



Autumn 2022



**THE ROYAL AERO CLUB OF THE UNITED KINGDOM**

The Coordinating Body of British Airsport Organisations



<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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**ADDITIONAL SECTIONS AVAILABLE ON THE RAeC WEBSITE** <http://royalaeroclub.co.uk/news.php>

**British Aerobatics Association**  
**British Ballooning & Airship Club**  
**British Gliding Association**  
**British Hang Gliding & Paragliding Association**  
**British Microlight Aircraft Association**  
**British Model Flying Association**  
**British Skydiving**  
**Flying for Disabled People**  
**Formula Air Racing Association**  
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**Records Racing and Rally Association (3Rs)**  
**Some UK Regulatory Matters**  
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**RAF Museums**  
**Vintage Aircraft Club**  
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<http://royalaeroclub.co.uk>



David Monks RAeC Chairman

I am sure you will all stand with me in the sorrow felt by our nation at the passing of our late Monarch and Patron, Her Majesty Queen Elizabeth II.



Her Majesty has been our constant in all of our lives in this country during the many years of her reign.

She led by example in her unstinting service and loyalty here in The United Kingdom and across the Commonwealth. Her reign and her service to our nation are never to be equaled.

May she rest in peace, God save The King.

I hope everyone had a good summer and plenty of opportunities to enjoy the skies.

I was fortunate to be invited to the 11th FAI Women's World Gliding Championship that took place in Husbands Bosworth in August of this year. My thanks go to Liz Sparrow, Championship Director, who took time out of her busy schedule to explain the competition to me and share her future plans to address the gender balance in aviation. The event was hugely successful with 43 pilots taking part representing 11 nations. The interesting facts Liz released after the event included a total of 83,530 kms flown during the event (more than twice round the equator), the social media stats showed 65,00 hits & Instagram at over 110,00 and the entire event was run by volunteers. Liz ran an excellent event and certainly showcased women's gliding.

As I write the FAI World Parachuting Championships are taking place in Arizona. The event includes several championships within it including the 25th FAI World Formation Sky Diving Championship in 4-way female. Spoiler alert – I am delighted to hear the British ladies of the NFTO Skydiving Team have won a gold medal in the event. This is tremendous achievement for them and I'm sure you will all join me in sending our sincere congratulations to the team - Anna, Vana, Sian, Catherine, Julia and Simon. The amount of effort and training required for a world event is no mean feat and I'm sure the ladies will be delighted with their results.

It will soon be time to commence nominations for the Royal Aero Club Awards for 2022. The nomination forms are due to go live at the end of the month with a deadline of 16<sup>th</sup> December. Each year we receive many varied nominations and it is always interesting to hear of the many feats and efforts that are rewarded each year.

Everyone was saddened by the sudden passing of our Patron, Queen Elizabeth II and it is the Council's intention to write to Buckingham Palace to seek the Royal patronage of King Charles III.

*David Monks*

Chairman, The Royal Aero Club of the United Kingdom



[jude@royalaeroclub.uk](mailto:jude@royalaeroclub.uk)

## FROM YOUR EDITOR



As we enter the start of the Carolean era I echo the words of our Chairman, David Monks, of our sad loss of our our Queen and Patron, Queen Elizabeth II, the only Monarch I had known up until her passing in my lifetime. I echo too the words of our Majesty King Charles III “Queen Elizabeth was a life well lived; a promise with destiny kept and she is mourned most deeply in her passing” and add “a role model of dedication to inspire to”. God Save Our King.

The CAA has published information re its Carbon Monoxide monitor detection trials. Well worth a read now that aircraft heaters are starting to be used. A couple of interesting tales can be found in the RAeC News & Information section of this issue.

Having just had a change of Prime Minister and the resulting changes to the Department of Transport installing Anne-Marie Trevelyan as its Secretary of State and Baroness Vere taking up the mantle of Aviation Minister once again we are like to have a new set of incumbents before you read this issue.

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

If you are not being emailed the mini version of the RAeC Newsletters forwarded to your AirSport association by the RAeC General Secretary please ask your Air Sports Association secretary to do so. Where I have used/obtained information from websites and other sources, including social media 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 Autumn 2022 issue and to Andy Amor for permission to use his photo.

Wishing you all safe and wonderful flying for the rest of this year and wishing you all Season's Greetings.

*Jade Wordsworth*

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



<http://royalaeroclub.co.uk>

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

## **RAeC NEWS**

Our very own RAeC Council Member and Vice-Chair of the RAeC Medals & Awards Committee, Mike Pearson, has been appointed General Aviation Advocate to represent the needs and ambitions of the general aviation (GA) sector by The Department for Transport.

Mike Pearson, a seasoned GA professional, has been recruited by the department to support the GA industry and provide advice to ministers.



The GA Advocate role was created in 2017 and serves to represent and raise the profile of GA.

Not only is Mike Vice Chair of the RAeC Medals and Awards committee and a long standing member of the Royal Aero Club he is Airfield Manager at Popham Airfield, has served as a Chair of the Airfield Operators Group (AOG); served as a Chairman of the Blackbushe Airport Consultative Committee; served as the Director of Enterprise for Southwark College and Chairman for many years of the 3R's.



The then Aviation Minister, Robert Courts, said of Mike “[he] is a longstanding role model in aviation and an ideal advocate for the general aviation sector. His career shows not only his excellent suitability for the role, but also how exciting the sector is, and I take great pleasure in welcoming him”.

We wish him all the best and success in looking out for us and our GA interests.

## **RAeC ON FACEBOOK**

If you aren't already following, and liked, our RAeC FaceBook page checkout <https://www.facebook.com/1129595953719600/posts/2985832231429287?sfns=mo>

## NOMINATIONS FOR RAeC MEDALS AND AWARDS 2022

The Royal Aero Club invites nominations to be considered for the Royal Aero Club 2022 Awards, The provisional arrangements are that the Awards will be presented in May 2023. Nominations, this year to be submitted online, by **Friday 16<sup>th</sup> December 2022**. Please note that late entries will not be accepted, and that all submissions must be clearly set out in a proper manner, ideally using the online nomination form which you can find here: <https://raec.bmfa.uk/> Citations should be limited to the standard form but supporting information will be considered if necessary. Contact details for all nominees must be included.

***The Royal Aero Club Chairman's Award:*** A trophy introduced in 2021, sponsored by our current Chairman (David Monks). The awarding of the trophy will be at the Chairman's discretion.

***The Salomons Trophy:*** Established in 1988 and awarded annually for an outstanding performance by a British aviator in a flying apparatus or device designed and built in the United Kingdom.

***The Breguet Trophy:*** Presented by Sir John Fairey, MBE. 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. Established in 1988 and 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. Ceased after 2009.

***The President's Breitling Trophy:*** Established in 2010 and 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 Cowburn & Kay - Old & Bold Trophy:*** Established in 1997 and awarded annually to a person aged 65 or over who flies or who has only ceased flying in the previous year, and who has been conspicuously involved in aviation and sport aviation in particular, for their work, initiative, devotion or in other ways.

***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.

***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 Britannia Trophy:*** Presented in 1913 by Horatio Barber, for the British aviator or aviators accomplishing the most meritorious performance in aviation during the preceding year.

***The Prince of Wales Cup:*** Presented in 1976 by the President, HRH The Prince of Wales, for annual award for the most meritorious performance, feat or event by a team or group during the preceding year.

***The Gold Medal of the Royal Aero Club:*** First awarded in 1908, the gold, silver and bronze medals are awarded annually for outstanding achievement in aviation.

***The Silver Medal of the Royal Aero Club:*** First awarded in 1908, the gold, silver and bronze medals are awarded annually for outstanding achievement in aviation.

***The Royal Aero Club Diploma:*** Established in 1984 and awarded to those who have served the Royal Aero Club, Sporting Aviation or Aviation in general by their meritorious endeavours.

***Companion of the Royal Aero Club:*** Established in 1996 and awarded for significant contributions to the activities of the Royal Aero Club.

***Certificate of Merit of the Royal Aero Club:*** Established in 1985 and awarded to those who, while not eligible for a major Royal Aero Club Award, have served the cause of Aviation in general, or Sporting Aviation in particular, by their work, devotion or initiative.

**Certificate of Appreciation of the RAeC:** Established in 1998 and awarded in recognition of the vital help provided to British air sport by those who support the RAeC or its member organisations by means of sponsorship or the provision of facilities for national teams or otherwise.

**Ann Welch Memorial Award:** Established in 2005. It acknowledges people making a major contribution to flying instruction benefitting the BGA, BMAA, and BHPA.

