that regulation should be proportionate to the complexity of aircraft and the nature of flight operation and are strong proponents of the so-called risk hierarchy, established by the Basic Regulation (2018/1139/EU), which enshrines this principle in European law.

They support European aviation regulation that is suitable to sports and recreational aviation and that does not ground GA by overburdening it with excessive regulatory requirements. These requirements might be appropriate for commercial air transport or commercial operations, but they are completely unsuitable to GA flying activities.



First Vice President of Europe Air Sports, **Michel Rocca**, unexpectedly passed away while battling a serious illness.

All at the RAeC send our condolences to his family and friends.

In a long career in various positions in the French DGAC, he never stopped serving general aviation as a flight instructor and examiner, President of the Rennes Aeroclub and, above all, as Vice President and First Vice President of Europe Air Sports.

100LL in Europe: Trafigura and Warton Fuels applications for continued use of TEL (tetraethyllead) have achieved a "positive Result" in the REACH Committee at the 25th August voting.

SIGN UP FOR THE EUROPE AIR SPORTS NEWSLETTER

Europe Air Sports: their latest Newsletter <https://europe-air-sports.org/document/newsletter-october-2025-121> edited by UK glider pilot Diana King, OBE.

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

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



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

The FAI is recognised by the International Olympic Committee (IOC) and is now an organisation of more than 100 member-organisations, forming a strong network linking all those who participate in air sports worldwide.

WORLD ANTI-DOPING AGENCY (WADA) 2026 LIST OF PROHIBITED SUBSTANCES AND METHODS

The World Anti-Doping Agency (WADA) published the 2026 List of Prohibited Substances and Methods, which comes **into force on 1 January 2026**. <https://www.wada-ama.org/en/resources/2026-prohibited-list>

The major modifications for 2026 include the following:

- ❖ S1. Anabolic agents,
- ❖ S2. Peptide hormones, growth factors, related substances, and mimetics,
- ❖ S4. Hormone and metabolic modulators, and
- ❖ S6. Stimulants.
- The dosing intervals of **salmeterol** have been changed to avoid potential ergogenic effects, though the maximum daily delivered dose remains the same.
- More details have been given about the prohibition of **withdrawal of blood and blood components**.
- The **non-diagnostic use of carbon monoxide** (CO) has been added to the Prohibited Methods as a new section, M1.4. The use of carbon monoxide for diagnostic purposes, such as total haemoglobin mass measurements or the determination of pulmonary diffusion capacity, is not prohibited.
- **Cell components** (e.g., nuclei and organelles such as mitochondria and ribosomes) have been added to the existing prohibition of using normal or genetically modified cells.
- It has been clarified in the **Glucocorticoids Washout Table** that use of sustained-release formulations may result in detectable glucocorticoid levels past the washout period due to prolonged systemic absorption.
- **The Therapeutic Use Exemption Programme**: It should be noted that pilots who have a legitimate medical reason for using a prohibited substance or method that is on the List can apply for a Therapeutic Use Exemption (TUE) to determine whether they meet the criteria outlined in the International Standard for Therapeutic Use Exemptions (ISTUE). The TUE Program is a rigorous and necessary part of elite sport and has overwhelming acceptance from athletes, physicians, and anti-doping stakeholders.

See: <https://www.fai.org/page/anti-doping-therapeutic-exemptions>

FAI World Records for UK pilots <https://fai.org/records?f%5B0%5D=country%3Agb>

Powered Aeroplanes C1I

Dominic Rivers Speed over a recognised course (received 3.9.2025) 844,73 km/hr; (received 30.8.2025) 992,84 km/hr & 867,79 km/hr

Nicholas Hammond Speed over a recognised course (received 24.8.2025) 922,00 km/hr

Thomas Weston Speed over a recognised course (received 17.8.2025) 767,91 & 900,15 km/hr

FAI WORLD RECORDS

EVENTS: https://www.fai.org/page/gacevents?upcoming=1&f%5B0%5D=fai_event_year%3A2024&display=list

RECORDS: <https://www.fai.org/page/gac-records>

AWARDS: <https://www.fai.org/page/gac-awards>

NEWS: <https://www.fai.org/page/gac-news>

DOCUMENTS: <https://www.fai.org/gac-documents>

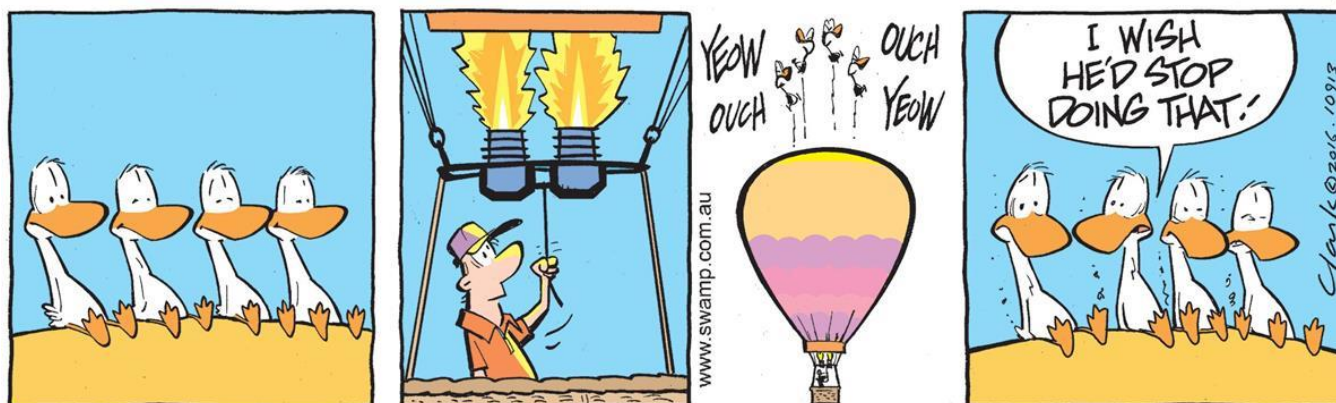
FAI POSITION ON THE CONFLICT TAKING PLACE IN THE UKRAINE

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 decision on 28th February 2022 to suspend the FAI members of Russia and Belarus still stands.**

This decision removes all rights as listed in FAI Statutes 2.4.2.1. In addition to the above continuing measure, 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.

A LITTLE SOMETHING TO MAKE YOU SMILE



Reproduced with kind permission from Gary Clark



Royal Aero Club Trust (RAeCT)

Charity Commission No.1068451

<http://www.royalaeroclubtrust.org>

THE TRUST'S OBJECTIVES

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

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

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

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

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

If you love air sport and recreation, there are a number of ways in which you could assist the trust in its tasks - these include: **Gift Aid** - allows the Trust to recover the tax from the Inland Revenue; **Legacy**; **Company Payroll Giving** or **Matched Giving**.

FRIENDS OF THE TRUST

A Friend of the Royal Aero Club Trust is a person who wishes to support the Trust's objectives of:

- ❖ Assisting the development of young people, including the physically and financially disadvantaged, to achieve their full physical, intellectual, social and spiritual potential by participation in air sport and aviation related activities.
- ❖ Conserving and making available to the public for education, study and research, the Royal Aero Club's unique and valuable collection of historical documents, memorabilia, paintings and trophies.

To become a FRIEND of the Royal Aero Club Trust please complete the Banker's Order Form:

<https://www.royalaeroclubtrust.org/friends-of-the-trust> and return to: The Royal Aero Club Trust Administrator, Buckminster Lodge, Sewstern, Grantham, Lincs, NG33 5RW

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

5. 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;
6. Flight Simulator Bursaries/Grants for Computer Flight Simulation enthusiasts wishing to gain practical experience of flying or an air sport.
7. Aeromodelling Bursaries to enable flyers upgrade equipment or to gain further qualifications.
8. 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 closing date for 2026 Bursaries is 31st December 2025. No applications will be accepted 31st December 2025.

2025 RAeCT Bursaries

APPLICANT	CLUB/ SPONSOR	QUAL' SOUGHT
GLIDER PILOTS		
Emily Barker-Lewis	BGA – Cranwell UO Nottingham	Aero Trg
Theo Walkerdine	Essex & Suffolk Gliding	Bronze & Cross Country
Peter Epps	Banbury Gliding	BGA Bronze & XC
Ted Richie-Butler	Southdown Gliding	Bronze SPL
Emily Chase	Lasham	Bronze
Daniel Edward Heslop	London Gliding Club	Bronze
Finn Wilson	Southdown Gliding	Bronze
Justin Bennett	Gower – Powered or London Gliding - Glider	Solo or Bronze
Till Roberts	Cambridge Gliding	Bronze XC
James Bartlett	Lasham	XC Trg and flying
Fred Lomax	Middle Wallop Gliding	CAA License SPL
Redas Rocko	Peterborough and Spalding Gliding Club	Bronze & XC
Henry James Josef Paton	Kestrel	Bronze
Joshua Ellersham	Edgehill Gliding Centre	Bronze & XC
Freddie Hefferman-Birk	Southdown Gliding	Bronze & XC
Thomas Prideaux	Lasham	SPL
SKYDIVE		
Frederick Ingram	Hinton	B License
Elena Harker	Headcorn	FS & FS1
Leo Smith	Active Skydiving	B License
Katie Lawes	Sibson	C License and Tracking
Tia McDowell	Langar	TR1
Libby Rule	Go Sky CivDivee - Headcorn	FF1
AIR EXPERIENCE		
Enfys Haf Abbott	351 ATC – Burton on Trent	Air Exp Flt
Matthew French	351 ATC – Burton on Trent	Air Exp Flt
George Grundy	351 ATC – Burton on Trent	Air Exp Flt
Daniel Sedrah	351 ATC – Burton on Ttrent	Air Exp Flt
Yuri Oliferuks	351 ATC – Burton on Trent	Air Exp Flt

MODEL AIRCRAFT FLYING		
Jacob Levy	BMFA	Cse and Equipment
Sam Sitton	Phoenix Flying Club/BMFA	To upgrade equipment
Louis Shapero	DPMAC	To upgrade equipment
Archie Gale	BMFA - Hanworth	To upgrade equipment
Lewis Ellis	Oxford Model Flying Club	To upgrade equipment
DRONE RACING		
Joshua Stevens	Bath Drone Racing	Upgrade equipment
Edward Dalton	BDRA	Upgrade Equipment and travel to comps
Daniel Miles	BDRA	Purchase kit, Travel to comps, Cost of repairs
PARAGLIDING & HANG GLIDING		
Thomas Hinks	Thames Vally Hang Gliding Club	To purchase reserve chute
Finley Grey	Air Ventures Paragliding	Club Pilot
ADVANCED		
Gliding		
Matthew Waite	Denbigh	Cloud Flying Endorsement
Merlin Ohta	Buckminster Gliding Club/Cambridge Uni/Homerton College	Intermediate Aeros
Joshua Sheridan	RAF Cranwell	Basic Instructor
Ylva Grosche	Cambridge Gliding Club	Basic Instructor
Skydiving		
Conor Michael Galpin	Netherhavon	FS1
Lucas Lu	Netherhavon	BSA B
Jacob Ware	Sky Dive Buzz - Dunkeswell	Coaching
India Henderson	Sky High Diving	FS1& B License
Lily Peasegood	Langar	B License
Isobel Skehan	Skydive Buzz	FF1
Bethany Husband	Sky High/Newcastle Uni	B License
Aimee Brown	Langar	TR1/Coaching

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.

EARLY ROYAL AERO CLUB FLYING RECORDS ARE ONLINE



'Royal Aero Club Aviators' Certificates' collection (1910-1950) reveals the names and faces of Britain's magnificent men (and women) and their flying machines via <https://www.ancestry.co.uk> and contains over 28,000 records and 13,000 photographs (across 34 albums).

The majority of these photographs will never before have been available to the public) of men and women who qualified as pilots in the golden age of British aviation, as powered flight went from science fiction to reality.

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

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



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

NEWS

CIVA WORLD ADVANCED AEROBATIC CHAMPIONSHIP 2025

12-20 September 2025



Team GB, Steve Bakhtiari, Paul Elvidge and David Heard

AEROFEST - TIGER TROPHY & PITTS FLY-IN THE LAST DOMESTIC POWER COMPETITIONS OF THE YEAR SLEAP AIRFIELD 5th – 7th September

The objective was to fly the Tiger trophy, probably the most prestigious trophy in the competition calendar after a national champion's trophy. Next, the Golding Barratt trophy, competed for by pilots at Sports Category and finally the Kernow Cup; a little-known trophy normally flown at Bodmin airfield. 14 pilots across the field and about 40 flights to complete plus some wonderful Pitts aircraft to admire. Brian McCartney was the chief judge/contest director in the "Concours d'Elegance" event.

Day 1 the weather upset the start time but the focus was the Tiger Trophy and at the end of the first day we had got all but two pilots flown – Carl Cox at Advanced and Phil Burgess at Unlimited.

Day 2 with the forecast set for CAVOK and an 08.30 briefing the weather didn't quite play ball but by the end of the day all the trophies flights were flown and all flown safely.

Special congratulations to **Robert Berger** in his first competition at **Sport level winning the Tiger Trophy AND the Golding Barratt trophy**. Congratulations to **Nick Riddin** winning the **Kernow Cup** and to **Bruce Buglass** winning his first Club competition and on his home ground. Last but not least, the **Concours d'Elegance award** went to **Alex Cartright** and his stunning Super Stinker Pitts G-EWOK.



Twelve Pitts aircraft arrived during the day and quite a few pilots and passengers all having a good chat about their characteristics. <https://www.aerobatics.org.uk/contest/result/280>

BRITISH GLIDER AEROBATIC CHAMPIONSHIPS

SALTBY 12TH – 14TH SEPTEMBER

Friday started with some seriously gusty conditions as convection started low down but by 13:30 flying was in far nicer conditions...from doom to zoom.



20 aerobatic flights safely completed by just before sunset - "split" flights whereby each of 6 Sports and 4 Intermediate competitors performed their sequences in two parts from tows to 2,500'. A range of beautiful, poetic flights efficiently launched by competitors working collaboratively with members of the fantastic Buckminster Gliding Club, led at the launchpoint by Keith Ford. Jed Edyvean in the tug - a former National Champion in cross-country gliding - worked cheerfully and professionally to get each glider into the air just at the right point.

An expert panel of judges, led by Andy Cunningham and working with Charles Baker and Graham Saw.

Serious showers and troughlines were forecast for the Saturday but the air mass remained largely dry around Saltby. The Intermediates got their Unknown done as "splits" as the cloud base rose, leading to "full" flights for the Sports competitors by early afternoon, and all completed before 15:00. National Champions Neil Oakley (Intermediate) and Seb Brown (Sports) held it together so well on Day 2 that they won overall.

Intermediate: 1st: **Neil Oakley** 2nd: Alex Philips 3rd: Laura Martin 4th: Dave Gethin

Sports: 1st: **Seb Brown** 2nd: Rolph Overvliet (NED) 3rd: Elliot Cox 4th: Simon Smith 5th: Dave Rendall
6th: Bradley Brandt (USA)



For aspiring aerobatic pilots British Aerobatics **Get Into Aeros (GIA)** is once again at **Popham Airfield** on the **16th & 17th May** and not only will be an invaluable experience but great fun too.

Get Into Aeros is aimed at helping secure the future of competition aerobatics by encouraging young pilots, both LAPL and PPL(A) holders, at the start of their aerobatic careers, to get involved at an accessible rate and for others interested in having a go safely.

During the event you will learn about aerobatics in workshops, you will get your first taste of aerobatics with an instructor and you will watch experienced pilots demonstrate different levels of contest sequences.

If you have aerobatic privileges on your licence or have completed at least 3 hours of training towards an aerobatic rating, **Get Into Aeros - Contests** is an ideal event for you to learn more about aerobatic contest flying. It's a similar format to **Get Into Aeros**, except that your training will be focused on learning to fly the Club sequence.



If you are interested in finding out more about the sport, or would like to attend an event either as a volunteer or a pilot, please contact BA for more information (contests@aerobatics.org.uk or use the contact page on their website)



BRITISH BALLOONING AND AIRSHIP CLUB

<https://www.bbac.org>

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

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

Events from small 'meets' of a dozen or so balloons to major festivals of 100 balloons or more are held throughout the country during the year. These events usually feature, weather permitting, mass ascents morning and evening. Those open to the public often offer an after-dark 'nightglow', in which tethered balloons fire their burners in time to music to create a colourful spectacle. Major annual balloon fiestas in the UK that are open to the public include: Bristol International Balloon Fiesta (8TH - 10TH August), Cheltenham Balloon Fiesta, Longleat Sky Safari, Midlands Air Festival (30th May - 1st June at Ragley Hall, Alcester, Warwickshire), Northampton Balloon Festival (15th, 16th and 17th August Northampton Racecourse), Northampton Town Festival, Strathaven Balloon Festival, Telford Balloon Festival, Oswestry Balloon Carnival and the York Balloon Fiesta (15th, 16th and 17th August Bishopthorpe Park).

Join the BBAC

For more information on getting involved in ballooning in any capacity or if you'd like to know more about ballooning, and to get advance warning of some of these incredible events and opportunities, then do visit <https://bbacmembership.org/join/> and join up, or go to www.BBAC.org and fill out the contact form to be directed to the most appropriate respondent.

The **BBAC** sends out regular updates via the legendary "Aerostat" magazine, the recently set up regular newsletter "Dropline" and of course Pilots Circular.

There is also an often-used members Forum on the website, and a Facebook page <https://www.facebook.com/britishballoonandairshipclub>

Training and events are made available to all members – there will also be a regional club near you, where you can join and meet other local balloonists and find out what we are all about and get involved with pilots and crew.

Visit www.BBAC.org and fill out the contact form to be directed to the most appropriate respondent. Soft landings!

WHAT IS REQUIRED TO QUALIFY AS A HOT AIR BALLOON PILOT (UK – TRAINING WITH THE BBAC DTO)?

Eligibility & Registration

- Be at least 14 years old (licence issued at 16+).
- Identify a local BBAC Instructor (FI(B)) for initial advice.
- Create an account in Cellma (CAA system).
- Complete a medical self-declaration or obtain a UK Class 2 medical (essential for operating outside UK).
- Join the BBAC (British Balloon and Airship Club).
- Join the BBAC DTO (Declared Training Organisation).
- Purchase a Training Logbook and Pilot Logbook.
- Read the DTO Training Manual.

Training & Theory

- Undertake a flight early in your training with an FI(B).
- Train only with FI(B) and BBAC-registered coaches (minimum standard).
- Ensure that the details of every flight are sent to the BBAC Training Office within 48 hours, preferably using the BBAC App.
- Source approved theory training (ground school).
- Complete an LRO course.
- Obtain a recommendation from the DTO to sit the theoretical knowledge (TK) exams.
- Undertake 6 theory exams (must pass all within 18 months, or retake all).
- Theory exam passes valid for 24 months after the pass date of the last exam.

Flight Training Requirements

- Minimum 16 hours of flight training.
- At least 10 inflations, 20 take-offs, and 20 landings.
- 4 hours over at least 4 flights must be with an FI(B).
- All flight exercises must be completed to standard with an FI(B).
- These include a new requirement to complete one flight exceeding 5,000 feet.
- Perform two tethers to 10m (one completed to standard with an FI(B)).

Solo & Skills Test

- Obtain an FI(B) recommendation for solo.
- Complete one solo flight (minimum 30 minutes) to standard.
- Complete form SRG2161.
- Undertake the Skill Test with an FE(B) once training standards are met.
- Complete and submit the application form to the CAA for licence processing (you have 6 months from the date of a successful skill test to apply for a licence).

Abbreviations

FI(B): Flight Instructor (Balloons)

FE(B): Flight Examiner (Balloons)

Note – If you are part way through your training, please cross reference with CAP3142:
<https://www.caa.co.uk/our-work/publications/documents/content/cap3142/>

Email DTO@BBAC.ORG if you have any questions

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

BRITISH AEROBATICS – ADVANCED GLIDER TEAM SELECTION 2026

The pilots selected to represent Great Britain building towards the 2026 World Advanced Glider Aerobatic Championships after reviewing competition performance, training participation, and feedback from instructors and coaches, are:-



Team Pilots: Neil Oakley, Laura Martin and Alex Philips (photo left)

These pilots are invited to join the 2026 Squad, training with the team throughout the coming season:

Squad Pilots: Dan Weston, Elliott Cox, Seb Brown and Simon Smith (photo right)

Neil Oakley has been appointed **Team Captain**, reflecting not only his performance but his commitment to fostering a positive, collaborative team culture.

GROWING CLUB MEMBERSHIP

The **Promoting Gliding Project** aims to raise awareness and signpost interest towards BGA clubs is urgently seeking more contributions from pilots for the central library for use in BGA online advertising this spring. We have lots of scenic shots but are particularly short of short video clips / photos showing “happy smiling people doing gliding”. Images can be uploaded here, with credits and brief descriptions: [<https://tinyurl.com/UploadtoBGALibrary>].

Improving your gliding club's digital presence: Clubs can access a growing library of content for their own digital marketing, along with content calendars, ideas and troubleshooting tips: <https://tinyurl.com/BGALibraryAccess>

HELPING TO PROMOTE GLIDING!

The BGA is excited about their Promoting Gliding project, an initiative aimed at increasing awareness of gliding! The goal is to attract more visitors to club websites and local airfields, ultimately welcoming new members into our clubs. Everyone associated with gliding can play a role, and the BGA needs YOUR support to make it a success.

<https://members.gliding.co.uk/2024/10/23/promoting-gliding/>

SAILPLANE GRAND PRIX 2026 7-13 June 2026



The Sailplane Grand Prix is returning to British skies. Lasham GS has successfully bid to host a Sailplane Grand Prix event in 2026. This is a great opportunity to showcase the appeal and dynamism of cross-country glider racing and the BGA are looking forward to passing on more information about this prestigious event in due course.

For the first time since Series 3 in 2008, the SGP is heading back to the iconic Lasham Gliding Society - one of Europe's largest and most storied soaring arenas. There's no better stage to bring high-intensity, world-class gliding back to our British fans.

This stop brings a twist: the 15m Class. Expect tighter racing lines, sharper turns, and pure, precision-driven flying. It's gliding at its most technical, and the pilots are ready to deliver.

The UK crowd always brings the energy. The pilots can't wait to match it.

The **2026 BGA Sporting Conference** will take place at the **Loughborough University Campus** on **Saturday 28th February**.

JOIN THE BGA INSTAGRAM TEAM!

The BGA is delighted to report that the BGA's Instagram presence has been relaunched with the fantastic support of a volunteer team of glider pilot contributors! <https://www.instagram.com/discovergliding/>

SUPPORTING WOMEN'S PARTICIPATION IN GLIDING

The BGA is actively engaged in increasing participation in gliding and our strategy includes identifying actions and implementing those actions to increase women's participation at gliding clubs. They are looking for a volunteer or volunteers to help develop a supportive framework. Please email debbie@gliding.co.uk

Subject to completing the required training, you can fly a glider solo at age 14 and there is no upper age limit. All young people can benefit from support in gliding, the BGA have a fairly relaxed definition of 'Junior' – Junior gliding benefits and support apply to anyone up to 25 years old.

