

# 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

### Autumn 2011

---

#### **LETTER FROM THE CHAIRMAN**

The FAI conference takes place in October, and a preparatory meeting of the national Presidents took place in August, attended by 20 countries and the FAI board, led by Dr John Grubbström.

Proposals were discussed for Regional Vice Presidents, Expert groups, the FAI structure and future of CASI (Air Sport General Commission), the FAI Sports strategy, IT infrastructure upgrade, FAI brand enhancement and financial management and reporting changes. The RAeC Council will consider these at the end of September.

Consternation has been evident amongst several FAI Air Sport Commissions (ASCs) over proposals for organisational restructuring and related financial control. For many years the ASCs have been financially ring fenced from the FAI centre. The FAI auditors have pointed out that ASC funds are part of FAI central funds and should be integrated into the main finances. The proposals for change encompass ASC budgeting and reporting disciplines to FAI HQ. But the added dimension is the FAI plan for central control and decisions over funds generated by ASCs, including potential funding from ASCs to other FAI developments. This is contentious, generating quite understandably a lot of heat. A resolution for all parties is needed in October otherwise there is a risk of fragmentation in the air sports family.

The proposal for FAI regional vice presidents was not accepted unanimously. Whilst the possible need was appreciated for certain regions, such as Asia, Africa and South America, where air sports are in the early stages of development, it was not seen as necessary in Europe and N. America. The question of funding inevitably raised its head, with an implication that developed regions would be asked for more funding to support the idea.

The organisational restructuring proposals were generally seen as going in the right direction, with the ASC Presidents' group being more central to FAI decision making. Better co-ordination and efficiency were key themes, and one significant

move is to transfer the sporting code responsibilities from CASI to the ASC Presidents' group, whilst CASI's role in dealing with appeals would transfer to a new group.

The FAI Sports strategy places the multi-sport world air games (WAG) at the pinnacle of a four tier structure of events with the 'classic' individual air sport world championships at the next level followed by 'ASC Challenges' events and then marketing events. There is still scepticism amongst NAC Presidents about the WAG, mainly because of the financial risks and relative lack of commercial and marketing experience in the FAI.

The drive to enhance the FAI brand with consistency of presentation across all air sports, where the FAI is the controlling body, is a sensible strategy to attract external finance to air sports.

As with change in other fields, the FAI faces the challenge of keeping its members on board through improved communications. It is going to be a bumpy journey, and the jury is still out on whether the FAI's new strategies are the right ones. Whilst not an excuse for going in the wrong direction we need to appreciate that most of the people involved are volunteers and we should give the programme a chance. Not many people like change, and certainly not without good reasons, but one thing is for sure, the air sports world faces many challenges in the future and clearly it has to address those challenges. The key will be to measure the effects as the plans are implemented and to ensure direction can be adjusted should some show signs of not working out.

David Roberts  
Chairman

---

#### **INTERNATIONAL COMPETITIONS**

**Ken Morrissey** set four world records in the European Control Line Championships in Poland in July. Flying in the F2A Speed contest, Ken achieved a speed of 307.5 kph in his fourth flight

over nine timed laps. His model's Irvine 15 engine was running at over 40,000 rpm on the final fastest run. Ken also brought home the European Gold medal for the event.

Just after taking his GCSEs, **Jamie Griffin** took the Bronze medal in the F2D Combat European Championships.

**Kirsty Cameron** also won a Bronze medal in the Ladies section of the World Paragliding Championships at Piedrahita in Spain in July. The British team took Team Silver, in the two-week Championship which was sadly suspended after two fatal accidents.

In the European Paragliding World Cup, the winners were decided on just two events, due to bad weather. **Arthur Bentley** and **Martin Robe** took second and third places respectively.

**Russell Cheetham** added to his already impressive haul of European medals when he took bronze in the 18m class at the European Championships, which were held in at Pociunai in Lithuania.

**Ayala Liran**, flying a Standard Libelle in the Club Class, won Silver at the Women's World Gliding Championships held in June at Arboga in Sweden. The competition was badly affected by poor weather and was decided on only five contest days out of a possible ten.

Congratulations to all.

---

## WORLD RECORDS

**Michel Carnet** set a new 127.7 km world record in the paraglider, foot launched, thermal engine category, for distance flown with limited fuel. Michel flew from Brighton using a Nucleon paramotor powered by a 4V-200 Bailey.

**Brett Janaway**, with **Marshall Hall** as passenger, set a new tandem paragliding world record of 31.9 kph for an out-and-return flight from Germona in Italy to Kobala in Slovenia on 22 April.