**FAI ANNUAL AWARDS – GENERAL** Citations for FAI awards should comply with FAI By-Laws, which specify a **maximum of 250 words**.

**THE FAI GOLD AIR MEDAL:** The Gold Air Medal is the highest award of the Federation and is reserved for those who have contributed greatly to the development of aeronautics by their activities, work, achievements, initiative or devotion to the cause of aviation. Any RAeC nomination will be considered by the FAI Council who make the final decision.

**THE FAI SILVER MEDAL:** The Silver Medal is reserved for persons who have occupied high office in FAI or in an aeronautical organisation in one of its member countries, and in the discharge of their duties have shown exceptional powers of leadership and influence, to the benefit of the whole international air sport community. Only one silver medal may be awarded annually.

**THE F.A.I. HONORARY GROUP DIPLOMA (for AERONAUTICS OR ASTRONAUTICS):** This Diploma was created to reward groups of people, design bureaux, aero clubs, scientific institutes, etc. which have made a great contribution to the progress of aviation or astronautics during the previous year or years. A maximum of two diplomas (one for astronautics and one for aeronautics) will be awarded to each country by the FAI.

**THE DIPLOMA FOR OUTSTANDING AIRMANSHIP:** This diploma is awarded to a person or group for a feat of outstanding airmanship in sub-orbital flight during one of the previous two years, which resulted in the saving of life of others, or was carried out with that objective. Pilots or crews of aircraft engaged on routine search and rescue missions are not eligible.

**THE PAUL TISSANDIER DIPLOMA OF THE F.A.I.:** Awards by the Fédération Aéronautique Internationale for those who, while not eligible for one of the FAI's major awards, have served the cause of aviation in general, and sporting and private aviation in particular by their work, initiative or devotion. Having three votes in the Council of the FAI, the U.K. is entitled to nominate three people for the award each year.

**THE SABIHA GÖKÇEN MEDAL:** Awarded to women performing the most outstanding achievements in any air sport

**THE FAI AIRSPORT MEDAL:** Awarded to individuals or groups for outstanding services in connection with airport activities. It could, for example, be thought appropriate for team sponsors. Anyone can make nominations for this award, but if approved by the RAeC and the FAI, the nominator must pay the FAI for the medal/s.

**THE LOUIS BLERIOT MEDAL:** This Medal was established in 1936 in memory of Louis Bleriot, the Great Aviation pioneer and former Vice-President of the FAI. Three Medals may be awarded each year to the respective holders of the highest records for speed, altitude and distance in a straight line established in the previous year by light aircraft of the first three sub-classes, as defined in Section 2 of the Sporting Code.



The FAI Women's World Gliding Championships took place on 13-27 August 2022 at the Gliding Centre, Husbands Bosworth Airfield, Leicestershire.

**See the BGA section in this Newsletter** for a report and photos and a super report by Team GB manager Jeremy Pack.

## **SPORTING LICENCES 2022/23**

### **WORLD RECORD AND INTERNATIONAL COMPETITIONS**

We recommend that your application to your air sport association is done at least four weeks before the event in which you wish to take part **AND** that you check the FAI Database to make sure your details are registered, and registered correctly. <http://old.fai.org/about-fai/fai-sporting-licences>

To check your own licence, please enter the e-mail address stored in the sporting licence to the following field and press Submit. If you do not know what e-mail address is stored in the database, please contact your NAC. List of NACs can be found at: [http://www.fai.org/members#active\\_members](http://www.fai.org/members#active_members)

### **YES**

**YES**, the LAA's Youth Education and Support, are now looking for a donor to give us or sell us cheap a Primary Glider which we could renovate and put on a tripod to teach youngsters how to fly. We see this activity undertaken at Old Warden and our members in N.I. are particularly keen on making this project happen.

Contact Stewart Luck if you can assist. [captainluck@hotmail.com](mailto:captainluck@hotmail.com)

### **THE GAAC**

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

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

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

### **FLYING IN CLOUD**

A recent Air Accidents Investigation Branch (AAIB) investigation has highlighted the importance of being properly qualified to fly in cloud. A new CAA podcast and animation covers the safety guidance and resources that pilots should be aware of. <https://caa-safety-files.captivate.fm/>

### **BRITISH AIRFIELD NEWS**

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

# OTHER NEWS & INFORMATION

## RAF MUSEUM APPRENTICESHIPS

As well as the RAeCT offering bursaries and other organisations offering flying scholarships the RAF Museum offers apprenticeships. The RAF Museum apprentice scheme, launched in 2005 at the Michael Beetham Conservation Centre (MBCC), to preserve heritage aviation skills, the scheme ensures that apprentices are trained in subjects such as Heritage Aircraft Conservation & Restoration, Aircraft Carpentry and Welding & Fabrication. Since then, the scheme and its participants have gone from strength to strength, with local and national recognition and awards and the MBCC is now listed as one of the country's Top 100 Apprentice Employers in the UK.

The Michael Beetham Conservation Centre, located at RAF Museum Cosford and is responsible for aircraft and large 3-D artefacts in the Museum and those on loan. A world center of excellence, its primary function includes care, conservation, and restoration of the National Collection along with the movement or suspension of aircraft or large exhibits. Current projects include long term restoration of the Wellington, the Hampden, and the Dornier.

Apprentices are nominated through City of Wolverhampton College, our external education provider, where our Apprentices complete an Advanced Level in Engineering Manufacture (Fabrication and Welding) complimented by a level 3 NVQ and BTEC level 3 in Manufacturing Engineering.

## NOT QUITE SURE WHERE YOU ARE?

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

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

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

## NEW AVIATION MINISTER & SECRETARY FOR TRANSPORT

Having just had a change of Prime Minister and the resulting changes to the Department of Transport installing Anne-Marie Trevelyan as its Secretary of State and Baroness Vere taking up the mantle of Aviation Minister once again we are like to have a new set of incumbents

## 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>

## VFR CHARTS

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

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



<https://generalaviationappg.uk>

## EDUCATE YOUR MP

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

## CAA CEO STEPPING DOWN SPRING 2023

The UK Civil Aviation Authority has announced that Richard Moriarty, its Chief Executive Officer, is to step down from the role in Spring 2023. Richard has worked for the organisation for more than ten years, in senior roles including Director of Competition and Economic Regulation, Director of Consumers and Markets, Deputy Chief Executive and latterly as Chief Executive for the last five years.

Sir Stephen Hillier, Chair of the Civil Aviation Authority, says: “We will shortly begin the process of identifying Richard’s successor, whilst ensuring that we maintain continuity in the delivery of the Civil Aviation Authority’s vital role throughout the transition period and beyond.”

## GASCo FLIGHT 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](mailto: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](mailto:penny@gasco.org.uk) giving us the details.

## UK CAA - THE COMMUNITY IN SPOTLIGHT INITIATIVE

The Community in Spotlight initiative is led by the CAA GA & RPAS Unit to provide an opportunity for General Aviation Partnership (GAP) members to talk about their community and membership organisation. This work forms part of the regular General Aviation Partnership (GAP) meetings and is used to highlight particular communities to share and highlight what is happening in their community. Each area is unique so the GAP and CAA are keen to hear about demographics, how the community might be changing, where they see themselves in 5 years' time and recent successes and challenges.

These community presentations are combined with an on-site visit by the General Aviation (GA) team to get to know members of the community and membership organisation and to talk about any current successes and challenges.

General Aviation is a diverse and varied sector made up of multiple different communities. The successes and challenges for one community - such as the sailplane community - may be vastly different from others such as those operating powered aircraft training organisations.

## 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**

Download a pocket-sized guide: [https://www.bmaa.org/files/Pegasus\\_Card- wallet\\_size.pdf](https://www.bmaa.org/files/Pegasus_Card- wallet_size.pdf)

## GAA Alliance Situation Report October 2022 - Summary

**My thanks to Roger Hopkinson** for his report

Government changes have and continue to dominate the latter part of this quarter with changes to key ministerial positions that oversee our interests and associated uncertainty within DfT until things settle. Grant Shapps leaving

Transport and appointed Home Secretary. Robert Courts is no longer Aviation Minister. Undoubtedly the previous support at ministerial level, the highest any of us have seen ever, will decline. The question is: to what extent?

[Robert Courts said he was sad to be leaving the post as he returned to the backbenches last September and was replaced by Paul Maynard, MP for Blackpool North and Cleveleys, back for another stint in Transport and Aviation. His position may well be short lived! Ed.]

