

RAF SPORT AIRCRAFT

<Slideshow>

AGM 2025

5 Sep 25

Charity Number 1184646

Apologies & Welcome



Apols Received

Sir Chris Harper

AVM Mark Phelps (Chair Rep)

Air Cdre Mark Manwaring (Mike Russell Rep)

Sqn Ldr Ben Polwin

Any others for RODs?

Agenda

Item

1. Apologies & Welcome
2. Chairman's Address
3. Trustee & Committee selection 2025/6
4. RAFSA Locations
5. Membership and Finances
6. Air Safety
7. RAFSA Wings Awards
8. RAFSA Apparel
9. Comms & PR
10. Junior Rank & Officer Pilot Scholarship Scheme (JROPSS)
11. Any other business (pre-noted only)

Lead

A/Sec
Chair
Dep Chair
Dep Chair
Treasurer
Hd Safety
Dep Chair
Dep Chair
Comms
OIC JROPSS

Dep Chair



= Vote
Required

Chairman's Address

Gp Capt Steve Wetton

Board of Trustees



Name	Position
AM Sir Chris Harper	President
AVM Mark Phelps	LEGAD
Wg Cdr Dave Hall	Chair
Wg Cdr 'Gazzer' Coleman	Dep Chair
Sqn Ldr Luke Bowman	Secretary
Vacant	Hd of Info Mgt
Sqn Ldr 'Chivesy' Hives	Without Portfolio
Sqn Ldr 'Taudy' Taudevin	Treasurer
Flt Lt Charlotte Deschenes	OIC JROPSS (Scholarship Dir)
Flt Lt 'Carlos' Jenkins	Hd of Safety
Sqn Ldr Ben Polwin	Hd of Competitions
Vacant	Hd of Training
Vacant	RAFSA Merchandising
Vacant	Beneficiary Trustee (JROPSS)



