

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, KCVO, ADC



NEWSLETTER

Summer 2012

LETTER FROM THE CHAIRMAN

To be elected to the Chair of the Royal Aero Club of the United Kingdom is both a tremendous honour and a great privilege. My new role, however, is but one of a number in the leadership of the Club. I look forward to working closely with my colleagues on the Council in the service of the Club's members.



David Roberts, my predecessor, served as Chairman for four years. In that time, he undertook all aspects of his office with a degree of commitment and diligence second to none. David made a real difference in areas of critical importance to all of the Club's members. His deep experience and expertise in sporting aviation, and his network of national and international contacts, meant that the Club was uniquely placed to be able to influence current regulatory developments in vitally important respects. I know that I speak for all the Club's members in thanking David for his contribution.

Of course, whilst he might have retired from his post as Chairman, that does not mean that he is no longer going to be an active part of the Club. As a newly elected Vice President, David will still find himself closely involved in Club activities.

I have yet to fully settle into my new role, but am being helped greatly by others. My first official duty was to attend the RAeC Awards Ceremony and to host His Royal Highness, Prince Andrew, the Club's President and our guest for the evening. I am very grateful to Robin Gowler, Matthew Bolshaw and Dave Phipps for organising – along with many others – a perfect evening.

In general, however, I am largely charged with taking the “long view” on behalf of the Club. The Royal Aero Club has a long and distinguished history. The Club's origins date back to 1901: to a time when manned flight was purely the domain of

balloons; when other forms of flying had yet to progress beyond the ideas and dreams of visionaries; and well before it all became an enduring fascination for the nation.

From its earliest days, the Club played a key role in the development of aviation activities - it was directly involved in the establishment of the first aircraft production facility anywhere in the world; it trained the first military pilots; it stimulated the growth of private flying and helped to establish the first flying schools; it issued the first Aviators Certificates (pilots licences) - before the task was taken on directly by the government.

Sporting aviation has changed beyond all recognition over time. The Club has, as a consequence, evolved its own role as individual aviation disciplines emerged, developed their own specific identity, and became more directly responsible for their own activities. As the national co-ordinating body for UK air sports, the Club is as relevant today as at any time in its past. Working closely with each of the UK's sporting aviation associations, it is primarily concerned with four main areas of activity:

- Help with the continued growth and development of UK sporting aviation – in support of the Club's member bodies and on their behalf in national and international circles
- The recognition and acknowledgement of the contribution that individuals and organisations have made in various fields of aviation – to be the recipient of a Royal Aero Club award is to be accorded the highest level of respect and honour from across UK air sports
- To promote and protect the interests of UK aviators and sporting aviation bodies – in an environment where we are constantly having to compete for attention and resources (and deal with the seemingly relentless march of bureaucrats)
- To record and archive aspects of our nation's aviation history - for the benefit of future

researchers and enthusiasts.

My colleagues and I will report as the Club's work progresses in each of these areas, and as we anticipate what else the Club should consider doing as it continues to evolve its role at the heart of UK sports aviation.

Whatever your interest is in flying, I wish you an enjoyable and successful year.

Patrick Naegeli
Chairman

ROYAL AERO CLUB AWARDS

The Royal Aero Club awards presentation for 2011 took place at the RAF Club on 17 May and was attended by a large number of award winners, friends and family. The event was sponsored by Breitling and by H. R. Jennings & Co. Ltd. HRH The Duke of York presented the awards to a great variety of high achievers in all forms of air sport and also to those whose work behind the scenes enables us all to carry on our activities.

The ages of award winners ranged from the students of Yateley School to 94-year old Ernest Horsfall.

Yateley School won a bid to build a kit aircraft and, in the course of the project, the team of six students learned a variety of engineering skills as well as having the opportunity to display their aircraft at several airshows. The group is shown receiving the Breitling Trophy. *(Photo by Here and Now Photography.)*



Ernest Horsfall learned to fly in the 1960s and became an expert on Jodel aircraft as well as an Engineering Inspector for the PFA. He only gave up flying at the age of 93 when his insurers refused to cover him on the grounds of age, but he still serves as a volunteer Inspector.



Ernest Horsfall receiving the Cowburn & Kay Old and Bold Trophy (Here and Now Photography)

INTERNATIONAL RECORDS and OTHER AWARDS

Bruce Cooper was the co-pilot in two new world gliding records set in Argentina on Christmas Day 2010. Jean-Marie Clement of France was the first pilot in a Nimbus 4DM in which they set a free triangle distance record of 1615.2 km and another declared triangle distance of 1586.2 km.