Costs do vary from club to club, so it's best if you check with your intended club. Lots of clubs put their costs for members on their web site so you can save time by taking a look there first. When reading these costs, remember that most clubs offer special pricing for younger pilots. As well as cheap flying at clubs, there's a whole range of financial help out there to get you flying to solo standard and beyond.

The BGA 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. If there isn't a JGC near you, just pop along to your local club. They will be pleased to see you and will let you know what options there are for you. Each Junior Gliding Centre has a co-ordinator who is focused on helping you to join in and get flying. They will be able to point you in the right direction. If you've never flown before, they will help you get started and, if you've already gone solo, they'll help you work out what you want to do next. Whether you want to learn aerobatics, race gliders, or just fly, there will be something at JGCs for you.



GLIDING FOR SCOUTS: has been a fundamental part of Scouting since 1953 and offers young people the opportunity to develop a range of disciplines and skills. Learning to fly is a discipline in itself and often requires persistence. In order to get into the air, an individual relies on assistance from a team of people so whilst learning to fly forms a significant element of the sport, problem solving and team working are just as important. Gliding forms part of the requirement for several badges. Relevant information from the Scouting Association perspective can be found on the the Scout Association website.



UNIVERSITY GLIDING CLUBS offer students a fantastic start in gliding.

Usually based at the local gliding club, University clubs have excellent access to modern fleets of training aircraft and some of the larger university clubs even have their own gliders and instructors.

These clubs are often subsidised by the university and offer very good rates on flying to help cash-strapped students into the air.

<https://members.gliding.co.uk/junior-gliding/university-gliding-club/>

A helpful good practice guide for University gliding has been collaboratively with input from many University clubs, with support from Dick Poole, the volunteer BGA Universities Liaison Officer <https://members.gliding.co.uk/library/university-gliding/university-gliding-good-practice-guide/>

Each year there is an inter-University competition and the week provides a focal point for all university glider pilots. The competition rewards everything from going solo to doing a 500km racing task. There are also some fantastic evenings after the flying has finished. This year's competition will be hosted by Edinburgh University.

WINTER SERIES

UK Junior Gliding (UKJG) are looking for people to organise and run the Winter Series starting in late autumn 2026.

Experience and training are available during the current Winter series. If you're a Junior or ex-Junior pilot who wants to see the Winter Series successes continuing beyond Winter 2025/2026 and you're willing to contribute some of your time, please get in touch with the UKJG team via ukjuniorgliding@gmail.com

The next two Winter Series events are: Denbigh in North Wales from **6-8th February** 2026, followed by the third round of this Winter Series at the Long Mynd in Shropshire during **April** 2026 (exact dates TBC).

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

UPDATED FAI SPORTING CODE - GLIDING

The 2025 edition of the FAI Sporting Code Section 3 Annex A has been published and can be accessed via <https://gliding.us13.list-manage.com/track/click?u=3bd1f3f44b8168ee05b4b5dcd&id=f63436bb5c&e=9bbf8825ba>

A summary of the changes can be found at <https://gliding.us13.list-manage.com/track/click?u=3bd1f3f44b8168ee05b4b5dcd&id=7158b90935&e=9bbf8825ba>

and the latest version of Annex A has also been published and can be accessed via https://fai.org/sites/default/files/2025_changes_to_annex_a.pdf



<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



BHPA Ladies Night out. The ladies of the BHPA admin team went to see the ABBA tribute band, Bjorn Again, at De Montfort Hall, Leicester with a number of friends and family.

My thanks to Joe Schofield for the following reports:-

HANG GLIDING



The British & Italian Nationals at Monte Cucco saw Grant Crossingham (left) become British Champion for the 10th time. Gordon Rigg, himself a ten-times Champion, was runner-up. Tim King took the Class 5 crown and Andrew Woods was Sport Class Champion. Only a few weeks earlier Grant had climbed from 17th place on Day 1 to 4th on the final day of the World Championships at Ager in Spain. (Photo: Josh Coombs)



The competition was marred by a serious accident suffered by British team member Steve Penfold. A longtime contestant and organiser of British hang gliding competitions, Steve succumbed to his injuries in August. His loss was keenly felt by the entire hang gliding community.

(Photo: Josh Coombs)

The Royal Aero Club offers its condolences to Steve's partner Stef, their family and friends.

PARAGLIDING

The **SRS series** of competitions continues to improve. Organiser Brett Janaway said the Skywalk Edition at Gemona in July was one of the finest events they'd ever run. A final event at Ager in early September, featuring the longest valid task in SRS history at 117km, was won by Pal Takats of Hungary.



GB's **Luke Nicol** finished 2nd overall in the series and **Magda Janaway** was overall women's No. 2.

Luke Nicol (left) 2nd at the Ager SRS, with overall winner Pal Takats (Photo: Ruth Jessop)



Tony Blacker (above middle) won the overseas round of the **British Paragliding Cup** at Sopot in Bulgaria, also securing the overall 2025 title (Photo: Lester Gordon). **Magdalena Janaway**, above right.

In September the **World Paragliding Championships** at Castelo in Brazil provided excellent conditions that allowed fast racing, while a couple of challenging days really tested the field. The British team rose to the occasion, and with disciplined flying and expert decision-making clinched 4th place in the nations ranking.

Russ Ogden delivered a stand-out performance to take 5th place individually, and **Seb Ospina** followed closely in 8th. But the French were in magnificent form, dominating the championship as Baptiste Lambert and Honorin Hamard swept to 1st and 2nd places.

ACCURACY

A second attempt to run the **Paragliding Accuracy Nationals** at South Cerney in July was successful. **Colin Jones** continued his meteoric rise to take top spot from veterans **Andy Webster** (2) and **Andy Shaw** (3). **Sue Britnell** was top lady.

The **Classic Accuracy Nationals** (jump chutes rather than paragliding canopies) in August, also at South Cerrney, saw **Dave Crowhurst** (below right) walk away with the title again. (Photo: Andrew Webster)



Katie Sykes (above left) was a close second ahead of William Lawrence (2) and her hubby Simon Sykes (4). (Photo: William Lawrence).

The **Grand Prix series** wound up at the Terheijden in the Netherlands, where **Dave Crowhurst** came second, but with enough points to take the overall series win.

The **British Accuracy Cup series** – designed to find new talent to feed into the British team – held a third round at Green Dragons' site in July. **Tyrol Paul** was the solo winner and **Green Dragons** topped the team table.

In September the **BAC Superfinal** was won by **Tom Ewington** in his first year of serious competition.



A big year for Accuracy was topped out at the **World Paragliding Accuracy Championships** at Alanya, Turkey in October.

Tom Ewington (left) was top Brit, having posted 00.01cm in his first flight at his first-ever World Championships.

Tom is proving to be a talent to watch in the years ahead. The British team's determined performances provided a showcase of what the accuracy community can achieve.

(Photo: Josie Ewington)

PARAMOTORING

This year's **British Open Paramotor Championships** were held at Bicester Airfield in July. A great site and brilliant weather enabled three long Open Navigation windows, plus two Economy and three Precision tasks within the four days of flying. **Dan Jones** regained his British Champion crown from Bruce Daniels in PF1 (foot-launch). **Dan Brice** was 2nd in PL1 (trikes) to Germany's Jannik Kauth.

The **World Paramotor Championships** was hosted by the French Federation at Chambley in north-eastern France in August. Eight pilots represented Team GB, six in PF1 and two in PL1.



Commendably, **Team GB** secured 4th place overall with **Dan Jones, Jon Hobbs and Bruce Daniels** finishing 8th, 9th and 10th. **Sam Taylor-Jones** (left) was 15th. (Photo: Tracy Anderson)

In October **Dan Jones**, (below), the sole British entrant at the **World Paramotor Slalom Championships** at Bornos in Spain, secured 9th spot in the PF1 Serial class.



This new class, introduced this year, is aimed at encouraging pilots to enter on 'standard' equipment: lower wing loadings and engines limited to 205cc. Highly experienced pilots skewed the results a little, taking advantage of the Serial format to fly with highly-tuned experimental engines. Nevertheless, Dan's 9th place in his first slalom international is remarkable.

Dan's solo effort also netted GB 8th among the nations. (Photo: Tracy Anderson)

Overall world foot launch slalom champion is France's Jeremy Penone, Serial champ is fellow countryman Cyril Planton. PL1 champion is Qatar's Ibrahim Hussein, PL1 Serial champion is France's Boris Tysebaert.



<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 MICROLIGHT PILOT LICENSING IMPROVEMENTS EFFECTIVE 1ST OCTOBER

These improvements can be summarised in the following key areas

1. 3-axis microlight hours now count towards an ICAO PPL
2. Alignment of certificate of experience requirements on an old PPL A (M) licence (5 in 13) to NPPL currency requirements (12 in 24)
3. Microlight exams will be valid for all NPPL ratings

1.3-axis microlight hours now count towards an ICAO PPL

Previously there was always a barrier when microlight pilots wanted to fly larger, heavier more complex aircraft with a view to obtaining a commercial licence. The ICAO world would generally not recognise experience gained in the non-ICAO world and in most cases pilots would feel they were starting from scratch and the valuable experience gained on 3-axis microlight types was not recognised.

With the licensing changes, pilots moving up into the ICAO world will have their 3-axis experience recognised. This means that pilots should have more affordable routes to licences by benefiting from our affordable microlight fleet.

Alignment of certificate of experience requirements on an old PPL A (M) licence (5 in 13) to NPPL currency requirements (12 in 24)

From 2008 all new Microlight licences issued have had the '12 in 24' rules regarding a certificate of validity. This is the need for a pilot to demonstrate they have flown a minimum of 12 hours in 24 months, 6 hours of which should be in the second year, 1 hour of which must be with an instructor and a minimum of 12 take-offs and landings. Pilots who had a PPL granted before 2008 would have had different validity requirements: the 5 hours in 13 months and the 'stamp' or sticker in the logbook from a Microlight examiner.

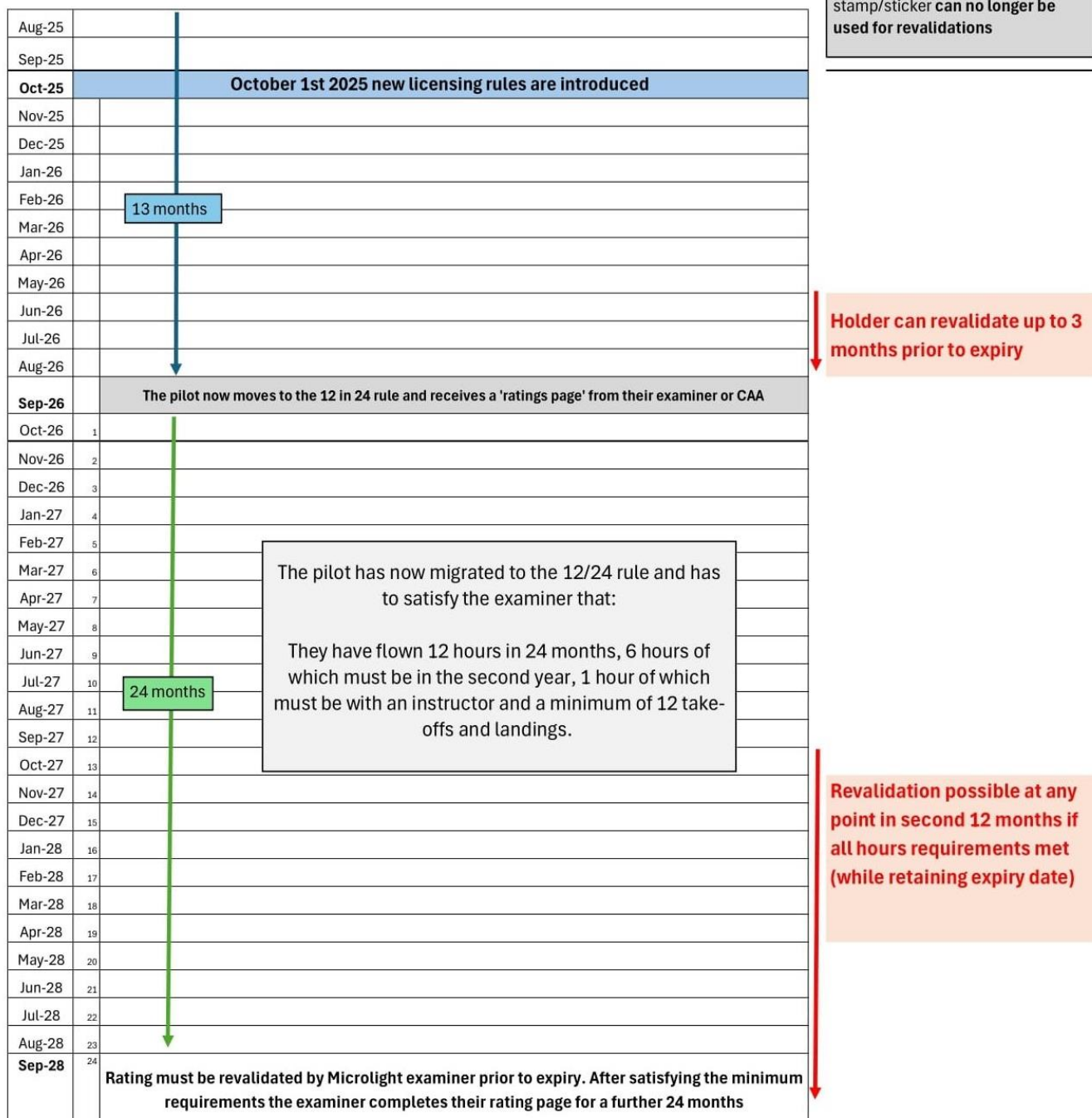
How pilots will transition from the old 5 in 13 to the new 12 in 24 requirement? There won't be an abrupt end to the 'old' licence revalidation and the CAA have extended the existing exemption from October 1st for a further 13 months which will enable a smooth transition period. Furthermore, it has been clarified by the Civil Aviation Authority that the instructional hour required is not a skills test and can't result in a pass/fail. The pilot should simply decide what they'd like to cover after a discussion with their instructor and use the opportunity to maximise benefit to themselves.

Microlight exams valid for all NPPL ratings: All Microlight theoretical exams can now be used towards SEP or TMG ratings (and vice versa). Although this will only really apply to pilots in training, it is still very convenient if a student wishes to pursue a Microlight rating, having originally started ground school in SEP or TMG, for instance. Exam validity periods remain at 24 months.

Example 1

In this example a Pilot is on the old **5 in 13** rule for their Certificate of experience.

The pilot has had their log book stamped **in August 2025** and therefore they would normally have had **13** months to get the log book stamped by an examiner by **September 2026**. In this transition period, the 5 in 13 expiry date must be adhered to strictly, and cannot be renewed beyond end of September 2026, other than by GST.

**Remember**

- Your refresher flight with the instructor can be flown at **any time** in the 24 months
- Of the minimum 12 hours you can have up to 6 hours with an instructor count towards your requirements
- You can revalidate your licence at **any point** in the second 12 months without losing currency from your original expiry month

My thanks to Geoffrey Coan for his report:

Days of tasks and more tasks. On arrival, we were issued with a map of the competition area around Chambley, with quite a lot of restricted military airspace. It took a bit of getting used to: villages and towns were all just marked with dots and names, power lines and tall antenna weren't marked, and railway lines and tracks were both drawn as black lines, but the level of detail of forests and minor roads was excellent so we soon adapted.

Task one: Take off from a 125m deck, fly a circuit as close to four minutes as you could, then land back in the same deck and stop before the end. This was the worst event for **Owain Johns** [The BMAA's CEO] and me: our brakes weren't working properly, and we left the end of the deck on landing. Nil points.

(Photo right: Chris Saysell using the official Team GB Sherlock Holmes magnifying glass)



Task two: Follow a curvy wiggly track at an accurate speed, find photos, some of which may not be on the route, then **mark them accurately (within 2mm) on the map**. **Chris Saysell** did really well at this, scoring equal second in his class with 954 points.

Task three: Find and fly over as many marked turn points as you can with limited fuel (10 litres for two-seaters, seven for single-seaters, and return with at least the fuel reserve you had been allocated. **Mat Burnham** just clipped a restricted zone for 20 seconds but the GPS tracker caught him so he scored zero; **Laurie Herman** and **Mary Russell** got a respectable 759 points, and Owain and I made a wrong turn that meant we had to cut short the planned route.



(Photo left: Mat Burnham working out how to fit in his mega map board into his Skyranger)

Tasks four and five: Engine off spot landings from 1000ft. Our brakes had been fixed by the local mechanic, so it was 250 scores for both us and Mat, and everyone scored a respectable 200 on at least one spot.



Task six: Turning up the navigation heat; no photos to spot, but a 33km 500m wide corridor route to fly in at as accurate as possible at a declared groundspeed, then a second 56km corridor just 400m wide, scored on how fast you fly it. Fly slow and accurate or fast and less accurate - the pilot's choice!

Mat scored well with 943 points, **Deepak Mahajan** went adventuring off-route and entered a restricted zone on the chart, Owain pulled the bar in and

showed the QuikR's performance for 869 points, and Chris won that round with 1000 points in his class.

Task seven: Another limited fuel task, fly repeatedly around two turn points 22km apart as many times as you can, and return with your fuel reserve. Laurie and Mary flew tight and precisely and claimed first place with 800 points, Owain and I weren't far behind with 732.

Deepak visited a (different) restricted zone and got another bust, and **Bob Tomlins** came back with loads of fuel.

Task eight: Cogwheel task, 225km long. Inner and outer circles marked on the map, 10 supplied photos. Fly anti-clockwise on the outer circle until you see a photo, then draw and fly a perpendicular line to the inner circle, and repeat when you see the next photo, returning to the outer circle, all the while flying the circle and diagonals accurately with hidden track accuracy and speed timing gates.

1500 points up for grabs, and Chris did the best of Team GB with a score of 1392.



Overall, we had a great time at Chambley.



Unfortunately, we didn't bring home any medals this year, but **Team GB achieved fourth place overall**, which was a good result.

Full scores, task descriptions and maps on the WMC 2025 website <https://wmc-wpc-2025.fr/results/?select=classic>

THE POWER OF ONE

My thanks to Deepak Mahajan for his report on his competing at the 2025 World Microlight Championships.

Deepak's quote: *'It was inspirational and exciting'* AND I WAS awarded a prize after all. Let me tell you how I got it.



Flying solo to Chambley in France with the left seat loaded with a camping chair, tent, sleeping bag, empty Jerry can, tools, clothes and my favourite breakfast cereal was a very new experience.



Then setting up camp with my tent was something I had not done for decades since my mountaineering days in the Himalayas; no snow leopards here, just moles tunnelling under the groundsheet to keep me awake at nights in the superb Hotel Palacio de la Mole.

Practice flying with the rest of my mates in Team GB was energising and inspiring because they're so much more experienced in competition flying. Lessons learnt from WMC 2024 were recalled and put into use; I could hear my WMC 2024 navigator Adrian Jones' voice in my ears: "Control the speed; focus on the photos; concentrate on the here and now and anticipate the next turn point."

Still, the judges obviously spotted my excellent flying skills and talents as a touring pilot who normally goes wherever I wish, and I was thus the lucky recipient of the “*adventurous touring competition pilot*” award, with some commendable flights and potential for fewer snafus next time.



It was a steep learning curve, and despite my failures, Team GB didn't give me a thrashing with the traditional wet lettuce as used by MF.

My team mates and some other competitors were gracious in sharing their wisdom and insights about how to read maps better and in more detail, and a young medal-winning about-to-be Czech fighter pilot invited me to fly next year at the Czech Open to learn from him.

Just watching pilots win medals for accurate task completion was inspirational and exciting. So watch out WMC, wherever it's held next time; I will fly better.



Team GB

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.

<https://www.fai.org/page/cima-colibri-badges>

There are four levels of Colibri; Bronze, Silver, Gold and Diamond. The requirements for each award are set out on the application forms. Bronze. For this you must demonstrate:

- a) 20 hours P1 on Microlight or Paramotor aircraft including at least 50 flights.
- b) 3 precision landings flown solo within 10m of the centre of a given spot, or 3 precision landings with engine on scoring at least 50 points during an official BMAA Open Series Event.
- c) 1 precision landing flown solo within 20m of the centre of a given spot from a height of 300m (1000ft) AGL with the throttle fully closed, or 1 spot landing scoring at least 50 points during an official BMAA competition.
- d) 2 solo pre-planned cross country flights of distance dM x 1 with an out-landing at a designated point along the route, being completed within 15% of the planned time; or achieving a positive score in 2 navigation tasks flown in an official BMAA competition. (dM is the distance the aircraft can fly in nil wind in one hour at cruise speed).

You do not have to take part in competitions. In getting your full licence you will have already done 2 cross-country flights observed by your instructor, these can count towards the Bronze Colibri. The precision landings (elements b and c) may require practice in order to demonstrate them at the required standard. Your instructor can observe the accuracy of your landings and sign them off on the application form.

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>

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.

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>



<https://bmfa.org>

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

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

NEWS

THE RAF MODEL AIRCRAFT ASSOCIATION

My thanks to Sgt Alex Woods, RAFMAA Public Relations Officer, for his report and to **Samuel Taylor**, RAFMAA Secretary for the accompanying photos, on what the RAF Model Aircraft Association has been doing in 2025.

It has been a good year for Area 14 and one that saw, yet again, more growth and a building of momentum for drone racing within all three services of the British Armed Forces, due, in no small part, to the efforts of the RAFMAA. There has been lots of activity across various units, multiple events and numerous disciplines.

Fixed Wing flying activities have included:

- 2x slope soaring events: a Northern area event in August 24, and a West Midlands one in May 25 both attended by members from all over the country. Weather conditions were challenging at both and competitions were limited to wing combat and cross country.
- RAFMAA Warbirds over Buckminster, April 25. Our regular visit to the BMFA's headquarters was highly successful, growing in attendance and momentum once again since the previous year.
It attracted RAFMAA members and civilian friends alike who all reported having a great time.



As ever, we very much appreciate the BMFA for allowing us to use Buckminster for this event and for the welcome and hospitality that we always receive from our hosts. This really is the perfect location for this public facing event and a wonderful opportunity for our two organisations to join forces. We hope to be able to visit again in 2026.



- Championships & AFI, RAF Honington, July 25. Our annual pilgrimage to Norfolk to take part in our powered Championships, this event also encompasses a members fly-in, our AGM and various other Association level activities.

The weather gods looked on us favourably this year, allowing all competitions to be completed successfully.

With the RAF Regiment personnel becoming so focused on drone racing recently, both as part of their training for Operations and as a leisure activity too, our drone racing line proved very popular with competitions taking place between serving members of the RAF, Navy and Army along with veterans and civilian guests too.



RAFMAA Affiliated Clubs:

- Club level flying activities continue at various RAF units;
- RAF Marham is currently our most consistently active clubs with model flying activities effectively deconflicting with full-scale F35 flying operations. The Marham guys have been teaching newbies to fly, with one new pilot in particular, soon to undergo his A cert.
- Work has begun to re-establish the RAF Leeming club up, initially for drone-racing activities but we are hoping this will progress to encompass fixed wing too.



