



Winter 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 Organisation
British Ballooning & Airship Club
British Gliding Association
British Hang Gliding & Paragliding Association
British Helicopter Club of Great Britain
British Microlight Aircraft Association
British Model Flying Association
British Skydiving
Flying for Disabled People
Formula Air Racing Association
Light Aircraft Association
Records Racing and Rally Association (3Rs)
Royal Aeronautical Society (RAeS)
RAF Museums
Vintage Aircraft Club
Youth Aviation Activities and Opportunities



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David Monks RAeC Chairman

I begin by sending the sincere congratulations of The Royal Aero Club of the United Kingdom to Matthew Bolshaw, MBE, Chairman of Medals & awards Committee and RAeC Treasurer who has been awarded the MBE in the 2022 New Years Honours List.

The 2020 Medals and Awards Ceremony has been virtually held online and was premiered on January 20th 2022. There has been a lot of positive feedback from the virtual ceremony. The ceremony will remain online for those who missed it to view and the link can be found on the Royal Aero Clubs Facebook page or from Dave Phipps. Just as a reminder, the 2021 Medals and Awards Ceremony will be held at the RAF Club in Piccadilly on 17th May 2022 from 5.30pm. The Medals & Awards Committee met last week and the recipients will soon be notified of the awards.

The 115th FAI General Conference was held in November on Zoom. The business was conducted over three days and I attended the meeting from FAI offices in Lausanne. I can assure you that we didn't have an office party at the time as we remained socially distanced. Rob Hughes has reported on the General Conference to Council, the report is available. Rob Hughes continues as UK FAI Vice President and UK CASI delegate, congratulations to Rob. I am very pleased to announce Martin Soulsby has been elected as alternate CASI delegate for the UK.

The Queen's Cup was awarded to BBAC for 2022. At last week's Council meeting, it was agreed to reschedule this to 2023. There will more than likely be more news following in the newsletter.

I understand Judith's leg is going from strength to strength and I'm sure you will all join me in wishing her well in her continued recovery back to normal.

As the days get longer, let's hope for more favourable flying conditions.

David Monks

Chairman
The Royal Aero Club of the United Kingdom



jude@royalaeroclub.uk

FROM YOUR EDITOR



Thankfully getting back to being mobile, and now cast/splint free. It's been a long haul for being nice to a spider! If your air sport has competitions, get together, AGM's, Webinars or online training etc between February and mid-May or you would like to promote your air sport please do forward photos and reports/articles for inclusion in the 2022 Spring issue (copy deadline 15th April). Please email Newsletter contribution articles, information and jpegs (labelled please) to me at jude@royalaeroclub.uk Also jpegs for future RAeC Newsletter front covers would be wonderful to receive.

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. If you do not have internet access to be able to see the larger online issue please ask RAeC General Secretary Dave Phipps to send you your smaller printed version by snail mail. Where I have used/obtained information from websites and other sources I have taken that, as usual, this will be with your blessing and photographs are credited where known.

My thanks to Paul Tallet at Progression Marketing for setting the front cover of this Winter 2022 issue and to Clive Mason for permission to use his photo.

Wishing you all safe and wonderful flying in 2022

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



<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

2020 Online Awards

The 2020 RAeC Awards were held online as a virtual ceremony on YouTube on Thursday 20th January. The video will remain available to watch at your convenience.

<https://www.youtube.com/watch?v=0I0zVD8yhck>

2021 Medals & Awards Ceremony



The date has been booked to take place on 17th May 2022 at the RAF Club in Piccadilly, London.

This certainly shows a very positive return to normality for the largest event in the RAeC calendar.

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 Wilshire; 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, devotion or in other ways:

Ted Barrett

Congratulations to Matthew Bolshaw , RAeCTreasurer and Chairman of the Medals & Awards Committee



Matthew Bolshaw has been recognised in the 2022 New Years Honours List with an MBE for services to aviation safety.

PHIL DUNNINGTON 10.3.1947 – 30.11.2021



Phil Dunnington passed away suddenly whilst on a ballooning holiday in Amman after contracting Covid-19. Phil was widely known throughout the ballooning and aviation community as a whole, and as the GA Advocate within the DfT.

There is a **moving tribute from Pete Bish** in the **BB&ASC section** of this **Newsletter** accompanied by some photos forwarded by Allie Dunnington, his wife.

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

THE BRITISH MODEL FLYING ASSOCIATION

2022 UNIVERSITY AND SCHOOLS PAYLOAD CHALLENGES

The flying and presentation element of the BMFA 2022 University and Schools Payload Challenges competition will take place 14th & 15th June 2022 at the BMFA's National Centre near Grantham in Lincolnshire.

The BMFA Payload Challenges require students to design, build and fly load-carrying model aircraft. The competitions have evolved to stretch the abilities of participating students and there is no doubt the development of a good aircraft requires each team to display design flair, technical knowledge and teamwork. Judging is by a panel of professional engineers and the competition has attracted very favourable comment from external examiners, the challenge is partnered by the Royal Aeronautical Society and also enjoys the support of BAE SYSTEMS, Rolls Royce, RAF Engineering and the Royal Air Force Model Aircraft Association.

The competition benefits from cash prizes awarded to winning team members and their university/school department.

Register entries by the 1st April 2022 **SEE the BMFA section** in this **Newsletter** for more details and how to enter.

