



Summer 2022

THE ROYAL AERO CLUB OF THE UNITED KINGDOM

The Coordinating Body of British Airsport Organisations

Patron: Her Majesty The Queen



<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
Helicopter Club of Great Britain
Light Aircraft Association
Records Racing and Rally Association (3Rs)
Some UK Regulatory Matters
Bursaries, Scholarships & Funds
Royal Aeronautical Society (RAeS)
RAF Museums
Vintage Aircraft Club
Youth Aviation Activities and Opportunities



<http://royalaeroclub.co.uk>



David Monks RAeC Chairman

The Royal Aero Club of The United Kingdom AGM was at the end of July on Zoom, and I'm pleased to report I have been re-elected to serve as Chairman for a further year, thank you for your continued support. Further elections were also held and they are as follows: Matthew Bolshaw has been re-elected as Chairman of Medals & Awards and also as RAeC Treasurer; Mike Pearson as Vice Chairman Medals & Awards; Roger Hopkinson as Vice Chairman; David Roberts MBE, Sir John Allison, Colin Mitchell and Marc Asquith are all re-elected as Vice Presidents; Rob Hughes has been re-elected as FAI Vice President and Chair of the RAeC/FAI Committee.

I was delighted to see so many award winners and their guests at the RAeC awards ceremony in London in May. We were honoured to have the awards presented by RT Hon Robert Courts MP, the Minister for aviation. It is always a pleasure to see so many deserving awards being made. Anyone who has not seen the photographs can view them on the Royal Aero Club Facebook Page.

There is a milestone anniversary year currently being celebrated by one of our Associations, The British Model Flying Association, formerly The Society of Model Aeronautical Engineers. The BMFA is one of the oldest and most respected flying associations in the world. The ups and downs we all experience in our own associations can only highlight the achievement of reaching a centenary. I was fortunate enough to be invited by BMFA Chairman, Ian Pallister, to attend the BMFA Centenary Garden Party at Buckminster earlier this month. It was a pleasure to see so many people coming together at the home of model flying. There is a fantastic exhibition which was opened at the event by the Lord Lieutenant of Leicestershire, that shows model flying from the very beginning through to modern day. There is a remarkable collection of models to view, some are very rare indeed. If you get the opportunity the exhibition is worth a visit to Buckminster and runs until August 31st. The Royal Aero Club marked the event with a commemorative certificate that was presented to Ian Pallister on the day. I am sure everyone joins me in extending congratulations to all at the BMFA on this very special anniversary.

The BGA is hosting The FAI Women's World Gliding Championship in Husbands Bosworth at the beginning of August. I am sure you will join me in sending Liz Sparrow and her team every success in hosting the event and good luck to Team GB.

David Monks

Chairman : The Royal Aero Club of the United Kingdom



jude@royalaeroclub.uk

FROM YOUR EDITOR



The CAA has circulated information re hot weather and moving maps. Having had all 3 onboard electronic gadgets overheat at the same time, and whilst talking to Southampton Radar, keep the chart handy! Southampton Radar were wonderful. After an “oops” from me they asked did I have a problem, I explained and I was just digging out the chart. They asked where I was headed – Bembridge for a picnic and a swim – their response “*steer xyz degrees and that’ll see you into the overhead and have a lovely swim!*”

The FAI ban against Russian and Belarus competitors continues. Many Ukrainian competitors are likely to have difficulties competing, not only as many will be defending their Country. However, **WWGC 2022** and **Liz Sparrow** are **CrowdFunding** for some of the Ukrainian Gliding Team to be able to come and compete in the FAI Womens World Gliding Championships at Hus Boss this August. <https://gofund.me/468aae5c>

If your Air Sport has had competitions, get togethers, AGM’s, Webinars etc or have anything to promote please forward photos and reports/articles for inclusion in the 2022 Autumn issue (copy deadline 15th October) and also for competitions and events being held between mid-November to mid-February 2023. Email contribution articles, information and labelled jpegs (credited where known) to me at jude@royalaeroclub.uk

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

My thanks to Paul Tallet at Progression Marketing for setting the front cover of this Summer 2022 issue and to Allie Dunnington for permission to use her photo.

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

Jude Wordsworth

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



<http://royalaeroclub.co.uk>

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

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

RAeC NEWS

2021 MEDALS & AWARDS CEREMONY

The Awards ceremony took place on 17th May 2022 at the RAF Club in Piccadilly, London.



The Master of Ceremonies was Matthew Day (L), from our Headline Sponsor - Haywards Aviation. The Awards were presented by Robert Courts MP, Minister for Aviation, seen entering with RAeC Chairman David Monks (R)

The official photographer was Liz Isles



SOME OF THE AWARD RECIPIENTS



Fiona Macaskil (RAeC Diploma)



Ted Barrett (Old & Bold)



Matthew Bolshaw MBE FAI Paul Tissandier Diploma



RAeC chairman David Monks receiving the FAI Gold Rotorcraft Medal



LAA award recipients



UK Paragliding Team: Prince of Wales Cup



Cadets from 291 Westminster & Chelsea Squadron

2021 MEDALS & AWARDS WINNERS

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: **Travis Ludlow**

THE PRINCE OF WALES CUP

Presented in 1976 by the then President, HRH The Prince of Wales, for the most meritorious performance, feat or event by either a team or a group during the preceding year: **UK Paragliding Team**

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: **Junior British Gliding Team**

THE CHAIRMAN'S TROPHY Established in 2021 this Trophy is awarded to: **Mike Smith**

RAeC GOLD, SILVER & BRONZE MEDALS were first awarded in 1908 are awarded annually for outstanding achievement in aviation.

RAeC GOLD MEDAL: **Russell Ogden**

RAeC DIPLOMAS Sits between the Gold and Silver medals of the RAeC. Awarded to those who have served the Royal Aero Club, Sporting Aviation, or Aviation in general by their meritorious endeavours:
Francis Donaldson; Geoffrey Weighell

RAeC SILVER MEDALS For outstanding achievement in aviation during the preceding year, or over a number of years, principally, but not necessarily, as a pilot:
Jon Arnold; Rob Hughes

RAeC BRONZE MEDALS For outstanding achievement in aviation during the preceding year, or over a number of years, principally, but not necessarily, as a pilot:
Julie Churchill; Liz Sparrow; Nick Norman; Dave Wilshere; Paul Bardoe; Cliff Lovell; Cathy Silk; David Cyster; Tony Palmer; Arno Glover