An immediate specific effect of the above is that the Airspace 4 All Trust hitherto funded by DfT grant is likely to, as a minimum, be “paused”. This when we had just arrived at the point of maturing an “Airspace Change Cell” and some associated support projects. Incredibly frustrating to the Trust team who made significant voluntary effort over a year to get it in place, and to our prime contractor ASL. Any delay will significantly affect our ability to respond to the AMS implementation programme. Meanwhile one assumes the ACOG £5M government funding will likely continue; the irony being that the Trust with full and well-coordinated responses would ensure a better cost-effective use of those funds within the total ACP process!

With Sophie O’Sullivan on maternity leave until early 2023 the **CAA GA and RPAS units are managed by Mike MacDonald with Kevin Woolsey as co-head of GARPAS Unit**. Progress is slow and “halting”. Virtually all GAA sectors are reporting lack of progress with some seeing a tendency towards increased safety standards and associated costs. Specifically, there seems to be **little recognition of CAP 1886 UK Approach to Recreational General Aviation Safety** (an Independent Review), a conclusion being that the current safety level of recreational GA is acceptable viewed in terms of its unavoidably greater risk than commercial aviation. It is also thought that whilst CAA has developed **performance-based oversight** (PBO) that **performance base regulation** (PBR) has withered. Both these where we understand approved by the CAA board. This situation is specifically seen by LAA and BMAA as CAA develop revised/updated authorisations with a specific failure to fully enable the 600Kg category in UK. A further related concern is that sector understanding and drive to progress the extant GA programme has withered.

Recently announced is **a review of the Civil Aviation Authority (CAA)** in order to “strengthen the regulator for the future”. This will be led by Jeremy Newman, an independent panel member at the UK’s Competition and Markets Authority, and it will run until spring 2023. **The remit states** that the review includes everything from ensuring the highest standards of aviation safety and security, to the efficient use of airspace, space operations and protecting consumer rights, the Civil Aviation Authority is vital to the UK’s position as a world leader in aviation and aerospace. Good to note it includes efficiency and effectiveness in delivering its services and the CAA’s relationship with the Department for Transport and how they work together. The previous review was in 2006.

The Finance Advisory Committee (FAC) **discussions and consultation on the CAA funding model** continues. As report previously there is a strong focus on “user pays” in this programme underwritten by ministerial letters to CAA and backing the treasury stance/policy on this – so much for being an “independent regulator”! We have asked DfT to review the position on this and advise, particularly in respect of breadth of interpretation. Changing policy may be rather more difficult; perhaps a task for APPG?

**Airspace matters:** Concerns have been expressed that with ACPs now being revitalised some may be approved which might conflict with developing AMS strategy & policies. ACOG is aware of this: Mark Swan commented on the issue at NATMAC combining it with the task they have to optimise changes with geographically close airports. In the GA context Tony Rapson is now joined ACOG to ensure, safeguard and coordinate the GA interest. GAA has also highlighted our concerns to CAA. Hopefully, on this issue, we can be comforted by the implementation timetable for the AMS strategy.

**ACP process (CAP 1616)** review programme is targeting first quarter 2023 and with transition arrangements implementation that year. The extent of change is pending current work! Meanwhile we understand more ACPs are likely to be rejected on the “inadequate engagement & options” ticket. Edinburgh has been mentioned.

**Airspace reclassification project** “grinds on” with final report on Cotswold ASR (Altimeter Setting Region) published in July. Focus now on Barnsley ANSR specifically including the Manchester Corridor. Results would be

helpful! Inside Barnsley ASR we expect the closure of Doncaster and whilst the Airspace might remain for a while its classification can be reduced to class G by NOTAM.

**Electronic Conspicuity** continues to be a vital subject without conclusion. AMS chose to be “agnostic” on the subject save concepts such as “Obstruction beacons”. The most recent “activity” is DfT tasking CAA to “develop minimum technical standards”. They engaged a company called EGIS: we have sight of their proposals, but only as presentation, which have been delivered to DfT. Engagement has been limited. GAA subject matter experts regard the report as presented as flawed on various aspects: notably on practical device performance, and use of unqualified ranking methodology to establish “best options”. A **GAA position paper on this has been sent to DfT and CAA** and issue raised at highest levels. GAA of course supports and recognises the application of EC in ensuring safe airspace operations and effective air traffic operations as stated in our position statement (Sept 2018). This is supporting non-mandated developments and asking for parties to work to and ensure progress - looks like we are still waiting for the basic coordination work to be done!

## SEARCH BEGINS FOR UK ROC 2023 CHAMPIONS



Do you know young people aged 11 - 18 who...

- Have a strong interest in design, maths, science, technology and engineering
- Thrive with team problem solving
- Would relish the opportunity to network with business and industry aviation leaders?

If so then the **UK YOUTH ROCKETRY CHALLENGE** is for them.

Supported by



REGISTRATION CLOSES  
**24 FEBRUARY 2023**  
[www.ukroc.com](http://www.ukroc.com)

Contact the UK Rocketry team today to register

[ukroc@adsgroup.org.uk](mailto:ukroc@adsgroup.org.uk)  
**+44 (0) 207 091 7800**

Aspiring astronauts, STEM enthusiasts, rocket scientists and engineers from across the UK are encouraged to take part in the UK’s largest youth rocketry competition. Registration for **UK ROC 2023** is officially open, and teams of 11-18-year-olds are encouraged to register ahead of the **24 February 2023 deadline**.

**UK ROC** involves the design, build, and launch of a model rocket with the payload of one raw egg representing the astronauts.

ADS, the UK trade organisation representing the aerospace, defence, security and space sectors is encouraging 11-18-year-olds from any school, college, or educational facility to register for next year’s competition.

**UK ROC** is a national competition for young people aged 11-18 from any secondary school, college, educational facility, or youth group to design, build and launch a model rocket. Registrations for the UK’s largest youth rocketry competition officially close on the 24 February 2023.

**See the YOUTH OPPORTUNITIES AND ACTIVITIES section in this Newsletter** for more information and how to enter.

## CARBON MONOXIDE IN GENERAL AVIATION - PREVENTION AND PROTECTION STRATEGIES

Many light aircraft heaters utilising air flowing over the exhaust manifold to provide cabin warmth, fumes escaping through manifold cracks and seals is one of the main sources of such poisoning.

**Carbon monoxide (CO) is odourless and tasteless.** It is produced by incomplete combustion of fuel and when breathed it enters the bloodstream and mixes with haemoglobin (the part of red blood cells that carry oxygen around your body) to form carboxyhaemoglobin. When this happens, the blood loses its ability to carry oxygen, causing cells to fail and die, effectively producing the effects of hypoxia — mainly a headache, drowsiness, or dizziness. Other symptoms can include impaired vision, feeling and being sick, tiredness and confusion, stomach pain, shortness of breath and difficulty breathing, and recovery can take up to 24 hours.

**The immediate remedial action** is to shut off the heater, open the air vents and, if necessary, land. If the symptoms are severe, or continue after landing, it's best to seek medical treatment.

**Ensuring thorough checks are made** when the aircraft is in for maintenance and carrying an active carbon monoxide detector will help mitigate the risks of carbon monoxide poisoning. **Carrying an active carbon monoxide detector in the cockpit** can provide an effective early alert to the risk of carbon monoxide being present due to their 'attention getting' functionality. These provide audible alarms and/or digital readouts and cost anything from a few tens of pounds to several hundreds, all of which should, if properly set up effectively mitigate the risk.

**Results of the CAA's CO monitor detection trials** are available here <https://www.caa.co.uk/general-aviation/safety-topics/carbon-monoxide-in-general-aviation/> For any questions or queries on the trial or the work of the CAA on this topic contact [CODE@caa.co.uk](mailto:CODE@caa.co.uk)

### SOME EV-91 GA PILOTS EXPERIENCES OF CO

**Pilot 1:** Bue Helleskov from Denmark: In our little airplane we have replaced the old passive CO detector, you know the one that changes color, with an electronic one that gives sound and light alarm. Suddenly it started, over the sea, where the plane had to climb to gain glide distance to land on our trip from Sweden to Denmark. I opened all the ventilation, and closed the heat, without much result.

The CO level rose steadily until the display read 42ppm. How much does it take before it's acutely dangerous... I couldn't remember that. Fortunately, it dropped a little as the plane stopped climbing. And came below alarm level when I decent, which of course also minimizes the engine revolutions. The problem was two (?) defective compensator pipes, the type that go from the engine to the muffler. They had become leaky.



Furthermore, it turned out that the muffler had become so weak that it cracked when the tubes had to be changed. So it turned into a major repair. I can't help but think that if the muffler had cracked in the air, the level of CO would presumably have been much higher.