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>

DON'T FORGET YOUR 5% online discount from Pooleys

If you are ordering any flight equipment from Pooleys <https://www.pooleys.com> use the promotional code **YES** at the checkout and you will be helping to support the work that **YES** (Youth & Education Support) the youth arm of the LAA is doing in the community and you'll get a **5% discount** off your orders.

OTHER NEWS & INFORMATION

COVID-19

General Aviation can now take place in England without limits following the latest update in Coronavirus guidance from the government.

However, there are still recommendations for pilots on how to stay safe and help prevent the spread of Covid-19.

In England, there is no longer a legal requirement to wear a face covering. The government suggests that you continue to wear a face-covering in crowded and enclosed spaces where you may come into contact with other people you do not normally meet.

USE hand sanitiser or hand-washing facilities when you enter premises. **Regular cleaning** and disinfecting of the interior and exterior touched surfaces of aircraft, **including** headsets. **Be formally informed of the risks** of Covid-19 and all actions being taken to combat the risks. **Take** Covid-19 tests

All international GA flying and travel should follow the wider rules regarding international travel:

<https://www.gov.uk/guidance/travel-abroad-from-england-during-coronavirus-covid-19>

<https://www.gov.uk/guidance/travel-to-england-from-another-country-during-coronavirus-covid-19>

<https://www.gov.uk/guidance/coronavirus-covid-19-testing-for-people-travelling-to-england>

In Scotland <https://www.gov.scot/collections/coronavirus-covid-19-scotlands-route-map/>

In Wales <https://gov.wales/alert-level-0-guidance-employers-businesses-and-organisations>

In Northern Ireland <https://www.nidirect.gov.uk/articles/coronavirus-covid-19-staying-safe-work>

<https://www.gov.uk/guidance/red-list-of-countries-and-territories>

AIRSPACE: HAVE YOUR SAY

THE CAA is planning an Airspace Modernisation Strategy to cover the period up to 2040, and wants to hear your views. A CAA statement said the main aim of the strategy is to integrate all airspace users, including drones, aerial taxis and spacecraft. It also aims for simpler airspace design and supporting regulations, sustainability, lower emissions and managing noise.

Consultation closes 4th April 2022. **See Consultations** section in this Newsletter for how to make your views known.

CAA GIVES GREEN LIGHT TO STAGE 2 OF AIRSPACE PLAN

The airspace change master plan identifies which UK airspace design changes need to be developed to achieve the benefits of airspace modernisation and then set out a single coordinated implementation plan to deliver those benefits. ACOG (Airspace Change Organising Group) is taking a bit-by-bit approach to developing the master plan with public consultation later this year.

<https://publicapps.caa.co.uk/docs/33/CAP2312B%20UK%20Airspace%20Change%20Masterplan%20Iteration%202.pdf>

THE ALL-PARTY PARLIAMENTARY GROUP ON GENERAL AVIATION

(APPG-GA) <https://generalaviationappg.uk>

The APPG's work is suspended but you can still educate your MP about the benefits and necessity of GA.

<https://generalaviationappg.uk/wp-content/uploads/2018/09/GA-Campaign-Pack-final.pdf>

Find your MP: <https://members.parliament.uk/FindYourMP>

THE NATIONAL TRANSPORT TRUST: APPEAL FOR NOMINATIONS

My thanks to Anne Hughes for bringing this to my attention:

The NTT is looking for aviation nominations for their 2022 awards – Young Preservationist AND others involved in an aviation project eg a restoration. The National Transport Trust (est. 1965 as Transport Trust) is the national body which promotes and encourages the preservation and restoration of Britain's transport heritage in all its forms - road, rail, wings and water. One of the particular aims of the Trust is to encourage the next generation, not just restorers but volunteers, apprentices and participants in the Heritage Transport movement.

National Transport Trust Awards

They also assist those projects of a high standard which are well advanced but which need a little extra help to cross the line with their **Restoration Awards**. The RA's applications will be assessed on the basis of rarity, technical historic or social significance, quality of workmanship, proportion of work being carried out by applicant, originality of design and materials. In addition The Trust needs to be satisfied that, after restoration, the item will be seen and enjoyed at reasonable intervals by the general public and that, as far as is reasonably foreseeable, the item is not destined for the market place and will be retained by the restoring owner/s. Applicants need to show that some progress has already been made, that there is a clear and costed future plan and a realistic likelihood of completion within 12 months of the application being made. Infrastructure projects will not be considered for this award scheme.

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



2021 Light Aircraft recipients Jim Copeman and Tony Palmer for their project which aims to restore British Klemm L25c G-ACXE and its associated Pobjoy Cataract Ser III engine to flight.

This is the sole known remaining example of this British made aircraft type.

The rebuild of the aircraft woodwork is now complete and painted including fabric covered control surfaces all applied in house. All metal fittings have been stripped, tested, restored, repaired, and modified as required. The engine has been rebuilt and the aircraft is now in an almost complete state after work on such parts as prop hub, oil & fuel tanks.

Young Preservationist of the Year: Each year the Trust seeks out young individuals in particular worthy of recognition, and one is selected as “Young Preservationist of the Year”. The hunt is on.

The Transport Heritage movement is a huge one and the Trust needs your help to identify candidates and nominate them. This award recognises the achievements of young people (under the age of 20) in the Heritage Transport Preservation Movement. The winner receives a financial reward; Michael Allen was awarded Young Preservationist of the Year 2017. Then a 19 year old trainee aircraft engineer he had been with ATSO Engineering at Sywell Aerodrome, Brackley for nearly three years and became a key part of the team restoring the prototype Beagle Pup light aircraft, G-AVDF.