RAeC CERTIFICATE OF MERIT to those who have served the cause of Aviation in general, or Sporting Aviation in particular, by their work, devotion or initiative:
Paul Fraser-Bennison, Chris Thompson and the LAA Rally Air Ground Radio Team; Ian Scarbrough; Courtney and Malcolm Chambers; Mike Waldron; Fiona Macaskill; Derek Grimshaw; Glenn Stockton; Jamie Cole; Richard Pidduck

THE NORTON-GRIFFITHS CHALLENGE TROPHY Established in 2008 is intended to recognise adventurous endeavours, this trophy is awarded to aviators undertaking outstanding feats of courage, tenacity and imagination unrelated to traditional sporting events:
Amy Whitewick and Mervyn White

ANNE WELCH MEMORIAL AWARD Established in 2005. It acknowledges people making a major contribution to flying instruction benefitting the BGA, BMAA, and BHPA :
Mike Chilvers

THE NEXUS 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 :
Stephen Slater

THE COWBURN & KAY OLD & BOLD TROPHY Established in 1997 awarded annually to a person aged 65 or over who flies or only ceased flying during the previous calendar year, and who has been conspicuously involved in aviation in general and sporting aviation in particular, for their work, initiative, and devotion or in other ways:
Ted Barrett (aged 100)

THE ANNUAL GENERAL MEETING OF ROYAL AERO CLUB WAS HELD VIA ZOOM ON THURSDAY 28th JULY 2022

The Annual General Meeting of Royal Aero Club Limited was held on the 28th July 2022 via Zoom. The RAeC continues to fulfil its role within the framework of the UK air-sports representing - 12 full member associations, 9 associate member associations and 100+ individual members. The Club is represented at 5 organisations ranging from sports to safety & legislative providing a resource and interface. These include the FAI, Europe Air Sports, CAA, GAAC, APPG for General Aviation, The Sports and Recreational Alliance and other aviation stakeholders.

This year all current RAeC Council incumbents have been nominated again and are all unopposed.

The departures from EASA and Brexit still are presenting their own challenges, as was the continuing Covid-19 pandemic for the first 6th months of 2022.

We maintain our historical connection to Europe Air Sports and our healthy relationship with the CAA which will go some way in an attempt to maintaining freedom of access to the very skies our members enjoy currently.

The RAeC has continued to fulfil its role over the last year acting as a facilitator to its associations and to recognise and record achievements of its association's members. It does it very effectively with a nominal financial resource.

The Chairman thanked members, and the Newsletter editor, for the incredible amount of goodwill and time the many RAeC volunteers give to support the associations and the Club itself. Whilst the RAeC Medals and Awards ceremony was conducted in person this year, and was heralded as a success by recipients and attendees, Council meetings have been effective and productive via Zoom but will shortly hope to conduct these in person too.

The RAeC is in a good place for the future. The RAeC Council then met for their first meeting.

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>



WOMEN'S WORLD GLIDING CHAMPIONSHIP, 13-27 AUGUST 2022 THE GLIDING CENTRE, HUSBANDS BOSWORTH AIRFIELD, LEICESTERSHIRE

The Countdown Clock shows 43 days and 19 hours to the Opening Ceremony for the 11th FAI Women's World Gliding Championship – 'WWGC2022' - this signals the start of two weeks of intense competition between the world's top female glider pilots: racing each day, weather permitting, over courses of up to 600km at speeds of up to 130kph in sailplanes precision-engineered for aerodynamic efficiency, powered by nothing but the sun's energy.

We invite you all to experience this during the free-to-enter Open Weekend, 20/21 Aug. Watch the racing via 3-D tracking on the big screen with the chance of seeing the gliders up close, visit the exhibition where aviation and aerospace companies will be showcasing sustainability and women in aviation. If you haven't seen a competition grid launch, it is a sight well worth seeing - for an hour or so, we will be busier than Heathrow...

See the BGA section in this Newsletter for more information and the CrowdFunding <https://www.gofundme.com/f/support-ukrainian-women-pilots-to-attend-wwgc2022> to help Ukrainian pilots to compete for their country.

SPORTING LICENCES 2022

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

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

CAA CONSULTATIONS

Consultation on BCAR: Section S - Small Light Aeroplanes

This consultation contains the proposed updates to the next edition of CAP 482, British Civil Airworthiness Requirements (BCAR) – Section S – Small Light Aeroplanes. The proposed changes follow on from the 2021 revision of the UK microlight aeroplane definition that incorporated the new 600kg microlight classification into law.

COTSWOLD REGION FINAL FINDINGS REPORT 2022

Final report on the CAA's findings following their review of airspace in the Cotswold region. It includes details on which volumes of airspace the process will seek to amend, as well what other processes can be used to improve UK airspace.

See the Consultation section in this Newsletter

THE GAAC

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

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

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

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/>

THE RAeS's NATIONAL AEROSPACE LIBRARY

The National Aerospace Library is one of the world's most extensive libraries devoted to the development of aeronautics, aviation and aerospace technology. Based in Farnborough, The National Aerospace Library is situated on the ground floor of The Hub in Farnborough Business Park and neighbours TAG Farnborough Airport, the site of the Farnborough Airshow and are next door to the former Royal Aircraft Establishment Q121 building which houses the listed 24ft Low Speed Wind Tunnel.

Opening Times Tuesdays: By appointment Wednesdays & Thursdays: 10am-4pm

The library welcomes visits from groups, clubs, societies, schools, colleges and universities. Our normal tour lasts 90 minutes and includes a presentation and time to browse the collection. Contact them for more information or to arrange a visit. **T:** +44 (0)1252 701038 or +44 (0)1252 701060 **Email:** nal@aerosociety.com

The NAL does not charge for visits, however a donation towards our “Adopt a Book” scheme is always welcome.

If you wanted to extend your visit to Farnborough, you can also book a tour of the **FAST Museum** <https://airsciences.org.uk> The FAST Museum can accommodate groups by prior arrangement on Tuesdays and Thursdays. The FAST Museum includes a fascinating collection of aircraft, equipment, machinery, photographs, films, reports and books related to Farnborough’s illustrious aviation history. And there are always enthusiastic experts always on hand to answer your questions!