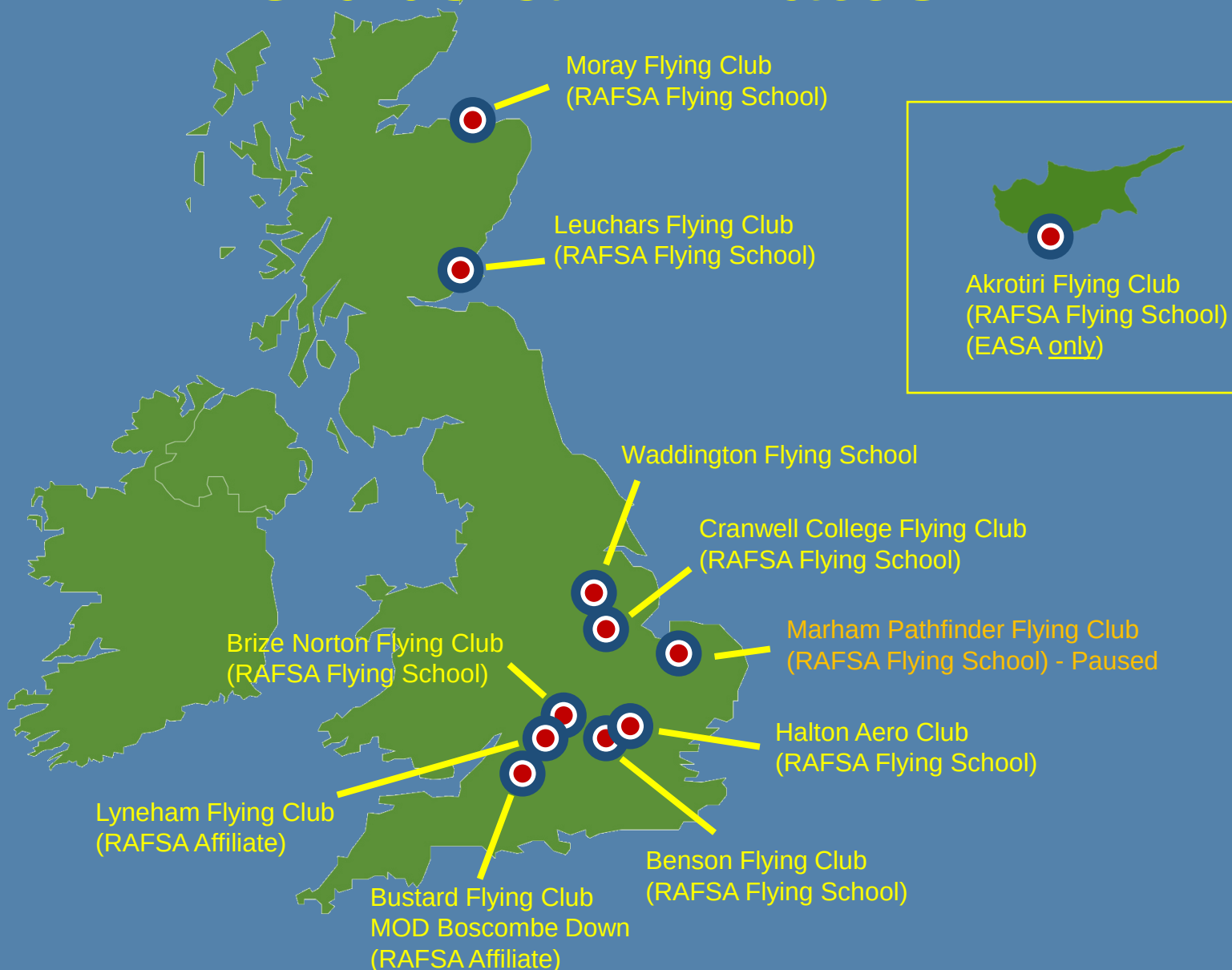
Committee Selection



Name	Position
AM Sir Chris Harper	President
AVM Mark Phelps	LEGAD
Wg Cdr Dave Hall	Chair
Wg Cdr 'Gazzer' Coleman	Dep Chair
Vacant	Hd of Trg
Sqn Ldr Luke Bowman	Secretary
Vacant	Hd of IM
Vacant	Expedition Coord
Vacant	RAFSA Merchandise
Sqn Ldr Ben Polwin	Hd of Competitions
Sqn Ldr 'Taudy' Taudevin	Treasurer
Flt Lt Charlotte Deschenes	OIC JROPSS (Scholarship Dir)
Flt Lt PM Deschenes	OIC Aeros Comp
Flt Lt 'Carlos' Jenkins	Hd of Safety
Flt Lt John White	Dep Treasurer
Fg Off Jacob Tully	OIC Social Media
Fg Off Callum Stirrat	Dep OIC JROPSS
FS Jim Rothwell	Dep Safety
Cpl Steve Irwin	Merchandise (JROPSS)



RAFSA Flying Schools, Clubs & Affiliates



Membership & Finances

Wg Cdr David (Taudy) Taudevin

Membership

Year	Serving Members	Qualifying & Non Qualifying Civilian	Total RAFSA Members
	FULL MEMBERS	ASSOCIATE MEMBERS	
2021	470	402	872
2022	513	127	640
2023	478	145	623
2024	451	141	592
2025	434	144	578

For comparison...

- 2018 Membership = 921
- inc Henlow, Pathfinder, Lyneham.

Total RAF Regular and Reserves:

- c. 34,000 people.
- RAFSA has a **1.7%** market share!
- This does not include Whole Force personnel.

Membership



Membership criterion iaw AP 3223 Leaflet 114 & General Air Instruction 1032 (RAFSA Document 1)

- RAFSA Annual Subs currently charged at the following rate:
- £9 per Serving Member
- £11 per Qualifying or Non-Qualifying Civilian Member
- 2026 Annual membership audit ~ April 26, requesting School & Club memberships recorded on 31 Mar 26
- RAFSA Membership Invoices to be issued May 26

Maintain fees at current rate for 2026



Finances



RAFSA FY & Protocols

- RAFSA FY Runs 1 Jan to 31 Dec (aligned with RAF Sport).
- MAcR (retd) Richard Dawe – Sage Accredited Bookkeeper.
- Accounts for the period 1 Jan 23 to 31 Dec 23, Independent Examination (IE) conducted by Mumby-Heppenstall Chartered Accountants.
- Trustees Annual Report (TAR), Association Report & Financial Accounts submitted to the Charities Commission & RAF Sport.
- Compliance is moderately complex but logical.

Travel & Subsistence

RAFSA Travel & Subsistence Allowances (RAFSA Business)

- MMA (private vehicle) – 40p per mile.
- Subsistence – Up to £30 per 24 hour period. Receipted.
- HOTAC – Up to £100 per room per night.