You are invited in to propose nominations for the Young Preservationist of the year, and doing so could not be easier, just fill in the online nomination:

https://www.nationaltransporttrust.org.uk/award-form/awardform/20_nominate-for-young-preservationist-of-the-year

There are lots and lots of young folk out there following in the footsteps of the older generation.

Let's get them recognised!!

BRITISH AIRFIELD NEWS

Bicester Motion, the company developing and operating Bicester Airfield, has received a ‘positive determination’ on 13th January 2022 from the local planning committee for its next stage. Bicester Motion’s “The Experience Quarter” offers a landmark opportunity for Bicester to become a world-leading destination for automotive and aviation culture. It includes an active airfield, driving training and handling tracks as well as walking and cycling trails, all forming part of the wider Bicester Motion master plan.

For more British Airfield news, the good and sadly some bad see **Is Your Airfield Under Threat? in this Newsletter**

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 next 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

£250,000 Funding Appeal for the “The Ella Roberta Activity Centre”

Many of you have been aware of the activities of the “**Get High Volare**” Charity (GHV), bringing flying opportunities and **STEM** training to a new generation of young aviators.

You may also have been aware of the “**Ella Roberta**”, a Quantum 912 Flexwing Microlight, which GHV have used to give hundreds of young people their first taste of flight. The “**Ella Roberta**” was named after **Ella Roberta Kissi-Debrah**, a 9 year old girl, who sadly died of a rare form of Asthma, as the result of exposure to Traffic pollution.



Ella Roberta Kissi-Debrah

Ella's dream was to become a pilot, but sadly this was not to be the case. Her story moved GHV so much, that they decided to name their aircraft after her.

However, GHV have always been handicapped, by not having their own airfield to operate from, their own "home" airfield, where they can build in stone for the long term future. Also they have felt that "Ella Roberta" needs a more long-term lasting legacy, and so the idea for the "**Ella Roberta Activity Centre**" was born.

See YOUTH ACTIVITIES & OPPORTUNITIES section in this Newsletter for more information

Proposal to vary aircraft and aircraft (transportable) radio communications licences - Ofcom

Ofcom issues radio communications licences that allow the use of radio equipment on aircraft. OfCom are proposing to make some changes to aircraft and aircraft (transportable) licences.

The main changes proposed are:

1. update and align the structure and content in current licences with the style and standard terms and conditions applicable to other licence types; and
2. update and simplify the information we hold on aircraft and radio equipment in OfCom's licensing database.

The proposal would make changes such as aligning aircraft registration details with those held by the Civil Aviation Authority and other aircraft registries, placing all equipment terms and conditions in the schedule of the licence, and simplifying the text relating to when licence fees are due. To deliver these improvements, OfCom need to make administrative and presentational changes to licences. They are not proposing to change the substance of the terms and conditions or licence fees. This means that if licensees are complying with all the current terms and conditions of their licence then they will also comply with all the proposed new terms and conditions.

https://www.ofcom.org.uk/_data/assets/pdf_file/0022/230647/general-notice-aircraft-licences.pdf

Ofcom advise that they are not proposing to change the substance of the terms and conditions or licence fees.

The deadline for providing comments on the proposed changes is 20 February 2022

RADIO & TRANSPONDER MANDATORY ZONES

to enable the Airspace Modernisation Strategy, the CAA has reviewed and amended its policies on radio and transponder mandatory zones (RMZ and TMZ). **All below come into effect on 24 March 2022**

New acceptable means of compliance and guidance material to SERA.6005 Requirements for Communications and SSR Transponders <http://publicapps.caa.co.uk/docs/33/ORS9CAADecisionNo10.pdf>

An amended airspace Policy for Radio Mandatory Zones and Transponder Mandatory Zones on the design and establishment of RMZ and TMZ http://publicapps.caa.co.uk/docs/33/20220113-Policy_for_RMZ_and_TMZ.pdf

And Revisions to the Radiotelephony Manual (CAP 413)

<http://publicapps.caa.co.uk/docs/33/CAP%20413%20SI%202022-01.pdf>

ROBERT PLEMING MEMORIAL AWARD FROM AVIATION HERITAGE UK



(Photos: Allen Churchyard)

David Collings and Anne Hughes were honoured to receive the Robert Fleming Memorial Award from Aviation Heritage UK on behalf of the Beagle Pup Prototype Club at Cosford in October.

The award is a scale model of the Vulcan made from XH558 and key members of the restoration team, Alan Turney from ATSO at Turweston, and Mike Maddock, director of Performance Engineered Solutions Ltd, also attended the presentation which was in recognition of innovation in Aviation Heritage for the restoration of the Beagle Pup Prototype, G-AVDF.

For those of you interested in vintage aircraft check out **the Vintage Aircraft Section** in this Newsletter

AIRSPACE CHARITABLE TRUST SUPPORTS GA RECREATIONAL AVIATION

Airspace4All, set up to deliver airspace related programmes, has become two separate entities. A new company, Airspace4All Services (ASL) Ltd, will continue to offer airspace related consultancy and services on a commercial basis. **A new charity, the Airspace4All Trust (A4A-T)**, has been established to receive government grants. The Trust is chaired by Sir John Allison with Trustees drawn from across the GA and S&RA community.