For more information, contact the Museum directly. Tel: 01252 375050

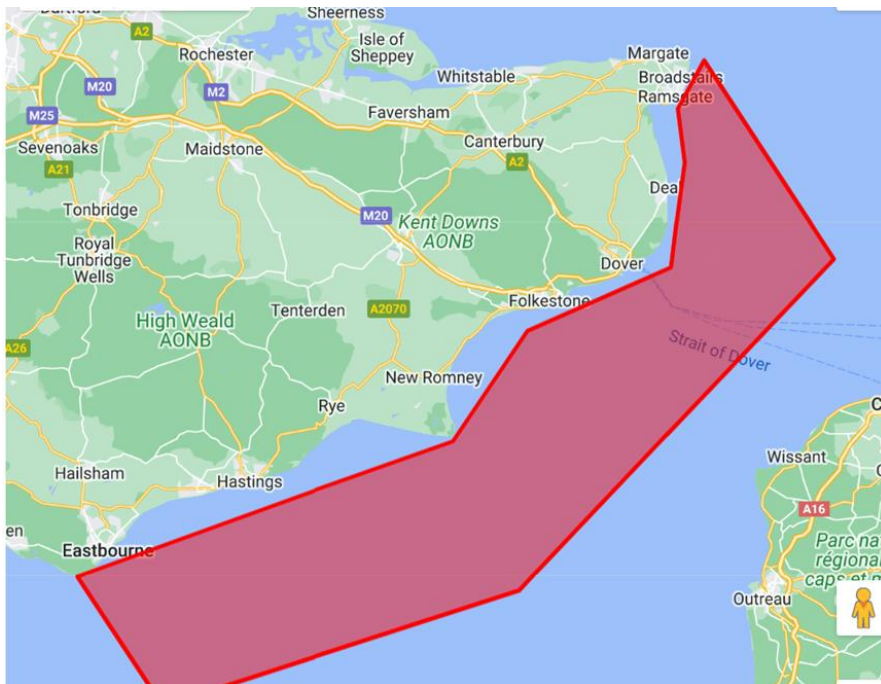
Email: secretary@airsciences.org.uk

BRITISH AIRFIELD NEWS

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

ENGLISH CHANNEL SAR OPERATIONS AIRSPACE CHANGE PROPOSAL

Eight SE English coastal airfields and strips were in endangered by a new application for airspace.



English Channel SAR Operations proposal is for a Permanent change to the notified airspace design, the change level is TBC, for essential State operational requirement for Bristow Helicopters Limited (BHL) utilising unmanned aircraft systems (UAS) deployed from Lydd London Ashford Airport.

Bristow Helicopters Limited have been requested by the Maritime and Coastguard Agency to submit an Airspace Change Proposal to facilitate long-term UAS Beyond Visual Line Of Sight (BVLOS) operations in the vicinity of the English channel for routine HMCG patrols to support Search and Rescue taskings as a result of the increasing demand on emergency services responding to migrant crossings.

The area which may be affected by this airspace change has been amended as of 22.7.2022 to not endanger airfields and strips.

YES – CALL FOR AIRSHOW VOLUNTEERS

YES, The LAA’s Youth Education and Support section, **need a few more volunteers** to help on Shuttleworth Airshow days, to inspire youngsters about aviation in all its forms, at the Shuttleworth Trust’s Discovery Zone in August, September and October.

You would be helping to build paper planes, Rockets and assemble the Special Pedal Plane which we use to teach children about basic engineering concepts.

Contact **07974188395** to volunteer

A CARAVAN OR CAMPER YOU'D BE PREPARED TO LEND?

Do you have a caravan or camper you'd be prepared to lend or hire to a team member at the **Women's Worlds Gliding Competition 2022** at Hus Bos this August? A number of people are seeking accommodation – caravans would be needed from around Saturday 6th to Saturday 27th August.

https://docs.google.com/forms/d/e/1FAIpQLSeW_GPJzASN51CK1PZyK9inXakUnFvIVGloeQoO-yNVHP8mVg/viewform

OTHER NEWS & INFORMATION

RE-OPENING OF SAME DAY LICENSING COUNTER AT AVIATION HOUSE

The same day counter service, which allows applicants to have their licence or certificate issued on the day, reopens at Aviation House on 4 July 2022.

The booking line will be made available from 27 June 2022. Full details of the services offered can be found at: <https://www.caa.co.uk/commercial-industry/pilot-licences/applications/process/aviation-house-over-the-counter-service/>

EU-UK PERSONNEL LICENCE CONVERSION

The CAA has launched a simplified EU-UK conversion process for gaining a UK Part-FCL licence and UK Part-Med certificate, which can be held at the same time as an EASA Part-FCL licence/certificate. Licence holders will also be able to take advantage of a new deposit scheme when using our online form for the licence application – paying just a £60 deposit, rather than the full cost upfront. The remaining balance will only be payable when the CAA has received verification of your EASA licence details and is ready to issue your UK licence.

For those yet to submit their applications, please find the following links to the online forms.

UK medical certificate application for conversion of a current EU medical certificate (SRG1217)
<https://applications.caa.co.uk/CAAPortal/servlet/SmartForm.html?formCode=MRP>

Issue of UK FCL Licence and or certificate based on EASA FCL equivalent (SRG2157)
<https://applications.caa.co.uk/CAAPortal/servlet/SmartForm.html?formCode=RTN>

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.

TONBRIDGE SCHOOL CROWNED NATIONAL CHAMPIONS UK YOUTH ROCKETRY CHALLENGE (UK ROC)

- 1st: **Team Traffic Cone**, from Tonbridge School in Kent
- 2nd **Where Are My Engines, Holt?** From Tiffin School, from Kingston Upon Thames
- 3rd **KESmonauts**, from King Edward's School, Bath

17 teams of 77 11–18-year-olds from across the UK reached and competed in the National Finals held at the BMFA Buckminster HQ.

See the **BMFA section** in this Newsletter for more information and photos

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

USING A VFR MOVING MAP IN HOT WEATHER?

IS THE DEVICE PRONE TO OVER HEATING WHEN EXPOSED TO THE SUN?

The CAA advises to make sure you have a back-up plan in place that works for you.

Tablets, electronic gizzmos and mobiles can overheat in the cockpit and shut down as I have personally found out. But importantly not just not knowing, even for a couple of minutes quite where you are, can lead to an Airspace Infringements. Make sure you have a back-up plan in place that works for you in case you lose your VFR moving map etc in flight. And ideally have an up to date paper chart easy to access.

- ❖ Be prepared to orbit/hold in your position to assess the situation or fly away from controlled airspace before trying any equipment resets.
- ❖ Carry a chart that is marked-up with your route.
- ❖ Carry a printed PLOG.
- ❖ Be aware of turbulence and thermals that add to the challenges of level flight.
- ❖ Have your radio set to a relevant ATC frequency and call for navigational assistance if you are unsure of your exact location. All ATC units are there to help.

Are you planning to TAKE 2? Maybe that needs to be increased when possible.