Drone Racing:

- We have more than more than doubled our Drone Racing membership this year and there is a huge appetite for more events this coming season.
- Committee members attended the RAF Sports Conference and directly briefed the director of Sports on RAFMAA's activities, aspirations and pressing need to back drone racing as an activity of value to the Service.
- We successfully held a drone racing showcase event at Waddington on a live flying day to prove the concept.
- We helped the Army get Drone Sports recognised as a sport and are assisting the Navy to do the same.
- RAF Regiment lads won both the Army Drone competitions at the 1XX FPV Drone Games Tournament,
- RAFMAA members took part in the Military International Drone Racing Tournament along with Navy Army and veteran armed forces personnel as part of Team UK.

Helicopter:

- RAFMAA member, Ian Emery, represented us whilst competing in the Euro Heli Series International competition in Belgium and he went on to represent team GB in the world championship too.

STEM Engagement:

- General STEM; Planning is underway for an RAF Cadet Virtual drone race at RIAT which will be a joint venture with RAF Esports (the video gaming guys).
- RAFMAA Drone Technology Hub; Our own interactive display stand travelled to RAF Waddington in October 24 for their Project X STEM event RAF Waddington.
- RAF Leeming STEM Interactive Drone Display (supported by RAFMAA). RAFMAA members and Leeming STEM took part with a stand at the Royal international Air Tattoo in July 25, to give (we estimate) about 250 kids their first FPV quadcopter lessons and sim experience. Engaged with 4-5 industry sponsors with offers to support upscaling the display equipment for future events.

BMFA 2026 CONTESTS & EVENTS

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

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

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

BRITISH DRONE FLYERS ASSOCIATION



British Drone Flyers

<https://britishdroneflyers.org/>

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

BDF INTERACTIVE ONLINE TOOL

The BDF have produced an BDF interactive online tool that gives you the straightforward answers you need for your type of drone. You can use this guide to find the relevant rules that apply to you and your drone.

Simply select the correct button for each question, that's all there is to it.

https://britishdroneflyers.org/uk-drone-rules?fbclid=IwAR0Il-hJMpuY5D8C2Rz6GNGuNdD16_nCi4r7Lc4p8dFnCQDv912DYMfORPI

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

My thanks to **Chris Bradbury** for his report on becoming **an official Guinness World Records Title Holder**.



When I was a kid, I used to love watching 'Record Breakers' on TV and seeing what new records would be dreamt up by the McWhirter's and presented by Roy Castle and Cheryl Baker. I'm sure I wasn't alone in wondering which records I could attempt to break myself.

Skip forward a few decades or so and I've even had the privilege of working with Cheryl Baker while doing drone filming for Dancing on Ice, in fact it is due to a conversation I had with her on set that all my commercial drones now have names.

The urge to set a Guinness World Record however has never gone away, and with my recent work with drone swarms and my company AeroAVA, I finally found myself in a position to go for one.

I was going to attempt 'the most emoji formed by multirotor/drones in three minutes'. You might initially think, well that's easy enough, just whack up 1,000 drones (as we can fly that many) and flash between the different emoji like a TV screen? Well, here's the catch, and you'll find it the same for every official record attempt, there are terms and conditions that apply for it to be valid.

Why attempt a record? Beyond the childhood desire to always want to set a world record, I had two core reasons for wanting to do this; one being a desire to give something back in my own way to the hobby/sport/business that has given me so much over more than a decade, but the other being an opportunity to throw a gauntlet out at the STEM community to come and beat me....

Giving back: I got in to model flying in 2007 while going through chemotherapy for aggressive cancer, as a kind of 'bucket-list' item. I had always tinkered with model cars and a visit to a model shop in Bournemouth during my treatment saw me leave with a Twister Coastguard counter-rotating indoor helicopter. This spawned conversations with online 'Xbox' friends that turned out to be active flyers. Adam aka Chunk, and Stuart aka Cyclops, as I knew them at the time, helped me move from this toy helicopter as it was to my first full collective pitch model, a Thunder Tiger Mini Titan E325, which is still flying 17 years later



This led me to joining a local club (Basingstoke Model Aero Club) and the rest as they say is history, as I soon bought planes, gliders and more. Over the now many years since I started flying, one thing has stayed constant, which is the mental and physical therapy that comes from model/drone flying. During my treatment it got me out of the house, but not in an overly physical way, but enough, while also keeping my spirits up by just being in a fun environment with other like-minded fools. I would hope that my record inspires others to join us in the mad passion we all enjoy, be it a hobby/pastime for some, or a full sport for others.

Challenging the STEM community (and Art): If you want to set a GWR, just do so with the thought that sooner or later, one day, someone is going to beat it, so why not embrace that and set it as a challenge I say?

Forming emoji with drones is a little unusual, but it fits into my skill set in a nutshell. I'm hoping that someone currently studying any form of Science, Technology, Engineering or Mathematics, or even Art as creating a show needs design flair, sees my video and is inspired to take their career forwards in aviation, be it manned or not, takes up drone flying, design or something we've not even thought of yet and comes back to beat my record. Consider the gauntlet laid down...

The record requirements: For starters, and this is where the challenge sits, you can only attempt the record with a maximum of 130 drones, no more. This means the whole attempt would have to be done with careful planning and considered design and programming, as each emoji also must be unique and instantly recognisable.

Other conditions limited the attempt to being performed in one go, for example, the attempt must take place in a single location and cannot be paused, while also ensuring legality of flight with conditions such as correct permissions being in place and the maximum weight of the drones themselves.

The final requirements for the record all relate to how the record is officiated and recorded for the purposes of proof and validity. Firstly, to apply for a GWR you need to submit your attempt application in advance so they can assess it and define the conditions for the attempt. Once your application is approved you then need to ensure you capture the information that Guinness need to assess your results. This will depend on the record, but in my case required two independent witnesses, one of whom had to hold an aviation background, as well as two independent timekeepers.

Planning: With everything in place to attempt the record, I set about creating my show design. I can normally run my show drones for anything up to 15 minutes, as they can fly safely for up to 20 minutes, but I knew in this case I would be draining batteries a little quicker than normal with all the quick shape shifting. I therefore opted to create a show of only 9 minutes in length, so that my audience still had something cool to watch, with the record attempt being at the beginning of the flight.

Straight away you find how something simple becomes something complicated. Creating the individual emoji was straight forward, using dots to create the outlines of the shapes (think dot-to-dot), with most of the emoji only needing between 70-90 drones to form, let alone the full 130 drone allowance.

The issue is instead more one of 3-dimensional special planning. Going from one emoji to the next, and the next, and so on, meant moving the 100 drones I was going to use around the sky without hitting each other. I made this slightly harder for myself with my own choice of emoji, as I had opted to really mix the shapes up from the different emoji categories to include objects like a 'magnet', as well as the cliché 'eggplant' and 'pile of poo' emojis. I did this, as I felt it was more in the spirit of all the emoji being unique, rather than doing just multiple yellow circle-based ones, where they could all stay in one place.

The great thing with the software I use to design my drone shows is that I can also use it to do full 3D simulations. This meant that once I had designed all my elements and brought them into the design studio, I could play around with them at my heart's content until I was sure they were all going to perform and display as intended.

The exciting thing here is that once I had my show programmed, in some respects I knew I had the full potential to achieve the record, it was now only down to actually doing it and proving it afterwards.



Left: Chris flying one of his helicopters to cut the grass. And as Top Gun's Maverick would say, 'because I was inverted'

The attempt: The original plan for the record attempt was to perform it live in front of hundreds of university students from around the world at the BMFA National Centre as part of a UAS competition run by the IMechE.

Due to the unpredictable nature of the weather throughout 2024, I ended up running the flight in advance at my local club as both a practice, but also an opportunity to get the record in the bag so I could announce it live at the event.



Chris setting up the ground station and antenna during a test flight

I was able to get Gareth Hughes to act as my primary independent witness and aviation specialist, as he is a qualified engineer within the RAF, with Alvin Espley acting as my second independent witness, as he has a long background in RC modelling.

Between these two, they were able to verify for the benefit of Guinness that my drone fleet met the requirements of the record attempt and that no cheating had occurred etc.



Chris going through the controls with one of the IMechE UAS Challenge students before flying their aircraft



Discussing mission options for another IMechE UAS Challenge flight



I then had three timekeepers on the night, Michelle and Rebecca Dear, and Alice Chapman, who all record the same time as each other within a second, with all three of them being around 2:57 (maybe I had room for one more emoji... next time!). The important thing for time keeping is that the three minutes started the moment the first emoji was fully formed, with any emoji that were not fully formed during the attempt, or completed after the end of the three minutes, not being counted.



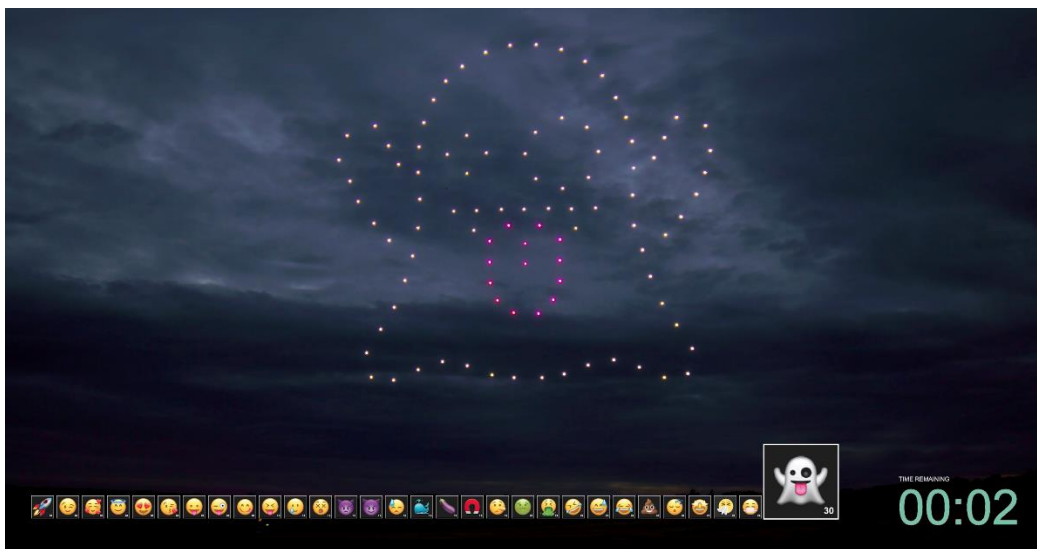
The 100 UAV used for the attempt set up in a grid with the spare unused UAV behind and the control antenna to the left of the above left photo.

The flight itself went as planned, with the usual safety preparations and planning ensuring nothing untoward happened and the live audience got to enjoy a fun show.

I had set multiple cameras up before taking off, so I had a full video of the flight from a couple of angles that I could submit as evidence to Guinness, along with all the signed witness statements.



The rocket was the first emoji to be formed, and started the three minute count down timer.



The ghost was the last emoji formed and was done so with a couple of seconds still to spare

Submitting to Guinness: With everything complete and a plethora of evidence in place, I submitted everything I could to Guinness and after a few more checks and questions I was beyond excited to get an email stating I was successful and was now the Official Guinness World Records Title Holder. Talk about a childhood dream come true!



I was then able to fly the show live for the hundreds of university students, safe in the knowledge that the flight performance was indeed an official record breaker. What was nice is that this second flight was also performed on the 10th Anniversary of the IMechE UAS Challenge, as well as at the BMFA National Centre too.

I presented the ‘Safety Award’, which is one of the many trophies the students are able to compete for during the IMechE UAS Challenge event.

You can view my full Guinness World Record flight here: <https://youtu.be/go-Go4aJmK0?si=jfE0k8GTNsqyGeUc>

Or there is a quick edited version of the record only here:
<https://youtube.com/shorts/BLbBjRfrEOq?si=4N3cj9sJtzTRJqVJ>

Working with drones in general: Starting Altitude Aerial Photography as a company and spending the last decade working in TV and Film, as well as on many creative projects has already been life changing in so many ways. Sure, it's been challenging like starting any business is, but there is a certain gratification to seeing your work on the screen and knowing you were involved.



Chris' favourite plane, his Extra 300, which is electric powered on 12s lipo. (left)

Beyond the record attempt, working with drone swarms is its own amazing experience, and has led to some incredible opportunities from flying live shows night after night at the Isle of Wight Music Festival, to being part of two synced shows live at the Red Bull Arena in Leipzig, Germany.

This career has literally taken me around the world.

DRONE FLYING INSURANCE

The insurance included with British Drone Flyers and British Model Flying Association membership is now compliant with EC785/2004 **AND** British Drone Flyers membership now delivers all the same great benefits, plus **COMMERCIAL INSURANCE** included for **FREE!** Recreational drone flying insurance cover remains worldwide, **excluding** the USA.

For full details on our insurance policy, including frequently asked questions, visit:
www.britishdroneflyers.org/drone-insurance

Or contact admin@britishdroneflyers.org 0116 244 0028

British Drone Flyers local groups where you can meet flyers in your area can be found on Facebook

<https://www.facebook.com/groups/warwickshiredroneflyers>
<https://www.facebook.com/groups/bedfordshiredroneflyers>
<https://www.facebook.com/groups/westerndroneflyers>
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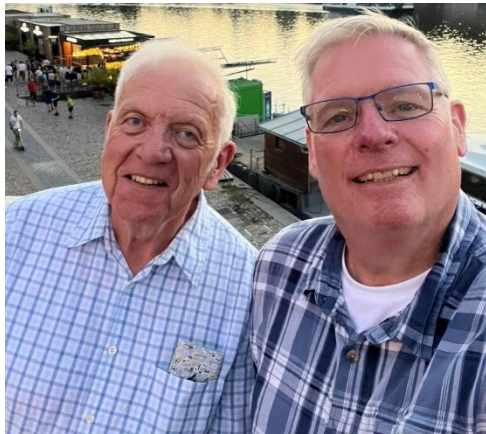
Responsible for the promotion and day-to-day running of Rally and Precision Flying competitions within the UK and the selection of pilots and crew to represent Great Britain at international competitions organised under the auspices of the Fédération Aéronautique Internationale (FAI).

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

New members, flying and non-flying, are always welcome. Contact Chris Barnes cbarnes@globalnet.co.uk or Paul Smiddy paul@paulsmiddy.co.uk or Ian McDowell ian.mcdowell@hotmail.co.uk for further information.

NEWS

World Rally Flying Championships 2025 Ferrara, Italy 30th August - 5th September



Team GB: Chris Barnes and Ian McDowell (Left)

For the first time in 26 years, the FAI World Rally Flying Championships returned to Italy—this time to Ferrara, in the northeast of the country. From 30 August to 5 September 2025, the city put on the most amazing opening ceremony for the world's top rally crews.

The 24th FAI World Rally Flying Championships is hosted by the Aero Club d'Italia in collaboration with the Aeroclub Ferrara. The exciting event with livestream tracking will showcase the strategic skills of the pilot-navigator crews during a world class competition in which sixteen nations will battle it out to reach the podium.

Crews from Austria, Chile, China, Finland, France, Germany, Greece, Italy, Lithuania, Norway, Poland, Slovakia, South Africa, Spain and the United Kingdom will compete against reigning champions from Czechia Petr Jonáš and Marek Velát who will hope to defend their titles.

Experienced Competition Director Filippo Papale says that the area around Ferrara airport is, “*tailor-made for a world rally flying competition*,” due to its barycentric position in Europe. Papale, with over 20 years of organising Rally Flying competitions, plus experience as a judge and competitor, is aiming to encourage significant visitor numbers for the event.

Competition Schedule

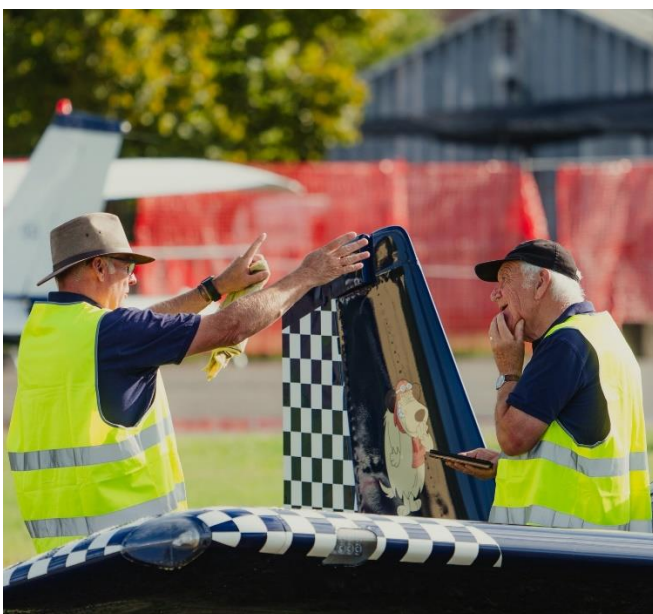
25-29 August: Practice
30 August: Opening ceremony
31 August: General briefing
1-4 September: Competition flights
5 September: Closing ceremony

Four intensive days of flight planning, navigation, observation and precision landing. Henry George from the UK was the official FIA photographer for the World Rally Flying Championship and took some great photos of Chris Barnes and Ian McDowell.



A parade through the streets of Ferrara for the official opening of the World Rally Flying Championships. Great atmosphere with 17 countries represented. Parading past the castle. Alphabetical order means Great Britain behind Germany which, of course, they love to point out

Ian said of the Spot Landing practice, *"anything short is muchos penalty points, so always long. Little white lines on the tyres show exactly when you touch down."* And Chris, who normally pilots but was Navigator for this Championships said *"I found it rather hard work!"*. [As having Nav'd in 2 x WRFC's I concur, much the easiest is to be the pilot, lol. Ed.]





The BPPA is looking for more crews who may be interested in participating in this fun sport. No special aeroplane is needed, the flights are short, usually 1 hour and two-crew. Please get in touch with Chris cbarnes@globalnet.co.uk or Ian ian.mcdowell@hotmail.co.uk

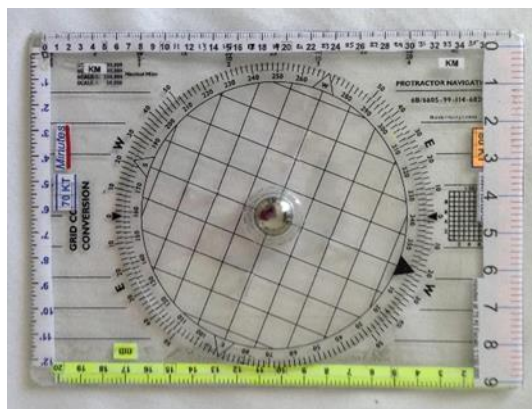
WHAT IS AIR RALLY?

Prior to the competition competitors must declare a competition AIR SPEED. The aircraft will then be flown round the route using time separation and the aircraft ordered in fastest to slowest aircraft.

Prior to getting airborne the Navigator is given a VFR flight log which will specify the times to cross each turn-point and the heading and groundspeed using a best guestimate of the 1000' wind and the declared competition AIR SPEED.



Navigators mark up their maps with the route, turn-point times, headings and track minute markers. The latter allowing pilots to ascertain whether they are flying ahead or behind schedule so that speed changes can be made to allow the aircraft to be flown "on track on time".



Each aircraft is given a GPS tracker which enables the flight to be downloaded and overlaid on the course to enable timing penalties to be determined. Taking off at a nominated time the pre-planned route is flown, attempting to cross each nominated turn point at the specified time.

Competitors are provided with a number of photographs of features which they must identify and mark on their map where the feature was observed. There are also ground targets placed around the route which competitors must locate and mark on their maps. Penalty points are awarded for every second early/late at the nominated turnpoints and for every unseen or mis-plotted photograph or target. For the Navigation phase of the competition the competitors with the least penalties wins.

On returning to the airfield, a spot landing competition for the Pilot in Command. Touching down on the 2 metre wide landing line incurs zero penalties with penalties awarded for every metre over or undershot from the zero line. Each pilot conducts 3 "touch and goes" and then a full stop landing using specified approach techniques ie normal, glide, flapless trying to touch down on the zero line on each occasion.

The pilot with the lowest number of penalties wins the landing phase of the competition. The navigation and landing penalties are added together and the crew with the lowest overall score are declared the winners.

WHAT IS PRECISION FLYING?

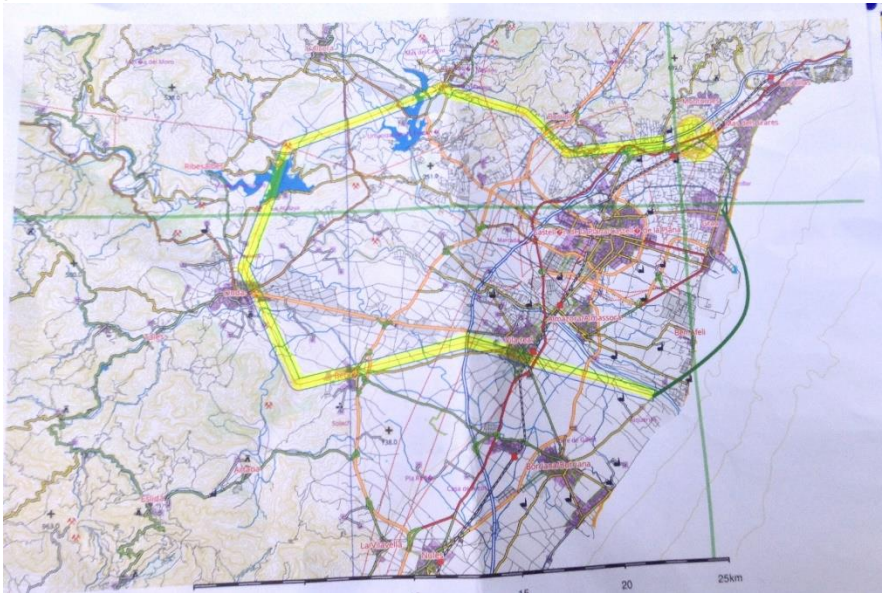
International Precision Flying competitions are flown solo. But follow a similar itinerary. However within the UK to try and encourage pilots into the sport there are 2 classes that can be flown.

Open class is flown solo and follows the rules as per international competitions. The navigation and landing penalties are added together and the pilot with the lowest overall score is declared the winner.

Sportsman class can be flown as a crew of 2 and the timing allowances and penalties are more lenient than Open class.

WHAT IS AIR NAVIGATION RACING?

Air Navigation Racing (ANR) is a competition where aircraft are flown along irregular shaped predetermined corridors at 80 knots with the width of the corridor starting at 0.5nm on day one and getting narrower and narrower each day until 0.2nm on the final day. The top four at the end of day 4 then fly against each other to determine the final podium positions.



Crews are handed their competition chart, 1:150,000 with a predetermined route of corridors of irregular shapes (known as Parours). These are generated by sophisticated mapping software.

The crews are allocated 45 minutes from start to roll to prepare their maps and get the aircraft to the take-off line. The start is generally positioned about 5 minutes flying away from the take-off point. Each aircraft takes off 3 minutes apart and has to cross the start at a predetermined time (to the second).