A4A-T has the objective of improving public safety through improvements to the safety of UK aviation, including by the efficient and equitable use of airspace for General Aviation users. The Trust will represent the interests of UK recreational aviation, air sports, private pilots and flight training, primarily but not exclusively into the UK's Airspace Modernisation Strategy (AMS) and individual Airspace Change Proposals (ACPs).

aims are to:

- ✚ Improve the safety and efficiency of aviation for participants by improving procedures, facilities, equipment and regulatory policies
- ✚ Promote equitable access to airspace throughout UK FIR into the AMS and where appropriate individual ACPs;
- ✚ Reduce environmental impact by promoting the reduction of noise emissions and visual intrusion by all types of aircraft

Commenting on the award of Grant Funding, Chairman of Trustees, Sir John Allison said *"The establishment of the Trust and the award of initial grant funding will enable the Trust to provide a strong and co-ordinated voice on behalf of the sector, enhancing safety, enabling collective representation as the UK's programme for airspace modernisation moves forward and furthering the government's stated ambition for the UK to be seen as the best place for aviation. To further its aims the Trust is open to any project proposals from any source that fulfils its charitable objectives."*

Responding to the announcement of the establishment of the Trust, Minister of Aviation, Robert Courts said *“Safety is at the heart of everything we do, and I am proud to support this new trust, improving safety for general aviation pilots. It will act as an important voice for the sector, particularly on matters of airspace policy and development, and comes as we build back greener and stronger from the pandemic.”*

A4A-T is developing a programme of work to fulfil its aims for the benefit of the sector. **A4A-T** will do this by commissioning studies and reports undertaken on its behalf by expert service providers, making representations to AMS and other policy development and establishing a specialist group to respond to ACPs. The trust will actively engage with stakeholder organisations to enable it to agree priorities, develop the programme of work, maintain a regular dialogue and provide reports on progress and outcomes.

<https://airspace4all.org/> <https://a4atrust.org/>

NEW VFR CHARTS DUE SOON

Chart Name	Next Planned Edition
1:500,000 Southern England & Wales	24/03/2022 (Edition: 48)
1:500,000 Northern England & Northern Ireland	21/04/2022 (Edition: 45)
1:500,000 Scotland	24/02/2022 (Edition: 35)
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 4 The Borders	14/07/2022 (Edition: 13)
1:250,000 Sheet 5 Central England & Wales	10/08/2023 (Edition: 15)
1:250,000 Sheet 6 England East	13/07/2023 (Edition: 16)
1:250,000 Sheet 7 The West & South Wales	05/10/2023 (Edition: 14)
1:250,000 Sheet 8 England South	19/05/2022 (Edition: 26)
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>

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

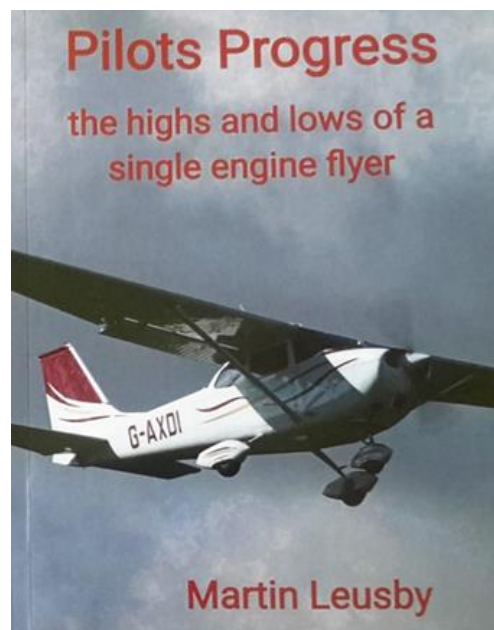
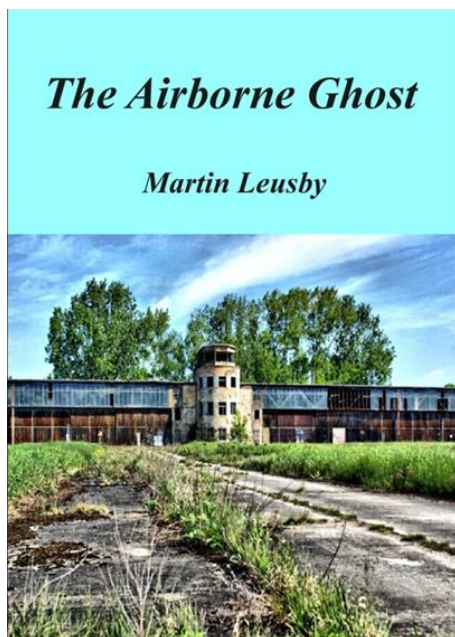
Your entry can be flown at any time of the year, with submission of your log by 30th September 2022. Entries received after this date will be entered into the following year's competition.

Closing date for entries is 30 September 2022

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

“AIRBORNE GHOST” AND “PILOTS PROGRESS”

Fellow BPPA pilot Martin Leusby flies a C172 which he has owned for more than 34 years and has visited more than 400 airfields and has competed with Team GB in World Rally and Precision Championships.



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.

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, follows Martin's trials and

tribulations progressing from a novice to an experienced aviator and his strivings to improve both his skills and his trusted aircraft and tells of adventures and fun along the way. He has flown for his country [we both competed with Team GB, though in different aircraft, in the 2018 FAI WRFC) and Martin recently became one of the first Community Policing Volunteers (Aviation) – a new role in UK.

If you haven't read either, or both, yet and you either have Amazon Prime or Kindle Unlimited you can download the books completely FREE! Or if not, they are ridiculously cheap in digital form (if you don't have a Kindle or Fire Tablet download the Kindle app – free again – and use your tablet or computer).

