

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 2009

CHAIRMAN'S LETTER

The weekend of 25th July saw the centenary celebration of one of the major historic milestones in aviation history – the first aeroplane crossing of the Channel by Louis Blériot.

Dover Council put on a great event for this centenary, supported by various aviation events which the Royal Aero Club supported, including a mass crossing of the Channel from France by many French, British and Belgian microlights – organised very successfully by Keith Negal (immediate past chairman of the Club and Chairman of the BMAA and the European Microlight Federation) and his team. There was also an Air Race, organised by Geoffrey Boot and the RAeC Records Racing & Rally Association, and a number of vintage aircraft. Early Saturday a French pilot, M. Edmond Salis, flew a Blériot XI aeroplane from France to land at the temporary aerodrome at the Duke of York's Royal Military School just behind the white cliffs at Dover, and the following morning Mikael Carlson of Sweden flew his refurbished original Blériot XI on the same route in 33 minutes.



Blériot XI flown by Mikael Carlson of Sweden

His planned flight had been delayed in France the previous evening by 'adverse weather' according to the local French airfield management. But it was strongly suspected that 'airfield closing at 6 p.m.' was more of a ploy to stop the amiable Swedish pilot taking the limelight away from the French pilot. Ah well, entente cordiale.....? Mikael and his crew derigged the Blériot XI, moved it to another nearby airfield and successfully got airborne on the Sunday morning.

I was able to take part in these celebrations, representing the Royal Aero Club, firstly at the ceremony at the site of Blériot's landing in 1909.

Actually his was more of an 'arrival' as, struggling to gain height to get over the cliffs he found a gap just east of Dover Castle, cut the power, and 'descended' from 65ft, resulting in a less than elegant landing resulting in some broken aeroplane parts. These included the propeller which landed up in the hands of a Mr. V. Ker Seymer, a Royal Aero Club official on site to verify the flight. This 'memento' then became the property of the Royal Aero Club, and I was able to take this piece of history to the celebrations at Dover, where it created quite a centrepiece of interest during the weekend.

Dover Council had committed to regenerating the landing site, originally open fields and now surrounded by woods, where there is a memorial in the ground. The Council has done a great job bringing this site 'back to life' and it was appreciated by all present, including M Blériot's grandson, also named Louis.

Louis Blériot (grandson) and David Roberts with the original propeller, by the refurbished memorial plaque

If Club members ever have some spare time going to or from the Dover ferry terminal, it is well worth making a detour to see the site – just go up the hill to the west of the castle, to the top where the road bears right and the entrance to the site is signposted.



On the Saturday evening there was a superb gala dinner (excellent food....) in a marquee in the grounds of Dover Castle – one of the most impressive venues one can imagine. Fred and Muriel Marsh were there. The reception was interrupted rather loudly, shall we say, by a fly past by the Red Arrows at precisely the planned 19.00 hrs local, followed by the Patrouille de France in hot pursuit. Something about the French escorting the RAF out of the Calais airspace

following the display there, as some wag said. As the French had beaten us Brits to the first crossing of the Channel, so they beat the Red Arrows by a few months in having a female pilot in their line-up, apparently.

My task at the dinner was to introduce Gyles Brandreth as the principle speaker / comedian / after dinner act. My speech is published at <http://www.royalaeroclub.org/raehome.htm>

Ahead of that I was given a great surprise by the President, Nancy Kyle, and other representatives of the Aero Club of Pennsylvania who had made the journey to Dover specially. Nancy presented the Royal Aero Club with a beautiful unique sculpture in the mode of the 'Spirit of St Louis', made by Charles Lindbergh's grandson, Erik Lindbergh. On behalf of the Royal Aero Club I thanked her sincerely for this wonderful gesture.

During the Saturday we had a fly by – well several fly-bys actually - from the BBMF Lancaster and the weekend finished with a superb air display by retired Air Marshal Cliff Spink in the Duxford Spitfire XVIIE, over the temporary aerodrome. A fitting venue for such a display.

So, all in all, a splendid weekend and one to remember. A tribute to one of the pioneers of aviation and a credit to the people of Dover.

David Roberts, RAeC Chairman

CONGRATULATIONS

BRITISH PILOTS AT INTERNATIONAL EVENTS

World Air Games Results

Robert Grimwood and Chris Saysell and **Robert and Rees Keene** were placed 1st and 2nd in the two-seat microlight pylon racing;

Gerald Cooper and **Tom Cassells** took 3rd and 4th in the powered aerobatics event;

Richard Swindells was just outside the medals, with a 4th place in the hand-thrown gliders contest;

Neil Gabriel also just missed a medal, with a 4th place in ballooning.