Once through the start the aircraft has to fly along the narrow corridor with irregular shapes at a specific speed - all crews fly at 80

knots. The corridors vary in width from .3nm initially then reducing in width down to .2nm. This narrow corridor becomes extremely difficult to negotiate especially when required to perform acute angled turns. Penalties are awarded each time the aircraft flies outside of the corridor.

The sport relies heavily on the acumen of a "2-man crew" ...one to fly and navigate, and the second to navigate fully. These tasks are very challenging over mountainous territory or over miles of "nothing" such as corridors extending out over the sea.

Anything more than 30 minutes on flight planning incurs penalty points, and then it's out to the aircraft, get set up and taxi for take-off so that you pass the climb out GNSS trigger precisely on time. Roughly five minutes till you need to fly through the starting gate.

GNSS loggers are used to log the flight track, with timing to the milli-second, and there is a scored landing competition either on return to the airfield or on day 5 as was done in this first World Championships as the airfield was also home to a very busy parachuting organisation.

1st FAI World ANR Championships, Castellon Spain, 201. Team GB (right): Dave Reid, Chris Barnes, Jude Wordsworth and Roddy Blois. (Roddy was taking the photo)





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

2026 Non-Executive Directors Election

Members can now cast their vote in the 2026 Non-Executive Directors Election. Check your email inbox (Spam and Junk as well) for an email from UK Engage – it contains your unique voting link and security codes.

Voting closes at 5pm on Friday 2 January 2026

Major milestone has been achieved in the world of Canopy Relative Work (CRW)

The long-standing 100-way record from 2007 has been surpassed with a new 104-way formation, which has been approved by the FAI event judges and is currently awaiting official ratification - a process that typically takes several weeks.



Following the official record jump, the team attempted an ambitious 111-way formation, which successfully built to 106. This makes it the largest formation ever flown in the discipline.



Across the event, four formations were completed that exceeded the size of the 2007 100-way record, marking a significant progression for CRW.

The United Kingdom was strongly represented:

- **British jumpers on the official 104-way record:** Adrian Bowles, Max Holmes, Roy Little, Marcus King, Josh Carratt, Simon Perry, Peter Hughes, Kayleigh Garbett (Alternates: Helen Williams, Charlie Wakeham, Sam Haste).
- **British jumpers on the 111-way attempt:** All of the above, plus Helen Williams, Charlie Wakeham, and Sam Haste.

These achievements mark an important moment for the sport and highlight the dedication and skill of everyone involved. (Photos: Bruno Brokken & Michael Tomaselli)

SKYDIVE THE EXPO – 30TH & 31ST JANUARY 2026

East Midlands Conference Centre, Nottingham

This must-attend two-day event features exciting and educational talks from some of the biggest names in our sport, as well as our legendary exhibition hall showcasing industry-leading manufacturers. With 30+ exhibitors, there's something for everyone—whether you're new to the sport or a seasoned pro.

Seminars & workshops: canopy skills, safety, rigging insights, team training, and more.

Exhibitor hall: 30+ brands with hands-on demos and show-only offers.

Community meet-ups: DZs, teams and coaches—network, recruit and plan your year.

Live Q&As: straight answers from manufacturers and subject-matter experts.

DINNER TICKETS FOR EXPO 2026

Skydive The World Dinner - a relaxed and laid-back Saturday night experience featuring dishes inspired by flavours from around the globe.

🍴 No need to pre-book your meal – simply choose your food options on the night!

📍 Head to the Theatre with your meal ticket and seat yourself anywhere in the dinner hall.

-Cost: £39.50 per person

-When: 31st January 2026

-Dinner Starts: 19:30

-Ticket Sales Close: 12:00, 16th January 2026. Refunds until 16 January in case you can't make it.

Visit <https://skydivetheexpo.com/> to view the menu and find more event details.

British Skydiving Awards, celebrating outstanding achievements from the past year. Enter the free prize draw—just register at <https://share-eu1.hsforms.com/2HNM6hH13Qkqtg8v5vrqlQw2e2tor> for your chance to win some amazing gear and goodies. **Registrations close Monday, 26 January 2026 at 09:00**

THE 2026 BRITISH SKYDIVING NATIONAL COMPETITION DATES

From early meets to Nationals, next year's season is shaping up to be an exciting one.

- | | |
|---|------------------|
| 📅 23–24 July | Hibaldstow |
| Wingsuit (WS) | |
| 📅 5–9 August | Klatovy, Czechia |
| Canopy Piloting (CP) | |
| 📅 14–16 August | Skydive GB |
| Accuracy (ACC) | |
| 📅 29–31 August | Hibaldstow |
| Formation Skydiving (FS) | |
| 📅 12–14 September | APA |
| 4-Way Speed, Artistic Events (AE), Formation Skydiving (FS) 8-Way & 4-Way | |
| 📅 19–21 September | Langar |
| Canopy Formation (CF) / Vertical Formation Skydiving (VFS) 2-Way | |

THE 2026 UKSL COMPETITION DATES

- ❖ Meet 1 – Formation Skydiving (FS- 4 Way)
2–4 May APA
- ❖ Meet 2 – Formation Skydiving (FS- 4 Way)
6–7 June Langar
- ❖ Meet 3 – Formation Skydiving (FS- 4Way)
4–5 July Hibaldstow

Grand Prix 2026

- Accuracy (ACC) – Meet 1
2–4 May APA
- Canopy Formation (CF) – Meet 1
23–24 May Skydive NorthWest
- Canopy Formation (CF) – Meet 2
30–31 May Langar
- Accuracy (ACC) – Meet 2
20–21 June Skydive GB

16th FAI World Championships in Style & Accuracy Landings



Pushing boundaries and representing British Skydiving, Janos Leszko (far left) showcased true dedication to the sport competing at the 16th FAI World Championships in Style & Accuracy Landings held in Jiangxi, China (25th–31st October 2025).



BRITISH UNI SKYDIVING <https://www.britishuniversityskydiving.co.uk/>
<https://www.facebook.com/BritishUniversitySkydiving>

British University Skydiving (**BUS**) is a volunteer-run, non-profit organisation, set up for the purpose of promoting skydiving at a university level. There are over 30 affiliated university clubs where like-minded people can jump, compete and most importantly socialise with!

Members range from "freshers", who have only recently done their first jump, to graduates with hundreds of jumps who help film, coach and organise at BCPA events. The BCPA co-ordinates annual inter-university leagues to allow clubs to compete against each other both in competition (3-way, freefly and accuracy) as well as club achievements (such as obtaining Cat-8 or FS1). This culminates in an awards ceremony at the BCPA Nationals in the summer.

Many clubs find that success here can help to convince their university to allocate them more funding for the subsequent year!

BUS Rival Expo Dinner 2026.... @pandamaminottingham

Last Expo, BUS swapped the usual meal for an all-you-can-eat at Panda Mami, Nottingham... and let's just say... they say they absolutely loved it! So they're doing it again. Save the date: 31st January 2026



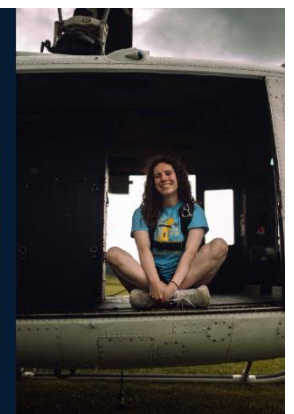
COMMITTEE FOR 225/2026



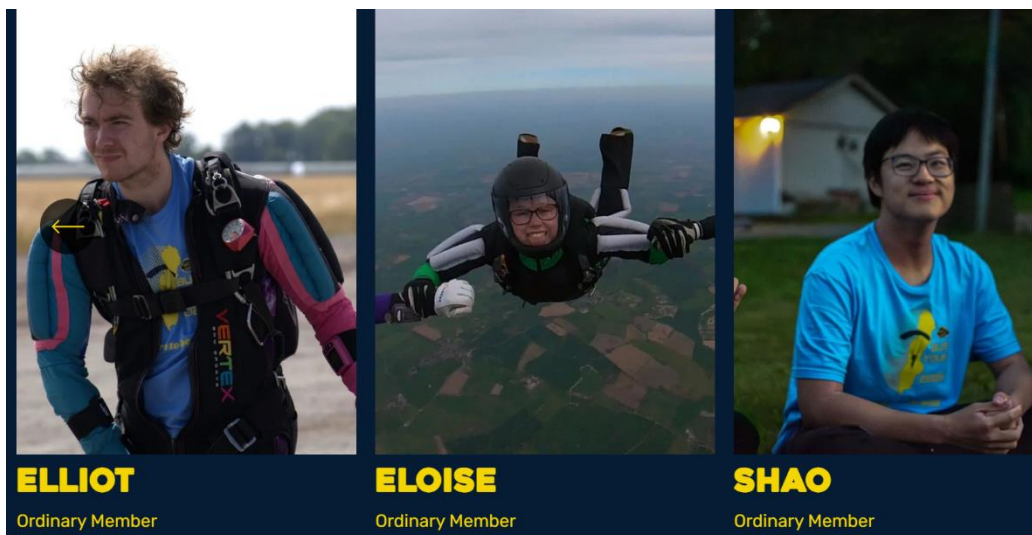
PETE
Chair



JAZZY
Vice-Chair



MADDIE
Secretary



BUS EVENTS: New Years Eve Bonfire 31st December 2025 – 1st January 2026 at Langar
 Tunnel & Pub Golf 27th February 2026 at Manchester
 Operation North Star 4th – 5th April 2026 at Secret DZ



BCPA/BUS 50th Boogie 2nd – 4th May 2026

BUS TOUR 2026 22nd June – 2nd July 2026 AUSTRIA

(Skydive Union Fallschirmspringerclub, Linz) 10 days of insane jumps, amazing people, epic views, and memories that will last forever. Don't sleep on this one!

AGM and Awards 1st – 2nd August 2026

MEMBERSHIP

The membership system is changing. Membership will be £15 and available for purchase through their website <https://www.britishuniversityskydiving.co.uk/your-membership>

The benefits you get for being a part of **BUS** include:

- ❖ Discounted Event Tickets
- ❖ Discounted Merchandise Prices
- ❖ Discounted Tour Price
- ❖ Priority for Limited Slot Events over Non-Members
- ❖ Access to BUS Sponsorship Benefits

Eligibility: All University students and Alumni that have graduated in the last 5 years are automatically eligible for membership.

If you fall outside of this, but want to get involved with **BUS** and buy membership, you still can - just drop them a message mail@bcpa.org

The HCGB membership represents almost all of the private helicopter owners and pilots in the UK and actively encourages social flying and many members regularly participate in the organised events as well as organising an annual calendar of events ranging from lunch fly-ins, cross channel weekends, visits to military establishments and breweries and covering just about anything you can think of doing.

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



- ✚ organises an annual calendar of events ranging from lunch fly-ins, cross channel weekend, visits to military establishments and breweries covering just about anything you can think of doing.
- ✚ Actively encourages social flying and many members regularly participate in the organised events. There really is something for everyone and any request for an event not on the calendar is very welcome!
- ✚ Competition flying. Since its inauguration, there has been an annual competition held by the HCGB at various venues across the UK. Those who take part are either private pilots, instructors or military pilots. The original concept of a British Championship has been updated with crowd facing helicopter races which are excellent to watch.
- ✚ The UK is represented on the in European and International competitions by the British Helicopter Team, Britain's best pilots and co-pilots going up against the rest of the world. The British Team has been active for a number of years with successful World Helicopter Championship campaigns in the recent years being held in Germany, Russia, Poland and Belarus.
Participation is actively encouraged and the Team is always on the lookout for new crews, judges and helpers at its events.

ROTOR TORQUE - THE CLUBS QUARTERLY MAGAZINE is edited and produced by journalist David Rawlings. It's a full colour quarterly publication included in the membership fee and delivered directly to the members. As well as club activities, it includes up to the minute information on legislation and all things known to affect helicopter flying. It always includes a diverse range of informative and useful articles by both the members and industry leaders. Advertising space is also for sale in each edition - contact David Rawlings for the current rate card. It's a fantastic way to get information straight to the aircraft owners and operators. <https://www.hcgb.co.uk/rotor-torque>



<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).

For a pilot to race, they must have at least 100 hours P1 and an aircraft capable of at least 100mph straight and level. 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> Owing to advances in handicapping software, racing at 100% power is no longer mandatory and a reduced power setting can now be used so now open to Rotax and Jabaru engine aircraft. And who knows maybe even electric race aircraft in the future too!

NEWS

SAVE THE DATE FOR The 3Rs Race School Popham Airfield 18th and 19th April 2026



For those who'd like to take part in air racing but were unable to make the race school, not all is lost.

It's possible to be checked out as a race pilot on a one to one basis with one of our check pilots.

Just email the 3Rs Aeroclub secretary for more information. secretary@royalaeroclubrrra.co.uk

Enniskillen Air Race 23rd & 24th August

The Championship Battle Intensifies

Competitors made their way over to Ireland throughout the week and spirits were running high. Clerk of the Course, Dan Pangbourne, had planned to fly over from Popham on the Friday in his newly refurbished PA28. But as fate would have it, a last-minute alternator failure grounded his plans. Thankfully, Chief Steward John Tansley came to the rescue, finding Dan a 2:00 AM ferry from Holyhead to Dublin and Dan arrived just in time for the races - a truly Herculean effort and a testament to the team's commitment.



Saturday saw pilots compete for the **Merlin Trophy**, while **Sunday's action** centred on the legendary **The Schneider Trophy** - a name steeped in aviation history. Originally conceived in 1913 by Jacques Schneider, **The Schneider Trophy** became an international symbol of speed, innovation, and national pride, inspiring fierce competition and driving some of the most significant advances in aircraft design during the golden age of flight.

With so much at stake, and a championship leader-board led by Ben Polwin (102 points) but hotly contested by David Moorman (80 points), Jonathan Willis (78) points, and Gordon Bellerby (79 points).

Saturday – The Merlin Trophy: A line up of 10 racers, including Anthony Maxwell making his debut into the race arena with Daniel Grundy as his navigator in a Vans RV-6 G-CIFL.

Practice kicked off in the morning on Runway 14, after the briefing (right), with only a few brave enough to take on the poor weather. Jonathan Willis (with Ian Scarbrough navigating) being able to find the scatters and helping the others locate them. Due to poor weather in the morning, the organisers opted for a delayed race start to see if the weather would clear. This improvement did arrive with a wind swing around the other way allowing for a more manageable start procedure on Runway 32 and allowed for a full race of 8 laps to kick off at 15:30.



The winner, David Moorman in G-DAVM, started at 15:51:58 – over 21 minutes behind Catherine Ruddick and navigator Neil Flemming in their 1946 Luscombe Silvaire G-BUAO. With a rapid actual race time of 00:36:28, David closed the gap and making plenty of overtakes, crossed the line just ahead in adjusted time.

1st: David Moorman

2nd: Ben Polwin (Nav. Sophie Polwin)

3rd: Matthew Summers



Sunday – The Schneider Trophy (Coupe d'Aviation Maritime Jacques Schneider, hence being sometimes called The Scheider Cup): Anticipation was sky-high for the Schneider Trophy - a race steeped in aviation history and international prestige. The weather played its part, too: Sunday brought classic late-summer conditions, with a breezy westerly wind the teams could use Runway 14 once again with the “hard to see” scatter points – advantage going to those who had seen them the day before.

As the race entered its final laps, the field began to compress, with overtakes and position changes coming thick and fast. By the last circuit, the leading pack had converged, setting up a nail-biting finish where just seconds would separate the top contenders on corrected time.

1st: Matthew Summers

2nd: Ben Polwin (Nav. Sophie Polwin)

3rd: Martin Gosling

WELLESBOURNE: THE FINALE 27th & 28th September

THE STEWARD'S CUP & KING'S CUP

The final race weekend of the year brought together pilots and navigators from across Europe—each vying for glory in the prestigious King's Cup including Gabriel Gomila Frau, who made an epic 16-hour journey from Mallorca to join the action in his trusty Jodel DR1050.

Saturday morning came into full swing with 12 racers taking part in the practice session, plus newcomer David West taking off early with Bill Leary (an experienced head for racing) to complete the handicapping octagon before returning to the pattern to get in a couple of sighting laps in before the afternoon race.



Saturday - The Steward's Cup: Utilising Runway 18 Turn Point 1 (TP1) was almost directly on Runway heading, so there was no need for scatter points and instead racers headed directly for TP1.

The first lap there were a few overtakes and only 1 in the second lap. But a costly mistake by Gordon Bellerby (Navigator David Lee), diving for the line at the end of Lap 3, caused them to bust the minimum height over the airfield and disqualifying them from the race. As a handicap race crossing the line first, doesn't mean first and speed penalties came into full force.

1st: David Moorman:

2nd: Ben Polwin (Nav. Sophie Polwin)

3rd: Martin Gosling

Sunday – The King's Cup: Initially dawned with rain and low cloud, but conditions steadily improved as the race start time approached and all 12 racers raring to go.



There are plenty of overtakes in the sky on every lap – however when it comes to race order over the line each lap saw a similar pattern so no position changes after Lap 1.

Lap 2 Gabriel Gomila Frau had an aircraft issue forcing him to return to base and taking him out of the race.



Lap 4, the final lap, saw racers pulling around the final TP5, with the sun fighting its way through the clouds and reflecting off the aircraft wings, announcing the final leg.

11 racers huddled together, creating a swarm of activity diving to the line. This year with a shorter distance to dive down to 300ft AGL, meant for a dramatic and exhilarating watch for those on the ground.

1st: Ben Polwin (Nav. Sophie Polwin)

2nd: David Moorman

3rd: Cliff Hawkins (Nav. Gavin Connolly)

2025 Championship Winners



Ben Polwin & Sophie Polwin (Navigator)

2026 RACE DATES AND VENUES

16 th & 17 th May	Haverfordwest
20 th & 21 st June	Fishburn
18 th & 19 th July	Wellesbourne
22 nd & 3 rd August	Sherburn in Elmet
19 th & 20 th September	Shobdon

To find out more about air racing go to: <https://www.royalaeroclubrrra.co.uk/become-a-racer>

Follow on Facebook <https://www.facebook.com/RoyalAeroClubRRRA>

The Flying Reporter's film about Air Racing titled "Full Throttle at 600ft" can be found here:

<https://youtu.be/qaGwD2JuLyY?si=vTHZXE33trtda4Mk>

CAA CONSULTATIONS

The CAA has started **the Resilient Position, Navigation, and Timing (PNT)** project to examine how PNT is used as an underpinning technology that supports UAS operations, along with being an element of critical national infrastructure. PNT includes technology such as Global Navigation Satellite Systems (GNSS), Inertial Measurement Units (IMUs) and the risks associated. The survey is intended to improve the CAA's understanding of operational performance of PNT, specifically GNSS systems like GPS.

The CAA are looking for input from individuals and organisations conducting UAS operations in the UK. There is no specific timeframe for reported events, but those from the past 2 years are of particular interest.

Although this survey is particularly concerned with GNSS performance, if you operate a UAS that is not dependent upon GNSS they would be interested in hearing from you.

After the survey closing date, they will analyse the information and publish a summary of their findings. The CAA will not publish any specific information related to individual responses. Any information they decide to publish will be anonymised and aggregated with the aim of visualising emerging trends, rather than identifying specific individuals, organisations or products. No personal data will be published in relation to this survey

Closing date: 25th December 2025

<https://consultations.caa.co.uk/rpas/survey-for-rpas-operators/consultation/subpage.2025-07-04.6937085599/>

REGISTER YOUR INTEREST IN HEARING ABOUT FUTURE RESEARCH OPPORTUNITIES

The CAA is conducting research into the experience of personnel licence holders across Flight Crew Licensing (commercial and private), Air Traffic Services and Aircraft Maintenance Licensing. The research will involve understanding customers' experience when it comes to updating, renewing and applying for licences, as well as exploring how the experience can be improved.

Closing date: 31st December 2025

<https://consultations.caa.co.uk/corporate-communications/future-personnel-licencing-research-register/>

THEY (the CAA) ASKED, YOU SAID, THEY DID

Changes to UK Regulations recognising physical or electronic format personnel licences and medical certificates

The CAA **asked** for feedback on a proposal to amend the legislation to permit either physical or electronic form of licence or certificate to be issued.

Received 220 responses. An average of 69% supported the proposed amendments, 5% did not support the proposals and 26% indicated the question was not applicable.

2 questioned the cost and/or need to consult on this regulatory change. **31** licensing and **12** medical certificate responses expressed a preference to have the option of both physical and electronic licences, some suggesting a card style format to replace the current paper licence.

Specific **areas of concern** were identified as: issues with access to the electronic licence; access to internet or loss of data connection; mobile phone loss or failure; battery charge issues; difficulties associated with rolling out an electronic system; widespread system failures; integration of systems; and GDPR concerns due to the requirement to carry an electronic device.

They Did: recognise the importance to licence holders of having physical evidence of achieving licence status.

BUT not possible to run concurrent systems whereby an individual holds both an electronic and a hard copy licence issued for the same kind of licence. ICAO Doc 9379 states that issuance of an electronic licence is optional and cannot have both.

The UK, being an ICAO signatory state, follows ICAO requirements.

Conclusion: The CAA considers that the proposal to amend the legislation **to permit either** physical or electronic form of licence or certificate to be issued, not both.

If you have any questions about CAA consultations or would like to engage with the CAA team directly, you can contact them at ec@caa.co.uk

IS YOUR AERODROME UNDER THREAT?

THE GOOD NEWS: As of Saturday 13th September **Swansea Airport EGFH** is now CAA Licenced. 1yr & 7day after SASA, a volunteer group of flyers & enthusiasts, took on a 13 month lease. See below the Airdrome/Current Status table for a report from Bob Oliver, MBE.