Hard copies of “**Airborne Ghost**” (£5 plus £1.50 postage) and/or “**Pilots Progress**” (£7.50 plus £1.50 postage) or both for £12.50 + £2 postage are available direct from Martin via MartinLeusby@outlook.com

FORMULA FLIGHT

The Royal Aeronautical Society's Human Powered Flight Group has launched **Formula Flight**, a new competition for teams to build an aircraft. Aircraft that fly for more than five seconds will qualify for the prize. The competition is judged by flight duration and so the team with the longest flight each year will clinch the prize. There is of course a catch; the aircraft must be powered entirely by their pilot.

The RAeS is a sister organisation of the RAeC.

The **Formula Flight** competition's rules state that the aircraft have to be powered solely by the pilot and energy storage devices are not allowed unless only powering avionics. Competitors must also fly below 5m and wear a helmet to reduce risk. competing for **Formula Flight** puts you on track for the much more lucrative Kremer prizes, the CO2 emissions from flying an HPA are negligible compared to conventional aircraft and building one will give you a brilliant understanding of aircraft design.

The competition launched at the Icarus Cup and has already received one entrant so far, SUHPA achieved the qualifying time of five seconds. They are a completely student-led group from Southampton University with no previous aircraft building experience. The Icarus Cup (inaugurated by the RAeS's Human Powered Flight Group) allows more established HPAs to compete for the pilot and team prizes.

The competition is open to any group who can enter with a substantially new aircraft. At the end of the year the aircraft with the longest flight duration will be awarded the £1,000 prize. Complete rules and advice can be found by contacting the Royal Aeronautical Society's Human Powered Flight Group: www.aerosociety.com/get-involved/specialist-groups/business-general-aviation/human-powered-flight/

THE UK YOUTH ROCKETRY CHALLENGE

The UK Youth Rocketry Challenge (UKROC) is a great way to engage the next generation of engineers with practical experience of building and executing complex missions.

This is an exciting way to learn more about maths and science, with the UK winners getting the chance to compete against teams from France, USA and Japan at the International Finals.

Please note that all dates are reliant on weather so there is possibility of change.

- **25 February – Deadline for entries** <https://www.ukroc.com/registration>
- April/May (dates & location tbc) – Regional finals
- 29 June – National Final, Buckminster
- 22 July – International Final at Farnborough Airshow 2022

RESTRICTED AIRSPACE (PERMANENT) WINDSOR CASTLE FROM 27 JANUARY 2022

Restriction of Flying Regulations for Windsor Castle (EG R156) came into force 27th January 2022 and includes all drones.

NEW AND UPDATED SAFETY SENSE LEAFLET: WINTER FLYING

The latest new and updated Safety Sense Leaflet on Winter Flying has been launched. This forms part of the popular General Aviation (GA) Safety Sense Leaflets series which the CAA is currently updating.

<http://publicapps.caa.co.uk/docs/33/SafetySense03-WinterFlying.pdf>

EUROPEAN AIRSPORTS

For those wishing to keep abreast with **European Air Sports** this is their latest Newsetter <https://www.europe-air-sports.org/wp-content/uploads/2021/11/EAS-Newsletter-November-2021.pdf>



The Fédération Aéronautique Internationale - The FAI

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

FAI UK Awards 2021

We warmly congratulate the following who were (virtually) presented on 9th November 2021 with their FAI awards for 2021. The FAI Awards ceremony is available to view at <https://www.fai.org/gc2021-awards>

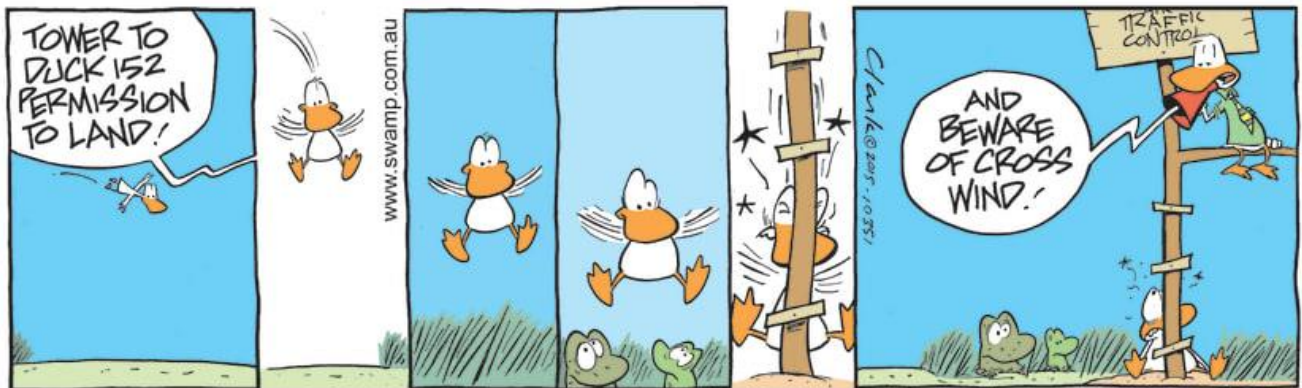
FAI GOLD ROTORCRAFT MEDAL: **David MONKS** for his major accomplishments as a pilot and for his dedication to the promotion of fairness and integrity in air sport competition.

LEON BIANCOTTO AEROBATICS DIPLOMA: **Alan CASSIDY** for his outstanding promotion of aerobatics through his sporting achievements, his devotion to instruction and his contribution to championship events.