Maintain current rates



Finances

Main Income Streams:

- **RAF Central Fund Grant**
 - 2023 - £16,131
 - 2024 - £16,131
 - 2025 - £17,000
 - 2026-8 – Projected to be £20,000 per year
- **RAFSA Membership Subs**
 - 2024 - £5,377
 - 2025 - £5,463
- **3rd Party 'Friends of RAFSA' Grants.**
 - Nuffield Trust, RAS etc..?

Finances – FY 2024

Finances

TAR FY 2024 Financial Review Extract

The charity's activities continued with the full engagement, and oversight of, 9 RAFSA Schools and Clubs, which operate as separate Legal entities. It reported an operating deficit of £5,397 (2023: deficit of £15,236) before depreciation charges.

Alongside a generous grant from the RAF Central Fund of £16,133 to assist with Operating Costs for Association activities, the Charity benefited from a one-off grant of £5,000 from the Royal Air Squadron to enable the running of the RAFSA Aerobatics Competition. Membership subscriptions amounting to £5,377 from the Clubs completed the major income.

The Aerobatics Competition, held at Conington Airfield, was the focal point of the Charity's events for the year, allowing significant outreach and promotion of its activities. Participant's own personal contributions were supplemented by RAFSA Charitable Funds to enable a wider engagement opportunity for the Association.

The charity made Operating Costs grants to each of the Clubs (enabled by the RAF Central Fund grant plus some supplementation from RAFSA Reserves). These were based on a bidding process to apportion to each club according to their needs. In total, payments of £17,404 were made to Clubs, including the cost share of Annual maintenance for the RAFSA owned, RAF Waddington Flying School operated, Tecnam P2008 G-RFCA. In addition, a further £750 was granted to Clubs to support New Member Engagement.

Financial Activities 2024

	Notes	Unrestricted Funds	Restricted Funds	TOTAL 2024	2023
	2	£	£	£	£
INCOMING RESOURCES					
Charitable Activities		5,377		5,377	7,099
Grants and Donations		22,573	-	22,573	27,865
Investments		-	-	-	-
Total		27,950	-	27,950	34,964
RESOURCES EXPENDED					
	3				
Raising Funds		-	-	-	-
Charitable Activities		32,330	-	32,330	48,602
Management and administration		1,017	-	1,017	1,598
Total		33,347	-	33,347	50,200
NET INCOME		(5,397)	-	(5,397)	(15,236)
Transfers between funds		-	-	-	(9,787)
Other recognised gains/(losses)					
Depreciation		-	-	-	(400)
Surplus arising on sale of aircraft and equipment		-	-	-	19,750
Re-valuation of assets		18,200	-	18,200	20,000
Transfer sale proceeds of G-NIAC to Air League		-	-	-	(95,395)
Transfer in of Aircraft and equipment		-	-	-	-
NET MOVEMENT IN FUNDS		12,803	-	12,803	(81,068)
RECONCILIATION OF FUNDS					
Total Reserves brought forward		51,217	-	51,217	132,285
TOTAL RESERVES CARRIED FORWARD		64,020	-	64,020	51,217

2. ANALYSIS OF INCOME	Unrestricted Funds	Restricted Funds	TOTAL 2024	2023
	£	£	£	£
a) Charitable Activities				
Subscriptions	5,377	-	5,377	7,099
	<u>5,377</u>	<u>-</u>	<u>5,377</u>	<u>7,099</u>
b) Grants and Donations				
RAF Central Fund	16,133	-	16,133	16,133
Other grants	5,000	-	5,000	5,000
Aeros - entry fees	1,440	-	1,440	1,320
Insurance claim	-	-	-	5,412
	<u>22,573</u>	<u>-</u>	<u>22,573</u>	<u>27,865</u>
c) Investments	-	-	-	-
TOTAL INCOMING RESOURCES	27,950	-	27,950	34,964

3. ANALYSIS OF EXPENDITURE	Unrestricted	Restricted	TOTAL	2023
	£	£	£	£
a) Raising Funds	-	-	-	-
b) Charitable Activities				
Operating costs - G-NIAC	3,887	-	3,887	4,190
Other operating costs and equipment	2,362	-	2,362	16,548
Support for clubs	13,517	-	13,517	13,500
Return of RAFCF grant from prior year	-	-	-	3,888
Aeros competition costs	10,779	-	10,779	8,202
Scholarship costs	633	-	633	390
RAFSA promotional costs	813	-	813	1,492
Website	340	-	340	392
	<u>32,330</u>	<u>-</u>	<u>32,330</u>	<u>48,602</u>
c) Management and Administration				
Sundry admin exps	79	-	79	323
Subscriptions etc	-	-	-	199
Travel & subsistence	-	-	-	203
Legal fees	-	-	-	-
Bookkeeping	397	-	397	372
Independent Examiner Fee	480	-	480	480
Bank charges	61	-	61	21
	<u>1,017</u>	<u>-</u>	<u>1,017</u>	<u>1,598</u>
TOTAL RESOURCES EXPENDED	33,347	-	33,347	50,200