THE BAD NEWS: On Friday 28th November, Basingstoke and Deane Borough Council released their new Draft Local Plan, and it includes building 4,250 houses on **Popham Airfield**, an increase of 1,250 properties. **You have until 5pm January 23rd 2026** to tell them why you do **not** support this plan. <https://consult.basingstoke.gov.uk/consultation/local-plan-draft-spatial-strategy-regulation-18-consultation-november-2025/chapter/policy-sps58-popham-garden-village> If you need assistance to draft your objections contact <https://www.pophamairfieldmatters.org>

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

Aerodrome	Current Status
Blackbushe	On 14 May 2025 a planning inspector consented to, and issued Orders for, the deregistration of the Common Land on which part of the aerodrome sits in exchange for adjacent land which is to be so registered. Deregistration enables the aerodrome to apply for planning permission to erect permanent aviation related facilities.
Cambridge	Marshall Aerospace and Defence Group have abandoned plans to relocate to a new facility at Cranfield but are still seeking to vacate the Cambridge site, possibly by 2028 and are looking for an alternative location. The draft Greater Cambridge 2045 Local Plan has been issued for public consultation until 30 January 2026 and earmarks the aerodrome site for an 800 home development.
Chalgrove	On 9 December 2024, the South Oxfordshire and Vale of the White Horse District Councils draft Joint Local Plan for the years up to 2041 was submitted for public examination with hearings starting on 3 June 2025. The Joint Plan will supersede both of the Council's current Local Plans and the draft excludes the aerodrome site from development. Homes England (HE), the site landowner, have objected to this exclusion and consulted with the local community from 18 April to 17 May 2024 on their revised scheme for a housing development on the site.
Chatteris	Anglian Water are conducting a third public consultation between 15 October and 10 December 2025 on a proposal for the aerodrome site and its surroundings to become a new water reservoir as a Nationally Significant Infrastructure Project (NSIP).
Coventry	Aerodrome staff and tenants have been informed that the owner / operator has notified the CAA that runway operations will cease on 11 June 2026 and requesting disestablishment of the ATZ. 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.
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	On 21 March 2024 Doncaster City Council signed a 125-year lease of the site from the Peel Group. On 9 September 2025, the South Yorkshire Combined Mayoral Authority approved the funding of £160m to reopen the aerodrome, initially for cargo flights, by the Summer of 2026. On 27 November 2025, Doncaster City Council approved a loan of £57m to the airport company to cover the expected initial operating losses.
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 (SPD) for the development was adopted by the Council on 22 February 2022.
Elvington	On 27 February 2025 York City Council adopted a new Local Plan for the years up to 2032/33 which includes a development of up to 3,330 homes occupying the middle section of the runway.
Fairoaks	On 10 December 2024, Surrey Heath Borough Council's draft 2038 Local Plan was submitted for public examination with hearings starting on 16 September 2025. The draft Plan states that part of the aerodrome site is earmarked as a strategically important employment site and acknowledges its economic value as a general aviation aerodrome.
Gloucestershire	Cheltenham Borough Council and Gloucester City Council, the site owners, have selected Horizon Aero Group as the preferred bidder for the sale of the aerodrome freehold including the Meteor Business Park. Horizon is a joint venture between Vayu Aviation Services Ltd (UK) and Vensa Infrastructure (India) and bid more than the sale guide price of £25 million. The sale is subject to the completion of due diligence and a condition that the site is retained as an aerodrome.

Aerodrome	Current Status
Kenyon Hall Farm	Airstrip is within the site of the proposed Intermodal (rail/road) Logistics Park (North) being progressed as a NSIP.
Kirton-in-Lindsey	Resident Trent Valley Gliding Club, having been given notice to vacate the site by October 2025, apparently to allow the site to revert to agricultural use, have stopped gliding operations from the site. The Club is merging with the Darlton Gliding Club located near Newark.
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	After several legal challenges before and after its issue, the amended Development Consent Order (DCO) for the aerodrome as a NSIP on 18 August 2022 remains in force. The Order permits the full reopening of the aerodrome initially for air freight, which is expected to take place in 2028. On 9 July 2020 Thanet District Council adopted its 2031 Local Plan that safeguards the aerodrome.
Newcastle City Heliport	Owner applied for planning permission for residential development of the site which application was refused by Newcastle City Council on 13 December 2024. The owner has appealed against this decision.
Nottingham City (Tollerton)	Aerodrome notified as being unavailable for fixed-wing aircraft with helicopter flights accepted by prior arrangement. The site and adjoining land are cited for 4,000 homes in the Local Plan adopted by Rushcliffe Borough Council on 8 October 2019 and included in the latest joint Greater Nottingham Strategic Plan document for which a public consultation ended on 25 April 2025. A public consultation on a draft SPD for the development ended on 5 November 25. Planning applications previously submitted for the development will be determined after the final SPD is adopted.
Peterborough / Sibson	Huntingdonshire District Council submitted an unsuccessful bid for a 2,500 home Garden Village on the site but subsequently withdrew their support for the proposal. The site is not included for development in the Council's 2046 Local Plan Preferred Options document for which a public consultation ends on 17 December 2025.
Plymouth	FlyPlymouth, a local social enterprise aerodrome support group, plans to reopen the aerodrome and start regional airline services. Sutton Harbour Group (SHG), the site lease holder, have proposed a mixed-use development although the Plymouth City / South-West Devon Joint Local Plan adopted in March 2019 and reviewed in 2024 retains the site for aviation use until March 2029. The Council issued a Section 146 Notice under the Law and Property Act 1925 to SHG for forfeiture of the lease which Notice expired in February 2025 and the two parties are now engaged in mediation discussions to resolve the matter.
Popham	The site and surrounding land are now proposed for a 4,250 home Garden Village development in the latest draft Local Plan Update covering the period 2021 to 2040 by Basingstoke and Deane Borough Council. A six-week public consultation period on this latest draft Update ends on 23 January 2026.
Redhill	The draft Tandridge District Council 2033 Local Plan which ruled out the site for a Garden Village and allocated it protected status as an Important Employment Site, was withdrawn from public examination by the Council on 18 April 2024 because the Planning Inspector deemed the draft Plan to be unsound. 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	Planning permission granted by Bassetlaw District Council on 25 October 2021 to convert hangars 6 to 11 into a vehicle test facility and dual use of the runway for autonomous vehicles and aircraft.
Thurrock	Thurrock Council Planning Committee refused on 9 July 2024 a planning application for development of 750 houses, a medical centre and employment units on the aerodrome site. The applicant has appealed this decision and a Public Inquiry was held in July 2025 with the outcome pending.
Wellesbourne Mountford	In line with the MoU between Stratford-on-Avon District Council and the site owners, a public consultation took place in September 2023 on proposals for a new realigned runway and aviation related facilities with the revised site being safeguarded for future aviation tenants. Following the consultation, a planning application has been submitted for the new facilities.
Wormingford	The lease of the resident Essex and Suffolk Gliding Club expires in September 2026 and is not being renewed. The site is proposed for a mixed-use development in a Call for Sites forming part of the review of the Colchester Local Plan.
Government Aerodrome Sites	Current Status The following Government aerodrome sites are planned for disposal in the years indicated:
Abingdon Aerodrome 2031	Site earmarked for a 1,200 home Garden Village in the adopted Vale of White Horse District Council 2031 Local Plan Part 2 and in the successor South Oxfordshire and Vale of the White Horse Councils draft Joint 2041 Local Plan now submitted for public examination with hearings starting on 3 June 2025. The Plans restrict the development area to the south of the old runway 08/26. The Defence Infrastructure Organisation (DIO) first public consultation on the development ended on 6 January 2025.
Coleme 2029	Aerodrome was originally expected to be sold in 2018. Local business interest in maintaining the aerodrome for aviation purposes.
Halton Aerodrome 2027	The DIO future vision document for RAF Halton and the Aylesbury Vale District Council (now part of the new Buckinghamshire Council) 2033 Local Plan adopted by the Council on 15 September 2021, excludes development of the aerodrome site.

Government Aerodrome Sites	Current Status
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	Public hearings started on 10 September 2025 into the Rutland County Council draft 2041 Local Plan which lists the site as a future opportunity area which would be the subject of a separate development plan.
Scampton 2025	West Lindsey District Council 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 and heritage assets in line with the Central Lincolnshire Joint 2040 Local Plan adopted on 13 April 2023. The new Government having abandoned plans to use the site as a holding centre for asylum seekers declared it surplus to requirements and invited expressions of interest to acquire the site which the Council has now done.
Spitalgate 2029	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 2031	Robertson Barracks. Breckland Council are consulting on their draft 2042 Local Plan which considers that the Robertson Barracks Site is a longer-term development opportunity and safeguards it as a potential residential-led mixed use development site. The public consultation period ends on 15 December 2025.
Tern Hill 2030	Clive Barracks. Shropshire Council submitted its draft 2038 Local Plan for public examination on 3 September 2021 which included a 750-home mixed-use development of the Barracks site leaving the airfield intact. The Planning Inspector queried the soundness of the draft Local Plan and it was withdrawn from examination by the Council on 25 July 2025 resulting in the preparation of a new Plan.
Topcliffe 2032	Alanbrooke Barracks. Due to close under the Future Soldier Army restructuring programme. Submitted for potential mixed-use development in the call for sites for the emerging new North Yorkshire Council Local Plan.
Wethersfield	Site currently in use as a Home Office holding centre for asylum seekers for which the Special Development Order expires in October 2027. Longer-term, the site is being considered for the construction of new prisons.
Wyton Aerodrome 2030	In a Preferred Options consultation document for the draft Huntingdonshire District Council Local Plan to 2046, the aerodrome site and surrounding land is allocated for a 4,000-home, mixed-use development. The public consultation period ends on 17 December 2025.

My thanks to Bob Oliver, MBE, for his report on the work of the Swansea Airport Stakeholders' Alliance carried out to keep Swansea an active aerodrome.



The Alliance is a not-for-profit social enterprise established in 2021. It was formed by users of Swansea Airport (formerly RAF Fairwood Common), which the council had leased since the 1990s to a succession of commercial operators. We were concerned that it appeared to be on a path to possible closure. We convinced the council to grant us a short-term lease in September 2024.

The aerodrome is now operated by the Alliance and run by volunteers from our members with no external funding. In our first year our volunteers put in 17,500 hours and we have invested over £20,000 from income (we are the first operator ever to have generated an operating surplus!). Our first target was to secure a CAA licence, which we have now achieved. Alongside that and in accordance with our founding principles, we have introduced social, economic and environmental programmes. Our vision is for a vibrant and welcoming G.A aerodrome that sits sympathetically in its landscape, ecology and community, which respects the heritage of the site, promotes biodiversity and sustainability and delivers a social programme that supports local communities and helps the council deliver its public policy objectives.

The airport occupies some 450 acres in the Gower AONB, which is under increasing pressure from tourism, changing land use and development. Gower is home to rural communities isolated from employment opportunities and council and other services so we consider it essential that we engage with our stakeholders and provide tangible social, economic and environmental benefits to them.



The volunteer hub/rest room



Runway repairs

In partnership with schools, colleges, universities, cadet groups, Probation services and others we run a youth engagement programme, Duke of Edinburgh scheme and volunteering opportunities and internships to young, disabled and disadvantaged people. We have reached agreements in principle to make space available for a number of potential partners, including the Royal Air Force, and are engaged, with the council and environmental bodies, to develop biodiversity, ecology enrichment and net zero programmes.



Ambitious? Yes. But do not doubt our determination, resolve or abilities, which we have already demonstrated. We are doing a great job running the aviation operation (check the comments on e.g. Skydemon). We are located in one of the most beautiful parts of the country, with unrestricted airspace and very competitive fuel, landing and hangarage prices. Come and visit – you will be most welcome.

(Photo left: Spitfire refuelling. Photo below: New Fire truck))



We are very delighted to let you know all our hard work and campaigning has resulted in Swansea Council Officers recommending to Swansea Cabinet that they should agree to commence negotiations to award the Alliance a long term lease, from 1st April 2026, to secure the future of the Aerodrome.

BURSARIES, SCHOLARSHIPS AND FUNDS

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

ROYAL AERO CLUB TRUST (RAeCT) BURSARIES 2025

The closing date for 2026 Bursaries is **31st December 2025**. 2026 Application forms and Bursary Terms & Conditions are available for download (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 scheme and the bursaries comprise all types of air sports and aviation-related activities including: paragliding, gliding, hang-gliding, parachuting, microlight aircraft, helicopter, ballooning, light aircraft and the designing, building and flying model aeroplanes (including multi-rotary wing - eg drones).

Applicants for these grants must hold British Citizenship and be permanently resident in UK and aged 14-21 years; (Advanced Bursary - 24 years). 45 bursaries were offered in 2024 and the lucky recipients were able to start training shortly after Easter. **Bursaries include:**

- The Pooleys Flight Equipment Bursar
- The Lord Peter Cruddas Foundation Scholarship
- The Andrew Brownsword Bursary
- The Bramson Bursary
- The George Farha Bursary
- The John Downer Bursary.
- The Crocker Family Bursary
- The Lord Graham Kirkham Bursary

A number of additional bursaries worth up to £500 each to suitable candidates were also granted. No applications were received in 2024 from balloon pilots who are encouraged to apply for future bursaries. Bursaries must be used in the calendar year they are granted.

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

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;

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

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

Advanced Bursaries for well qualified air sports persons to enable them 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).

The BBAC are now accepting applications for their Young Pilots Grants

To celebrate the 60th Anniversary of the British Balloon and Airship Club the BBAC Main Committee has decided to award £5000 in grants to assist young pilots who are training towards there PPL(B)/BPL.

CONTACT: Wendy Rousell, BBAC Secretary at secretary@bbac.org or Ed Lubbock, Information Officer at information@bbac.org

RAF MUSEUM ACADEMIC AWARDS 2026

Are you a current Undergraduate, Masters, or PhD student? Passionate about air power, RAF history, archaeology, international relations, or museology?

The RAF Museums are offering £3,000 PhD Bursary, £350 Master's Prize, £250 Undergraduate Prize

They welcome research that expands their understanding of the RAF and its wider historical and cultural context. The awards are not, however, confined to works focused on the RAF and are open to students whose studies will further the Museum's knowledge in relevant areas of archaeology, international relations, strategic studies, law and ethics, museology or air power. Works which help expand knowledge of operational conditions, adversaries or the context of the RAF's history are also eligible.

Informal enquiries are welcome. Get in touch with Dr Megan Kelleher at: megan.kelleher@rafmuseum.org

Application packs available at: <https://www.rafmuseum.org.uk/news/raf-museum-academic-awards-2025-2/>

THE COACHMAKERS LIVERY COMPANY SCHOLARSHIPS

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

The Coachmakers is a City of London Livery Company with an overarching interest in helping young people to realise the very best of their potential.

The Aerotron Scholarship: This award is for up to £7,000 to help or enable a young aviation mechanic or technician to achieve their Part 66 engineer's licence.

Applications for this award opened on 1st September 2025 and **close at midnight on 28th February 2026.**

<https://www.coachmakers.co.uk/aerospace-awards/the-coachmaker-aerotron-scholarship/>

The Victor Gauntlett Scholarship: This award is for up to £5,000 to help a young person to learn or enhance their hands-on fabrication and traditional engineering and maintenance skills with the specific aim of preserving basic hands-on fabrication skills. It may also be awarded to a person running a specialist course in the field of aircraft maintenance skills. This award can be oriented towards either modern or vintage aircraft maintenance.

Applications for this award opened on 1st September 2025 and **close at midnight on 28th February 2026.**

<https://www.coachmakers.co.uk/aerospace-awards/the-victor-gauntlett-scholarship/>

The Eric 'Winkle' Brown Scholarship: This award is for up to £5,000 to help a young person to learn or enhance their hands-on fabrication and traditional engineering and maintenance skills with the specific aim of preserving basic hands-on fabrication skills. It may also be awarded to a person running a specialist course in the field of aircraft maintenance skills. This award can be oriented towards either modern or vintage aircraft maintenance.

Applications for this award opened on 1st September 2025 and **close at midnight on 28th February 2026.**

<https://www.coachmakers.co.uk/aerospace-awards/the-eric-winkle-brown-scholarship/>

The Lockheed Martin Engineering Scholarship Award: This award is available for up to £5,000 to help or enable a young aviation mechanic or technician to achieve their Part 66 engineer's licence or other career enhancing qualification.

Engineering award applications opened 1st September 2025 and **close at midnight on 28th February 2026.**

<https://www.coachmakers.co.uk/the-coachmakers-lockheed-martin-university-scholarship-awards/>

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 opened on 1st September 2025 and **closes at midnight on 31st January 2026.**

<https://www.coachmakers.co.uk/aerospace-awards/the-sir-sydney-camm-scholarship/>

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 opened on the 1st September 2025 and **closes at midnight on 31st January 2026.**

<https://www.coachmakers.co.uk/aerospace-awards/sir-frederick-handley-page-scholarship/>

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 opened on the 1st September 2025 and **closes at midnight on 31st January 2026.**

<https://www.coachmakers.co.uk/aerospace-awards/sir-frederick-handley-page-scholarship/>

The Lockheed Martin University Scholarship Award: This award is available for up to £5,000. The award is available to support university students, studying at any level (Bachelors, Masters or PhD), to enhance their learning experience.

Applications for this award are opened 1st September 2025 and **closes at midnight on 31st January 2026.**

<https://www.coachmakers.co.uk/the-coachmakers-lockheed-martin-university-scholarship-awards/>

THE MOLLY ROSE PILOT SCHOLARSHIP

This **PPL scholarship**, funded by Marshall of Cambridge in association with Cambridge Aero Club, is in memory of one of the women pilots in the Air Transport Auxiliary and is open to young women considering a career in aviation and particularly as a pilot. The scholarship awards a full Private Pilot's Licence (PPL) to an individual who has demonstrated an interest in flying as a career with training provided by the Marshall owned Cambridge Aero Club.

CAC operates a fleet of three "newly modernised" 152 training aircraft, two Cessna 172 touring and training aircraft, one Cessna 182 and one Extra 200 aerobatic training aeroplane.

Molly Rose was the daughter of Sir David Marshall and sister of Sir Arthur Marshall who set up Cambridge Airport and the aviation side of the business in 1930. Molly was an apprentice engineer at the Marshall of Cambridge, the family company, before becoming a pilot and volunteering for the ATA. Molly's life story has also inspired a book and a new film, "Attagirls".

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

While specifics have yet to be confirmed, **Air Cadet Scholarships**, which provide 12-hours of flying with an aim of taking the recipient to first solo, look to be relaunching <https://www.raf.mod.uk/aircadets/>

FLYING FOR THE DISABLED 2026 SCHOLARSHIPS

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

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

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

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

LAUNCHPOINT BURSARIES / AWARDS

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

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

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

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

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

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

THE HONOURABLE COMPANY OF AIR PILOTS incorporating Air Navigators SCHOLARSHIPS

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

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

Private Pilot Licence Scholarships cover all aspects of training up to licence issue for a candidate who is prepared to dedicate a considerable part of the summer to gaining their PPL. Providing up to 45 hours of flying training, these scholarships can take a candidate with little or no experience to completion of their flying licence during the course of the summer; alternatively they can "finish off" someone who is already partially trained. The scholarships are awarded entirely on merit as evidenced on the completed application form and as assessed by a selection committee appointed by the Company. Candidates must be 17 or over on 1 June of the year of application and the course must be completed by the beginning of October.

Closing date for applications: February 2026

There is also funding for a number of residential course **Gliding Scholarships** Closing date for applications: **March 2026**; and **Flight Instructor Certificate Scholarships** Closing date for applications: **March 2026**.

Flight Instructor Certificate Scholarships cover all direct training and examination costs for the successful candidate as they achieve their Fixed Wing Flying Instructor Certificate. Training must be completed during the summer before the first week of October.

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

Beyond the excitement of flying, students will also be involved in the structured, yet enjoyable environment of an operational airfield, interacting with committed and enthusiastic volunteers.

Students have been seen to grow in confidence during the day as they develop life skills to engage and communicate with others around them. Many have used this experience to appreciate broader horizons and have the confidence to explore further education and career options.



Feedback from schools has been very positive. It has been described as an excellent opportunity to inspire and reward pupils.

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

Schools Gliding Days The flights are conducted at BGA Gliding Clubs, which are approved as Junior Gliding Centres.

Currently, these are: The London Gliding Club, Tring Road, Dunstable, Bedfordshire, LU6 2JP; Booker Gliding Club, Wycombe Air Park, Marlow, Buckinghamshire, SL7 3DP and for the future: Cambridge Gliding Club and Derby and Lancs Gliding Club.

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

Rob Wildeboer Scholarships 2026

Three new scholarships: which include 2 scholarships of 10 hours of training in the Cessna 172 and 1 scholarship of 5 hours of training in the Piper Cub

Plus, Pooleys Flight Equipment is donating PPL/LAPL Course Training Books to help successful candidates!

All applicants must be at least 16 years old and hold or be capable of obtaining the appropriate aviation medical. Scholarships are only available for training at Goodwood Flying School and training is to be carried out during 2025.

How to Apply: Email scholarship@goodwood.com

Plus in no more than 500 words say which scholarship you're applying for and why. The full T&C's can be found at <https://www.goodwood.com/flying/flying-school/rob-wildeboer-scholarship/> If you would like further information, please contact the Flying School Operations Manager melanie.wright@goodwood.com

RAF CHARITABLE TRUST

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

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

THE 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 2026. enquiries@rafa.org.uk

ACS FLIGHT TRAINING PPL SCHOLARSHIP

Following on from the successful launch of the 2020 flying scholarship, The scholarships provide eight hours of training in one of ACS' modern Tecnam P-Mentor aircraft, under a structured training programme, counting towards their PPLs. Scholars will also be given 12 month's membership at ACS and awarded a Bose A30 headset. The combined value of each scholarship is over £4,000.

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).

Applicants are asked to submit a written statement to ACS, informing the school in under 300 words why they feel they should be awarded the scholarship. Additionally, applicants must then post their favourite aviation video or picture on social media (tagging ACS), with the individual getting the largest response given bonus points.

The **deadline for applications** is **14 March 2026** and those applying must have the right to live/work in the UK, be at least 17 years old by the application deadline, and be available to undertake training between 01 April and 31 August this year. Applicants must also be able to attend ACS' annual careers seminar, where the scholarship winners will be announced.

<https://www.ftnonline.co.uk/2025/01/21/acs-flight-training-pilot-scholarships/>

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/>

THE BGA TWO SEAT TRAINING 2026

Each year the BGA very kindly sponsors juniors the opportunity to gain competition training alongside the UK Junior Nationals. This year we have up to 10 places available for aspiring pilots to learn how to fly Cross Country from some of the best pilots the UK has to offer.

If you are interested in being awarded a sponsored place, then check the Link below for the application form

<https://forms.gle/e4wH5hMWuiu9fdym9>

RAeS SCHOLARSHIPS

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

ROYAL AIR SQUADRON Sir John Thompson Spirit of Aviation Scholarship

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

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

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

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

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

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

ROYAL AIR SQUADRON JOHN CUNNINGHAM FLYING SCHOLARSHIP

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

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

ROYAL AIR SQUADRON & FLEET AIR ARM OFFICERS ASSOCIATION SCHOLARSHIPS

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

ROYAL AIR SQUADRON MICROLIGHT FLYING SCHOLARSHIPS

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

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

UNIVERSITY OF HERTFORDSHIRE FLYING SCHOLARSHIPS

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

ROYAL AIR FORCE AND ROYAL NAVY

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

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

FAST (Female Aviators Sticking Together)

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

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

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

Over 100 Scholarships have been awarded in 2024 to individuals across the United Kingdom through the Air League's Scholarships Programme.

Opening in January 2026, the Air League will be inviting applications for those aged 16 or over on the 1st of May 2025 for its flying, gliding and electric flying scholarships (training taking place with the Air League's training partner, Saxon Air Charter at Norwich Airport). Additional scholarships in the fields of engineering, drone flying and ATPL studies are scheduled to open over the coming months.

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

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

3-HOUR INTRODUCTORY FLYING SCHOLARSHIP

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

5-HOUR INTERMEDIATE FLYING SCHOLARSHIP

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

12-HOUR ADVANCED FLYING SCHOLARSHIP

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

2025 ATPL THEORY BURSARIES, supported by Padpilot. These Bursaries will see 5 applicants each awarded a Padpilot ATPL(A) theory books set: 17 books, comprising of the 13 mandatory subjects as well as Maths and Physics. These will be standalone materials and not tied to an Approved Training Organisation (ATO).