ALPHONSE PENAUD AEROMODELLING DIPLOMA: **Matthew HOYLAND** (United Kingdom) pilot and his commitment to the promotion and organisation of national and world cup events.

PAUL TISSANDIER DIPLOMA: **Matthew BOLSHAW**

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).

NEWS

My thanks to David Bills 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.

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

In addition, the Trust has recently made a donation to The Spirit of Vectis Project for School children on the Isle of Wight. The aim of the Project, which involves building an aircraft, is to enhance social and welfare opportunities for youngsters in deprived areas by engaging in a challenging and worthwhile activity.

On the conservation front the RAF Museum, where the Royal Aero Club memorabilia is housed, is now open to visitors. Consequently, the Trust volunteers are able to resume their research work. The memorabilia, including the art work, is available to the public on the Collections website and through the Heritage website. Specific enquiries, for example concerning certain aviators, have remained steady at about 2 a week. The enquiries also include image rights and for TV documentaries.



Turning now to the Flying for Youth scheme, due to the pandemic, the trustees had agreed that 2020 bursary offers could be carried over to 2021. This involved offers to 22 youngsters out of the original 33 bursary recipients. In the event, 15 youngsters offered bursary extensions have successfully gained their target qualifications to join the 10 who successfully claimed their bursaries in 2020.

(Left) Carl Cox

instructors and coaches, gained a PPL, and been awarded an impressive array of air sport qualifications. Although international competitions for juniors did not take place in 2020, some of the 2020 bursary recipients entered 2021 national competitions and achieved commendable results.

27 bursaries were awarded in 2021. The vast majority achieved their target goals despite the uncertainties caused by the pandemic. This is a hugely impressive result and reflects well on both the individual and the Clubs. Only 3 youngsters failed to complete training and 1 skydiver has been allowed to carry forward her bursary offer to 2022 due to injury. The achievements of the 2021 cohort include gaining a Tailwheel qualification to increase the pool of qualified pilots available to her gliding club and another pilot gained a light aircraft Night Rating.

(photo Right: Kiera Wong)



Rebecca Church



Rachel Calvert

Amongst the achievements of the Glider pilots 1 youngster gained his aerobics badge and another pilot was awarded a BGA Silver badge. Skydivers gained a range of BSA qualifications including B and C badges whilst a paragliding pilot managed to advance to Club pilot.



Ethan Williams

The aero model flyer was granted funds to upgrade equipment in preparation for FAI competitions when they restart. A couple of the 2021 cohort were successful in national competitions including the BAA British National Power Aerobatics and the BSA UK 4 Way championships.

Application forms and Terms & Conditions for 2022 bursaries are available on the Trust website with a closing date for applications of 31 March 2022.

Finally, 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 (bursaries@royalaeroclubtrust.org)

Application forms and terms and conditions are now published on the Trust website with a closing date of 31st March 2022.

To contact the Bursary Administrator David Bills Bursaries@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)

SOME NEW UK REGULATORY MATTERS

Please note that following EU-exit, the law that applies to aviation rights and obligations is now all UK law and includes the retained EU Regulations, as amended by an increasing amount of UK law. The CAA adopted the version of Acceptable Means of Compliance (AMC), Guidance Material (GM), Certification Specifications (CS) adopted by EASA up to 31 December 2020, but has since adopted amendments to that AMC, GM and CS.

In other words, care is needed as Government and CAA are introducing changes to law and those can occur without consultation or informing those who are regulated.

New AMC & GM – UK Reg (EU) No 923/2012 SERA

The CAA has published a revised package of acceptable means of compliance (AMC) and guidance material (GM) to UK Reg (EU) No 923/2012 the Standardised European Rules of the Air (SERA). The AMC and GM package can be found on the UK Regulations website and incorporates the recent amendment to the AMC and GM to SERA.6001 (see ORS9 CAA Decision No 9 published on 18 October 21) alongside an amendment to section 1.1.11 of Appendix 1 to AMC1 SERA.14001 which incorporates RT phraseology relating to movement area surface condition reporting to support the UK's implementation of the ICAO Global Reporting Format (GRF). <https://info.caa.co.uk/uk-regulations/sera-standardised-european-rules-of-the-air/>

Upcoming changes to Flight Crew Licensing rating application forms

The PDF (paper) versions of the following Flight Crew Licensing rating application forms (SRG1119A; SRG1119B; SRG1119C; SRG1119E; SRG1173 and SRG1161) will be withdrawn on 13 January 2022 and replaced with a single online form. The old PDF (paper) forms will not be accepted. The online application form SRG3108 is now live and can be used for class, type and instrument rating applications, including ratings for microlights and airships.

<https://applications.caa.co.uk/CAAPortal/servlet/SmartForm.html?formCode=PTR>

The following course / landing completion certificates are also updated: SRG1107; SRG1112 and SRG5011.

The Aviation Safety (Amendment) (No. 3) Regulations 2021, SI 2021 No. 1203

This makes amendments to retained EU regulations. A table setting out the various dates upon which the amendments made by this SI will come into force can be found at <https://www.caa.co.uk/Safety-initiatives-and-resources/How-we-regulate/State-safety-programme/Policy-and-resources/The-Aviation-Safety-Amendment-No-3-Regulations-2021>

UNITS OF MEASUREMENTS IN CIVIL AVIATION CAP 2264

<https://publicapps.caa.co.uk/docs/33/CAP%202264%20Units%20of%20Measurement.pdf>

VFR 'MOVING MAP' DEVICES

The use of VFR 'Moving Map' devices is now commonplace in General Aviation. Supported by the Global Navigation Satellite Systems (GNSS), these devices have considerably enhanced the process of flight planning and execution for GA pilots. Moving Maps encompass a range of electronic navigation solutions, including portable VFR GNSS devices and applications running on smart phones or tablets. Viewing the aircraft's position in real time mitigates a variety of risks compared to the sole use of traditional VFR navigation techniques. However, like any technology or device, additional hazards may be generated if they are not used correctly. There are too many different devices and applications available for the CAA to offer detailed advice on individual platforms so the purpose of their Safety Sense Leaflet (10 pages!) is to identify minimum levels of proficiency you should have when operating Moving Map devices and advise on some of the associated risks and issues.