In other international events, the **British Gliding Team** brought home excellent results from the flapped classes of the European Championships, held at Nitra in Slovakia during June/July. **Pete Harvey** won the Open Class title for the third time in a row, with **Steve Jones** in the Bronze medal position. **Russell Cheetham** became the new 18 metre Class champion with **Mike Young** taking silver. Every member of the team finished in the top ten, with only one pilot

outside the top five, and this strength in depth also resulted in the British winning the Team trophy.

The British sky-diving team of **Mike Carpenter**, **Alberto Fuertes** and **Adam Mattacola** achieved Bronze place in the free-flying contest at the World Air Games in Kaohsiung in China.



The British Model Flying team also brought home a medal from the F1C World Championships in Croatia. Peter Watson is the new World Champion in F1C, for engine-assisted free-flight gliders. Peter has represented Great Britain fourteen times and is a former medal-winner at European and World Championships. Stafford Screen placed fourth in the

same event. F1C aircraft are powered by a 2.5 cm² glow-plug engine running at 32,000 r.p.m., which turns a folding carbon fibre propeller via a gearbox. After a 5 second engine run, climbing faster than the Space Shuttle, automatic systems re-trim the aircraft from the vertical climb into a slow glide. Duration is the sole aim in free-flight and thermal detection is vital; flyers use a variety of techniques to predict the arrival of good air into which to launch. These techniques can give seven minute glides from a five second power run.

WORLD RECORDS

Congratulations to Mark Shemilt, who has set a new duration record for AX-02 Class hot-air balloons. Flying a V-14 by Ultra Magic, Mark achieved a duration of 7 hours 26 minutes and 56 seconds, in a very cold flight from Bas-Thex/Morzines in France on 7 December 2008.

Well done also to James Nisbet, who has received a Circumnavigator certificate for an eastbound round-the-world flight. Flying a Mooney M20 K, James took off from Prestwick on 1 May 2008 and completed the circumnavigation when he arrived back at Prestwick on 4 August.

EUROPE

EASA

A European Parliament resolution on "Agenda for Sustainable Future in General and Business Aviation" was agreed in February and contains a number of statements of benefit to sporting and recreational aviation. In addition to a list of very useful statements advocating reduced cost and complication for light aviation, the statement that stands out reads: 'The European Parliament considers as essential the promotion of recreational and sport aviation, as well

as of European aeroclubs, which constitute an important source of professional skills for the entire aviation sector'. This statement, which was drafted in consultation with Europe Air Sports, has been circulated to the governments and parliaments of all Member States. See <http://www.europarl.europa.eu/sides/getDoc.do?type=TA&language=EN&reference=P6-TA-2009-0036> for the full text.

In his role as President of Europe Air Sports, David Roberts has met members of the European Commission including Daniel Calleja, Director of Air Transport. The meeting provided an opportunity to present the concerns of sporting and recreational aviation over EASA's activities. An official communication from that meeting will be published by Europe Air Sports.

Negotiations have been continuing on the NPA's on Operations and Training Organisations and Authority Requirements, and responses have been prepared before the consultation deadlines at the end of July.

UK REGULATION AND TECHNICAL ISSUES

The department responsible for producing air charts is to transfer from the CAA to NATS later this year, with the intention of reducing duplication and also separating the organisation responsible for supplying information from the regulators.

SAFETY MATTERS

Airspace

The Airspace Safety Initiative Communications and Education Programme (ACEP) is running an awareness campaign this summer to draw attention to the dangers of airspace infringements, focussing not only on the Red Arrows, but also on other controlled airspace, including Danger Areas and Restricted Areas. The emphasis will be on better pilot planning and all pilots are recommended to look out for the advice when it is publicised.

GASIL

The latest edition of GASIL (the CAA's General Aviation Safety newsletter) can be downloaded from the CAA web site at http://www.caa.co.uk/docs/33/srg_gasil06of2009.pdf

GA Safety Evenings

The first of next winter's programme of safety evenings have been arranged. Details are on the CAA's website www.caa.co.uk/safetyevenings. The programmes start at 7.30 pm and last just over 2½ hours including an interval. The CAA says: In

addition to the main speaker, guests with expertise on associated aviation subjects frequently assist, and those attending have the opportunity to win prizes donated by generous sponsors. Although the emphasis may be slanted towards the host organisation, the content is relevant to all forms of general aviation.

10th Oct 2009	Little Snoring	01263 822868
13th Oct 2009	Halton	01296 622697
15th Oct 2009	Sherburn in Elmet	01977 682674
4th Nov 2009	Blackbushe	07788 713291
9th Nov 2009	East Midlands	01332 810444
1st Dec 2009	Middle Wallop	01264 772711
2nd Dec 2009	Perranporth	01872 552266
3rd Dec 2009	Kemble	01285 771025
12th Jan 2010	Manston	01843 823656

FAI

Anti-doping

The RAeC Council has agreed that the Royal Aero Club should adopt the UK Anti-Doping Rules as published by UK Sport. The Royal Aero Club also recognises and adopts the FAI Anti-Doping Rules and Procedures. Most competitors will not be affected by this, but a very small number of British top international competitors in a minority of air sports may be required to register for out-of-competition testing and in that case will be required to provide regular information on their whereabouts. More information will be available in due course.