"FLIGHTPATH TO THE FUTURE"

The Government has published "**Flightpath to the Future**", a 10-point strategy to deliver an innovative and sustainable aviation sector. The report is available here

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1079042/flightpath-to-the-future.pdf

and discusses General Aviation, from page 54. It emphasises the importance of our £4bn sector and also inspiring the next generation. It mentions airfield protection and development, including the creation of guidance for Local

Planning Authorities on the importance of GA. This report should be read in conjunction with the Government's GA Roadmap

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/980399/general-aviation-roadmap-spring-2021.pdf

and their clear commitment: *"We want the UK to be seen as the best place in the world for aviation and this starts at the grassroots"*.

POOLEY'S DAWN TO DUSK COMPETITION 2022

The objective of Pooley's Dawn to Dusk aviation competition is to encourage the most interesting employment of a Flying Machine, within the limits of competent airmanship, and to demonstrate the capabilities of pilot and machine in a day's flying between Dawn and Dusk, whilst undertaking an original and praiseworthy objective.

All that is required is for the competitor to set a challenging goal with a theme and fly it. You then need to write up a detailed log of your preparations and flight.

From 1964 winning and highly placed entries have been submitted from more than 14 countries including Australia, New Zealand, Scandinavia, Canada, United States and from across Europe with the hope to win one of Pooley's Dawn to Dusk coveted prizes:-

Trophies and Awards

1st prize: Duke of Edinburgh Trophy (£1000 prize); 2nd prize: Coventry Trophy (£500 prize); 3rd prize: Tiger Club Trophy (£250 prize); Pooley Sword – Best Presented Report and Log; Helicopter Trophy; Glenisla Trophy – Pilot and crew each having less than 75 hours in command; Icarus Trophy – Best solo entry; Microlight Trophy; Long Distance Medal; Bonney Trophy – Awarded to an all-female crew; Family Award and Best Video Award

Your entry can be flown at any time of the year, with submission of your log by 30th September 2022. Entries received after this date will be entered into the following year's competition.

Closing date for entries is 30th September 2022

HOW TO ENTER: <https://www.pooleys.com/dawn-to-dusk/>

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>

REQUEST A GASCo SAFETY EVENT

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

See the GASCo section in this Newsletter for more information

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



<https://generalaviationappg.uk>

This APPG has suffered from dreadful upheavals during the last couple of years owing to the Covid-19 Pandemic.

The APPG's says *“aviation Sponsors have of course been suffering severe losses with aviation being so badly affected and thus our income has suffered and has been severely depleted. But whilst it may seem like we have been in a hiatus the last 2 years our working groups and members have been doing all they can. The Airfield Working Group have been working in conjunction with the GAAC and giving advice to many airfields under threat. The Airspace team have been working on several Airspace Change Proposals. The Tax and Regulation Working Group have been busy with the Treasury on various Tax issues and licensing matters. The STEM team have been busy trying to set up a nation-wide network. So even without money to offer them much needed support our Volunteers have been working hard for you, our aviation community.”*

They intend to shortly start trying to get their Sponsors back to supplying them with much needed support so they can get even more done but meanwhile here are **some of the Working Group Aims** for the upcoming period.

CAA Airfield Advisory Team This has proved to be a bit of a failure in its ability to understand what is required and therefore has not been adequately staffed. As an APPG we understand that the Department for Transport had the best of intentions, but it has not been a success. We continue in a dialog with them on this matter.

MHCLG: We continue to discuss ways to ensure the safety of airfields against being lost to development. Many proposals have been made to them which we hope will be incorporated into future legislation.

ANO – The situation regards the application of the ANO to both Licensed and Unlicensed airfields need to be clarified and presented to the CAA for future reference. When we challenged the CAA on Eshott Airfield, it replied that the refusal to act was based on advice from their Legal Department so that is where we need to start. This is one area where the Airfield Advisory Team seem to have a differing view to that of the CAA themselves.

GA Advocate: Interviews have recently taken place to find a new GA Advocate. **Watch this space!**

Tax and Regulation Working Group: The issues being pursued include:

1. VAT on Professional Training being reduced and hopefully zero rated
2. Registration and funding of Apprenticeships needs to be improved
3. Tax and Duty on Fuels (SAF & TEL other)
4. LPA/CAA/AAT Regulation re Airfields
5. VAT on safety devices (Electronic Conspicuity, BVLOS components) should all be zero rated.
6. Simplification of Theoretical Knowledge for PPL Flying Instructors (Revert to old BCPL level)
7. Greening GA: preparation of simple system for Pilots to offset CO2 emissions by planting trees
8. The regulation of DTO's needs to be more sensible than current restrictions allow.
9. The UK licence requirements need to be overhauled and made easier for other ICAO licences to be agreed under BASA (Bilateral Aviation Safety Agreements).

Airspace Working Group: Throughout the year worked on collaboration and facilitation to enhance the position of GA with regard to airspace. Such work has included producing a joint principles document with BALPA, GATCO, AFISO, GAA and HCAP.

Additional work as part of the Airspace Modernisation Strategy review working group and with NATS, NERL, identifying positions where intent and policy is aligned. It has been a beneficial exercise as GA has identified many areas where if truly aligned, some significant benefits can be reaped with regards to airspace.

All participants expect the CAA to deliver and assist in this programme but, it seems that they are often stifled by either a drive to align with ICAO, PANS OPS and or to align with now outdated EASA regulation thereby missing opportunities to innovate and develop modern airspace solutions or to capitalise on available and developing technologies.

The CAA requires significant pressure to deliver a suitable containment policy that embraces 21st century Nav Performance, this aligned to a more pragmatic and open EC policy alongside a full and proper Airspace Classification review that delivers significant results will make a difference to our operation.

For more information: <https://generalaviationappg.uk/stakeholder-update/>

EDUCATE YOUR MP

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

FLYABILITY - <http://www.flyability.org.uk>

Flyability is a small UK charity that works to make paragliding and hang gliding accessible to disabled people through 3 main activities: 1. scholarships for disabled people to have tandem taster flights and train to fly within BHPA schools, 2. loans of specialist equipment to schools, 3. sharing information and advice on adapting flying to make it accessible to disabled people. Flyability support all sorts of disabled people - not just those with physical disabilities. The XLakes/Lakes Charity Classic competition in Grasmere in the Lake District is the next venue. <http://www.flyability.org.uk/about/press-info>



Fenella Johnson – Accessible tandem hang-gliding



Solomon & Steve Purdie of Airworks

Richard Bray – Richard has been accepted into the British Shooting Paralympic Talent Program, this is the first step towards his dream of shooting at the Paralympic Games. <https://www.gofundme.com/f/help-meachieve-my-paralympic-dreams>

Judy Leden MBE - Judy has been involved in Airways Airsports since the start. She has been Women's World Hang Gliding Champion twice and has a string of world records to her name. Judy also flies paragliders (World Champion 1995, 2 World Records) and microlights as well as light aircraft. She was awarded her MBE by the Queen for services to hang gliding, and received the Royal Aeroclub's Gold Medal. <https://www.airwaysairsports.com/airfield-information/about-us#judy>

Great British Aerotow Revival (GBAR) - a UK based national friendly competition that includes a Rigid (class 5) Class, Flexwing (Class 1) and Sport Class. <https://www.aerotowrevival.com> and <https://airtribune.com/aerotowrevival/info/detail>

Flyability was invited by organisers Tony Smith and Steve Blackler to run hang gliding tandems for disabled people during the warm up days of the Great British Aerotow Revival competition at Deenethorpe, Northamptonshire on May 11, 2022. Judy Leden MBE from Airways Airsports travelled down to help with piloting the tandems. In total across the day Judy flew 6 tandem flights with disabled passengers with 5 experiencing flying in a hang glider for the first time.