Michel Carnet set a new Paraglider Control/Foot-launched Microlight record of 73.2 km/h over a closed circuit of 50 km. The flight took place at West Wittering on 2 October 2011.

In the same class, Mark Morgan set a record for distance in a closed circuit with limited fuel, flying 137.5 km at Guildford on 25 Feb 2012.

Congratulations to them all.

Congratulations also to glider pilot, Allan Tribe, who has been named Army Sportsman of the Year. As well as competing and coaching, Allan introduced gliding into the MoD 'Battleback' programme which helps rehabilitate military personnel who have been seriously wounded; this recently culminated with a triple amputee flying solo for the first time.

FAI NEWS

People in high places

Nick Buckenham has become a Vice-President of the FAI International Aerobatics Commission (CIVA), with Alan Cassidy MBE being elected a Vice-President of Honour.

At CIVL (the Hang Gliding and Paragliding Commission), Chris Burns has also been elected a Vice-President and David Monks is now the Secretary of the Rotorcraft Commission CIG.

Rob Hughes remains the Secretary of CIMA, the Microlight Commission.

New partnership

FAI has signed a partnership with the prestigious Swiss watch company Breitling. Breitling will become the first ever Global Partner of the FAI and will carry the status of the Official Watch of the Federation. Rights will include a general presence in FAI Category 1 events as well as a series of dedicated programmes for Breitling.

Anti-Doping

FAI is working to create an updated and appropriate Anti-Doping Plan. They have been collecting information, including comments from NACs and ASCs and will now start developing a risk profile and Anti-Doping Plan.

The FAI will contribute to the WADA Annual Symposium and consultations, which will end in November 2013. FAI is also carrying out a benchmarking study with other International Federations and sharing best practices. All this information will result in a draft plan to target risk areas in air sports, which will be circulated at the end of April for feedback. An education plan and a communication programme are to be developed, to educate and increase knowledge about doping for athletes and organizers.

NATIONAL AND EUROPEAN REGULATORY MATTERS

London 2012 Airspace Restrictions

Unless you've just flown in from Mars, you will know that there will be extensive restrictions and temporary changes to controlled airspace this summer to protect the Olympics. The website <http://olympics.airspacesafety.com/> provides information and supporting material, which is regularly updated, to help pilots to fly safely during the relevant period.

The major restrictions, centred on London and the Olympic Park, will run from 14 July to 15 August, with a smaller set of restrictions for the Paralympic Games from 16 August to 12 September. Airspace restrictions around other Games venues will only last for the duration of the event at each venue.

This will affect most of our members, including pilots of hang gliders, paragliders, paramotors, powered hang gliders, sub-115kg microlights and large models.

Don't forget Farnborough!

While most people's focus this summer will be on the Olympics airspace restrictions, the UK is also hosting the world's biggest trade airshow, which has its own airspace changes and restrictions. Although the organisers moved the date to deconflict with the Olympics, the security airspace for Farnborough runs consecutively into the temporary CAS for the Games. <http://www.nats.co.uk/news/airshow2012/> gives further details including a handy chart of the dates of the various restrictions.

National Planning Policy Framework.

The efforts of several RAeC members and linked organisations, in particular the GAAC (General Aviation Awareness Council) and the Sport and Recreation Alliance, have borne fruit. After considerable lobbying and expert work, the final version of the NPPF contains provisions that sports fields (including sporting and recreational airfields) can only be redeveloped if suitable similar provision is made elsewhere.

Europe Air Sports

A paper prepared jointly by Europe Air Sports (EAS) and International AOPA was presented in March to the EASA Management Board, to explain the effects that the increased regulation of the last few years has on general aviation, and to propose some changes needed if GA is to survive and thrive. The resulting EASA decision, to appoint a group to review the whole situation urgently and possibly to scale back some of the existing and planned regulations, is beyond anything that the writers of the paper were expecting. David Roberts, recently retired RAeC Chairman and the President of EAS, is a member of the new Task Force.

In other positive news, the Italian authorities have reviewed their decision to impose substantial taxes on any aircraft spending more than 48 hours in Italy and have altered the scheme to make it acceptable for visitors. This follows significant work behind the scenes by EAS Vice President Sergio Calabresi.

For more details of these and other developments in Europe, see the EAS Newsletter at www.europe-air-sports.org/activities/newsletter/.