To apply, candidates must be at least 17 years old, hold a PPL(A), be a UK Citizen and be a Member of the Air League. Applicants must also meet the requirements of a Class 1 medical. Successful applicants will receive login credentials to access the Padpilot database for 36 months from the award date, allowing ample time for exam preparation and completion.

See more and apply here: <https://airleague.co.uk/atpl-theory-materials-bursaries>

ARMSTRONG/ISAACS BURSARIES

The Armstrong/Isaacs bursaries, run by the UK Light Aircraft Association (LAA), are once again open, with seven bursaries of £1,500.00 on offer this year to PPL students currently undergoing flight training.

Armstrong/Isaacs bursaries are funded from the Armstrong/Isaacs Fund, which is based on a major donation from David Armstrong, who was a founder member of the original Ultralight Aircraft Association in 1947, a lifelong member of the LAA's predecessor the PFA and the latter's chairman from 1960 to 1964. His legacy, co-named with that of aircraft designer and builder John Isaacs, has since 1998 enabled many young prospective pilots to gain their PPL.

Bursaries are awarded to pilots under 30 years of age who are already in training and offers finance to supplement personal funding in the later stages of the course. Applicants must have reached 'first solo' standard and have completed a minimum of five hours solo training, hold a valid medical and should have passed the necessary ground examinations. The bursary can only be used for flying training and cannot be used for ancillary expenses such as travel or accommodation.

The Fund's organisers add that since UK weather is notoriously fickle, applicants who, but for the weather, would have completed five hours solo may also be considered. In such circumstances written confirmation must be provided by the CFI of the training organisation (DTO or ATO).

On award, the Light Aircraft Association (LAA) will contact the nominated flying school to set up an invoicing system. Details of how the funds have been spent will be required from the DTO.

To apply, interested parties should **download the application form from the LAA's website**

<https://www.lightaircraftassociation.co.uk/armstrong-isaacs-bursary-2025>

and email the completed form to office@laa.uk.com with the subject title Armstrong/Isaacs Bursary. It should arrive on or before the **closing date of 1 March 2026**.

The Fund's organisers add that they may contact applicants for further information, and may request an interview, if it is thought necessary, with successful applicants notified of an award by the end of March 2026.

RAeS Futures Scholarship

Embarking on or considering a career in the aerospace, aviation and space industry but are facing financial barriers? The Royal Aeronautical Society invites you to apply to the Futures Scholarship. The RAeS Futures Scholarship aims to improve employability in aerospace for those facing financial constraints, focusing on increasing employment in the aerospace sector through offering extra opportunities for pre-employability development. You can apply as an individual or as a team.

The Futures Award can be used towards opportunities such as: A Paid Internship; Work Experience Opportunity; A unique training course or programme to upskill your knowledge and competence; A PHD Project that contributes to the growth and development of the aviation & aerospace sector; A Team Award for groups making a difference to promote aviation, aerospace & STEM to the next generation

Eligibility criteria:

- ✓ You must be a member of the Royal Aeronautical Society (Individual Applicants)
- ✓ Your application must demonstrate financial need
- ✓ Your application must demonstrate a commitment to aerospace
- ✓ You must provide supporting documents where necessary
- ✓ Your application must align with the objectives of the scholarship, which can be found here.

If you need any further information, please contact scholarships@aerosociety.com

THE THOMAS CASTLE AVIATION HERITAGE SCHOLARSHIPS

IN 2019, following the loss of his son, Thomas, Ian Castle elected to place Thomas' de Havilland Tiger Moth G-ANTE in a trust. His aim was to use the aircraft in Thomas' memory to provide post-PPL flying scholarships or 17-30 year old PPLs to allow young pilots greater opportunities within vintage aviation.

Each recipient of a scholarship receives five hours of instruction on the Tiger Moth. However, flying is just one aspect of the syllabus. Fostering, engineering and aircraft husbandry skills - as well as an understanding and sympathy for both airframe and engine - are of equal importance to the continued operation of a historic aircraft.

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

BRITISH WOMANS PILOT ASSOCIATION

<https://bwpa.co.uk/bwpa-scholarships-2025/>

37 flying and ground school scholarships and a further 15 aviation kit and voucher awards are on offer in 2025.

Plus the 15 highest scoring scholarship winners will be awarded a choice of a Pooleys starter kit or £100 voucher and the 15 highest scoring non-winners will be awarded a £20 Pooleys voucher

Starter Scholarships: For inexperienced female pilots – those in training for their first flying licence or qualification, or who are completely new to aviation.

SkyDemon Flying Start Scholarship: £2000 financial flying scholarship sponsored by SkyDemon and includes a 1 year subscription to SkyDemon

Gerry Cook Flying Start Scholarship £2000 financial flying scholarship generously sponsored by the family of the late Gerry Cook.

BWPA Butterfly Flying Start Scholarship: £2000 financial flying scholarship provided by the BWPA and named by the winner of the Aerobility 'Name a scholarship' auction prize.

BWPA BGA Flying Start Scholarship: £200 financial Gliding scholarship sponsored by members of the British Gliding Association

BWPA CAA Flying Start Scholarship: £2000 financial flying scholarship sponsored by the CAA.

BWPA TAGS Training: a residential PPL ground school course and online coaching for the Flight Radio Telephony Operator's Licence (FRTOL) practical exam.

Advanced Scholarships: For experienced female pilots – those who have already gained an initial flying licence or qualification, such as a PPL, SPL, NPPL, LAPL etc.

BWPA Flight School Wingman x 2: 28 days access to the Wingman Academy online e-learning courses for both the Application Course and Interview + Group Exercise Course, donated by Flight School Wingman. For those looking improve their application & interview technique for their first scholarship, job, flight school place or cadet application.

BWPA Bristol Ground School: PPL(A) Online Ground School Course, donated by Bristol Ground School.

BWPA Easy Ground School (x 2) : 18 month access to Platinum Private Pilot(A) Ground School Starter Kit. Includes a 1-1 RT Course, unlimited instructor support by email and phone as well as flight training videos.

BWPA Flight Deck Wingman: Airline Assessment Preparation Course

BWPA CATS Aviation: ATPL(A) distance learning ground school course, also valid for the CPL(A) Distance Learning course

BWPA Bristol Ground School ATPL: 50% off ATPL Ground School Course, either online or in person

BWPA Bristol Ground School Video Library: 12-month subscription to the BGS Video Library

BWPA Bristol Ground School Online: 12-month subscription to BGSONline

BWPA Aviation Insider: 3 hour in person Airline Interview Preparation Course

Special Mission Scholarship: For any female pilot with a special mission. The applicant does not need to have a pilot licence and may choose to fly with an instructor.

BWPA 624squadron.com: The scholarship, generously provided by 624squadron.com, covers £1,250 towards the flying costs (including instructor where applicable) of your own special mission.



<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

NOMINATIONS TO THE ROYAL AERONAUTICAL SOCIETY COUNCIL 2026

As a Council member you will be expected to prepare for meetings in advance, participating in meetings representing the views of the members and the sector. Council meetings are usually held 4 times a year (in March, June, September and November) and last up to 2.5 hours. These are currently conducted in person, with a virtual option and with 1 virtual meeting. It is expected that Council members will participate in broader Society life and are likely to serve on other Boards and Committees as well as promoting the Society's members to Branch events.

You will need to be:

- ❖ active in the world of aerospace
- ❖ passionate about the work of the Society and its wider sectors
- ❖ committed to the furtherance of the aims of the Society
- ❖ ready to 'give something back' to the Society and the whole sector.

The role includes:

- ✓ being an advocate for the Society in the world at large
- ✓ representing the Society membership to the Council
- ✓ supporting your local Branch providing two-way communication between Council and members
- ✓ providing input to Council on the key issues affecting your part of the sector
- ✓ supporting the Boards and Committees of Council and the Board of Trustees
- ✓ playing an active part in Council activities.

If you have any queries, please contact: governance@aerosociety.com

Applications close: 31 January 2026 23:59 GMT

<https://www.mi-nomination.com/raes2026>

IS A FULLY ELECTRIC AIRFIELD FEASIBLE?

Extracts from Dave Unwin's article re Gravitational Potential Energy and how it can be used to reduce the cost of recreational flying.

The science behind regenerating energy has been around since 1887 and was first used in trolley cars. It has subsequently found its way into vehicles as varied as electric bicycles to Formula 1 racing cars and is today primarily found in trains, as well as both hybrid and fully electric cars which have the ability to return energy in the form of electricity to the vehicle, where it is stored in a battery.

Regeneration was invented by Frank Sprague, who in 1884 founded the Sprague Electric Railway & Motor Company. Sprague had been working for Thomas Edison but soon realised that his interests were more aligned with power and transport, rather than lighting systems. Sprague introduced two important inventions: a constant-speed, non-sparking

motor with fixed brushes and regenerative braking. Regenerative braking was first used by Sprague on trolley cars and trams but he soon realised another application was the electric elevator.

The perennial problem facing electric aircraft is energy density – the motor technology is more than up to the challenge; it is the batteries that are the issue. It is simply irrefutable that a litre of avgas weighs 0.719kg (a litre of Jet-A1, diesel or SAF is slightly heavier at around 0.8kg) and all those fuels contain a phenomenal amount of energy when compared to even 8kg of batteries. However, battery technology continues to improve, just as the jet engine did. ... battery technology will eventually mature to the point that light GA electric aircraft are as useful as those powered by combustion engines. Every electric car that comes onto the market has better range than its predecessor.

Sport aviation is a very easy target for climate change activists and environmentalists and, although gliding is possibly the greenest air sport, there is still room for improvement. So apart from an electric towplane, what else can be done? Powerful electric winches are already in service and the vehicles used to move the gliders around on the ground are often electric. Even the clubhouse and its amenities (such as the showers, ovens and phone recharging points) could all be electric. Yet all these electric devices need power from somewhere.

While Pipistrel is better known for its Electro two-seat trainer it also manufactures the Taurus electric SLMG, which can be charged from solar panels mounted on its trailer. France's Aura Aero also sees potential for its IntegraleE as an electric powered tugplane. Bristell manufactures the H55 electric and B23 Energic. A British company, Aerovolt is rolling out a network of electric aircraft recharging stations at airfields across the UK and overseas.

To read Dave's full article <https://www.aerosociety.com/news/are-airfields-electric/>

THE NATIONAL AEROSPACE LIBRARY



The National Aerospace Library is one of the world's most extensive libraries devoted to the development of aeronautics, aviation and aerospace technology. Based in Farnborough, we neighbour Farnborough Airport, site of the Farnborough Air sShow and are next door to the former Royal Aircraft Establishment Q121 building which houses the listed 24ft Low Speed Wind Tunnel.

Situated on the ground floor of The Hub in Farnborough Business Park the National Aerospace Library is open to all to refer to our extensive material. Royal Aeronautical Society members as part of their membership can also borrow printed books and access our e-book and e-journal collections.



The library contains collections of rare books, aero company publications, personal papers, organisational archives and other material chronicling the development of man's dream of flight. Included among the collections are the original Sir George's Cayley notebooks, the specifications for Henson's 1843 Aerial Steam Carriage, Lawrence Hargrave photograph albums, Percy Pilcher's drawings, the British and Colonial Aeroplane Company Ltd Minute Book No.1 1910-1919, Horace Short's drawings of the Wright Flyer and the Aeronautical Society of Great Britain Council Minutes from its formation in 1866 to 1909.

Also available to view online via the RAeS Heritage Collections website are original papers of world heritage importance that are held within the Library archives. They papers originate from major pioneers in early aviation whose work became a series of 'stepping stones', which led to the evolution of powered flight and the development of the aeroplane.

In the Film Archive See rare footage of aeroplane and helicopter test flights; experience travelling through Croydon Airport in the 1930s; follow Lindbergh as he takes off across the Atlantic and watch documentaries from Miles Aircraft, Douglas, Shell, TWA, BP, Lockheed and more.

Opening times: Tuesday to Friday 10:00-16:00

We welcome visits from groups, clubs, societies, schools, colleges and universities. Our normal tour lasts 90 minutes and includes a presentation and time to browse the collection. Contact us for more information or to arrange a visit. The NAL does not charge for visits, however a donation towards our adopt a book scheme is always welcome. If you wanted to extend your visit to Farnborough, you can also book a tour of the FAST Museum. They can accommodate groups by prior arrangement on Tuesdays and Thursdays.

For more information, contact the Museum on 01252 701038 or 01252 701060 Email: nal@aerosociety.com

Some Upcoming RAeS Events for 2026

All RAeS HQ **lectures are free to attend** for both members and non-members. To register, please click the 'Book Now' button via the RAeS events calendar <https://www.aerosociety.com/events-calendar/>

JANUARY

12th: RAeS Prestwick Branch: Right Place, Right Time for a new Scottish Built Fast Jet Trainer

Speaker: Archie Neill FRAeS

Venue: Lecture Theatre 2, University of the West of Scotland, Ayr Campus

Time: 19:00 – 20:45 GMT

13th: Loughborough Branch: SaxaVord Spaceport in Shetland

Speaker: Ruairaidh Galbraith, Launch Campaign Assistant at SaxaVord Spaceport.

Venue: Room U0050, Brockington Building, Loughborough University, Margaret Keay Rd, Loughborough LE11 3TU

Time: 19:30 - 21:30 GMT

14th: RAeS Marham Branch: Virtual Visit to Pima Air & Space Museum

Speaker:

Venue: Marham Village Bowls Club, Coronation Playing Field, King's Lynn PE33 9JQ

Time: 19:30 - 21:00 GMT

FEBRUARY

6th: eVTOL Aircraft Preliminary Design & Validation – A Case Study

Speaker: Dr Mike Bromfield

Venue: RAeS HQ, No.4 Hamilton Place, London W1J 7BQ

Time: TBC

11th: Brough Branch: Maintaining Legacy, with the Red Arrows

Speaker: Squadron Leader Andrew King, Senior Engineering Officer of the RAF Red Arrows (2024 and 2025 Display Seasons), Royal Air Force

Venue: Cottingham Parks Golf & Leisure Club, Woodhill Way, Cottingham, East Yorkshire, HU16 5SW and Online via Zoom.

Join Zoom Meeting:

<https://us02web.zoom.us/j/2290355817?pwd=TENINVhnL2hyMnN1MEh4cDhMVGIUT09&omn=87351498389>

Meeting ID: 229 035 5817

Passcode: SPRat26

Time: 19:15 - 20:45 GMT

19th: Birmingham, Wolverhampton and Cosford Branch: The RAF Garden of Eden

Speaker: Dr Christopher Morris

Venue: RAF Museum Midlands Lecture Theatre, RAF Museum Midlands, Shifnal, TF11 8UP

Time: 19:00 - 21:00 GMT

MARCH

6th: Networking Event: Celebrating International Women's Day 2026 "Give to Gain"

Speakers: TBA

Venue: RAeS HQ, No.4 Hamilton Place, London W1J 7BQ

Time: Registration opens at RAeS HQ at 12:00 PM. Delegates joining online will receive a link closer to the date of the event. 12:00-17:00

11th: Chester Branch: Avro Heritage

Speaker: Ian Lomax

Venue: Broughton Wings Club, Chester, CH4 0NQ

Time: 17:30 - 19:00 GMT

APRIL

8th: Chester Branch: Venus Space Missions

Speaker: Roy Gunson

Venue: Broughton Wings Club, Chester, CH4 0NQ

Time: 17:30 - 19:00 **BST**

16th: Birmingham, Wolverhampton and Cosford Branch: History, role and future of satellites

Speaker: Patrick Wood BEng CEng FIET FRAeS

Venue: RAF Museum Midlands Lecture Theatre, RAF Museum Midlands, Shifnal, TF11 8UP

Time: 19:00 - 21:00 BST

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

My thanks to **Pooja Mandhan** for the latest **RAeS blog posts from Society Insight**

08 August 2025 - Finding the right blend

[Finding the right blend](#)

12 August 2025 - Betting it all on red

[Betting it all on red](#)

15 August 2025 - A bag for life?

[A bag for life?](#)

19 August 2025 - GASCC 2025 - Air power faces the 'Next Storm Rising'

[GASCC 2025 - Air power faces the 'Next Storm Rising'](#)

22 August 2025 - Controlling the clouds: next steps in contrail management

[Controlling the clouds: next steps in contrail management](#)

26 August 2025 - AI and the Loss of Critical Thinking (A-LOC)

[AI and the Loss of Critical Thinking \(A-LOC\)](#)

29 August 2025 - Bader's Big Wing to fly again

[Bader's Big Wing to fly again](#)

02 Sep 2025 - In the latest issue of AEROSPACE - September 2025

[In the latest issue of AEROSPACE - September 2025](#)

09 Sep 2025 - Militarised murmurations

[Militarised murmurations](#)

12 Sep 2025 - Showcasing sovereign firepower

[Showcasing sovereign firepower](#)

16 Sep 2025 - R J Mitchell – the Battle of Britain, the Spitfire and all that

[R J Mitchell – the Battle of Britain, the Spitfire and all that](#)

19 Sep 2025 - Rearming at pace - DSEI 2025
[Rearming at pace - DSEI 2025](#)

23 Sep 2025 - Failure to launch: the rise and fall of the UK Space Agency
[Failure to launch: the rise and fall of the UK Space Agency](#)

And latest blog posts from **Society Insight**

11 Aug 2025 - Honouring legacy and innovation: Celebrating South Asian Heritage month at RAeS
[Honouring legacy and innovation: Celebrating South Asian Heritage month at RAeS](#)

13 Aug 2025 - A glimpse into aeronautics at the dawn of civil aviation
[A glimpse into aeronautics at the dawn of civil aviation](#)

14 Aug 2025 - Medway Branch 50th Anniversary
[Medway Branch 50th Anniversary](#)

08 Sep 2025 - Falcon 2 cleared to take-off
[Falcon 2 cleared to take-off](#)

11 Sep 2025 - National Aerospace Library volunteer conservation project
[National Aerospace Library volunteer conservation project](#)

RAeS PODCASTS:

<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

RAeS Schools and Outreach Programmes

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

Cool Aeronautics: Launched in 2007, Cool Aeronautics is the Royal Aeronautical Society's primary school outreach programme that aims to introduce children to the fascinating world and people of flying, aerospace engineering, and space. These events represent a crucial part of the Society's efforts to provide a 'through-life' approach to its outreach and careers activities. To showcase aerospace and aviation to primary-age children and their teachers and parents to encourage from an early age an interest in Science, Technology, Engineering and Mathematics (STEM) subjects. It is also vitally important that they are aware of the amazing opportunities that aerospace and aviation can offer.

Based around a day of aerospace themed talks and interactive workshops with Key Stage 2 primary school pupils, Cool Aeronautics events are held at aviation places of interest. For example, previous venues have included the Yorkshire Air Museum, Prestwick Airport, RAF Museum and the British Airways Community Learning Centre, Heathrow. **Cool Aeronautics** events are **free to attend** and offer a fantastic opportunity for young people – the 'new generation' – to meet inspirational people from across the industry and to engage with aerospace themed activities that are relevant to the current KS2 National Curriculum.

There are lots of ways to get involved in the Cool Aeronautics Programme and help inspire the next generation by Providing a venue; a speaker; a workshop; a school.

RAeS Careers have produced an in-depth Handbook which acts as a guide for anybody that is undertaking the task of producing a Cool Aeronautics event! The Handbook details aspects such as Choosing a Venue, School Procedures, finding the right speakers and workshop providers whilst also covering Health & Safety and GDPR processes.
<https://www.aerosociety.com/media/15198/cool-aeronautics-handbook-version-14-feb-2020.pdf>

Careers and Education Team careers@aerosociety.com 020 7670 4326/5

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

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

MUSEUM NEWS

SIGN UP FOR THE RAF MUSEUMS NEWSLETTERS

https://30229adb.sibforms.com/serve/MUIEAOX1m05LLb7YSUV6RxULgDKeTM_iKMNTGg-JnBjVfl-1qsJ2NsVpGKeGnGMCTnkdPyISSc71t5A5ZHFMbK_SAd536j8nsV6IDDWZ26PvwOWV9eM9FlmOUHPPxEaJsuxO38InlpXmYcGJ-m7nSXZc2eGKlChMTQ2N2IJ-0Py0CbJ0oPElcT7PdktgdgQp3bMQLo1s2bBYF_lu

RAF MUSEUM AND RAF AIR CADETS JOIN FORCES

The Royal Air Force Museum and the RAF Air Cadets have signed a Cooperation Agreement formalising their strategic partnership. This partnership will draw on RAF stories for inspiration, learning and enjoyment, supporting the RAF Air Cadets to develop new skills and understanding and ensuring the RAF Museum's collection and sites remain relevant for people of all ages.

The first major project to combine our resources and expertise is the co-creation of a new exhibition which is part of the Museum's Inspiring Everyone: **RAF Museum Midlands** Development Programme opening in 2027 will explore the RAF and its people from 1980 to the present day and invite visitors to imagine its future.

RAF MUSEUM AND VIRGIN ATLANTIC AIRLINE PARTNERSHIP

This first airline partnership will see Virgin Atlantic flying Museum representatives between the UK and USA, enabling the team to attend events hosted by the RAF Museum American Foundation that support the Museum's fundraising opportunities in the United States. Virgin Atlantic will join the RAF Museums in their mission to inspire everyone with the RAF story, the people who shape it and its place in our lives. Their strong connections between the UK and the USA will significantly enhance our engagement with supporters in the United States. As a registered charity, this additional support for the Museum will help ensure the continued care of our exhibitions and collections.

As part of the new partnership, Virgin Atlantic employees will gain access to exclusive behind-the-scenes experiences, public events, venue hire discounts, and corporate volunteering opportunities at the RAF Museum sites in London and the Midlands.

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:

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

Admission charges apply for some events and activities.



Take to the skies in a **RAF Eurofighter Typhoon flight simulator** and feel the exhilaration of soaring over the Lake District from the pilot's seat. Powered by a 3-axis hydraulic system and high-definition visuals, this immersive ride gives thrill-seeking visitors a true pilot's-eye view. Swoop, dive, and bank as the landscape rushes past in a breath-taking high-speed flight.

This 6-minute experience delivers serious adrenaline and serious fun.

Price: £5.00 per person/ £4.50 online

Duration: 6 minutes

Minimum height: 107cm Unaccompanied children: 12+ years

Location: Hangar 4 (check signage on site)

To Book: <https://tickets.rafmuseum.org.uk/event-tickets/34197>

The Vulcan and Cold War Experience

The Vulcan Experience is back for 2026, giving you the chance to get up close and explore some of the most significant Cold War aircraft in the RAF Museum's collection. An exclusive chance to explore two of the Cold War's most iconic aircraft; the Avro Vulcan B2 and the McDonnell Douglas Phantom FGR2, which between them tell a story of uncertainty and tension that loomed over the world for decades. You will gain special access to both these mighty warriors, and allow you to climb in to and take a seat in the cockpit of the Vulcan and the pilot's seat of the Phantom. This is a rare opportunity to experience what it was like to fly these great aircraft.

