

# THE ROYAL AERO CLUB

OF THE UNITED KINGDOM

The Coordinating Body of British Airport Organisations

Patron: Her Majesty The Queen

President: His Royal Highness The Duke of York, KG,



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## NEWSLETTER

### Autumn 2016

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

The British summer has maintained its fine tradition of keeping aviators on their toes – if not in their aircraft. Decent flying weather seemed to be in short supply for much of the summer until August provided a good run of reasonable conditions, sunny days and decent temperatures.



If the early summer was quiet from a flying perspective, then at least it allowed us to keep track of what was happening to the country otherwise.

The referendum vote to leave the European Union has heralded the start of a significant period of potential change in many areas. Precisely what this will mean for sporting and recreational aviation remains to be seen. S&RA comprises a wide variety of aviation activities – some already work under, or are in the process of adopting EASA regulations; others are outside the scope of EASA and continue to operate under national laws and rules or other forms of self-regulation. For those that have been or will be affected, EASA regulations have not been universally positive for UK S&RA - they often lead to increased compliance requirements, complexity and cost. At the same time, it has sometimes been difficult (if not impossible) to identify any associated safety or other benefits.

Brexit has the potential to be both good and bad for S&RA.

It could quite easily create opportunities for UK air sports to seek greater national freedoms, or identify ways to opt-out from aspects of EASA. The Department for Transport has already begun the process of obtaining the views and ideas of individual air sport organisations on the subject. This input will be considered alongside various other inputs that the DfT and other government departments will receive about what ways in which the UK might benefit from early action under Brexit. Of course, all areas of government and the UK public sector are highly resource constrained, and so government effort will have to be prioritised. We hope, therefore, that S&RA is allocated sufficient government/CAA support to be able to exploit whatever opportunities Brexit might offer.

Just as importantly, we also need government help in ensuring that Brexit does not create challenges for S&RA. Were, for example, the UK's standing in Europe be perceived to be diminished, we might find it harder to maintain as strong or central a position in European-level negotiations as we have done to date. Given the importance of various current/planned European-level initiatives, it is vital that we avoid any tendency to marginalise the UK's influence in international debates. Immediately after the referendum, there were one or two signs that some people in Europe were unclear about how to deal with the UK. As time as passed, initial concerns seem to have receded and things quickly returned to normal – but, clearly a situation to keep an eye on.

Switching to other recent events - each year the RAF holds a service of thanksgiving and rededication on Battle of Britain Sunday, and the RAeC has always been honoured to receive an invitation to attend. Despite the fact that it is seventy six years since the Battle of Britain took place, the service remains a poignant reminder of the commitment and sacrifice of our armed forces. The RAeC and the RAF share a long history. The Club played an instrumental role in the early days of British military aviation, and was responsible for

training service pilots during the First World War until the military were able to take the task over in 1915. Within a few short years, the government had taken the decision to create an independent air force, the first of any nation, and the RAF was formed in 1918. The RAF has never forgotten its links to the Club – perhaps the Club needs to start thinking about how it might return the compliment when the RAF celebrates its centenary in 2018.

I'd like to close by making mention of another long-established RAeC connection. Fred Marsh is well known to many in the S&RA/GA community. Fred has been around almost as long as the Club – he is a current Vice-President, and instrumental in the working of the RAeC Trust. Fred's list of impressive contributions to GA is too long to include here. Suffice it to say that Fred has been one of the central characters in UK air sports for a very long time. The Guild of Air Pilots recognised this remarkable record when they recently awarded Fred their Sword of Honour for his outstanding contribution in the field of general aviation. On behalf of the entire RAeC and its member associations, I'd like to extend the warmest of congratulations to Fred. Well done.



As the autumn draws near, I hope that the weather keeps you in the air and not on your toes.

Happy aviating.

Patrick Naegeli  
Chairman

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### ***INTERNATIONAL COMPETITIONS***

At the World Paramotor Championships held at Popham in August, the British solo footlaunched team came second in the team event.