The disabled passengers included two wheelchair users: Di Coates MBE (Paralympic gold medalist) and Rich Bray (Paralympic hopeful), 17 year old bone cancer survivor Adam Bennet, Phil Paul who has been unable to work due to depression and Carl Weininger.

Phil said about his flight *“it was one of the most amazing things I’ve done, leading up to the day I was very nervous and was thinking of backing out but went for it. I never thought too much about being so high up on my very first flight. By the time I had any chance to worry about the height I was at over 1,000ft. I’ve never felt so free in my life and hope I can repeat this again as the joy I’ve had from it is huge. I’m still smiling four days later”*. Adam’s mum Samantha said *“Adam is still buzzing from such and incredible first hang gliding experience. I don’t think it will be his last”*. Di said *“A great experience and day. I will remember it for a long time. Just floating in the air”*. Rich said *“I can’t stop grinning”*.

Carl Wallbank and Moyes very kindly provided a Moyes t-shirt and cap for all the passengers.

Flyability has been helping disabled people to fly hang-gliders and paragliders in the UK for over 25 years. Our scholarship scheme and loans of specialist equipment exist to make both paragliding and hang gliding as accessible as possible across the UK. Flyability are delighted that we were able to share our sport with passengers with a broad range of disabilities.

NEW VFR CHARTS

Chart Name	Next Planned Edition
1:250,000 Sheet 1 Northern Scotland West	08/09/2022 (Edition: 12)
1:250,000 Sheet 2 Northern Scotland East	11/08/2022 (Edition: 12)
1:250,000 Sheet 3 Northern Ireland	07/09/2023 (Edition: 13)
1:250,000 Sheet 5 Central England & Wales	10/08/2023 (Edition: 15)
1:250,000 Sheet 7 The West & South Wales	05/10/2023 (Edition: 14)
1:50,000 Helicopter Routes in the London CTR and the London City CTR	06/10/2022 (Edition: 20)

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

JAN 2022

Quick Start Guide

to the regulations for drone flying

www.britishdroneflyers.org



THE LAW HAS CHANGED

- ⦿ The regulations for operating unmanned aircraft (drones) changed recently and full details can be found in CAP 722. BMFA members (including those with British Drone Flyers membership) can choose to operate under the Open Category of 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 uninvolved person or any vessel, vehicle or structure not under your control when you fly your unmanned aircraft.

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

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

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

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

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

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



REGISTERED & COMPETENT

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

You can register as an Operator through the BMFA.

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



MANNED AIRCRAFT

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

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

YOU ARE RESPONSIBLE



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

MINIMUM AGE



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

ADDITIONAL BENEFITS



- Our Authorisation also includes special arrangements for:
- ⦿ FPV Drone Racing
 - ⦿ Visiting flyers/competitors from overseas
 - ⦿ Display flying
- For further details, please see the full guidance.

IF THINGS GO WRONG



- The law requires the reporting of certain occurrences:
- ⦿ Serious accidents and incidents to the AAIB
 - ⦿ Serious incidents and a range of other occurrences (including breaches of the terms of our Authorisation) to the CAA.
- The BMFA has made this process as easy as possible:
<https://reporting.bmfa.uk/>

AIRCRAFT LESS THAN 250G



- ⦿ Even if your aircraft is under 250g you still need to register as an Operator if your drone has a camera fitted. Evidence of competency is required to operate within the BMFA's Authorisation.
- ⦿ Alternatively, you may operate within the Open Category requirements - defined in CAP 722 - for aircraft of less than 250g.

BMFA



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

www.vec.beazzy.com

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

uAvionix TailBeaconX Mode S ES transponder STC

The uAvionix TailBeaconX Mode S ES transponder STC has been approved by the UK CAA and can be fitted to certain UK registered aircraft types eg Cessna, Piper and others. The uAvionix is working with the Light Aircraft Association to get TailBeaconX added to the LAA's TL 3.03 approved avionics list for Permit-to-Fly aircraft.

Simply remove your existing position light, install the mounting bracket, connect to existing power wires, slide in TailBeacon, and turn to lock in place.



uAvionix will be exhibiting at the joint LAA and Popham Airfield venture **“Grass Roots Fly-In” 2nd – 4th September.**

NEW AIR SPORTS LIVE TRACKING APP

Two Norwegian air sport pilots have filled a gap in the market by developing an app which helps new pilots to create and practice their own Air Navigation Race (ANR) routes whilst also helping to bring their sport to a wider audience through helping event organisers and offering live streaming to broadcasters.

The new app, called Air Sports Live Tracking, <https://home.airsports.no> is a user-friendly system which is designed to help less experienced pilots to create their own detailed navigation routes on their smartphone at a very minimal cost. Pilots can also see others' flights in different locations around the world, as well as following live competitions and results and can link with media production to show live streaming of pilots' races and thus promote competitive air sports. Used in conjunction with Flight Contest it is easy for organisers and can provide an exciting overview for audiences watching from around the world. <https://fai.org/news/air-sports-live-tracking-app>

GASCoFLIGHT SAFETY EXTRA MAGAZINE

Flight Safety Extra complements GASCo's magazine Flight Safety and is another channel by which GASCo hopes to get flight safety information to you in a convenient way and contains many valuable sources of flight safety information.

To receive GASCo's free Flight Safety extra e-newsletter each month contact the GASCo Office 01634 200203 or email Office Manager - Penny Gould penny@gasco.org.uk to be added to the mailing list

SEARCH FOR NEW CIMP DELEGATES

Are you a specialist in physiological or psychological medicine with an affinity for air sport medical issues or experience in the field of aviation medicine? CIMP evaluates and advises the FAI on rules in aeromedical standards, doping issues and flight safety topics that affect air sport pilots and is actively looking to recruit new members.