<http://publicapps.caa.co.uk/docs/33/SafetySense%20VFR-Moving-Map-Devices.pdf>

CONSULTATION ON COST SHARING REGULATIONS FOR PRIVATE PILOTS

The CAA launched a consultation on proposed changes to the current cost sharing regulations for private pilots. The 'cost-share' element refers to the costs of the specific flight which can be shared between the pilot and others on board the aircraft. These costs are the 'direct costs' which are directly incurred in relation to a specific flight such as fuel, airfield charges, or aircraft rental fees. This consultation, closed on 12.1.22, focuses on CAA proposals to update the regulations.

Potential Interference Risk to Radio Altimeters from 5G Mobile Technology

SN-2021/017 Guidance and information <http://publicapps.caa.co.uk/docs/33/SafetyNotice2021017.pdf>

REMOVAL OF REFERENCES TO GROUND BASED NAVIGATION AIDS FOR VRPS

A number of aerodromes currently publish a list of Visual Reference Points (VRPs) in their AD 2.22 sections of the UK AIP. Over half also publish references to ground based navigation aids such as DVORs, DMEs & NDBs. Often this information is provided "For the benefit of pilots of VFR flights who prefer to determine their position by reference to radio navigation aids rather than by visual pin-points" or words to that effect but the very nature of VRPs means they are reference points to pilots flying in Visual Meteorological Conditions (VMC). The CAA expect effective from 16 June 2022. The removal of references to ground based navigation aids along with the increased use of electronic 'moving maps' does not remove the pilot's responsibilities for flying in accordance with VMC.

https://nats-uk.ead-it.com/cms-nats/export/sites/default/en/Publications/Aeronautical-Information-Circulars-AICs/EG_Circ_2021_W_100_en.pdf?mc_cid=54035412fc&mc_eid=caaaf4ba61

Operation of non-Part 21 UK registered aircraft in France

The French Civil Aviation Authority (DGAC) has agreed that UK-registered non-Part 21 aircraft (e.g. microlights, amateur built, historic) may be flown VFR in French airspace, for periods not exceeding 28 consecutive days, by pilots holding valid UK-issued licences which include such privileges. This includes pilots holding a valid Pilot Medical Declaration. This agreement does not include operation of UK-registered Part 21 aircraft in France, for which a PPL with a valid Class 2 medical remains the minimum requirement.

RESTRICTED AIRSPACE (PERMANENT) WINDSOR CASTLE FROM 27 JANUARY 2022

Restrictions also apply to the operation of all drones as well as GA.

New AMC & GM – UK Reg (EU) No 923/2012 SERA

The CAA has published a revised package of acceptable means of compliance (AMC) and guidance material (GM) to UK Reg (EU) No 923/2012 the Standardised European Rules of the Air (SERA).

The AMC and GM package can be found on the UK Regulations website and incorporates the recent amendment to the AMC and GM to SERA.6001 (see ORS9 CAA Decision No 9 published on 18 October 21) alongside an amendment to section 1.1.11 of Appendix 1 to AMC1 SERA.14001 which incorporates RT phraseology relating to movement area surface condition reporting to support the UK's implementation of the ICAO Global Reporting Format (GRF).

<https://info.caa.co.uk/uk-regulations/sera-standardised-european-rules-of-the-air/>

AVIATION SAFETY (AMENDMENT) (NO. 3) REGULATIONS 2021

The Aviation Safety (Amendment) (No. 3) Regulations 2021, SI 2021 No. 1203 have been published, making amendments to retained EU regulations. A table setting out the various dates upon which the amendments made by this SI will come into force can be found here <https://www.caa.co.uk/Safety-initiatives-and-resources/How-we-regulate/State-safety-programme/Policy-and-resources/The-Aviation-Safety-Amendment-No-3-Regulations-2021/>

AIS Airspace Upgrades/Restrictions

Freephone: 08085 354802 (+44 1489 887515)

NOTAMS: <https://www.nats.aero/do-it-online/ais>

Quite how good this unofficial site is I've no idea but it might be useful <https://www.notaminfo.com/ukmap>

UK Pilot Medical Declarations (PMD) UK FCL licences flying G-reg Part21 aircraft

PMD with the 5700kg MAUM limit can be used in Part 21 G-reg aircraft in UK airspace without relying on exemptions. Exemptions ORS4 1486 or 1487 allow PMD use with a MUCH lighter medical history for UK national licences or UK FCL licences if aircraft does not exceed 2000kg MAUM. The exemptions can be found at www.caa.co.uk/ors4

CAP1902 gives the latest information about all aviation medicals and how to get them www.caa.co.uk/cap1902. MUST now be used for both PMD or prior to booking a Class 2 medical examination with an AME.