The plane's firewall, the one between the engine compartment and the cabin, was satisfactorily tight. - Now my little tiny airplane is all alone in a big remote hangar [waiting for the parts and repair Ed.].

**Pilot 2's experience:** "simply had one of the undercarriage leg coverings come unstuck. On the ground whilst warming up my CO monitor got up to 200"

**Pilot 3:** "as the exhaust pipe is in line with the leg strut cover a very high level of CO can get into the cockpit especially at higher angles of attack. Ever since I always check the covers on pre-flight inspection".

## WATERBIRD

My thanks to Anne Hughes for this interesting article on the Waterbird.

A rough winding track through the woods on the west of Lake Windermere leads to the shore where, in September, a temporary hangar was home to the 1911 Waterbird replica. The Waterbird is a 35ft wood, fabric and bamboo reconstruction of the UK's first successful flying floatplane. The team from The Lakes Flying Company Ltd, who were responsible for the construction of the aircraft, along with members of the press, were there to watch as Pete Kynsey climbed up to the pilot's seat for the first public flight.



Winding the clock back to those early flights on Windermere, we see the Royal Aero Club was in conversation with the designer and builder, Captain Edward Wakefield. (Photo: Anne Hughes)

There was a certain amount of consternation around the lake, and in particular from Miss Beatrix Potter, about the noise of aircraft that might use the lake.

On 8 January 1912, Wakefield wrote to the Royal Aero Club requesting the RAeC to use its influence to prevent any Order under the Aerial Navigation Act 1911 prohibiting flights over Windermere. The RAeC resolved to send a copy to the Secretary of State expressing the hope that no Order would be made.

Bearing in mind that flying from water was a new concept in those early days of aviation, new considerations had to be taken into account.

Wakefield was proactive as to Aviators' Certificates, writing to the Royal Aero Club and accompanying the Club's delegates to a Conference at Paris on 28 January 1913, when the rules were drawn up by the Fédération Aéronautique Internationale for Hydro-aeroplane Certificates.



On 22<sup>nd</sup> September 2022, and with permit and permissions in place, the replica Waterbird was slowly brought down to the water on a trailer and carefully manoeuvred on to the water. The engine started and the float plane taxied out to the centre of the lake. Crowds of onlookers and the Press were watching from the bank, as were some relations of those early designers and pilot. She made four planned 'hops' and cheers resounded as she took to the air. After a successful flight she returned to the shore to the relief of all and was taken by road back into storage.

(Photo: Mark Wright)

The Lakes Flying Company Ltd and Ian Gee, the director of the company, are now looking for a permanent home for Waterbird on Windermere where she is accessible to the public and can make an occasional, arranged flight across the water.

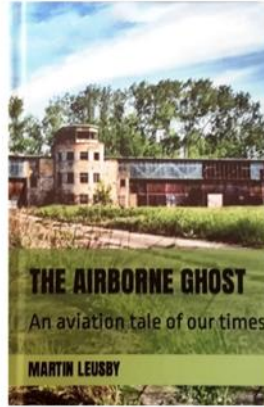
The recipients of the Nationals Transport Trust's **Inaugural Bremont Special Recognition Award 2022** are Ian Gee and the Waterbird Project Team. In recognition of the successful construction and flight of the replica of the 1911 Waterbird seaplane.

## CHRISTMAS STOCKING PRESENTS

GA pilot Martin Leusby flies a C172 which he has owned for more than 34 years and has visited more than 400 airfields, as well as having competed with Team GB in World Rally and Precision Championships. I had the pleasure of competing, along with Martin, as part of Team GB in the WRFC in 2016 at Santa Cruz, Portugal.

His novelette "**The Airborne Ghost**" is a story of General Aviation drug smuggling through Europe set in the immediate post-Covid era and is entertainingly and is a thoroughly good read. Both place names, and indeed many of the characters are real, some of whom may be familiar to many GA aviators.

## LATEST AVIATION BOOKS ON AMAZON!



Post-pandemic aviation crime thriller



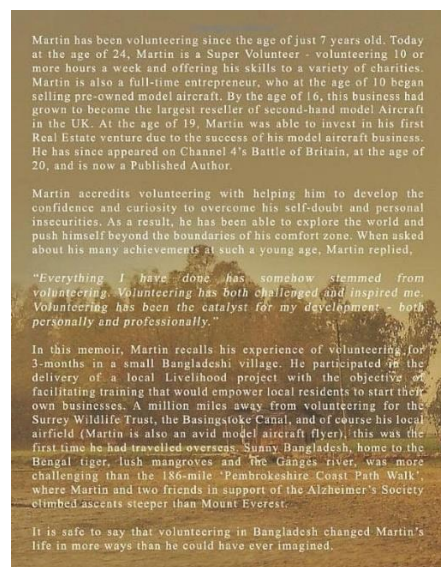
Forty years of aviation adventures

BOTH BOOKS NOW AVAILABLE IN HARDBACK, PAPERBACK AND KINDLE ON AMAZON

His **“Pilots Progress- the highs and lows of a single engine flyer”**, for which I was given strict instructions not to search out my name and to start at the beginning, records his love of aviation. The trials and tribulations, whilst progressing from a novice to an experienced aviator who has flown for his country and who recently became one of the first Community Policing Volunteers (Aviation) – a new role in UK. Pilots Progress features Martin’s strivings to improve both his skills and his trusted aircraft and tells of adventures and fun along the way. They are very enjoyable reads and I look forward to more of his novellas.

Both are available direct from Martin - **“Airborne Ghost”** £5 plus £1.50 postage and **“Pilots Progress”** £7.50 plus £1.50 postage or £12.50 + £2 postage for both books. Contact Martin via [martin@leusby@outlook.com](mailto:martin@leusby@outlook.com)

**Model flyer Martin Thompson** has written a memoir, and at the tender age, a little bit about his upbringing and some of the challenges he has faced.



But through the power of volunteering and his “Geeky” [his words not mine Ed] hobby of model aeroplane flying he was able to learn important life skills that served him well in both personal and business life which he was able to transfer into his ultimate volunteering adventure in Bangladesh.

The book is available from Amazon as either a paperback (£17.99 plus p&p) or kindle Unlimited version (£0)

This book is also available from Martin himself (slightly cheaper) via his FB page <https://www.facebook.com/MT553> with payment by PayPal.

## A DRONE PRESENT?

For those of you who might have a drone as a Christmas present, or even giving one, that is **over 250g** you **MUST** operate under CAP 722 OR, as a member of the BMFA (British Model Flyers Association) you can operate your drone under their "Article 16 Authorisation" issued by the CAA.

**Under 250g** and a fitted camera then you need to register as an Operator with the CAA or within the OPEN category requirements defined in CAP722.

JAN 2022

# Quick Start Guide

to the regulations for drone flying

[www.britishdroneflyers.org](http://www.britishdroneflyers.org)

### THE LAW HAS CHANGED

The regulations for operating unmanned aircraft (drones) changed recently and full details can be found in CAP 722. BMFA members (including those with British Drone Flyers membership) can choose to operate under the Open Category of CAP 722 or the BMFA's 'Article 16 Authorisation' issued by the CAA.

The BMFA 'Authorisation' defines different and more flexible operating requirements for members operating aircraft up to 25Kg. To benefit from the Authorisation, you must familiarise yourself with the requirements.

For full details, please see <https://rcc.bmfa.uk/article-16>.

### LINE OF SIGHT

You must operate your aircraft within visual line of sight (VLOS).

Flying a drone whilst primarily viewing the flight on a device screen is regarded as flying 'First Person View' (FPV).

If flying using FPV, you must have a competent observer next to you who maintains VLOS with your aircraft. Special rules apply to FPV drone racing within a 'sterile area'.

### HOW HIGH CAN I FLY?

The height limit for all multi-rotor drones is 400ft (120m) above the terrain in both CAP 722 and the BMFA's Authorisation.

BMFA members may operate up to 1000ft with FPV aircraft (excluding multi-rotors) which weigh less than 3.5 Kg provided they are manually piloted (not flown using autonomous or automatic flight capability) and flown in accordance with BMFA published guidance.

### FLY SAFELY

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

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

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

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

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

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

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

### REGISTERED & COMPETENT

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

You can register as an Operator through the BMFA.

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

### MANNED AIRCRAFT

You must do everything possible to avoid conflict with any manned aircraft.

It is illegal to fly a drone of any weight within a Flight Restriction Zone (FRZ) around an airport/airfield without permission (see our guidance for details).

To ensure that you are not operating within an FRZ or airspace subject to restrictions, please check the UAS Restrictions Map at <https://nats-uk.ead-it.com/>.