In the World Microlight Championships running alongside, the British microlight team went one better, taking the team Gold medal. Particular congratulations to Paul Dewhurst and Paul Welsh (first in the tandem fixed wing), Richard Rawes and Colin Johnson (first and second in the solo flexwing) and Chris Wills (third in the solo fixed wing). Paul Dewhurst is now the most successful microlight pilot ever, with ten international gold medals.

At the 34th FAI World Gliding Championships in Lithuania in August, Steve and Howard Jones won the Bronze medal in the 20 metre Two-Seater class. The British team also won the Bronze medal in the Team Cup.

Also in Lithuania, Dominic Bareford took the Bronze medal at the Junior World Hot Air Ballooning Championships.

The British F1D (Free Flight) Aeromodelling team went to Romania for the 2016 World Championships held in the salt mines of Slanic Prahova and came home with the Team Bronze medal.

Congratulations to all.

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### ***INTERNATIONAL RECORDS***

Congratulations to Anthony Green and his co-pilot Eliot Nochez, who have set a new World Altitude record of 5,066 metres (16,621 feet) in their Foot-launched Dual Lite/BGD paramotor powered by a Moster 185. The flight took place over the Col du Midi, in the Mont Blanc massif in France on 22nd April 2015.

Congratulations also to Hunter Marrian (GBR) and Felix Wölk of Germany on their Paraglider World Speed record of 33.16 km/h over a 100 km out and return course from Iten in Kenya. The record was set in January 2014 in a Gradient Bi Golden 2.

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### ***HONOURS AND AWARDS***

#### ***FAI awards 2015***

The FAI has recognised several UK Aviators with Awards for 2015:

Alan Cassidy (BAeA) has been awarded an FAI Silver Medal.

Wyn Morgan (BBAC) has been awarded a Paul Tissandier Diploma

Mark Morgan (BHPA) has been awarded the Ann Welch Paramotor Diploma

Philip Cozens (LAA) has been awarded the Phoenix Diploma

David and Rick Bremner and Theo Wilford (LAA) have been awarded the Phoenix Group Diploma

Lemmy Tanner, a UK glider pilot, has also been awarded a Paul Tissandier Diploma, nominated by New Zealand where he now spends half the year coaching in the Southern Alps.

Congratulations to all.

## **2016 Royal Aero Club Awards**

Nominations for Royal Aero Club and FAI Medals and Awards for 2016 are now invited. Please see the attached papers, which give full details of all the Awards. If you would like to make a nomination, please do so on the enclosed form and send it to the Secretary by the closing date.

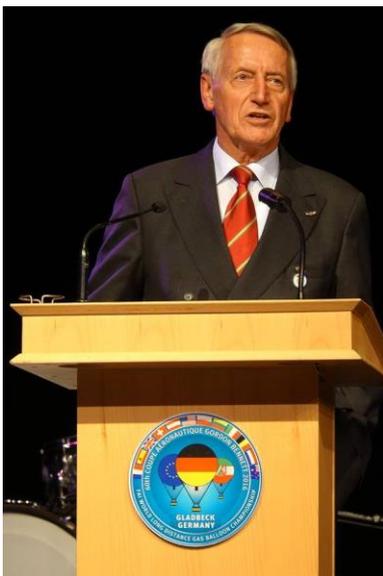
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## **FAI**

The FAI National Airsport Control (Aero Clubs) Presidents meeting took place in Crete with just over 20 NACs represented. Topics covered included the World Air Games, the promotion of the 'World Games', 'Drone' racing and a report from the FAI Finance Advisory Group.

It was reported that there was a backlog with the processing of Records and the FAI was exploring ways of streamlining the process.

The 2017 FAI Conference will be held in Lausanne, following a decision in 2015 not to accept the bid from Egypt to host the 2017 Conference.



A new FAI President will be elected at the 2016 FAI Conference. Frits Brink, currently a member of the FAI Executive Board and a former President of Netherlands Aero Club, has been nominated.

## **2017 FAI Young Artists Contest**

Do you know a young person that is keen on painting or drawing? Or that has always dreamed about air sports? If so, then encourage them to pick up their pens, pencils or brushes and enter the 2017 FAI Young Artists Contest. The aim for contestants is to create a picture that illustrates this year's theme "Beyond the Clouds", and to show the world just how talented they are.