Flying G-reg aircraft outside UK using a UK PPL or Medical mentioning 'EASA': Print out AND carry **CAP2086**. This CAA document confirms that UK law has made your pre-2021 EASA PPL and/or EASA medical legal as a UK ICAO equivalent: www.caa.co.uk/cap2086

EUROPEAN (EASA) AVIATION REGULATORY MATTERS

<https://www.easa.europa.eu/easa-and-you/general-aviation>

SIGN UP FOR THE EUROPEAN AIR SPORTS (EAS) NEWSLETTER

UK GA aviators can also keep up to date on **European developments**, which will still be applicable to us by subscribing (at no cost) to the Europe Air Sports Newsletters delivered straight to your inbox via the Europe Air Sports website which can be found at www.europe-air-sports.org

There is a wealth of information in their Newsletters and well worth receiving issues of the EAS Newsletter direct to your inbox, which is completely free of charge. <http://www.europe-air-sports.org>

IS YOUR AERODROME UNDER THREAT?

NOT GOOD NEWS: COVENTRY AIRPORT: The decision of the Planning Committee on the 11th January 2022 for the West Midlands Gigafactory to have been given the green light came as a tremendous blow in preserving Coventry Airport as a centre for aviation. Work had been going on for almost a year to raise awareness about the need for Coventry, and the many flaws in the plans which the action committee addressed to the Planning Committee on.

GOOD NEWS: Farway Common Airfield in Devon is to reopen under James Hartrop's new ownership. The airfield is located 9nm east of Exeter.

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 approved by Warwick District Council on 11 January 2022 and Coventry City Council on 13 January 2022. The proposed development will result in the closure of the aerodrome.
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 public consultation on a draft Supplementary Planning Document for the development ended on 20 December 2021.
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 February to June 2022.
Fairoaks	Land owner of part of the site has given notices to vacant by February 2022 to some hangar and aerodrome building tenants which action does not affect the operation of the taxiways and runway which are in separate ownership. Public consultation ended on 30 July 2018 on Surrey Heath Borough Council's draft Local Plan options document which states that for Chobham "Employment and Retail - Sets out that development at Fairoaks Airport should be guided by a development brief / masterplan."

Aerodrome	Current Status
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. See entry for Wellesbourne Mountford on page 3.
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.
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 east 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 retains the site for aviation use at least until the first 5-year review of the adopted 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 has 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.

Aerodrome	Current Status
Thurrock	Thurrock Council have issued to the landowner's agent a Scoping Opinion on an Environmental Impact Assessment 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-western 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 2024/25	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 2029	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 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 was 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 with the airspace above Scampton expected to be retained for team practice and training until 2023.
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.

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 site which is not included in the adopted 2036 Huntingdonshire District Council Local Plan.
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.

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 BURSARIES

2022 ROYAL AERO CLUB TRUST BURSARIES

- **Aged between 14 years and 21 years; or for a follow-on bursary 24 years?**
- **Have a basic air sport qualification?**
- **Wish to advance your air sport qualifications but lack the funds?**
- **Would up to £1,000 help you realise your air sport ambitions?**

The Royal Aero Club Trust is delighted to announce its bursary scheme for young people for the 2022 season. The bursaries include The Patron's Scholarships (2 bursaries each worth up to £750); the Lord Peter Cruddas Foundation Scholarship worth up to £1,000; the Breitling Bursary, worth up to £500; the Bramson Bursary, worth up to £500; the George Farha Bursary; the John Downer Bursary; the Andrew Brownsword Bursary, and a number of additional bursaries, including one kindly provided by the Crocker family in memory of the late Jim Crocker, and one kindly provided by Pooley Flight Equipment Ltd. These latter bursaries are worth up to £500 each. These awards are open to anyone between 14 and 21 years of age (or 24 years for a follow-on bursary) wishing to develop their interest in either air sports or aviation.

THE CLOSING DATE FOR APPLICATIONS IS 31 MARCH 2022

Bursary application forms and terms and conditions are **available for download** on the Royal Aero Club Trust website (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.

Full details and the rules of the recently changed scheme, as well as the relevant application forms, are available on the Royal Aero Club Trust web site, www.royalaeroclubtrust.org

FLYING FOR THE DISABLED 2022 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.

<https://www.fsdp.co.uk/apply/#masthead>

BMAA YOUNG PERSONS BURSARIES

BMAA Young Persons Bursary applications are **open until 31st March 2022**. Anyone wishing to apply should follow this link: <https://www.bmaa.org/try-microlighting/young-person-s-flying-bursary>

RAF CHARITABLE TRUST

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

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

LAUNCHPOINT BURSARIES / AWARDS

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

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

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

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

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

THE HONOURABLE COMPANY OF AIR PILOTS incorporating Air Navigators SCHOLARSHIPS

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

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

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

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/pwmf>

AIR CADET GLIDING FUNDING

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

THE ROYAL AERO CLUB

OF THE UNITED KINGDOM
The Coordinating Body of British Airsport Organisations

Patron: Her Majesty The Queen
President: His Royal Highness the Duke of York, KG



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www.royalaeroclub.org

Individual Membership of the Royal Aero Club

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

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

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

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

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

Tel 0116 2440182 Fax 0116 2440645 email secretary@royalaeroclub.org. Or visit our website at www.royalaeroclub.org

ROYAL AERO CLUB INDIVIDUAL MEMBERSHIP

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

☐ I wish to become an individual member of the Royal Aero Club. I enclose my £18 subscription for the year.

Total payment enclosed:

Name

Address

.....

..... Postcode

Tel Email

My aviation interests are
.....

Please return to:

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