Endangering the safety of a manned aircraft could result in a five-year prison sentence.

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

## YOU ARE RESPONSIBLE

### MINIMUM AGE

There is no minimum age for a remote pilot, but they must have evidence of competency if operating without the supervision of a competent remote pilot.

Under 18's will need someone to act as their Operator and be registered with the CAA.

### ADDITIONAL BENEFITS

Our Authorisation also includes special arrangements for:

- FPV Drone Racing
- Visiting flyers/competitors from overseas

Display flying

For further details, please see the full guidance.

### IF THINGS GO WRONG

The law requires the reporting of certain occurrences:

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

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

### AIRCRAFT LESS THAN 250G

Even if your aircraft is under 250g you still need to register as an Operator if your drone has a camera fitted. Evidence of competency is required to operate within the BMFA's Authorisation.

Alternatively, you may operate within the Open Category requirements - defined in CAP 722 - for aircraft of less than 250g.

## THE BMFA

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

- Insurance - a class leading package including £25 million liability cover and £35K personal accident cover.
- Activities and events for members.
- CAA Operator Registration - made easy as part of our membership process.
- The British Drone Flyers Newsletter emailed out to you 6 times a year and access to download the BMFA NEWS - for details of everything happening in our wider unmanned aircraft community
- Achievement Scheme - dedicated to raising flying standards and safety whilst making learning fun.
- Access to competition - membership provides access to local, national, and international model flying contests.
- Guidance - we publish an extensive range of guidance material to help members have fun, fly safely, and remain within the law.
- Assistance - our experienced staff are there to help, advise and support whenever required.
- Representation - we represent the model/drone flying community at the highest levels nationally and internationally.

*All this and much more for less than 11p a day!*

[www.bmfa.org](http://www.bmfa.org)

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

## AOPA UK STEM AMBASSADOR

Andre Faehndrich has agreed to become one of AOPA UK's STEM Ambassador. AOPA will consider sponsoring AOPA member led STEM aviation activities. Contact [info@aopa.co.uk](mailto:info@aopa.co.uk) for more information.

## NEW CHIRP (CONFIDENTIAL & REPORTING) WEBSITE

A new App (download via App Store or Google Play) and redesigned website <https://chirp.co.uk/> to make reporting as easy as possible <https://chirp.co.uk/aviation/submit-a-report/>

CHIRP looks to improving safety in the air in the UK through their confidential and independent reporting programme and subsequent published reports <https://chirp.co.uk/aviation/reports/>

## GROUND BASED ADS-B OBSTRUCTION BEACON TRIAL

The CAA endorsed uAvionix in a large-scale trial which ended on 31<sup>st</sup> October 2022, to enhance the safety of glider, hang-glider, para-glider and model aircraft pilots, using ground-based ADS-B obstruction beacons operating on 978MHz UAT (Universal Access Transceiver).

The trial sites are based at 13 club sites in the UK and will enable these sites to be visualised when operational on any EFB (Electronic Flight Bag) utilising ADS-B IN device receiving 978MHz UAT (Universal Access Transmitters).

The trial is a collaboration between uAvionix and the BGA, BHPA, BMFA, LMA (Large Model Association) and CAA to test and evaluate the practicalities and performance of deploying and operating a battery powered ADS-B Obstruction Beacon in support of a number of different use cases and to evaluate one aspect of digital Flight Information Service provision as part of the AMS Concept of Operations.

The CAA's Airspace Modernisation Strategy (AMS) outlines a range of new digital flight information services, including FIS-B and TIS-B (Flight Information Service – Broadcast and Traffic Information Service – Broadcast). ADS-B Obstruction Beacons are another element of these digital flight information services. This trial is funded via the CAA's Airspace Modernisation Strategy Support Fund. These beacons are Obstruction Beacons and are not intended to replace electronic conspicuity of individual aircraft where this is desirable or required.

Only pilots within range and in line of sight and have receivers that received 978MHz UAT were alerted in real time to aerial activities to enhance their situational awareness and safety.

Other airspace users and interested parties eg low level military operators, emergency services helicopters and other air systems wholly or partially reliant on detect and avoid to integrate with other airspace users may also benefit.

Each trial location was NOTAM'd with references and an AIS Briefing Sheet giving a basic overview of the trial. <https://nats-uk.ead-it.com/cms-nats/export/sites/default/en/Publications/briefing-sheets/TRIAL-OF-978-MHZ-UAT-ADS-B-OBSTRUCTION-BEACONS-AT-13-GLIDER-HANG-PARAGLIDER-AND-MODEL-FLYING-SITES-1-SEPTEMBER-2022-31-OCTOBER-2022.pdf>

We look forward to reading the results when published. Should you wish to know more <https://uavionix.com/projects/ukobsbeacon/>

### **STOP PRESS:**

Please note that at the request of the CAA ASF Programme Board, the 978MHz UAT Obstruction Beacon Trial has been extended for one month and will now conclude on 30th November 2022.



### **RAeS LIGHT AIRCRAFT DESIGN CONFERENCE – 14TH NOVEMBER 2022**

This is the only national conference on light aircraft design and provides a unique opportunity to meet and discuss the latest developments in light aircraft technology.

This year the topics include: ultra-lightweight structures, design tools on a budget, projects developed under E-Conditions, a highly efficient Light Aircraft Turboprop, a Round-the-World sub 600kg aircraft design – and the annual Design Competition results.

This will be a hybrid event, delegates will be able to participate in-person in London, at 4 Hamilton Place, but will be also streamed and will contain input from abroad. <https://r1.ddlnk.net/4OGU-1FG4L-3HA9WN-18ZPCY-1/c.aspx>

## **CAA PILOT MEDICAL DECLARATION REVIEW**

**Closes 5<sup>th</sup> December:** <https://consultations.caa.co.uk/ga/pilot-medical-declaration-review/>

## **EUROPE AIR SPORTS**

### **LIGHT AT THE END OF A LONG TUNNEL – AVGAS 100 LL AND ITS FUTURE**

For those wishing to keep abreast with **Europe Air Sports** Rudi Schuegraf, EAS senior Vice President, brings news on greener fuel in EAS's latest Newsletter:- <https://www.europe-air-sports.org/wp-content/uploads/2022/10/EAS-Newsletter-Autumn-2022.pdf>

The world piston engine airplane community might have a chance. For decades, individuals, companies, engineers and professional experts worked on developments of an alternative fuel for the General Aviation worldwide fleet of small and powerful engines. In a first for the aviation industry, the FAA has approved supplemental type certificates (STCs) for the use of General Aviation Modifications Inc.'s (GAMI) G100UL 100-octane unleaded avgas in all general aviation piston aircraft. Here is the link to the detailed 26 minute interview of GAMI, which was given to EAS by US AOPA - <https://www.youtube.com/watch?v=zn4IU87CEMo>

### **SIGN UP FOR THE EAS NEWSLETTER!**

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

# THE FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE - THE FAI

<https://fai.org>



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

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

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

The **FAI By-Laws have been updated** by the FAI Executive Board and became applicable on the 19<sup>th</sup> July 2022. You can read the updates on the FAI website: <https://www.fai.org/sites/default/files/documents/2022-07-04-fai-by-laws.pdf>

## FAI POSITION ON THE CONFLICT STILL TAKING PLACE IN UKRAINE

The FAI's fundamental aim regarding the military conflict taking place in Ukraine is to maintain the integrity and support the development of air sports across all nations in line with a set of values that nurture inclusion and transcend national differences. To maintain that aim the FAI Executive Board implemented on 28<sup>th</sup> February 2022 its decision to suspend the FAI members of Russia and Belarus with immediate effect, which still stands and which removes all rights as listed in FAI Statutes 2.4.2.1. In addition to the above measures, the FAI Executive Board will:

- ❖ Engage with FAI Members, FAI Air Sport Commissions and other stakeholders to ensure that the situation is carefully, and regularly monitored and further decisions taken as to current and future measures.
- ❖ Ensure that the organisers of all FAI sanctioned events due to take place in Europe **until April 2023** are consulted with to consider the direct and indirect impact of the conflict in the Ukraine, any mitigation measures that might need to be considered, and what forms of assistance the FAI might be able to provide to maintain the integrity of such events.

## FAI GENERAL CONFERENCE AND AWARDS ANNOUNCEMENT 2022

The **116th FAI General Conference 2022** will take place online between 1-3 November with the annual Awards Announcement on 1 November at 19:00 UTC. UK awards will be detailed in the Winter issue of this Newsletter.