Balance Sheet

	Notes	Unrestricted Funds £	Restricted Funds £	TOTAL 2024 £	2023 £
FIXED ASSETS					
Tangible assets	4	263,000	-	263,000	244,800
CURRENT ASSETS					
Debtors	5	2,109		2,109	2,109
Bank	6	109,354		109,354	116,818
		<u>111,463</u>	<u>-</u>	<u>111,463</u>	<u>118,927</u>
CREDITORS: amounts falling due within one year		600		600	600
NET CURRENT ASSETS		<u>110,863</u>	<u>-</u>	<u>110,863</u>	<u>118,327</u>
TOTAL ASSETS		<u>373,863</u>	<u>-</u>	<u>373,863</u>	<u>363,127</u>
CREDITORS: amounts falling due after more than one year		-	-	-	-
NET ASSETS		<u>373,863</u>	<u>-</u>	<u>373,863</u>	<u>363,127</u>
RESERVES	7				
General reserve		341,965		341,965	240,831
Engine replacement reserves		31,898		31,898	33,964
		<u>373,863</u>	<u>-</u>	<u>373,863</u>	<u>274,795</u>

4. TANGIBLE FIXED ASSETS

	Aircraft £	Plant & Equipment £	TOTAL £
Cost			
At 1 January 2024	260,000	8,000	268,000
Additions	-	-	-
Disposals	-	-	-
	<u>260,000</u>	<u>8,000</u>	<u>268,000</u>
Depreciation			
At 1 January 2024	22,000	1,200	23,200
Revaluation	(17,000)	(1,200)	(18,200)
Eliminated on disposal	-	-	-
	<u>5,000</u>	<u>-</u>	<u>5,000</u>
NET BOOK VALUE			
At 31 December 2024	<u>255,000</u>	<u>8,000</u>	<u>263,000</u>
At 31 December 2023	<u>238,000</u>	<u>6,800</u>	<u>244,800</u>

6. CASH AT BANK AND IN HAND

	Unrestricted £	Restricted £	TOTAL £	2023 £
Bank	96,121		96,121	82,854
Current Engine Reserves	13,233		13,233	33,964
Cash	-		-	-
	<u>109,354</u>	<u>-</u>	<u>109,354</u>	<u>116,818</u>

Movement on Reserves

Balance (RAFSA Worth) on 31 Dec 2024

7. MOVEMENT ON RESERVES	General Reserve £	Engine Reserves £	TOTAL £
Balance at 1 January 2023	410,231	28,657	438,888
Surplus/(Deficit) for year	(81,069)		(81,069)
Other recognised gains/losses			-
Transfers to/(from)		5,307	5,307
Balance at 1 January 2024	329,162	33,964	363,126
Transfers to/(from)		(2,066)	(2,066)
Surplus/(Deficit) for year	12,803		12,803
Balance at 31 December 2024	341,965	31,898	373,863



Accounts a true and accurate record



Finances – FY 2025

Reserve Policy

Reserve Policy

RAFSA Reserve Policy 2025/6

- **'Black Swan' Event protection.** Ringfence £30K of core funds.
 - The aim of the policy (to be drafted) is to protect £30k of RAFSA funds that could be used to ensure School or Club business continuity.
 - Any school or club may apply for financial support from the reserve if faced with financial liabilities which it may not be able to meet.
 - £21,400 currently out on loan to one club in 2025. Repayment due in 1 year.
- **New Start-Ups.** A further £15K shall be ringfenced for new School or Club start-ups.
 - Subject to a certain set of criteria being achieved and the Trustees being satisfied that the proposed business case is viable.
 - This fund may also be used for existing Clubs & Schools faced with core infra issues, such as a club relocation or repositioning of assets such as a hangar.
- **Reserve fund total = £45,000.**

Current Situation and 2026 Plan

As we stand.... Cash to hand (bank) at COP 27 Aug 25:

- Total c.£309,000
 - Tecnam sale sees £200,000 of reserved funds (RAF Charitable Trust discretion).
 - Planned spend by the end of the year = £35,000 (the Ground Support Equipment, Op Cost Grants).
 - Received £13,933 G-BYYG (T67) engine fund (reserved).
 - £18,600 Tecnam Engine Fund (released to T67 reserve once Tecnam sale settled – plan in 2026).
 - £23,600 black swan and new start up funds remaining (-£21,400 on loan in 2025)
 - **Ending the year with Circa £17,867 of 'unreserved funds in the bank'**

- **PLAN FOR 2026**

Consolidate aircraft funds

~ £32,533 (+accruals) of 'reserved funds' – T67 G-BYYG Maintenance and Engine Fund.