EVENTS AND SHOWS

World Aerobatic Championships

A reminder that the WAC, organised by the British Aerobatic Association and Flying Aces, will take place at Silverstone from 19 to 29 August. See <http://www.wac2009.com/> for more details. The UK will be represented by a six-man team, including Tom Cassells, fresh from his 4th place at the World Air Games.

GASCo weather seminar

A seminar on interpreting the weather will be held at Cambridge Airport on Saturday 26 September, organised jointly by GASCo and the Royal Meteorological Society. The programme includes talks by Simon King and Penny Tranter of the BBC, as well as the Met Office and Marshall Aerospace. The cost is £23 and there are reductions on the normal landing and parking fees. To book, contact GASCo at Rochester Airport, Chatham, Kent ME5 9SD, tel 01634 200203, or email info@gen-av-safety.demon.co.uk

CEAS European Air and Space Conference

The second conference organised by CEAS (Council of European Aerospace Societies) will be held in Manchester on 26 – 29 October. The theme of the event is ‘New beginnings: challenges for aerospace innovation’ and it will focus on research, innovation, technical developments and studies across civil and military air and space applications. Organisation and booking is being managed by the Royal Aeronautical Society (email conference@aerosociety.com) and more details can be found at www.ceas2009.org.

2008 Sport and Leisure Aviation Show

The 2008 Sport and Leisure Aviation Show, organised by the British Microlight Aircraft Association and the British Hang Gliding and Paragliding Association, will be held on 28 - 29 November at the National Exhibition Centre in Birmingham. Further details are at the show website www.theflyingshow.co.uk

MISCELLANEOUS

New Companion of the Royal Aero Club

The Council of the Royal Aero Club has appointed Peter Cruddas as a Companion of the RAeC, in recognition of his generous support of the RAeC Trust. A bursary will be established in Mr. Cruddas’ name.

Microlight pilot in key GA role at CAA

Chris Finnigan, former CEO of the British Microlight Aircraft Association, has been appointed as manager of the CAA’s Flight Operations Inspectorate (GA) within the Safety Regulation Group Flight Operations Division. This section of the CAA is responsible for the operational regulation of sporting and recreational aviation.

Olympics 2012

The CAA is working with the Department of Transport and with the organizing committee of the London Olympic Games, to devise temporary changes to the airspace around London, which are thought necessary to ensure the security of the event. As the event is to take place during the best part of the summer flying season, the airports likely to be affected are planning to raise awareness of the needs of sporting aviation, through the General Aviation Consultative Committee and NATMAC.

Flying in Norway

We have received some information from the Norwegian Civil Aviation Authority about taking a light aircraft to Norway. The "VFR Guide" has been published in order to provide safety and other advice and describing what it is like flying to and in Norway. Much of the information in the guide may be of benefit when planning the flight to Norway. The guide can be accessed at: http://www.luftfartstilsynet.no/multimedia/archive/00006/VFR-guide_for_Norway_6222a.pdf

Churchill Fellowship Scheme

The information for the 2010 Churchill Fellowships is available. These Fellowships enable individuals to travel overseas to undertake a project of potential value to their employment or interests. The categories for 2010 include opportunities for Adventure, Exploration and Leaders of Expeditions; Education and Vocational Training; Science, Engineering and Enterprise; and Young People. More details can be found at www.wcmt.org.uk.

Social Kissing

Fred Marsh, Vice President of the RAeC and a former FAI Vice-President, has written a book entitled ‘Social Kissing, Gifts and Bribes – How to get on with people worldwide’. Written from his considerable experience of international travel for business and sporting aviation, Fred’s book aims to give advice on how to behave and avoid giving offence in other countries. The book is available from bookshops or the publishers, at £8.99. See www.socialkissing.com for more details.

Flying for Children and Young People

New regulations on protection of children and vulnerable adults are coming into force, with new arrangements for vetting of individuals planning to work with young or vulnerable people. The requirements set out by the Safeguarding Vulnerable Groups Act (2006) and Independent Safeguarding Authority (ISA) state that from November 2010 any new volunteers or employees who come into contact with children or vulnerable adults (such as disabled or elderly people) once a month (or for three days or more in a single month) must be ISA registered. Existing employees and volunteers will be phased into the ISA system by 2015. Specific advice for sport will be made available in due course.