## FAI COMMISSION AWARDS NOMINATIONS

The following awards are in the gift of the FAI's Sporting Commissions; **nominations do not require the approval of the RAeC Medals & Awards Committee, but should be endorsed and submitted by the RAeC General Secretary to be accepted by the FAI.** Deadline dates for receipt of Nominations by the FAI are included below, but please ensure that you submit them to the RAeC General Secretary, David Phipps in good time. Royal Aero Club, Chacksfield House, 31 St Andrew's Road, Leicester, LE2 8RE. Full details of eligibility and criteria are in the By-Laws to the FAI Statutes, to which your association is referred. Please see the FAI By-Laws for further details which you can find at: <https://www.fai.org/documents>.

### Gliding

Nominations to FAI by 7 Jan

Lilienthal Medal  
Pelagia Majewska Medal  
Pirat Gehriger Diploma

### Parachuting

Nominations to FAI by 27 Nov

FAI Gold Parachuting Medal  
Leonardo de Vinci Parachuting Diploma  
Faust Vrancic Medal

**Amateur Built aircraft**  
Nominations to FAI by 12 Feb

Phoenix Diploma & Group Diploma  
Henri Mignet Diploma

**Model Flying**  
Nominations to FAI by 15 Nov

FAI Aeromodelling Gold Medal  
Andrei Tupolev Aeromodelling Diploma  
Andrei Tupolev Aeromodelling Medal  
Alphonse Penaud Aeromodelling Diploma  
Antonov Aeromodelling Diploma  
Frank Ehling Diploma

**Aerobatics**  
Nominations to FAI by 11 Sep

Leon Biancotto Aerobatics Diploma

**Hang Gliding and Paragliding**  
Nominations to FAI by 11 Dec

Pepe Lopes Medal  
FAI Hang Gliding Diploma

**General Aviation**  
Nominations to FAI by 18 Sep

Charles Lindbergh General Aviation Diploma

**Microlights**  
Nominations to FAI by 24 Sep

Colibri Diploma  
Ann Welch Diploma

**Rotorcraft**  
Nominations to FAI by 30 Nov

FAI Gold Rotorcraft Medal

**Balloonng**  
Nominations to FAI by 13 Jan

Santos Dumont Gold Airship Medal  
Montgolfier Ballooning Diploma

**Aviation & Space Education**

Nile Gold Medal  
FAI Young Artists Diploma

**Environmental**  
Nominations to FAI by 31 Dec

The Angelo D'Arrigo Diploma

**Astronautics**  
Nominations to FAI by 31 Jan

FAI Gold Space Medal  
Yuri A. Gagarin Gold Medal  
V.M. Komarov Diploma  
Korolev Diploma  
Odyssey Diploma

## 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>

Through active and ongoing involvement in fund raising and the preparation of grant applications, the Trust prime focus is improving the public accessibility of the Royal Aero Club Collection and increasing the availability of bursaries to help young people improve their flying skills.

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](http://www.royalaeroclubcollection.org)

## **NEWS**

**My thanks to David Bills**, Chairman of Trustees, for his report:-

The Trust's objectives remain unchanged: 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. The Collection is available to historians and others to view and for research and is published on a bespoke website which can be accessed via the link on the Trust website.

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

## **THE COLLECTION, ART AND TROPHIES**

The Trust has acquired, for Public Benefit, a unique collection of 380 photographs and postcards of pioneer aviators of the early 19<sup>th</sup> Century, before the 1st World War, which are currently being digitised before being published on the Collections' website.

The Trust recently met with RAF museum Archivists and Exhibition Display designers to discuss proposed new exhibit areas based on a chronological theme depicting the development of the RAF.

It has been agreed that Trust memorabilia will be loaned to the Museum to enhance the proposed exhibit areas. In particular, the new "Inter-War Years" displays. The offer, by the Trust, is in keeping with a major Trust charitable objective to continue to ensure that it provides the public with access to its unique aviation memorabilia.

## RAeCT BURSARIES

The **2023 bursary scheme** was published in September; the **closing date for applications is 31st March 2023**. Applications are encouraged from balloon and micro-light pilots, and drone flyers who were absent from the 2022 cohort. **Contact** James Hughes (Bursary Manager) [jameshughes129@hotmail.com](mailto:jameshughes129@hotmail.com) or download online application forms.

5 bursaries were offered in 2022 and the lucky recipients were able to start training before Easter. Bursaries include:

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

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

No applications were received in 2022 from balloon pilots and microlight pilots who are encouraged to apply for future bursaries. Bursaries must be used in the year they are granted. The scheme is divided into **four categories of Bursaries**:

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

### **Flying Application Form:**

[https://docs.google.com/document/d/1EFmtjL\\_e\\_TBpWvuCEsBBWEbNZHuTfZT8sM6mERANIEE/edit](https://docs.google.com/document/d/1EFmtjL_e_TBpWvuCEsBBWEbNZHuTfZT8sM6mERANIEE/edit)

### **Aero-modelling Application Form:**

[https://docs.google.com/document/d/1hEcZ3CONkwVUJRu7XStt1DLB\\_vj044DWLZpz3GWWG6Q/edit](https://docs.google.com/document/d/1hEcZ3CONkwVUJRu7XStt1DLB_vj044DWLZpz3GWWG6Q/edit)

### **Flight Simulation Application Form:**

[https://docs.google.com/document/d/1HoStK\\_6VYwus3fH0pscFOTiM6IzPxlvv66wOLER2Kh4/edit](https://docs.google.com/document/d/1HoStK_6VYwus3fH0pscFOTiM6IzPxlvv66wOLER2Kh4/edit)

### **Advanced Application Form:**

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

### **Terms & Conditions:**

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

## **BURSARY SPONSORSHIPS**

The Trust is immensely grateful to all sponsors for their generous financial support vital to enable the Trust to achieve its goals of encouraging air sport youngsters in their chosen air sport and for the preservation of the Trust's aviation memorabilia. For example, the newly donated Pooley Bursary, announced earlier in the year, and awarded to light aircraft pilot Benjamin Gilmore training for his PPL at the Shropshire Aero Club has been successfully claimed despite pandemic restrictions.

The Trust is very grateful to its sponsors who generously provide the funds for bursaries. If you, or your organisation, would like to assist young people in this way by becoming a Trust sponsor, please make contact with the Trust or click on "Donations" on the Trust website, [www.royalaeroclubtrust.org](http://www.royalaeroclubtrust.org)

## **ROYAL AERO CLUB TRUST VOLUNTEER OPPORTUNITIES**

The Trust would welcome additional volunteers to join the Management Committee.

There are exciting opportunities for new members to get involved in all aspects of the Trust's activities such as the Flying for Youth scheme, Fundraising, the Royal Aero Club Collection, Communications (PR), IT including social media, and general administrations.

If you are interested in any of these roles contact the Trust chairman, David Bills [chairman@royalaeroclubtrust.org](mailto:chairman@royalaeroclubtrust.org)

Similarly, the Trust needs sponsors to fund its activities. If you support the Trust's aims of preserving aviation memorabilia and encouraging the development of young people through air sports why not become a "Sponsor" or "Friend" of the Trust"; contact the Trust Chairman or Secretary Peter Crispin [peter.crispin@ntlworld.com](mailto:peter.crispin@ntlworld.com) for information on how to become a Sponsor or Friend.

## IS YOUR AERODROME UNDER THREAT?

**THE GOOD NEWS:** Compton Abbas' new owner, neighbour Guy Ritchie (Ashcombe Estates Ltd) has stated that he will be keeping the airfield open and will be sympathetically developing the site and would like to discuss with those currently involved in the flying school, ways to enable flying training activities to continue or other resident organisations, run independently of CAA, will be welcome and encouraged to continue to operate.

**Sibson Airfield-** Huntingdonshire DC was unsuccessful in their Garden Village application. BUT the site is still listed in the Council's Housing & Economic Land Availability Assessment.

**POSSIBLY NOT GOOD NEWS:** Whilst not a disappearing airfield it is disappointing news that **Redhill Aerodrome** Pilot's Hub cafe is to close. The airfield owners have given notice to vacate to Richard Bain, lessee of Hangar 9, Aerospace Resources Ltd. <https://www.gaac.org.uk/redhills-pilots-hub-to-close/>

**NOT GOOD NEWS:** **Dishforth** is being sold and **Thurrock** has a validated planning application for 750 houses and commercial properties.