Each FAI member country can appoint a delegate and an alternate delegate. Contact the RAeC General Secretary, secretary@royalaeroclub.uk <https://fai.org/news/search-new-cimp-delegates>

If you'd like to contribute to aviation medicine within FAI, whether as a Delegate or not, or if you have any questions, please contact CIMP President Marja Osinga-Meek. cimp-president@fai.org

AIR LEAGUE: GLOBAL CHALLENGE 2022

<https://airleague.co.uk/our-programmes/the-innovators-challenge>

The Challenge is now open for entry to all university undergraduate and postgraduate students and apprentices worldwide over the age of 18. The search is on for teams and individuals to provide innovative solutions to match the pioneering days of early flight or creation of the jet engine for a sustainable, net zero future for aviation by 2050.

The Challenge gives an opportunity to present your proposal at two international aviation industry sustainability conferences in Autumn 2022 and Spring 2023 **PLUS**

- A one-week industry engineering placement with one of the Air League's Corporate Members
- A fully funded flying induction course to help offer an all-rounded understanding of the aviation sector
- One year's individual membership of the Air League
- Expert lead support in developing your pitch ready for presenting

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

EUROPE AIR SPORTS

For those wishing to keep abreast with **Europe Air Sports** this is their latest Newsletter <https://www.europe-air-sports.org/wp-content/uploads/2022/06/EAS-Newsletter-June-2022.pdf>

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 19th July 2022. You can read the updates on the FAI website: <https://www.fai.org/sites/default/files/documents/2022-07-04-fai-by-laws.pdf>

FAI POSITION ON THE CONFLICT TAKING PLACE IN THE UKRAINE

The FAI's fundamental aim regarding the military conflict taking place in Ukraine is to maintain the integrity and support the development of air sports across all nations in line with a set of values that nurture inclusion and transcend national differences. The FAI Executive Board decision to suspend the FAI members of Russia and Belarus still stands and removes all rights from them as listed in FAI Statutes 2.4.2.1. In addition 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 RATIFIED WORLD RECORDS

UK FAI ratified, and pending ratification, world records can be found here https://fai.org/records?f%5B0%5D=field_country%3AGB

17th FAI World Microlight Championship 2022 24th – 29th July 2022

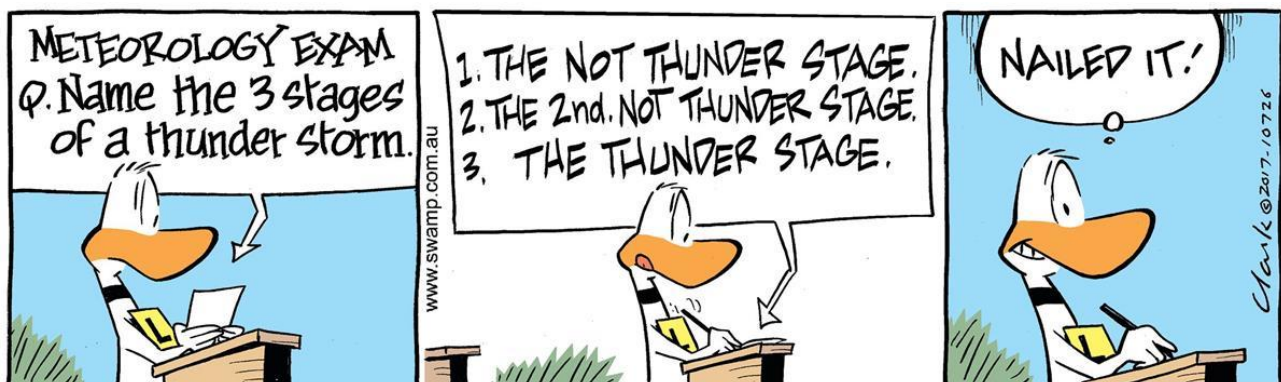
Hosín Airfield in the Czech Republic was the venue for the 17th FAU WMC 2022. 10 countries took part, including Great Britain. This FAI Category 1 event welcomed 42 crews representing 10 nations. Competitors are flying navigation, precision and economic tasks in their microlights - fixed wings, flexwings and Gyros.



Team GB comprised: Colin Johnson, Owain Johns, Richard Gibbs, Laurie Hurman and Mary Russell.

See the Autumn 2022 issue of the RAeC Newsletter for a report and results.

A LITTLE SOMETHING TO MAKE YOU SMILE



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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).

NEWS

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

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.

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

AVIATION PIONEERS – PHOTO ALBUM OF 380 PHOTOGRAPHS & POSTCARDS

The Trust has acquired, for Public Benefit, a unique collection of 380 photographs and postcards of pioneer aviators of the early 19th Century, before the 1st World War. Contained in an album, in due course, the Trust intends to digitise the collection and to make it available for research by the general public via the Trust's Collection's website (Royal Aero Club Collection).

This photograph album containing approximately 380 photographs and real photo postcards. Depicting early aviators and aeroplanes the album collected by a Miss G. Choate, all corner mounted, including approx. 70 photographs signed by aviators such as: Claude Grahame-White, Thomas O. M. Sopwith, Edwin A. V. Roe, Francis K. McClean, and Harry G. Hawker, plus a few colour printed early aviation postcards, including a souvenir postcard from the first English airmail flight, dated 'Sp 9 1911', some photographs faded (mostly unsigned towards rear of album), support leaves brittle and faded, many detached, contemporary cloth, worn, spine detached and loosely

inserted, plus a few loose photographs at rear, a copy of 'Flying at Hendon: a Pictorial Record', compiled by Clive R. Smith, 1974, and several ink manuscript notes from aviators, addressed to Miss Choate and accompanying signed photographs sent to her.

Miss G. Choate lived at Hendon and apparently spent much of her time at Hendon airfield, watching and buying photographs of early aviators and their aircraft. Indeed, it appears that she may have taken some of the photographs herself. In one of the signed manuscript notes, sent to Miss Choate to accompany a photograph that an aviator was returning after signing, the airman remarks, "May I compliment you on the excellency of the photo, by its sharpness your lens must be very good...", and in several of the manuscript notes the aviators ask if it is possible to obtain a copy of the photograph Miss Choate has taken of them.



The subjects of the signed photographs include: **Claude Grahame-White** (1879-1959) was an English pioneer of aviation, and the first to make a night flight. He was one of the first people to qualify as a pilot in England, becoming the holder of Royal Aero Club certificate No. 6 in April 1910. One of the most influential aviation pioneers. He was involved in promoting the military application of air power before the First World War with a campaign called "Wake Up Britain", whilst experimenting with fitting various weapons and bombs to aircraft. During the war itself he flew the first night patrol mission against an expected German raid on 5 September 1914. In 1911 he established a flying school at Hendon Aerodrome, and many of the signed photographs in this collection are from pilots attending the Grahame-White Flying School.