CAA reports on EASA activities

The most recent versions, covering the period December to May, have been published at www.caa.co.uk/docs/33/20120229EASABulletin.pdf www.caa.co.uk/docs/33/20120326EASABulletinV2_SEC.pdf and www.caa.co.uk/docs/33/20120518EASABulletin.pdf

SAFETY

GASIL

Issues 2012/02 to 2012/04 of GASIL can be found at <http://www.caa.co.uk/gasil>.

Seminars

The Met Office will host another GASCo Weather seminar for GA pilots, on Thursday 27 September at the Met Office in Exeter.

The calendar for the 2012/13 GASCo/CAA Safety Evenings already has several dates in it, starting at Popham on Mon. 8th Oct and at Old Sarum on Sat. 3rd Nov. More details at <http://gasco.org.uk/>

Ultimate High, based at Kemble Airport, is introducing a series of Group Safety Seminars which will be delivered as ground based training and also in a series of introductory flying days. A range of subjects will be covered over the 2012 season, including engine failures, human factors, accident analysis, weather and navigation. The training is mainly aimed at low-hours PPLs or

pilots who feel it would be useful to become more current on the specific subject. For further information, see <http://www.ultimatehigh.co.uk/>.

NEWS from RAeC MEMBERS

John Blake, Guild of Aviation Artist, Raconteur, Historian and Airshow Commentator

Stratton Richey writes: John Blake, who has died aged 88, joined the Irish Guards at the start of the Second World War and commenced his war by blowing up bridges and briefly owning a ME109, which he blew up, in case the original owner re-appeared. Later, in England recovering from injuries, and attending a refresher course about defusing bombs, he was on a range when a live grenade was dropped. John picked it up to get rid of it and it exploded, taking his right hand with it, and causing multiple other injuries.

After the war, he trained as an artist, a skill which made him a Fellow of the Guild of Aviation artists and Chairman of the Guild. With a love of military history, he found employment with the Royal Aero Club as their librarian.

During this time he was asked to commentate at a little airshow. This was the start of a long and distinguished career as the leading airshow commentator in this country and many shows had the good fortune to have a historian and raconteur entertaining their audience. There will never be a replacement as a commentator for John, who set the standard that current commentators try to emulate.

John was a founder member of the Tiger Club, but due to his loss of a hand was only able to get his PPL when the CAA relaxed their rules. John became a stalwart of the British Aerobatic Association and an International Aerobatic Judge and was the Contest Director for the 1970 World Aerobatic Championships at Hullavington.

A man who would always help others and use himself as a stepping stone to develop someone's career. The funeral will be at Charing Crematorium, Kent, on Fri 8th June at 10:40. Please email alison.richey@btinternet.com if you plan to attend.

People on the move

David Roberts has retired as Chairman of the Royal Aero Club and has been elected a Vice-President. At the recent Council meeting, a vote of thanks was passed for his extensive work for air sports.

Newsletter edited by Diana King. Please send items for future Newsletters to Royal Aero Club, Hebbs Acre, Presteigne, Powys, LD8 2HG or to diana@king618.co.uk

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.

Patrick Naegeli, recently retired from chairing the BGA, was elected to succeed David. He is also the new President of the European Gliding Union.

David Bremner has been elected Chairman of BMAA, following Rob Hughes' move to the FAI.

At the BHPA AGM, Martin Heywood stepped down as Chairman and Marc Asquith, previous BHPA Chairman for some years, and former RAeC Chairman, has taken over.

Peter Harvey, former international hang-glider pilot and current member of the British Gliding Team, has been elected Chairman of the BGA.

Royal Aero Club Trust bursaries announced

The Trust has announced the award of £11,000 in bursaries to help develop the flying ambition of 28 young people. The bursaries include the President's Scholars worth up to £1,500, the Peter Cruddas Foundation Scholarship worth up to £1000 and the Bramson Bursary (£500). The Breitling Bursary, worth up to £750, was also awarded for the first time.

The scheme and the bursaries cover a huge variety of air sports and aviation-related activities.

BHPA integrates human-powered flying

The Royal Aeronautical Society Human Powered Aircraft group is organising a competition for human-powered aircraft, aimed to coincide with the London Olympics and commemorate 50 years of human-powered flight.

The Icarus HPA Cup will take place at Lasham in July and will include a variety of different challenges of speed, accuracy and duration. Due to insurance issues it has been agreed that HPA flying will become part of the BHPA sphere of activities.



Airglow in flight

Recent experience in restoring and flying Airglow has shown that the aircraft is less fragile than one might expect, and

that a viable sport and competition can be built around such aircraft. Airglow packs into a trailer and can be rigged for flight in around half an hour. With its 25m span it weighs around 35kg empty and flies at 20mph.