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

<i>Aerodrome</i>	<i>Current Status</i>
Bourn	Site earmarked for some 3,500 homes in 2031 Local Plan adopted by South Cambridgeshire District Council on 27 September 2018. The Council approved a planning application for the development on 19 February 2021 subject to the completion of prior conditions.
Cambridge	Marshall Aerospace and Defence Group will be vacating the aerodrome by 2030 and have signed an option to lease land at Cranfield. A final decision on a new location has not been made but it is expected that a planning application for the new facility will be submitted in autumn 2022. The aerodrome site has been put forward for a major housing development in the First Proposals for the new Greater Cambridge Local Plan issued for public consultation that ended on 13 December 2021.
Chalgrove	Site included in South Oxfordshire District Council 2034 Local Plan adopted on 10 December 2020 for a 3,000-home development with a new runway for Martin-Baker Aircraft (MBA) operations for which development a planning application was submitted by Homes England (HE) the land owner. The application was withdrawn on 21 May 21 pending a review of the plans after the CAA recommended that the proposed development be discontinued as it was incompatible with MBA's current site operations. HE has stated that they will use their CPO powers if negotiations about the development with MBA (their tenant) are unsuccessful.
Chatteris	Anglian Water have started a public consultation ending on 21 December 2022 on a proposal for the aerodrome site and its surroundings to become a new water reservoir.
Coventry	Outline planning applications for an electric vehicle battery Gigafactory on the aerodrome site were conditionally approved by Warwick District and Coventry City Councils on 11 and 13 January 2022. The applications were referred to the Secretary of State at the Ministry of Levelling Up, Housing and Communities who in a letter dated 26 January 2022, has declined to call-in the applications.
Deenethorpe	Central Government has accepted the site for development as a 1,500 home Garden Village. East Northamptonshire Council (now part of the new North Northamptonshire Council) approved the site masterplan on 15 October 2018. A planning application for the development is awaited.
Doncaster Sheffield	The Peel Group, the land owner and operator announced on 26 September 2022 that the aerodrome will close with only scheduled flights and based operators permitted from 7 October 2022 and the based active aviation businesses given notices to leave by 18 November 2022.
Dunsfold	Planning application for mixed use development with 1,800 homes on site approved by Waverley Borough Council on 14 December 2016 but called in for a Public Inquiry the result of which was Central Government approval for the application on 29 March 2018. Protest groups appealed these decisions in the High Court but the Court rejected these challenges on 5 November 2018. The development has now been granted Government Garden Village status. A Supplementary Planning Document for the development was adopted by the Council on 22 February 2022.
Elvington	York City Council draft Local Plan submitted for Public Examination on 25 May 2018 with public hearings commencing on 10 December 2019 includes a development of up to 3,330 homes occupying the middle section of the runway. Public consultation on major modifications to the Local Plan ended on 7 July 2021 and additional public hearings ended on 22 September 2022.
Fairoaks	Land owner of part of the site gave notices to vacant by February 2022 to some hangar and aerodrome building tenants which action did not affect the operation of the taxiways and runway which are in separate ownership. Public consultation ended on 9 May 2022 on Surrey Heath Borough Council's draft 2038 Local Plan Preferred Options document which states that the aerodrome is earmarked as a locally important employment site and notes its established use as an aerodrome.

<b>Aerodrome</b>	<b>Current Status</b>
Fenland	Due to the landowner's impending retirement and moving abroad, the aerodrome is up for sale.
Halfpenny Green (Wolverhampton Business Airport)	In September 2018 South Staffordshire Council approved a Site Allocation Document expanding on the previously adopted Core Strategy within the Local Plan which states that the aerodrome is allocated and protected for employment purposes. A planning application has been submitted for the construction by MCR Property Group, the site owner, of 112 homes on south-west corner of site and aerodrome improvements, including construction of 3 new hangars.
Langar	Aerodrome currently occupied and operated by British Parachute Schools sold in January 2019 to the owner of Nottingham City (Tollerton) aerodrome (see entry on page 3).
Long Marston	Aerodrome is designated in Stratford-on-Avon District Council Local Plan adopted Core Strategy for housing and has Government Garden Village approval for which a planning application has been submitted. Developer is Cala Homes in conjunction with site owner.
Manston	On 9 July 2020, the Secretary of State (SoS) made a Development Consent Order (DCO) for the aerodrome as a Nationally Significant Infrastructure Project which Order was quashed on 15 February 2021 as the result of a Judicial Review. After a public consultation and the issue of independent reports on the need for the development reviewing the decision to grant the Order, an amended DCO was made by the SoS on 18 August 2022. Opponents of the development have applied to the High Court for a Judicial Review of the amended DCO. On 9 July 2020 Thanet District Council adopted its 2031 Local Plan that safeguards the aerodrome.
North Denes	The aerodrome (Yarmouth Heliport) with two grass runways is for sale having been disused since 2015 on the cessation of North Sea helicopter operations.
Nottingham City (Tollerton)	With the support of the land owner, site and adjoining land earmarked for up to 4,000 homes in Local Plan adopted by Rushcliffe Borough Council on 8 October 2019. A planning application for development proposals to the north and west of the aerodrome has been submitted.
Panshanger	HE has bought the aerodrome site from Mariposa Investments. A public consultation by Welwyn Hatfield Borough Council ended on 1 May 2020 into providing additional housing sites for the Local Plan which schemes preclude a realigned grass runway to the north of previous runway 11/29 proposed in the current draft Local Plan. Latest public hearings on the Local Plan ended on 17 March 2021. An outline planning application to re-open the aerodrome has been submitted.
Peterborough / Sibson	Huntingdonshire District Council submitted an unsuccessful bid for a 2,500 home Garden Village on site. The Council subsequently withdrew their support for the proposal but the site is still listed in the Council's Housing and Economic Land Availability Assessment.
Plymouth	FlyPlymouth, a local social enterprise aerodrome support group, plans to reopen the aerodrome and start regional airline services. Sutton Harbour Group, the site lease holder, have proposed a mixed-use development although the Plymouth City / South-West Devon Joint Local Plan adopted in March 2019 retains the site for aviation use at least until the first five-year review of the Plan.
Popham	Site land owner has submitted the site for a 3,000-home development in the Strategic Housing and Economic Land Availability Assessment (SHELAA) and the site is provisionally shortlisted for development as part of the Local Plan review by Basingstoke and Deane Borough Council.
Redhill	Tandridge District Council public consultation on four potential Garden Village sites including Redhill ended on 9 October 2017. The draft 2033 Local Plan submitted for Public Examination on 18 January 2019 with hearings ending on 28 November 2019 ruled out the site for a Garden Village and allocated it protected status as an Important Employment Site. Part of the site is within the boundary of Reigate and Banstead Borough Council whose adopted Local Plan makes no mention of the aerodrome.
Retford / Gamston	Full planning permission granted by Bassetlaw District Council on 25 October 2021 to convert hangars 6 to 11 into a vehicle testing facility and for dual use of the runway for autonomous vehicle testing and aircraft.
Rougham	West Suffolk Council's Local Plan review preferred options document public consultation ended on 26 July 2022 and proposes the airfield site for employment led development with some housing.
Thurrock	Thurrock Council have received and validated a planning application for development of 750 houses, a medical centre and employment units on aerodrome site.
Wycombe Air Park	Site lease holder has agreed new leases with the land owner, Wycombe District Council (now part of the new Buckinghamshire Council). The Council's adopted 2033 Local Plan provides for an industrial / warehousing complex on south-eastern part of the site requiring shortening of runway 35 and relocation of gliding activities to the north, for which changes a planning application for a new glider track was approved on 8 December 2021.