Thomas Octave Murdoch Sopwith (1888-1989) was an English aviation pioneer. During the First World War his Sopwith Aviation Company, based at Brooklands, produced more than 18,000 aircraft for the allied forces, including nearly 6,000 Sopwith Camel single-seat fighters. Financial troubles after the war resulted in Sopwith closing his company, but then re-forming it under the name of his chief engineer and test pilot Harry Hawker.

Edwin Alliott Verdon Roe (1877-1958) was a pioneer English pilot and aircraft manufacturer, and founder in 1910 of the Avro company. In 1909 he became the first Englishman to fly an all-British machine.

Francis Kennedy McClean (1876-1955) was a British civil engineer and pioneer aviator, one of the founding members of the Royal Aero Club and one of the founders of naval aviation and amateur flying.

Harry George Hawker (1889-1921) was an Australian aviation pioneer. He was the chief test pilot for Sopwith and was also involved in the design of many of their aircraft. After the First World War, he co-founded Hawker Aircraft. This signed photographic postcard seems to commemorate his winning of the No. 1 British Michelin Cup for 1912, judging by the ink manuscript inscription. **Plus numerous others including:** D. Graham Gilmour (1885-1912), Charles Grey Grey (known as 'C G'; 1875-1953), Charles Gordon Bell (1889-1918), William Barnard Rhodes-Moorhouse (1887-1915), Wilfred Parke (1889-1912), William Hugh Ewen (1879-1947),

Cheridah de Beauvoir Stocks (1887-1971), Sydney Vincent Sippe (1889-1968), Louis Noel (1872-1939), Harold Blackburn (1879-1959), Arthur Murray Longmore (1885-1970), Louis Arbon Strange (1891-1966), Samuel Franklin Cody (1867-1913).

The latter can be accessed via a link on the Trust website (www.royalaeroclubtrust.org). The Trust was able to acquire the album thanks to the generosity of one of the Trust's sponsors.

The restoration of the Clarke Glider by the Gliding Heritage Centre is complete and the Trust will make a donation towards the restoration at a presentation to be arranged in due course.

2022 BURSARIES WINNERS

Given the pandemic crisis, there was a good response for the call for bursary applicants and 25 bursaries have been offered. All credit to the young air sport applicants and their Clubs who were determined to advance their air sport qualifications regardless of the crisis.

The **Flying for Youth** scheme is heavily reliant on sponsors including: The Patron, the Lord Peter Cruddas Foundation, the Royal Aeronautical Society, Breitling, Doctor Brian Bramson, George Farha, John Downer, the Crocker Family, the Andrew Brownsword Foundation and the Pooley Bursary donated by Sebastian Pooley MD Pooley Flight Equipment Ltd. We and the recipients are very grateful for their continued support.

If you are interested in being awarded a bursary, then please read the instructions on the website carefully so that your application flies.

Here are 3 of the successful applicants for 2022.



Ylva Luise Grosche aged 16 who lives in Cambridgeshire has been awarded a bursary to help her gain the BGA Bronze badge and Cross-Country endorsement.

Glider flying is in her blood as both grandfather and father are glider pilots.

Daisy May is 20 and a member of her University Club and she skydives in the East Midlands. She started skydiving in 2021 and has already gained her A License. She has been awarded a bursary to complete the FS1 qualification.





Christabel Gordon started skydiving in early 2021, loved it and progressed very quickly through the qualifications. She applied for and was awarded a bursary to train for the BSA Freefly 1 qualification.

The full list of bursary winners for 2022 is:-

Name	Age	Club/Sponsor	Qualification Sought
Light Aircraft			
James Shenton	18	Turweston Flying Club	Instrument Rating
Gliding			
Alex Gilmour	15	Denbigh Gliding Club	BGA Bronze Award
Ylva Grosche	16	Cambridge Gliding Club	BGA Bronze Award
Jorvan Meyrick	15	The Gliding Centre	BGA Standard Aerobatics Award
Elliot Apperley	15	Cotswold Gliding Club	BGA Cross Country Award
Joshua Yates	18	Norfolk Gliding Club	BGA Bronze Award
Skydiving			
James O'Connor	21	Skydive Headcorn	BSA Formation Skydiving 1
Carl Le Hegarat	18	Skydive Headcorn	BSA Formation Skydiving 1
Catherine Bayada	19	my Parachute Association	BSA Basic Instructor Award
Adam Drew	20	JK Parachuting Beccles	BSA Formation/Freefly 1
Millan Grieve	19	JK Parachuting Beccles	BSA Formation/Freefly 1
Cian-David Moore	20	my Parachuting Association	BSA Formation/Freefly 1
Jessica Hill	20	Black Knights Centre	BSA Formation Skydiving 1
Fern Devonport	20	Skydive Langar	BSA Tracking 1
Keeley Titterton	20	Skydive Langar	BSA Formation/Freefly 1
Kieran Mullis	21	Skydive Langar	BSA Canopy Training 3
Christabel Gordon	21	Skydive Langar	BSA Formation/Freefly 1
Paraglide and Hangglide			
Finley Redford	16	Airworks	Club Pilot Rating
Flight Simulator			
Adam Lowther	14	Milton Keynes Scouts	Air Experience

Aero Modelling			
Name	Age	Club/Sponsor	Qualification Sought
Alexander Ladell	14	Bury MFC	Upgrade Eqpt
Advanced			
Tom Smith	24	Hinton	Tandem Instructor
Alex Jonhson	21	Langar	CF1
Alice Marshall	22	Langar	British Artistics
Archie Buxton	22	Buckminster	Basic Instructor
Jack Jenner Hall	15	Norfolk	Basic Instructor

BURSARIES

In brief, 25 bursaries were awarded in 2022 to a light aircraft pilot, glider pilots, skydivers, a flight simulator pilot and a paraglider pilot and an aero model flyer. The 2023 bursary scheme will be published in September. Applications are encouraged from balloon and micro-light pilots, and drone flyers who were absent from the 2022 cohort.

Finally, as previously stated, the Trust would welcome 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 memorabilia, 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)

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

ROYAL AERO CLUB TRUST VOLUNTEER OPPORTUNITIES

Want to give something back to air sports? Interested in the management and future development of the Trust? Then why not apply to become a Trust volunteer?

The Royal Aero Club Trust currently seeks volunteers to further strengthen the Trust Management Team and assist the Trust in its development in the coming decade.

If you have a keen interest in air sports generally or you have particular skills, interest or experience in aviation heritage, fundraising and grant making, IT, or communications (PR), why not contact the Trust to discuss volunteering opportunities and the possibility of eventually being appointed to the Trust Management Committee.