**Pete Stone** and **Ron Wands** were the UK representatives in a new World record 55-way formation for skydivers over 60. The record was set at Elsinore, California in April 2011.

**Douglas Cairns** flew his Baron 58/Beechcraft at 255.4km/h on 20 April 2011, to set a new speed record from Barrow, Alaska to the North Pole.

Douglas also set two new records on 27 May, from Sandgate in the UK to Bitburg in Germany, at a speed of 262.1 km/h and then on the return flight two days later, at 228.8 km/h.

---

## HONOURS and OTHER ACHIEVEMENTS

Congratulations to:

**Walter (Wally) Kahn MBE** – Wally received his award for services to gliding. Wally has been flying gliders since 1946, achieving FAI Gold badge no 10 in 1952, and Diamond badge no 50 in 1975. He held a number of UK records during the 1940s and 50s and was active in a multitude of roles at both club and national levels.

**Gilo Cardoza MBE** – the 32 year old paramotor designer and founder of Parajet has been awarded the MBE for services to engineering and business. Gilo founded the paramotor manufacturing plant in Dorset at the age of 21, making long-range fuel tanks for a Japanese paramotor manufacturer. He went on to design paramotors and engines himself and is now exporting to over 25 countries.

---

### First Aero Club Cup

The First Aero Club Cup was presented to David Hempleman-Adams by HRH The Duke of Edinburgh in a ceremony at Buckingham Palace earlier this year. The presentation recognised David's many aviation achievements and exploits, particularly in ballooning. David is shown with the Cup, accompanied by Jim Crocker (left), Chairman of the RAeC Trust, and David Roberts, Chairman of the Royal Aero Club.



---

## SAFETY

### GASIL and CAA Safety Evenings

GASIL will in future appear as part of Flight Safety, the magazine published by GASCo. The most recent GASIL can also be found online at <http://www.caa.co.uk/docs/33/20110909GASIL201108.pdf>.

### Strasser scheme

Biggin Hill is the latest addition to the Strasser scheme, under which airfields waive landing fees for GA aircraft making an emergency landing.

Only six airfields in the UK are now outside the scheme.

#### ***Visits to ATC units***

Under the CAA's Airspace and Safety Initiative, GA pilots are invited to attend a tour of one of several ATC units around the country. These popular tours are free, but visitors will be required to show that they are qualified or trainee pilots. More details at <http://airspacesafety.com/content/news.asp>.

#### ***Wind Turbines***

Edition 4 of CAP 764, the CAA Policy and Guidelines on Wind Turbines, has been published. RAeC members had the opportunity to contribute to the document, which will be renewed bi-annually. See <http://www.caa.co.uk/docs/33/Cap764.pdf>

Following the publication of the revised CAP 764, funding is being sought to undertake a study on the effects of turbulence affecting light or very light aircraft in the lee of wind turbines. Anyone with any suggestions for financing this study should contact Diana King, Chairman of the BGA's Development Committee, at the address at the end of this Newsletter.

---

#### ***FAI NEWS***

##### ***New offices – new president – new Secretary General***

The FAI moved into new offices earlier this year. They have taken space in the newly built 'Maison de Sport' which will be shared by a number of international federations. By subletting part of their premises, they hope to make economies compared with the cost of their old offices.

John Grubbstrom, a Swedish doctor and a balloonist, was elected as FAI President at the last FAI General Conference. He earned his balloon pilot's licence in 1974 and has been a frequent competitor at international events.

Jean-Marc Badan, the previous FAI Sports Director and Deputy to the Secretary General, has been appointed as the new Secretary General. He will take up his appointment in October. Jean-Marc joined the FAI more than 9 years ago, after 10 years as a pilot with Swissair. He was a volunteer member of the Board and Vice President of the Aero Club of Switzerland, and also Chairman of Gruyere Airfield.

##### ***Young Artist competition***

The theme of the 2012 FAI Young Artist Contest, an international contest for youngsters between the ages of 6 and 17, will be "Silent Night". Contact the RAeC office for more details.

---

#### ***NATIONAL AND EUROPEAN REGULATORY ISSUES***

##### ***CAA report on EASA activities***

The latest version, covering the period May to July, has been published and can be viewed at <http://www.caa.co.uk/docs/33/IN201170EASABulletin.pdf>.

##### ***EASA FCL***

The medical text is progressing towards the Parliamentary process. Supporting material is being developed but will not be finished until the end of the year. The new licensing processes are due to be implemented next year.

The FCL008 proposed European Instrument Rating has been published recently. It is expected that there will be a workshop on the topic.

##### ***EASA Ops***

The Non Commercial Ops and Non Complex Aircraft Ops opinion is scheduled for publication in November 2011. Experts, including Julian Scarfe from PPL/IR and Jeremy James from HCGB, have contributed to the work.