A full behind the barriers ground tour, with the chance to get up and close to other significant Cold War aircraft, including the BAC Lightning F6, the Handley Page Victor K2, and the English Electric Canberra PR3, and hear fascinating real-life stories of the people who flew the aircraft.

On selected dates throughout the year on the second Wednesday and last Tuesday of every month. Time slots are available from 10.30am to 2.00pm.

Please note that the Vulcan and Cold War Experience is for one adult only per session and nobody under 16 will be permitted to partake. If

you would like to book the experience for more than one adult, we recommend booking for each person separately.



The 2026 dates for this experience are: 7 and 27 January, 11 and 24 February, 11 and 24 March, 8 and 28 April, 13 and 26 May, 10 and 30 June, 8 and 28 July, 12 and 25 August, 9 and 29 September, 14 and 27 October & 11 and 24 November.

Tickets: £50.00

To Book: <https://tickets.rafmuseum.org.uk/event-tickets/61265?>

AIRFIX MODEL CLUB

Spitfires, Mustangs, Messerschmits and Hurricanes build them all at the RAF Museum's Airfix Model Club!

24 January 2026 - 15 November 2026

Starting with the iconic Supermarine Spitfire, each weekend will see participants aged over 8 build a different aircraft.

- ✚ January 24th & 25th (Supermarine Spitfire)
- ✚ February 7th & 8th (Hawker Hurricane)
- ✚ March 21st & 22nd (Messerschmitt)
- ✚ April 25th & 26th (Red Arrows Hawk)
- ✚ May 9th & 10th (Fokker E.11)
- ✚ June 13th & 14th (Mitsubishi Zero)
- ✚ July 4th & 5th (Curtiss Warhawk)
- ✚ September 26th & 27th (Mustang)
- ✚ October 10th & 11th (Gloster Gladiator)
- ✚ November 14th & 15th (De Havilland Tiger Moth)

Everyone will receive an engineer's licence to track their progress with those who attend all 10 sessions to receiving an exclusive mystery aircraft to complete at home.

TICKET: £5.00 <https://tickets.rafmuseum.org.uk/category/64486?>

Virtual Lecture: Tiger Force: Bomber Command's Thwarted Campaign Against Japan 5th February 2026

At 6pm, Stuart Hadaway will discuss the role of Tiger Force.

To Book: <https://www.crowdcast.io/c/vl-2026-hadaway>

This lecture will be hosted virtually via Crowdcast. To attend virtually, register via <https://www.crowdcast.io/c/III-2024-russell>

Lunchtime Lecture: RAF Special Duties Squadrons and their contribution to the 'Secret War' 1940 -1945

On **Tuesday 3 March 2026 at 12pm**, Mark Seaman will discuss the contribution of the RAF's Special Duties Squadrons. This lecture will be hosted virtually via Crowdcast and livestreamed from the RAF Museum's London site.

Livestream: <https://tickets.rafmuseum.org.uk/event-tickets/68852?>

To attend virtually: <https://www.crowdcast.io/c/vl-2025-seaman>

FEBRUARY HALF TERM: STEM WEEK

A week of madcap experiments, GIANT bubbles & high-energy laser tag — perfect for curious kids and grown-ups who still love a bit of aviation magic.

For Little Flyers (Ages 4+): Interactive bubbly maths show featuring GIANT bubbles. Shows at 11:00 & 14:00 everyday between 14–17 February. Tickets are £6.50 (child and adult tickets required).

<https://tickets.rafmuseum.org.uk/event-tickets/54985?>



For Young Aviators (Ages 7+): Out of this world laser tag sessions. Missions at 11:00, 12:00, 13:00 & 14:00 everyday between 19-22 February. Tickets are £6.50 (adults don't require their own ticket but **MUST** remain with their children).

<https://tickets.rafmuseum.org.uk/event-tickets/61253?>

DEMENTIA FRIENDLY TOUR 29 January 2026 - 26 March 2026

This tour is designed to enable people living with early-stage dementia and their carers and companions to experience the RAF Museum through an engaging and relaxed tour.

This tour will take our Battle of Britain aircraft and collection as its focus and explore this important time in our history with the help of photographs and handling items so that participants can get hands-on during the session. You'll have the opportunity to find out more about Battle of Britain pilot Ray Holmes, the extraordinary bravery of WAAF Sergeant Joan Mortimer and ingenious inventor Beatrice Shilling.

The tours will be led by a member of staff from the Museum's Learning & Engagement Team. The RAF Museum London is an accredited Dementia Friendly Venue. This tour is for people living with dementia and their carer or companion to enjoy together.

Tour Dates: 29 January, 26 February, 26 March Tours will last approximately **45 minutes** with lots of opportunities to ask questions and share your own experiences.

For more information please contact rhannon.watkinson@rafmuseum.org

Arrival & Refreshments: 2.30pm-3pm Tour: 3pm -3.45pm Meeting point: Hangar 1 entrance

Price: Free Booking: Booking is essential. <https://tickets.rafmuseum.org.uk/event-tickets/65982?>

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:

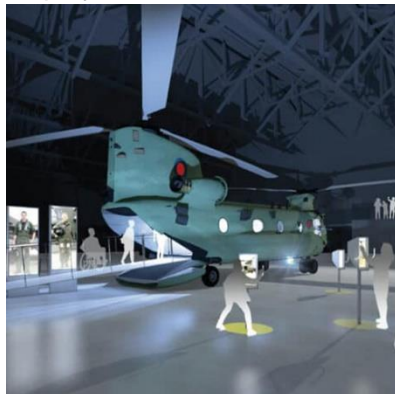
10.00am – 5.00pm applies March – end October last entry 4:00pm

10.00am – 4.00pm – end February last entry 3:00pm

Admission charges apply for some events and activities.

The RAF Museum is planning its next stages of development. Our Strategy 2030 priorities include the launch of a twenty-five-year Development Programme for our Midlands site. This programme of engagement activities and capital investment will continue our focus on immersive RAF storytelling and support our ambition to encourage reflection and debate across our spaces and programmes. The development will transform our Museum and our impact through a series of phased projects – engaging audiences who may not obviously identify with the RAF story by finding common interests and histories which link them.

New Exhibition: 'The RAF: 1980 to Today': The exhibition will embrace digital technology and include artefacts ranging from aircraft to films that will support our storytelling and reflect our local communities. Our 'RAF Stories' and 'Collections Online' digital platforms will enable us to share content across the globe as well as in the new displays.



We will work with our audiences to share RAF stories that are relevant to their lives, inspiring them to fulfil their own potential and connect with diverse communities to co-create engaging displays.

Hero objects from our collection will include a Red Arrows Hawk, a Tornado fast jet, and the iconic Bravo November, the only Chinook helicopter to survive the sinking of the Atlantic Conveyor in the Falklands, whose stories span forty years of service.



Inspiring personal objects will include medals representing individual acts of service, courage and sacrifice and 'Bluey' letters sent to and from RAF personnel on deployments to loved ones at home.

Visitors will be invited to reflect on and debate the issues that face the RAF, helping us to make sense

of the increasingly complex world around us.

The immersive, multi-sensory displays will share personal stories through which visitors can find a reflection of their own experiences and are encouraged to debate the content and understand the impact on their own lives.

A New Learning Centre: new Learning Centre will interlink with our new exhibition enabling exploration, discovery and debate and will ignite visitors' curiosity, both in STEM subjects (Science, Technology, Engineering and Mathematics), as well as in art, history and design. They will provide safe spaces for social and emotional learning using creative experiences to explore challenging issues.

The facilities will also support programmes and activities developed for and delivered across the Museum site and across the Midlands, designed with the widest range of participants and subject matter in mind.

Our site redevelopment will transform our outdoor spaces, providing opportunity for outdoor learning, discovery, and contemplation. Spaces outside the new exhibition, Learning Centre and the Collections Hub will incorporate accessible seating with pockets of greenery creating much needed outdoor facilities to improve people's physical and mental wellbeing, and provide beautiful spaces to host learning activities outdoors.

RAF FALCONS VR PARAGLIDING TILL 31ST DECEMBER 2025

Fly Beyond the Limits. Get ready for take-off on the **RAF Falcons Paradrop**; a thrilling new VR flight simulator experience!

Strap in for a high-adrenaline, motion-based journey through deserts, mountains, and outer space as you glide under a virtual canopy. Swerve through rings, collect points, and feel every dip and turn on this two-minute ride through digitally simulated skies. With 360° visuals, 4m motion range, and real-time interactivity, this experience brings paragliding to life without jumping out of an aircraft!

Admission: £5 per person Duration: 2 minutes Minimum height: 135cm Maximum weight: 160kg (25st)
Location: Flight Zone, Test Flight (check signage on site) Unaccompanied children: 12+
Book online and save 10% – only £4.50 per person!

To Book: <https://tickets.rafmuseum.org.uk/event-tickets/40553?>

CARER'S CAFÉ SOCIAL

Carer's Café Social is our new social group for carers. Come and meet other carers and have a chat. This is a relaxed group, where you take the lead and can socialise with other carers in the relaxed atmosphere of our visitors centre overlooking the airfield! You buy a cuppa and we provide the biscuits!

Carer's Café is our activity group for carers. Come and meet other carers, have a go at our hands on activities including fun with STEM and unique aviation experiences. You can have a chat over a cuppa and some biscuits, all provided by the museum!

There is no need to book – just turn up, it is absolutely free and meet our volunteers in the Visitor Centre. **Free parking** is also provided. Carer's Café is on **the first Friday of each month** at RAF Museum Midlands **from 10:30am – 12pm**.

If you would like to know more, please email carers.cafe@rafmuseum.org

Experience Tours at the RAF Museum Midlands

Let the Museum's experienced guides amaze you with three fascinating tours that explore over 100 years of the RAF. Get up close and personal to the historic collection and learn all about unique RAF stories and history of some of the RAF's most iconic aircraft. From the earliest days of flight, Spitfires protecting our skies during the Battle of Britain, to the soaring dominance of the Vulcan; each tour offers a fun and fulfilling experience for all.

The tours are suitable for adults and young people. Suggested a minimum age of 12 years. Each tour last 60 minutes and must be booked online along with your admission ticket. <https://www.rafmuseum.org.uk/midlands/whats-going-on/experience-tours-midlands/>

Volunteering @ Midlands

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

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



Ray Rew and Rob Shaw working on the Lysander wings

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

DID YOU KNOW YOU CAN HIRE SPACE AT THE MUSEUM?



Hangar One: Seating up to 320 guests banqueting style, this unique space sets the stage for an unforgettable event.

But it doesn't end there — entertainment and an after-dinner bar seamlessly integrated into the hangar ambiance.

Capacity: 320 Gala Dinner
250 Dance
800 Reception



National Cold War Exhibition: Journey back in time and immerse your guests in the unparalleled narrative of the Cold War.

Offering more than just a space, it provides an experience that combines history, innovation, and the thrill of standing beneath iconic aircraft. Your event, beneath the wings of legends, is sure to be etched in the memories of your guests.

Capacity: 1000 Reception

War in the Air Hangar: dining among iconic Second World War aircraft like the Spitfire, Lincoln and Mosquito in an intimate and atmospheric space designed for smaller dinners that resonate with the echoes of the past.

Capacity: 72 Banqueting **Interested?** Contact 01902 376207 or email events-midlands@rafmuseum.com

SOME UK AVIATION REGULATORY MATTERS

A major consultation to align UK pilot licensing with ICAO standards, moving away from EASA structures. Changes to flight crew licensing regulations arising from the General Aviation Licensing and Training Simplification project have been published in the Aviation Safety (Amendment) Regulations 2025.

The Aviation Safety (Amendment) Regulations 2025 ISBN 978-0-348-274066

<https://www.legislation.gov.uk/ukdsi/2025/9780348274066/contents>

The Aviation Safety (Amendment) (No. 2) Regulations 2025 SI 2025 No. 878

<https://www.legislation.gov.uk/ukdsi/2025/878/contents/made>

The Air Navigation (Amendment) Order 2025 SI 2025 No. 850

<https://www.legislation.gov.uk/ukdsi/2025/850/contents/made>

Provisions applicable to sailplanes in UK Regulation (EU) 2018/1976 **came into force on 15th September 2025.**

Provisions applicable to UK Regulation (EU) 2018/395 (**Balloons**) **came into force 1st October 2025.** Balloon pilots will need to apply to the CAA to convert their current UK ANO licences to a UK Part-BFCL BPL should they wish to continue flying Part 21 balloons after 30th September 2025; and UK Regulation (EU) No.1178/2011 (**aeroplanes and helicopters**) **came into force 1st October 2025.**

CONVERSION OF SAILPLANE LICENSES AND RATINGS

From 30th September 2025 it is **mandatory** to hold a Part SFCL SPL licence to fly Part-21 Sailplanes.

Holders of existing British Gliding Association (BGA) Gliding Certificates should contact the BGA directly regarding conversion to a Part- SFCL sailplane licence (SPL). Pilots that hold either a LAPL(S) or UK issued EASA SPL will have their licences reissued as UK Part SFCL SPL when they next apply to us for a licensing service for their sailplane licence, or if they apply to the BGA to add additional privileges to the Part-SFCL SPL. The CAA say all pilots whose recommendations were sent to them by 31st March 2025 will have their licence issued by 30 September 2025.

Basic Instructor (Sailplane) BI(S) Certificate Applications

As part of the Licensing and Training Simplification Project. The CAA is introducing a Basic Instructor (Sailplane) (BI)(S) certificate to the Sailplane Regulations as part of the legislative changes due to **come in force by September 2025.**

For those holders of BGA Basic Instructor Rating Certificates. **Applications are now being accepted by the BGA for recommendation to the CAA** either as a conversion application for the grant of a Part SFCL SPL or as part of an application for an addition to an existing Part SFCL SPL, due to legislative timescales, the first BI(S) certificates will be issued by the CAA from 15th September 2025.

BALLOONING: UK PPL(BA) and UK CPL(B) licences no longer being issued after 1st October 2025

Pilot Licences for Balloons allow a pilot to fly recreationally and, subject to holding sufficient privileges be able to fly passengers and conduct aerial work. Pilots can currently apply for a UK PPL (BA), UK CPL (B), or UK Part-BFCL BPL depending on what flying you wish to do. You will need to hold at least a Pilot Medical Declaration if you wish to fly UK PPL (BA) or Part-BFCL BPL, and a UK Part-MED Class 2 for a UK CPL (B).

As part of the Licensing and Training Simplification Project, UK CAA will no longer be issuing UK PPL(BA) or UK CPL(B) after 1st October 2025. **From 30th September 2025**, pilots **must hold a UK Part-BFCL BPL if they wish to fly Part-21 balloons.** Until then, pilots may continue to fly on their UK ANO licence(s) (and for those who have already converted, their Part-BFCL licence).

NEW COMBINED LICENCE DOCUMENT FOR FLIGHT CREW LICENCE HOLDERS

Following the completion of Phase 2 of the Licensing and Training Simplification project, the UK CAA are now offering a new combined licence, available from 1st October 2025. <https://www.caa.co.uk/general-aviation/pilot-licences/combined-licences/>

The new combined licence allows both Part-21 and Non Part-21 aircraft ratings to be endorsed onto a single licence document. You will not be able to apply for the combined licence document as a standalone application.

When you next apply to the UK CAA for an amendment to your licence e.g. rating issue or a change of personal details, you will be given the option to be issued with the new combined licence if you hold both Part-21 and non-Part-21 ratings. The licence does not expire but is kept current through maintenance of the associated flying and medical privileges.

Due to system constraints, this new combined licence is NOT available for those who use the CAA's e-Licensing platform.

For costs: <https://www.caa.co.uk/publication/download/24317> As usual an additional fee applies if you would like your documents returned by secure courier.

For more information: <https://www.caa.co.uk/general-aviation/pilot-licences/combined-licences/>

Light Aircraft Pilot Licence (A) licences no longer being issued after 1st October 2025

As part of the Licensing and Training Simplification Project, UK CAA will no longer be issuing LAPL(A) after 1st October 2025. Students currently training for the LAPL(A) will have until the 16th September to submit their application for licence issue, in order to guarantee having their LAPL(A) issued prior to the deadline. Any applications received after this date will not be guaranteed to have a UK LAPL(A) issued. Students who have trained for the LAPL(A) and have their licence issued after 1st October 2025, will be issued with an NPPL(A). <https://www.caa.co.uk/general-aviation/pilot-licences/aeroplanes/light-aircraft-pilot-licence-for-aeroplanes/>

HANDHELD FIRE EXTINGUISHERS

Fire extinguishers containing Halon 1211 and Halon 2402 must be replaced by **31 December 2025**. These requirements come from the Ozone-Depleting Substances Regulations 2015 and the Ozone-Depleting Substances (Qualifications) Regulations 2009, which aim to reduce the use of substances harmful to the ozone layer.

These regulations come from Defra and the Environment Agency, not the CAA. The UK CAA is not empowered to issue exemptions or derogations under the above regulations and is not responsible for enforcing these regulations.

However, the ANO Schedule 5 exempts aircraft under 1,200kg MTOM from having a fire extinguisher (ie Part 21 and non-part 21 aircraft). Most light GA aircraft can legally remove extinguisher or not have one. Whether that is a good idea or not is up to you.

If you operate an unpressurised, non-complex aircraft with up to six passenger seats, **you may be able to replace your halon extinguisher using Standard Change CS-SC108a**. This allows for the installation of halon-free handheld fire extinguishers **without needing prior CAA approval** - provided the conditions of the standard change are met.

<https://www.caa.co.uk/general-aviation/aircraft-ownership-and-maintenance/decommissioning-of-halon-1211-and-halon-2402-in-handheld-fire-extinguishers/>

COST SHARING FLIGHTS

Amendments to the Air Operations Regulations (Regulation No 965/2012), have now been made via Statutory Instrument. This confirms the previously announced changes to Cost Sharing rules and **came into force on the 1st October 2025**.

Cost sharing flights are flights shared by private individuals. The 'cost-shared' part is in reference to the costs of the specific flight which can be shared only between the pilot and others on board the aircraft.

These costs are the '**direct costs**' which are the costs directly incurred in relation to a specific flight (e.g. **fuel, airfield charges, rental fee for an aircraft**). Flight sharing costs are **NOT** the **sharing of annual costs ie the cost of keeping, maintaining, insuring and operating the aircraft over a period of one calendar year**. These annual costs are the responsibility of the aircraft owner/owner-pilot. However, in the case of a jointly-owned aircraft the CAA considers the hourly rate, normally payable by a joint owner for use of their aircraft, to be a 'direct cost'.

The cost-sharing arrangements apply to any other-than complex motor-powered Part 21 aircraft and this includes aircraft registered outside of the Part 21 area but operated by an operator established or residing in the Community.

Cost-sharing is also permitted in non-Part 21 (Annex I of the Basic Regulation (EU) 2018/1139) aircraft registered in the UK.

The General Exemption (ORS4 No.1554) permitted cost-sharing flights for non-Part 21 aircraft only applied to flights conducted within the London and Scottish Information Regions has been superseded by **ORSA No.1608** <https://www.caa.co.uk/publication/download/22470>

CAP1589 a short guide to the cost sharing regulations. <https://www.caa.co.uk/publication/download/16246>

Advertising cost sharing flights is permitted under the cost sharing rules subject to certain conditions. From 1st October 2025 the advertisement or promotion must be placed by the pilot intending to operate the flight and must include: the start and end locations of the flight; the date when the pilot is available to conduct the flight; a statement that the flight is a private arrangement and not necessarily conducted at a level of safety equivalent to that of Commercial Air Transport flights. the licence type held by the pilot; the class of medical certificate or medical declaration, held by the pilot the total number of hours flown by the pilot; and the total number of hours flown by the pilot in the advertised aircraft type in the three months prior to the advertisement being placed.

A Passenger Declaration Form must also now be provided by the Pilot in Command of the flight and as a minimum contain the following information: Date of Flight, Aircraft Type and Registration, Departure and Arrival information, Passenger information on the differences and associated risks between Commercial Air Transport (CAT) and flights under the cost sharing regulations, Passenger Name(s), contact details and passenger signature or other means of indicating acceptance of cost sharing flight.

The Passenger Declaration Form can be a paper or electronic record, provided it contains the minimum information prescribed by the CAA and can be downloaded from <https://www.caa.co.uk/publication/download/25567>

The Passenger Declaration Form **must be kept for each passenger** undertaking a cost sharing flight confirming that they understand the flight is not being operated as a commercial air transport or public transport flight and **must be completed prior to flight, retained by the pilot/operator for 6 months from the date of the flight** and is to be produced when requested by an Authorised Person.

To help pilots understand the pros and cons of cost-sharing with strangers the CAA have produced **CAP1590**. <https://www.caa.co.uk/publication/download/16248>

'MOVING MAP' DEVICES

The use of 'Moving Map' devices is now commonplace in General Aviation when following Visual Flight Rules



Viewing the aircraft's position in real time can enhance situational awareness. However, like any technology or device, there may be additional hazards if they're not used correctly. The CAA Safety Sense Leaflet advises on some of the associated risks, and how to mitigate them <https://www.caa.co.uk/.../safetysense29-moving-maps-v2.pdf>

GENERAL AVIATION: INFORMATION FOR RECREATIONAL FLYING <https://www.caa.co.uk/General-aviation/>



Vintage Aircraft Club

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

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

NEWS

My thanks to **Anne Hughes**, who as well as Chair of VAC is Lakes Flying Company Ltd and NTT Trustee, for her report

The VAC Dinner and Awards Evening was held on Saturday 15th November at The Aviator, Sywell and the guest speaker was The Honourable Company of Air Pilot's Immediate Past Master, Richie Piper. Most of the Awardees attended the evening and all are to be congratulated.



The **2025 VAC Award recipients** were:

The Dennis Fry Cup awarded to the VAC pilot for consistently good airmanship: **Paul Frazer-Bennison** for consistent and regular attendance at VAC events in his Stinson G-BMSA

The Desmond Penrose Silver Salver: Vintage aeroplane of Year was awarded to **Michael Maddams** for Taylorcraft Plus D (Auster 1) G-AHHY (LB369)

The John Blake Rosebowl for a vintage aircraft restoration project: was awarded to **AREC 68 Group** for their restoration of the Caudron C68. The group are **David Beale, Cathy Silk, David Phillips and Peter Gould.**

The Mo Thompson Trophy for a classic homebuilt: was awarded to: **Barry Plumb** for the Plumb Biplane G-BGPI a regular attendee at VAC events

The Ernie Lingard Trophy for VAC committee member for particular service to the Club: was awarded to **Jean Pooley** for her efforts in taking over events and helping to organise the annual dinner.