If this opportunity excites you then email your interest to the Chairman of Trustees, David Bills (bursaries@royalaeroclubtrust.org)

CAA CONSULTATIONS

Consultation on BCAR: Section S - Small Light Aeroplanes

This consultation contains the proposed updates to the next edition of CAP 482, British Civil Airworthiness Requirements (BCAR) – Section S – Small Light Aeroplanes. The proposed changes follow on from the 2021 revision of the UK microlight aeroplane definition that incorporated the new 600kg microlight classification into law.

BCAR Section S (Small Light Aeroplanes) is the main certification code for microlight aeroplanes in the UK and specifies the initial airworthiness requirements as well as acceptable means of compliance. The technical requirements in BCAR Section S have been revised to reflect the increased maximum take-off mass and stall speed limits in the new microlight aeroplane definition.

Closes 19 Aug 2022 Use the online form or email your comments to ga@caa.co.uk with 'CAP 482 consultation response' as the subject line. <https://consultations.caa.co.uk/ga/bcar-section-s/>

CLOSED CONSULTATIONS

COTSWOLD REGION FINAL FINDINGS REPORT 2022

Final report on the CAA's findings following their review of airspace in the Cotswold region. It includes details on which volumes of airspace the process will seek to amend, as well what other processes can be used to improve UK airspace.

[https://publicapps.caa.co.uk/docs/33/Cotswold%20Classification%20Review%20\(CAP2359\).pdf](https://publicapps.caa.co.uk/docs/33/Cotswold%20Classification%20Review%20(CAP2359).pdf)

CAP 403 Flying Displays and Special Events: Safety and administrative requirements and guidance 2022

A total of 49 comments to the draft CAP 403 from 18 respondents were received. Of these, 34 comments were textual in nature, suggesting revised wording or highlighting minor drafting points. Many of these comments were duplicated between respondents; and the other 14 comments were more substantive, calling for some sort of change of the underlying policy.

13 of the comments were accepted (27%). Most of these comprised of suggested rewording of content for clarification. A further 12 comments were suggested changes which had already been made. Of the 23 elected not to implement, most called for revision to text that had been carefully drafted in cooperation and consultation with other groups. Others asked for further expansion on material that is covered adequately either in this document or elsewhere. Some suggested the introduction of content that was thought not necessary and outside the scope of this CAP.

We have produced a final version of CAP 403 Edition 19 which was published on 9 February 2022

[https://publicapps.caa.co.uk/docs/33/CAP403%20Edition%2019%20Final%20\(2022\).pdf](https://publicapps.caa.co.uk/docs/33/CAP403%20Edition%2019%20Final%20(2022).pdf)

CAA RESPONSE TO CONSULTATIONS

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

IS YOUR AERODROME UNDER THREAT?

THE GOOD NEWS: Peterborough/Sibson - Huntingdonshire District Council submitted an unsuccessful bid for a 2,500 home Garden Village on site. **Plymouth** - Council leader Richard Bingley has been in talks with long-leaseholder Sutton Harbour Group Plc (SHG) and says returning the 113-acre site to aviation is in the economic interests of the city but need to negotiate acquiring the lease.

POSSIBLY NOT GOOD NEWS: Finmere: proposed petrol station and coffee drive-through outlet near Finmere Airfield <https://www.alanstratford.co.uk/finmere-airfield-operational-safeguarding-assessment/>

Wolverhampton/Half Penny Green: Study on the future business viability of Wolverhampton Halfpenny Green Airport <https://www.alanstratford.co.uk/study-on-the-future-business-viability-of-wolverhampton-halfpenny-green-airport/>

NOT GOOD NEWS: near Goodwood Aerodrome - a proposed housing development <https://www.alanstratford.co.uk/proposed-housing-development-near-goodwood-aerodrome/>

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.
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.
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 are scheduled for July and September 2022.

<i>Aerodrome</i>	<i>Current Status</i>
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.
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) granted a Development Consent Order (DCO) for the aerodrome as a Nationally Significant Infrastructure Project. A Judicial Review application resulted in the High Court quashing the DCO on 15 February 2021. As part of a review of the decision to grant the DCO, the SoS requested an independent report on the need for the development. The draft report was published on 21 October 2021 and endorsed a Planning Inspector's previous view that the need had not been established. A public consultation on the review ended on 3 December 2021. 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 adopted 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.
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.

<i>Aerodrome</i>	<i>Current Status</i>
Thurrock	Thurrock Council have received and validated a planning application for development of 750 houses, a medical centre and employment units on aerodrome site.
Wellesbourne Mountford	Stratford-on-Avon District Council Core Strategy stated policy is to “Retain and support the enhancement of the established flying functions and aviation related facilities at Wellesbourne Airfield”. The Council have rescinded the owner’s permitted development rights and have initiated negotiations for an agreed purchase of the site whilst also taking CPO action to acquire the site. £1 million remains in the Council’s budget to fund the CPO action. Under a MoU dated 30 August 2019 between the Council and the site owners, the CPO action has been suspended for up to a year (which period has now been extended) to allow the owners to propose limited development of the site whilst retaining the aviation facilities with some of the tenants being offered continued occupancy of the site to cover the period of the MoU.
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.

MoD Sites	The following MoD aerodrome sites are planned for disposal in the years indicated:
Abingdon Aerodrome 2030	Site earmarked for Garden Village style development with 1,200 homes in Vale of White Horse District Council 2031 Local Plan Part 2 adopted by the Council on 9 October 2019. Under the Plan, the development area is restricted to the south of the old runway 08/26.
Brawdy 2028	Cawdor Barracks. Defence Infrastructure Organisation (DIO) have submitted site for mixed use development for the review of 2033 Local Development Plan 2 by Pembrokeshire Council but this is not included in the draft Plan issued for public consultation ending on 18 March 2020.
Colerne 2025	Aerodrome was originally expected to be sold in 2018. Local business interest in maintaining the aerodrome for aviation purposes.
Dishforth 2031	Aerodrome site being disposed of but not included for development in the 2035 Harrogate Borough Council Local Plan adopted by the Council on 4 March 2020 but site is expected to be considered during first five-year review of the adopted Plan.
Halton Aerodrome 2022	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 2023	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 2022	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. A public consultation on the Central Lincolnshire Joint 2040 Local Plan ended on 9 May 2022 which called 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.

MoD Sites	The following MoD aerodrome sites are planned for disposal in the years indicated:
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. Public hearings on the draft Plan started on 5 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.

THE ROYAL AERO CLUB



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The Coordinating Body of British Airsport Organisations

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