EASA is reviewing the Part M (Maintenance) requirements as they apply to GA, after pressure from Europe Air Sports, on the basis that the rules are not working in certain areas and need re-visiting. Feedback to EASA will be fed into a workshop in the autumn. EASA has asked for proposed solutions to accompany the descriptions of problems.

##### ***8.33 KHz***

8.33 KHz radios will become mandatory by the end of 2018, with a substantial cost for re-equipping light aircraft. Europe Air Sports are continuing to press the Commission to retain 25 KHz frequencies for air sports.

##### ***Olympics airspace***

Following a huge amount of work by many people in air sport, some concessions have been announced on the proposed temporary restricted airspace for the Olympics and Paralympics. The very large restricted area will now be in place for four weeks instead of the eight weeks originally announced and a smaller zone will be imposed for the subsequent four weeks of the Paralympics. This has improved the situation for many clubs and individual pilots, although airfields located close to London still have a battle to find ways of operating during the four weeks of the Olympics. Negotiations are continuing. Smaller areas of restricted airspace will also be in force elsewhere for Olympic events such as sailing.

## ***Changes to Planning Legislation***

The Government appears determined to press ahead with what for airfields is a potentially disastrous revision of the existing National Planning Legislation which forms the basis for Local Planning Authorities' decision making. The proposed National Planning Policy Framework sweeps away previous protection by imposing a presumption to grant sustainable building development. Airfields will lose what little protection they had under PPG13 and PPS3 and other guidance. The GA Alliance and GAAC are both working on responses to the consultation. One significant proposed change is to remove protection for valuable facilities, which requires a replacement site to be found and approved if a decision is taken to build on a facility. If you would like to add your support to the campaign, a comment response tool is at <http://sport-recreation.appspot.com/mp/write>

---

## ***MEMBERSHIP***

John Aldridge, a senior and well-respected member of the BHPA and President of CIVL, the FAI's Hang-gliding and Paragliding Commission, has suffered a stroke, but is recuperating at home. We wish him a speedy recovery.

## ***LAA***

Richard Dunevein-Gordon has joined the LAA, taking over as Chief Executive from Peter Harvey. Richard has a background in engineering and airworthiness with the RAF and has also flown gliders and parachute planes. He has helped rebuild a Dragon Rapide at Duxford and flies with the RAF Lyneham Flying Club.

---

## ***GENERAL INFORMATION***

### ***Worldwide Search Launched to Identify Missing Air Heroes of WWI***

The RAeC Trust has launched a search for missing images of over 200 pioneer aviators. The images accompany a number of Aviators' Certificates held in the Trust's archive, which includes over 28,000 index records and 34 volumes, containing about 13,000 photographs of early aviators. These certificates were given to pilots who, in the early days of the First World War, successfully completed their initial training through the Royal Aero Club

before going on to active service.

RAeC Trust volunteers are compiling a "virtual" replacement album for nearly 200 missing photographs. Anyone with an interest or family connection with the early flying days, who could help to track these images down, is asked to go to <http://blogs.ancestry.com/uk/2011/08/08/help-find-the-missing-heroes-of-world-war-i/>.

## ***RAeC Trust***

The RAeC Trust bursary scheme has been announced for 2012, including a range of bursaries worth between £500 and £1,000. These are open to young people between 16 and 21 years old, who hold a basic air sport qualification and are looking for financial support to move on to a higher level. The closing date is 31 March 2012 and more information is on the RAeC Trust website at <http://www.royalaeroclubtrust.org/bursaries.html>

## ***Aerobility***

Aerobility (formerly the British Disabled Flying Association) works with people with every conceivable disability, turning the dream of flying into a fulfilling reality. As part of their fund raising efforts, they are happy to accept your old GPS and other flying equipment for recycling via eBay. See <http://www.aerobility.com/donate-now/donate-equipment.html>

## ***The Flying Show***

The BMAA will promote the Flying Show at the NEC in Birmingham on 26 – 27 November.

## ***Queen's Cup 2011***

The 2011 first Queen's Cup was held very successfully in June at Compton Abbas, organised by the BAeA. It was won by Phil Burgess.

## ***RAeS Light Aircraft Design Conference***

The Royal Aeronautical Society's 2011 Light Aircraft Design Conference - Methods and Tools will be held in London on 21st November. The conference will focus on information useful to the would-be designer of light aircraft. The content will be new and will complement material presented previously. A principal aim of the RAeS GA Group is to encourage light aircraft design and manufacture in the UK. More information is at <http://www.aerosociety.com/events>.

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](mailto: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.