The Allen Clewley Trophy and The (Avro Plaque) for Photography, Writing, artistic ability was awarded to **Tim Badham**

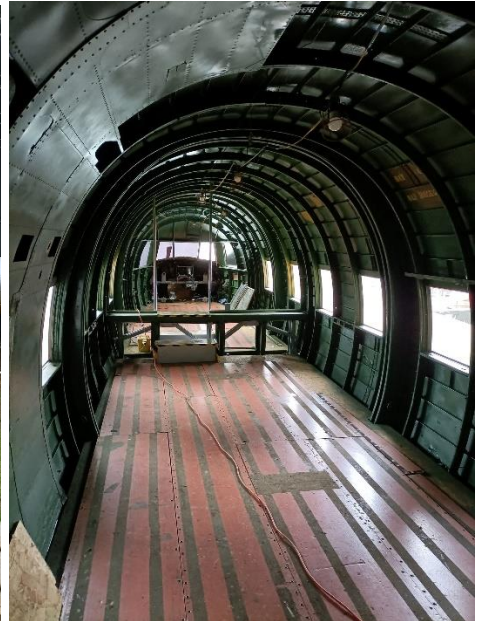
The John Edwards Trophy (Comper Swift model) for Airfield organisation or flight safety was awarded to: **Wickenby Airfield** for continual and outstanding support of events, including VAC events

The VAC Group Trophy (Auster Joystick) for best group or syndicate: was awarded to **The Vintage Piper Aircraft Club:** Chairman: Richard Keech

The Liz Inwood Trophy for support to the club: was awarded to **Colin & Gillian German**

The **VAC** are looking for more volunteers to join the team and help to provide the membership with a varied programme of flying and social activities.

A group of people are gathered in a large, well-lit hangar. In the foreground, a man wearing a brown jacket and khaki pants stands with his back to the camera, looking towards a group of people. To his right, a man in a black jacket and a wide-brimmed hat stands with his hands in his pockets. Further right, a man in a black jacket and an orange safety vest is gesturing with his hands as if speaking. They are standing on a light blue floor next to a white aircraft. The aircraft has the word "SIXE" written in large blue letters on its side. The hangar has a high ceiling with exposed pipes and fluorescent lighting.



A large, curved display case at the RAF Museum London, featuring numerous panels with text, photographs, and illustrations of various aircraft and historical events. The display is titled "THE MOI JUTLOS" and "BATTLE OF BRITAIN". The panels are arranged in a grid-like fashion, with some panels showing aircraft in flight, others showing maps, and some showing historical documents. The display is set against a dark background, and the lighting is focused on the panels. The overall theme is the Battle of Britain, a major aerial battle during the Second World War. The display includes information about the RAF, the Luftwaffe, and the impact of the battle on the United Kingdom. The panels are written in a clear, legible font, and the photographs are high-quality and well-preserved. The display is a valuable resource for anyone interested in the history of the RAF and the Battle of Britain.

<https://www.facebook.com/profile.php?id=100063126075532>

YOUTH ACTIVITIES & OPPORTUNITIES

THE 19TH ANNUAL YOUNG AVIATORS EVENT

The 19th Annual Young Aviators event took place at Deenethorpe Aerodrome on Saturday 6th September 2025

My thanks to Andre Faehndich for his report: Sunday 7th - I've just been watching the "de-eclipsing" of the moon, as I type this first part – a wonderful sight, blocked initially by clouds on the horizon, but eventually looking spectacular as the shadow turned the blood red moon (behind the clouds) a bright shining sphere in the night sky.



www.theplaneguy.com

However, it was truly eclipsed the day before by the 19th Annual young Aviators event at Deenethorpe Aerodrome on Saturday 6th September 2025.

The "weather dances" for the days before the event paid off, though really only on the Friday did the weather settle down again and then stay nice for Saturday, to allay fears of a repeat of the 2024 Young Aviators Event, where Mother Nature thwarted us with a stubborn cloud bank until 15:00, when we were finally able to start flying.

This year the weather started off nice, chilly but sunny, and our expected contingent of pilots were all able to make it into Deenethorpe, either to fly youngsters or go into static, and we were able to start flying as scheduled at 10:30.

The weather stayed good for most of the day, but gradually the wind increased, and eventually a cross-wind developed and it ended up at 15-knots, which meant many of the pilots had to stop flying, as they were out of limits, but we had some very experienced pilots who managed to fly the last few and we ended up flying everyone - a total of 80x youngsters (62x Scouts and 18x non-Scouts) and 1x adult, on a total of 62x flights, in 12x aircraft flown by 12x pilots. In doing so we also flew (on the 11th flight of the day) our 1,500th youngster, a young lady from 1st Stoke Pogues Air Scouts.

We also had the pleasure to fly, as the last youngster of the day, Tor, who was our 1,000th youngster, flown at the 14th Annual Young Aviators event on 3rd September 2019, then aged 9. Tor has since then matured into a lovely young man, and has progressed as a pilot and has flown some 30 hours under instruction on 2x different types (a PA-28 and a Cessna 150), and is now doing some gliding to boot. He is a real TAP nowadays (Total Aviation Person) and he helped out for most of the day at the BMAA Simulator - to much praise and admiration from everyone and assisted by his very supportive mum Fi.

So what did YA 2025 bring? It was different yet again, which makes each and every annual event totally unique and memorable.



However, once the sponsorships are sorted out, the planning then ensured a varied and hopefully interesting event, but not without the support in the background, the superb volunteers, and the Pilots - the event would just not take place. With thanks to my wife Denise, who helped prepare the badges, cut up the cakes, and put up with the piles of Goodie Bags, Booklets and the myriad of other stuff needed to run the event. To Ron Shell, the Air Advisor for Gloucestershire Scouts for all his checks and support in the background.

The Marquee was once again the centre of activities.



Steve and Sue Slater (left) now Mr & Mrs, big congrats to you both, did their magic once again with the Egg Crash Test Workshop, where a model “flying device” had to be built, with an egg on board, and then flown without the egg cracking!!!. A truly “cracking” and fun activity, with some really interesting flying devices produced!!!.

More magic was weaved with Phil Jackson carrying out his very popular aircraft sketching & drawing activity, and once again both youngsters and adults produced some superb results, with one mum being so inspired by Dr Amina Waheed’s aircraft in static, that she asked me to pass on a signed drawing to our very own “Flying Doctor”.

The final activity that kept the marquee buzzing was Jon Edgington and his team of Fi West-Ley, Mark Parker and Gavin Richardson, who did a superb job again this year of running the Navigation Exercises, which were enjoyed by all the Young Aviators throughout the day.

Outside the marquee we had some Radio/Telephony fun with folks alternating as the Pilot of an aircraft or an Air Traffic Controller, practising their Airman’s Alphabet and hopefully learning a little about flying a typical circuit, as well as some “The Plane Guy” Paper Planes and a little booklet for all the mini-Aviators (up to age 8) which contained crossword puzzles, quizzes, parts of an aircraft, mazes, colouring and join the dots and lots of other interesting aviation related items, hopefully getting their interest up, and then later they might become future Young Aviators. I firmly believe in getting youngsters involved and inspired early, so that the early exposure to aviation, gives them a good grounding towards them being inspired and then getting involved as the aviators, engineers and spacemen of the future.

These activities were overseen by some new volunteers this year – Simran Sangera from Flight Crowd <https://www.flight-crowd.com/> and her friend China Chuks, who came along to see what Young Aviators is all about, and with a view to The Plane Guy and Flight Crowd working together on some future aviation activities for youngsters- really looking forward to doing so. Simran is a PPL holder and continues



her studies with a view to flying helicopters. China, also wants to get to a PPL and then perhaps Air Traffic Control, so hopefully they gained some useful insights during the day. Thanks for coming along and for all your help, with stuffing Goodie Bags, etc.

Stepping in at the last minute (as last years modellers were unable to attend) and very much appreciated, were the team from Bedford District Aircraft Club whose Treasurer Chris Brewer along with Ross Donovan and Tim Jones and one other, provided a varied fleet of aircraft models, which they flew with skill & aplomb despite the wind, and next year have promised to do some “Buddy Flying” as the area allocated to them this year was a bit too small for the type of aircraft models they had with them. Chris’s young

son Chase joined our non-Scout Group D, to do all the activities that were available, and enjoyed himself while Dad did his displays.

Additional help was provided by Paul Oakley, who as usual was a brilliant right-hand man, and without whose energy and can do attitude sorting out various problems on the day. Thank You Paul, you helped smooth things out tremendously.

Also assisting me were Peter Stevenson, who again I could rely on to sort out some wrinkles, and very ably assisted by Tehya his daughter, who came along with Welland Gliding Club and their glider in Young Aviators back in 2023, and is now learning to fly a glider there, along with James Reichle who is part of 1st Sywell Air Scouts, and they both escorted the non-Scout Group D around all day and ensured they stayed to timetable and were kept from getting bored!! Thank you Peter, Tehya and James.

Nigel Kemp, with Kevin Jarvis and Jeff Webb did a great job at manning the radio, and marshalling the aircraft in the parking area at the end of the runway. Keri Webb did a super job of checking in the Pilots and keeping the Bus Stop team on their toes.

The Bus Stop was once again run very efficiently by Ian Malcomson and his daughter Igraine Malcomson-Smith, and later Hayley Prior and Alice Shepherd, who checked the numbers and filled in the Young Aviator Certificates.



The BMAA (British Microlight Aircraft Association) provided their excellent Flight Simulator, housed in a purpose made trailer and manned by their new CEO Owain Johns, and then very ably assisted by Tor and his Mum Fi, and they seemed to be busy all day long, with the queue remaining 10 deep for most of the day.

Finally we had 5x aircraft in static, where youngsters and adults could “meet the pilot” and do Cockpit Visits.

Stewart Luck flew in his lovely Bolkow 208C G-ATTR and spend the morning in static with a **YES** (Youth & Education Support) banner, showing their new independence, having left the LAA as a Strut organisation earlier in 2025.

We wish them the very best of luck as they continue to promote Youth Aviation in all its forms. Thanks Stewart.



Sean Rose flew in his “Green Machine” RANS S6 Coyote II, G-CCZN, and he was delighted chatting to folks young and old, and explaining his amazing story as a disabled flyer, a true inspiration and someone who has overcome tremendous adversity, to fly and live his life to the full. Full respect and a true gent. Thank You Sean. Kevin Bradley had his Skyraider in static as well and again was busy showing off the aircraft he flew youngsters in last year. Thanks Kevin.



The BMAA borrowed locally based G-BYIS a Cyclone Airports Pegasus Quantum 15 weight-shift microlight, and this proved a popular exhibit, as it was beside the constantly busy BMAA Flight Simulator.



Last but not least we were absolutely thrilled to welcome our very own “Flying Doctor” Dr Amina Waheed, who flew in a Cessna FRA150L Aerobat, G-BCFR, and made a big impression representing not just women in aviation but also the British Women Pilots Association. As stated above a drawing of her aircraft has been passed to me to forward to Amina, and that will be winging its way to her shortly. Great to see Amina, and thanks a million for attending.

So as you can see many organisations took part in Young Aviators this year, and it was great to see all the interest generated for the youngsters and adults alike taking part, as every year we hear of youngsters going on to become pilots of all types, ATC, or join the Air Scouts, or RAFAC, or even trying and succeeding in joining the airlines or British Forces (RAF, RN, Marines, Army) based on their attendance at a Young Aviator event.

To date, in 19x annual Young Aviators events since 2006 (all bar 2020 due to Covid), we have now flown 1,569x youngsters (421x non-Scouts, 1,136x Scouts and 12x ATC) as well as 222x Adults, on a total of 1,373x flights with 227x aircraft flown by 242x pilots.

Plans are now being drawn up for the 20th Annual Young Aviators event, which has been scheduled for Saturday 12th September 2026 at Deenethorpe Aerodrome. See you all there!! Onwards and upwards.

Andre Faehndrich (The Plane Guy) www.theplaneGuy.com

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>

YES

Whilst the LAA (Light Aircraft Association) is no longer an RAeC member organisation the **Youth & Education Support**, their **Youth Education** works together with leading industry companies, local education authorities, schools and universities and many others to educate, encourage and inspire young people to take part in all sorts of activities connected with aviation, through:-

- Aircraft building projects (**YES** 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.

For more information about **YES** <https://yesflyers.org.uk/>

Join **YES** its free and become part of a bigger team making the difference. www.yesflyers.org.uk

My thanks to **Stewart Luck**, Chair of **YES** for the following report:

YOUTH & EDUCATION SUPPORT (**YES**) RECENT EVENTS

Through the summer it seemed that **YES** had dropped into a rut like lots of people and it was difficult to get things sorted. Thanks to a dynamic volunteer we have a new acting chairman who has focused our efforts and things are looking up again.

The 2026 programme of events is being planned and crewed so look out for more of **YES** at more events in 2026.

The initiative to fly 2025 young people in 2025 has not had the uptake that it did in 2024. It's probably a combination of the cost of living and that of maintaining our planes that has hit. I find more than a few people have not kept their licenses going or the aircrafts C of A/permit valid. Finding an instructor or an engineer is more difficult. Add in the political and economic climate and could be depressing. That's why we need to get youngsters to the airfields, clubs and airstrips to inject a few feel good days. Working together it can be done so let's go into 2026 with a new mindset.



Talking to Council staff



Hundreds of students came by



As well as restructuring our committee to make things even better **YES** has been involved in two recent events. An Aviation Activity Day held at Audley End airfield and a Schools Careers day held at a nearby Senior School.

The Aviation Activities day was developed out of what we do with Beavers and scouts. It's a series of activities that take place in hangars around the site. Some of it is done on a whiteboard, more lessons are undertaken on work benches and practical stuff about engineering or aviating is done around the planes.



There is nothing posh about the facilities we don't have classrooms but we do have a toilet and a kettle and we brought in "*Ready Meal*" for lunch. There was no age limits we had retired adults alongside primary school students at they got on very well.

The pictures speak for themselves so I will leave you to enjoy them and ponder on what you and your mates could do in your area. Another point to note is that we had help and encouragement from our local council.

The School Careers Day involvement came together after a suggestion that **YES** partner some council employees on a stand.

As it happened, we overflowed to take on a spare stand which made a bigger impact and easier access for students and teachers to learn what we are about. Again, it was nothing fancy but it was a starting point for ideas that have proven useful in the past and will in the future with new people involved.

BRITISH YOUNG PILOTS (BYP)

My thanks to Sam Kidd for this report. BYP is a growing nationwide programme, based out of Membury, with Sky-High ambitions to help young people across the UK discover the thrill and possibility of flight.

At British Young Pilots (BYP), we believe in a simple but powerful idea: we don't have to change the whole world — just their world, one at a time — and that's the guiding principle. Now involved with in excess of 30 schools across the UK, teaching over 500 students, our team is made up of passionate aviation professionals, from PPL and flight instructors all the way up to current and retired commercial and military crews. We're also joined by air traffic controllers, engineers and other industry specialists who believe in one thing; that aviation should be accessible to every child, regardless of background. We work with children aged 11 to 17, most participants are between 13 and 16 years old, a key age when curiosity is high and potential is waiting to be unlocked.



The Easter 2025 **school holiday** saw BYP Aviation in Action when we welcomed 55 young people to our Easter Camp.

An immersive aviation experience full of classroom theory, simulator training, practical hands-on activities, a real exposure to the aviation industry.

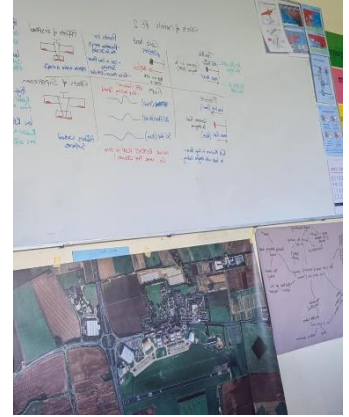
We were proud to offer bursaries to several attendees, ensuring that social or economic barriers didn't stand in the way of a child's chance to experience aviation.

We had a fantastic mix of participants, with a strong showing of girls attending, (though we'd love to see even more) and included those interested in future careers as pilots, engineers and even air traffic controllers — a wonderful reflection of the many pathways into this wonderful industry.

Held at the stunning Pangbourne College, near Reading in Berkshire, BYP camp introduced students to everything from airline operations and flight planning to air traffic control and pre-flight procedures; crew resource management and navigation. A professional Remote Control (RC) pilot ran remote-control aircraft sessions, and we were honoured to host Helen "Elle" Lunnon-Wood, (photo below right) the third-ever female RAF fast jet pilot, for an inspiring talk.



A particular highlight in the week was the arrival of a Chinook helicopter and making a spectacular landing! As we stood watching in awe, little did we realise that while the children were inspired by the aircraft, they were also inspiring those inside it.



Upon returning to base the pilot reached out to ask how they could get involved with British Young Pilots — a powerful reminder that inspiration goes both ways. Each student also had the unforgettable opportunity to fly in a Bell 206 helicopter, capping off what for many was a life-changing week.



Following the success of Easter, we're excited to be expanding our holiday camp programmes nationwide and have confirmed venues booked for summer 2025.

These immersive weeks are designed to build knowledge, boost confidence and leave lasting memories. We know that every student, even those returning to us, will leave with new experiences and expanded horizons.

But also throughout the academic year, BYP delivers a structured aviation curriculum in over 30 partner schools across the UK. Students study topics that increase in depth each term from the science of flight and meteorology to RT, navigation and air law.



Every week includes simulator sessions, and every half term includes a real flight in a C42 microlight, giving students a practical understanding of the theory they've learned.

BYP is designed as a true feeder programme for flying schools across the country. By the time a student is old enough to pursue a formal licence, they already possess a solid foundation of knowledge, practical skills, and — most importantly — a deep love for aviation.

BYP is a growing nationwide initiative that's opening cockpit doors to children who might never have imagined themselves there. Because, while we might not be able to change the whole world, we can change theirs, one at a time and that's what really counts.



Aviators would you like to be part of this exciting organisation? Contact Office@britishyoungpilots.com

BYP are always on the lookout for passionate aviators and instructors who want to share their love of flying and help shape the next generation.

BYP have courses to suit all schedules and are launching **BYP After School Clubs** as well as their **School Flying Clubs** across the country.

Whether you're a current airline pilot, retired military, new PPL/NPPL, an engineer or controller, with a story to tell you have something to give.

While most of us would do it for free, ALL roles are paid in recognition of the time and expertise that make this programme possible.

Or do you know a school that would love to host British Young Pilots and develop a School Flying Club? An After School Club?

More information and details of future BYP courses, their Online Club - bringing aviation to young people wherever they are and their new After School Clubs, can be found on the BYP website www.britishyoungpilots.com and on their Face Book page AeroKids & British Young Pilots <https://www.facebook.com/BYPilots>

UK YOUTH ROCKETRY COMPETITION 2026



Officially launched in September, this is your chance to get a head start in building and launching your rocket. If you have any questions or queries, please pop UK Youth Rocketry Challenge (UKROC) a message via their website <https://www.ukroc.com/>

UKROC offers an exciting and unique opportunity for students aged between 11-18 to further learn about science, technology and maths in an interactive and engaging way.

It is also mandatory that all teams entering UKROC obtain their own BMFA insurance in order to launch rockets at their regional, national and international events.

2026 Registration Deadline – 31 December 2025

The Regional competition dates and UK Finals:

- **25 March 2026 – Scottish regional, Kinross**
- **26 March 2026 – Wales regional, Llanbedr**
- **27 March 2026 – Northern Ireland regional, Antrim**
- **18 April 2026 – South West regional, Chippenham**
- **21 & 22 April 2026 – North regional, York**
- **27, 28 & 29 April – South East regional, Essex**
- **26 June 2026 – UK National Final, Buckminster**
- **23 & 24 July 2026 – International Final at Farnborough International Airshow**

THE TECHI STUFF: **Rockets** must not exceed 650 grams gross weight at liftoff. The overall length of the rocket must be no less than 650 mm (25.6 inches) as measured from the lowest to the highest points of the airframe structure (including fins) in launch configuration. They must use body tubes of two different diameters in their external structure, the upper one of which must have sufficient inside diameter to hold an egg of up to 60mm length sideways and the lower one of which must be no greater than 57 mm in outer diameter (T-70 tubing). Each of these body tubes must be no less than 150 mm (6 inches) long. The rocket must separate into two non-connected parts for recovery, with one piece containing eggs and altimeter (this component will be timed) and the other containing the rocket motor. Each piece must recover safely by parachute. Rockets flown at the Finals will be required to have a painted surface, 3D printed items may be self-coloured or painted. Non-compliant rockets will incur a 5-point flight score penalty on their first flight at the National Finals. Rockets may not be commercially-made kits designed to carry egg payloads with the only modification being the addition of an altimeter compartment. They must have only one stage ie the motor(s) must ignite at take-off.

Rocket Motors: The allowable motors can be found in this list <https://www.ukroc.com/wp-content/uploads/2023/09/UKROC-Approved-Motor-List-2023-2024-Revised.pdf>



Payload: Rockets must contain and completely enclose **two raw hen's eggs** of 57 to 63 grams mass and a length of up to 60 mm. These eggs must be oriented “sideways” for flight, i.e. with the long axis of the eggs perpendicular to the long axis of the rocket. The eggs must both return from the flight without any cracks or other external damage. The eggs will be issued to the teams by event officials during the Regional Qualifying events and National Finals.

QUALIFICATION PROCESS: Teams will be required to qualify at designated Regional Finals in March with the top scoring team from each Regional Final getting a place at the National Final. The remaining places (up to 20 in total) will be allocated based on scores at the Regional Finals.

THE NATIONAL FINALS: The final placings will be determined from the combined scores from a team's first scoring flight and team presentation, with the top three final places ranked on the basis of a fly off between the top three scoring teams. The ranking will be calculated using the 2nd flight score only. Ties will result in pooling and even splitting of the prizes for the affected place(s). If there is a tie for one of the top three places, the teams involved in the tie will be required to make another flight to determine final places. ADS reserve the right to make all last and final contest determinations.

PRESENTATION AND LOG BOOK: At the National Final each team must give a presentation of 10 minutes. Whilst logbooks are not a requirement at the National Final they are an essential requirement at the International Final, so teams are encouraged to compile a logbook to support their presentations although this is optional and not a requirement. The presentation must not use PowerPoint or other software.

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.

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.



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>

RAeS YOUNG PERSONS NETWORK

Young people account for approximately one third of RAeS members and the Young Persons Network brings together all these individuals to actively engage with one another and participate in Society activities.

AeroTube: Get creative and enter the RAeS video competition challenging you to show off your creative skills and share your knowledge... The RAeS Next Generation Board is inviting you to produce an informative video on something aerospace or aviation related. It could be anything; a topic they were particularly passionate about, a project from university or work, trying to explain the principles of aerodynamics to novices, something they have built, findings from research, a look at new technologies– whatever lifts the wings! **Entries close 5 September 2025**

There are three categories of awards: Individual aged 18 or above; Individual aged 16 – 17 and the Team award

Video Requirements. Content: Be informative. Anything related to aerospace or aviation. **Video style:** All up to you, use what resources you have available to you. E.g. you can simply record your over slides, film yourself talking to camera, or a mix. Videos should be between 6–10 minutes in length. Non-English language content must be captioned in English.

Subject relevance and interest: to the wider aerospace and aviation community

Presentation of case: the point being made, and how well it is made

Subject knowledge and understanding and Standard of visual presentation

Eligibility: The competition is open to all. You do not have to be a member of the Royal Aeronautical Society to enter. Both individuals and team projects are welcome. The target audience for the competition are: Students, Apprentices, people in their early stages of career. Applicants are required to provide the age of contributors who are under 18.

For further information: <https://www.aerosociety.com/get-involved/young-persons-network/aerotube-2025/>

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.