<b>MoD Sites</b>	<b>The following MoD aerodrome sites are planned for disposal in the years indicated:</b>
Abingdon Aerodrome 2030	Site earmarked for Garden Village style development with 1,200 homes in Vale of White Horse District Council 2031 Local Plan Part 2 adopted by the Council on 9 October 2019. Under the Plan, the development area is restricted to the south of the old runway 08/26.
Brawdy 2028	Cawdor Barracks. Defence Infrastructure Organisation (DIO) have submitted site for mixed use development for the review of 2033 Local Development Plan 2 by Pembrokeshire Council but this is not included in the draft Plan issued for public consultation ending on 18 March 2020.
Colerne 2025	Aerodrome was originally expected to be sold in 2018. Local business interest in maintaining the aerodrome for aviation purposes.
Dishforth 2031	Aerodrome site being disposed of but not included for development in the 2035 Harrogate Borough Council Local Plan adopted by the Council on 4 March 2020 but site is expected to be considered during first five-year review of the adopted Plan.
Halton Aerodrome 2027	The DIO future vision document for RAF Halton & the Aylesbury Vale District Council (now part of the new Buckinghamshire Council) 2033 Local Plan adopted by the Council on 15 September 2021, exclude development of the aerodrome site.
Henlow 2026	Future of the site being progressed by a partnership between the DIO and HE. The Central Bedfordshire Council 2035 Local Plan adopted by the Council on 22 July 2021 expects the site to be redeveloped for alternative, non-military uses with due regard for the on-site heritage assets including the airfield.
North Luffenham 2026	Rutland County Council have withdrawn the draft Local Plan which included a 2,215-home community for the site, from public examination and are drafting a new Plan. The community development had been accepted under the Government Garden Village programme.
Scampton 2023	The resident Red Arrows display team will relocate to RAF Waddington. The site will now be sold without any restrictions on its future use including the airspace above it. West Lindsey District Council have submitted an expression of interest in acquiring the site. The draft Central Lincolnshire Joint 2040 Local Plan submitted for public examination on 8 July 2022 calls for a masterplan to be developed for the site preserving and enhancing its heritage assets.
Spitalgate 2028	Prince William of Gloucester Barracks. Future of the site being progressed by a partnership between the DIO and HE. Site earmarked for a Garden Village style settlement in South Kesteven District Council 2036 Local Plan adopted by the Council on 30 January 2020.
Swanton Morley 2029	Robertson Barracks. There is no reference to the closure of the Barracks in the definitive Breckland Council 2036 Local Plan adopted by the Council on 28 November 2019.
Tern Hill 2029	Clive Barracks. Shropshire Council submitted its draft 2038 Local Plan for public examination on 3 September 2021 which includes a 750-home mixed use development of the Barracks site leaving the airfield intact. Stage 1 public hearings on the draft Plan ended on 15 July 2022.
Topcliffe 2031	Alanbrooke Barracks. Due to close under the Future Soldier army restructuring programme.
Wethersfield 2025	Future of the site being progressed by a partnership between the DIO and HE with new prisons and housing being considered.
Wyton Aerodrome 2022	DIO in partnership with property developer Crest Nicholson has proposed a 4,500-home development on the site which is not included in the adopted 2036 Huntingdonshire District Council Local Plan.

# BURSARIES, SCHOLARSHIPS AND FUNDS

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

## ROYAL AERO CLUB TRUST BURSARIES 2023 ([www.royalaeroclubtrust.org](http://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 **2023 bursary scheme closing date for applications is 31st March 2023**. Applications are encouraged from balloon and micro-light pilots, and drone flyers. **Contact** James Hughes (Bursary Manager) [jameshughes129@hotmail.com](mailto:jameshughes129@hotmail.com) or download online application forms.

Bursaries include:

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

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

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

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

**Flying Application Form:**

[https://docs.google.com/document/d/1EFmtjL\\_e\\_TBpWvuCEsBBWEbNZHuTfZT8sM6mERANIEE/edit](https://docs.google.com/document/d/1EFmtjL_e_TBpWvuCEsBBWEbNZHuTfZT8sM6mERANIEE/edit)

**Aero-modelling Application Form:**

[https://docs.google.com/document/d/1hEcZ3CONkwVUJRu7XStt1DLB\\_vj044DWLZpz3GWWG6Q/edit](https://docs.google.com/document/d/1hEcZ3CONkwVUJRu7XStt1DLB_vj044DWLZpz3GWWG6Q/edit)

**Flight Simulation Application Form:**

[https://docs.google.com/document/d/1HoStK\\_6VYwus3fH0pscFOTiM6lzPxlvv66wOLER2Kh4/edit](https://docs.google.com/document/d/1HoStK_6VYwus3fH0pscFOTiM6lzPxlvv66wOLER2Kh4/edit)

**Advanced Application Form:**

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

**Terms & Conditions:**

<https://docs.google.com/document/d/1KgCxiwtm1Uem5oXi3YR5jE004FqsKiEfxQ2CuU0ltoY/edit>

## THE MOLLY ROSE PILOT SCHOLARSHIP

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

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

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

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

## FLYING FOR THE DISABLED 2023 SCHOLARSHIPS

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

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

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

## LAUNCHPOINT BURSARIES / AWARDS

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

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

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

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

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

## RAF CHARITABLE TRUST

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

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

## 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](http://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/scholarships/flying-scholarships/flying-scholarships-2022/>

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 2023**

There is funding for a number of residential course **Gliding Scholarships Closing date for applications: March 2023**; and **Flight Instructor Certificate Scholarships Closing date for applications: March 2023**.

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

### **THE PHILIP WILLS MEMORIAL FUND (for GLIDING CLUBS)**

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

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

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

## AEROBATIC SCHOLARSHIPS

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

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

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

The application process is simple and the entry requirements, together with the terms and conditions, can be found on the Ultimate Aerobatics website [www.ultimateaerobatics.co.uk](http://www.ultimateaerobatics.co.uk)

**ACS Flight Training**  
4 d · 🌐

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

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

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

01738 550003 | [acsflighttraining.co.uk](http://acsflighttraining.co.uk) 📞

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**BOSE**  
AVIATION

**2023**  
**APPLY NOW**

## AIR LEAGUE FLYING SCHOLARSHIPS

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

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

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

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

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

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

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

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

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

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

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

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

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

**SLMG NPPL Training** - Gliding is a fantastic and affordable way to start a career in aviation. The handling skills gained as a glider pilot being second to none. As well as providing an insight to the world of silent flight, this award allows the opportunity to combine non-powered and powered flight. Training in a self-launching motor glider (SLMG) you will learn how to operate a powered aircraft whilst understanding how to optimise the weather as a glider pilot. Flown from one of four sites in the UK, the **course comprises of up to 32 hours flying** (depending on previous experience). **Typically awards of 12hrs or 6 hrs are made** to allow existing glider pilots to work towards conversion from a gliding licence to a SLMG NPPL.

Applicants must be young people permanently resident in the UK aged at least 16 but under 26 years on 1 April in the year of application. They also have to join The Air League.

**Application forms are available from**

**December with a closing date of the end of February** for the receipt of completed applications.

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

### **The RAF Association's Flying Scholarship programme**

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

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

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

[enquiries@rafa.org.uk](mailto:enquiries@rafa.org.uk)

### **ACS Flight Training PPL Scholarship**

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

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

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

### **RAF FLYING SCHOLARSHIPS**

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

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

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

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

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

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

### **ROYAL AIR SQUADRON Sir John Thompson Spirit of Aviation Scholarship**

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

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

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

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

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

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

### **ROYAL AIR SQUADRON JOHN CUNNINGHAM FLYING SCHOLARSHIP**

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

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

### **ROYAL AIR SQUADRON & FLEET AIR ARM OFFICERS ASSOCIATION SCHOLARSHIPS**

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

### **ROYAL AIR SQUADRON MICROLIGHT FLYING SCHOLARSHIPS**

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

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

### **UNIVERSITY OF HERTFORDSHIRE FLYING SCHOLARSHIPS**

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

# Individual Membership of the Royal Aero Club

The Royal Aero Club co-ordinates and represents all forms of air sports and recreational air activity in the United Kingdom. Its officers and volunteers from all branches of the sport are fighting to protect our pursuits from the increasing pressures of legislation and restriction, from local, national and international bureaucracy. We also endeavour to create a positive image and encourage participation for all air sports.

Needless to say, all this costs money and the more there is, the more effective we can be. To this end we are asking you to join the Royal Aero Club as an individual member to help us preserve this unique form of leisure and to strengthen your connection with aviation.

By joining the Royal Aero Club your £18 annual subscription will be valuable in helping to protect your right to pursue your hobby. Your active participation would be even more welcome. Member benefits include a quarterly newsletter and the use of the Royal Aeronautical Society premises.

For further details, or to pay the subscription by standing order, please contact:

The Royal Aero Club, Chacksfield House, 31 St Andrew's Road, Leicester, LE2 8RE

Tel 0116 2440182 Fax 0116 2440645 email [secretary@royalaeroclub.org](mailto:secretary@royalaeroclub.org). Or visit our website at [www.royalaeroclub.org](http://www.royalaeroclub.org)

## **ROYAL AERO CLUB INDIVIDUAL MEMBERSHIP**

*Please do not return this form if you pay by standing order*

I wish to become an individual member of the Royal Aero Club. I enclose my £18 subscription for the year (cheques payable to Royal Aero Club of the UK).

Please send me a Royal Aero Club tie. I enclose £13.50.

Total payment enclosed: .....

Name .....

Address .....

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..... Postcode .....

Tel ..... Email .....

My aviation interests are

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**The Secretary, Royal Aero Club, Chacksfield House, 31 St Andrew's Road,  
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