## **Asian Games**

The Olympic Council Asia (OCA) has agreed to include Paragliding into the 2018 Asian Games.

The decision was taken at the OCA General Assembly that took place in Danang, Vietnam, on 25 September 2016.

The 18th Asian Games 2018 in Jakarta-Palembang, Indonesia, will feature 32 Olympic sports and eight non-Olympic sports, including Paragliding.

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## **REGULATORY MATTERS**

### **European Regulation**

The CAA Information Bulletin on EASA Developments from March to August 2016 can be found [here](#).

[www.europe-air-sports.org/activities/newsletter/](http://www.europe-air-sports.org/activities/newsletter/) has the latest news from Europe Air Sports.

David Roberts reported to the RAeC Council on the latest developments in Europe, including

He had attended a meeting with the Chairman and Pete Harvey (BGA Chairman) to discuss the implications of Brexit. The consensus was that air sports in the UK were most likely to remain largely in European Regulation, though there was some potential for separation for light aircraft.

It was thought that the Brexit vote could impact on our influence within European Organisations and a risk that the UK's presence in the corridors of power would now carry less weight. The effect on the future influence of the UK and the UK CAA within EASA was yet to be determined.

Since April, there had been some progress on the basic regulation and a significant number (1152) of amendments had been proposed, many of which seem to have been adopted. By working with MEPs and Member States, it was hoped that further progress would be made. The timescale for adoption of the Basic Regulation was reported as late 2017.

The GA Programme is moving ahead and a presentation providing an update was given at Aero Expo at Sywell,

The Ballooning initiative is coming to fruition later this year and Gliding is following a similar track. The gliding regulations require a comprehensive re-write including several different workstreams.

The current derogation from Flight Crew Licensing which runs to April 2018 is due to be 'pushed back' by EASA, initially for a year, but potentially to 2021/22.

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## **GENERAL NEWS and EVENTS**

### **Safety**

This season's GASCo Safety evenings will get under way shortly with the first event taking place on 11<sup>th</sup> October at Samlesbury. Details of all the other events organised so far are at <http://www.gasco.org.uk/safety-evenings.aspx>

There will also be a Military Civil Aviation Safety Day at RAF Halton on Thursday 3rd November. Contact Penny Gould at [GASCo](http://www.gasco.org.uk) for details and registration.

### **Flyer Live**

"Flyer Live" (previously known as The Flying Show) will take place at The International Centre, Telford on 2/3 December. Tickets are available to buy on-line at <http://www.flyerlive.co.uk/tickets/>

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## **MEMBERS**

### **RAeC Records Racing and Rally Association**

The 2016 King's Cup Air Race organised by the Royal Aero Club Records Racing and Rally Association was held at Shobdon on 4th September.

Thirteen planes ranging from a Lake Buccaneer handicapped at 115.88 kts to an RV8 handicapped at 179.53 kts lined up for the historic race. The winner was Dominic Crossan racing with his navigator Roger Scholes in their RV6 handicapped at 176.08 kts. Last year Roger was the pilot and Dominic the navigator, and they won the King's Cup in 2015 in a Slingsby! Obviously this air race team is a winning combination.



*Dominic Crossan (left) with Roger Scholes (photo Dan Pangbourne)*

Three weeks later, the 2016 Schneider Trophy Air Race was held on Alderney. The Schneider Trophy was originally awarded annually to the winner of a race for seaplanes and flying boats. The actual Schneider Trophy is now held at the Science Museum, South Kensington, London.

This year Alderney hosted the Schneider Trophy race. In the spirit of the first races, two amphibious planes, a Cessna 172 Amphibian and a Lake Buccaneer, took part out of a field of eighteen aircraft.

The winner was Roderick Morton in his Lake Buccaneer, handicapped at a speed of 116.2 kts. This is the first seaplane since 1931 to win the Trophy and the 85th anniversary of the outright win by the S6.B.



The Alderney weekend also saw the culmination of the British and European Championships races, with the winners being the team that had accumulated the most points over the season's eight race weekends. Mark and Joanne Turner in their homebuilt RV6 were declared the winners of both the British and the European series.



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 or at [secretary@royalaeroclub.org](mailto:secretary@royalaeroclub.org).