Proposals sought for £200,000 capital projects to agree with Charitable Trust.

Maintain £45,000 black swan and new start up (once loan repayed).

Spend £20,000 on Op Cost Grants

Seek commercial or charitable sponsorship for events.



Thank You

RAF CHARITABLE TRUST

The support of the RAF CT enables the delivery of our scholarship schemes with c. £97k per year. To date they have enabled over 237 scholarships!

RAF CENTRAL FUND

The support of the RAF CF, funded through the RAF Sport Lottery, enables the delivery of our Sport! Please continue to encourage your members to join the RAF Sports Lottery if they have not done so already.

NUFFIELD TRUST

Applied for through the RAF Central Fund grant scheme, the Nuffield Trust have facilitated the Ground Support Equipment grant of 2025.

ROYAL AIR SQUADRON

Grant of £5000 in 2024 enabled the Ayre Blade Aerobatics Competition. May support additional endeavours in 2026 and beyond...



Air Safety & Ops

Flt Lt Carl (Carlos) Jenkins

Thank you

- MACr Miles Sunley
 - Congratulations on promotion and posting to STANEVAL
- Welcome to FS Jim Rothwell
 - aircrew
 - DG expert
 - a willing volunteer!
- Any more volunteers?

HoE agreements

- Are there any areas, on the coal face, where you could do with more support from HoE/otherwise?

Air Safety Reporting



A reminder to submit CAA MORs before DASORs & let RAFSA-safety@outlook.com know

Frustrating but necessary.

Returns

- DTO annual submissions
- DTO inspection reports
- 2LoD
- Combined occurrences spreadsheet by COP 10th day of each month, for occurrences of the preceding month.

DRAM (TEM + more...) - Thoughts?

Dynamic Risk Assessment

to be completed at the outbrief

v3 Mar 25

This is a tool to help you determine the specific Threats & Errors which may affect your flight. Consider You & Your Human Performance – *the most complex, yet fragile, cog in the machine*. How will the Threats and Errors will change for each stage of flight?

Factor	Normal Risk	Medium Risk	High Risk (5 items or more)
Currency	At least 5 days to Club currency limit	Any THREE High Risk Items	Within 5 days of Club currency limit
Competency	Landing on intended runway surface <2 months		Landing on intended runway surface >2 months
	Glide landing <2 months		Glide landing >2 months
	X-wind landing <2 months		X-wind landing >2 months
	EFATO or PFL <2 months		EFATO or PFL >2 months
	Stall Clean/Approach Config <2 months		Stall Clean/Approach Config >2 months
Experience	>100 hrs PIC		<100 hrs PIC
Weather	>8km Vis >1,500ft cloudbase		<8km Vis <1,500ft cloudbase CBs or FG
NOTAMS	Nothing significant to affect		RA(T) or significant NOTAM en-route Significant local event (e.g. RIAT, LAA Rally, Gliding Competition, etc...)
Routing	Intra-UK or local flights		Close to significant areas of CAS, Overseas Flights, Water crossing... PED Distraction.
Performance	Familiar Runway type, Runway more than 1000m		Unusual Runway type, Runway less than 1000m, Significant slope or obstacles, Wet or Icy.
Mass & Balance	Solo		Passengers, Significant amount of baggage
Fuel Planning	More than 1.5hr reserve		Less than 1.5hr reserve
PEDs	OEM, not charging.		Charging, not fitted to a/c.
Passengers	Experienced / all adult passengers. Consider PEDs.	Young children, Nervous first-time flyers, Other non-instructor pilots. Consider PEDs.	
Human Performance	See next table		

Human Performance					
Factor	Assessment				
	Low	Norm	Med		High
Health Issues / Work / Personal / Family / Stress	Low		Med		Severe
Quantity of Sleep (Preceding Rest Period)	8 Hrs +	7 Hrs +	6 Hrs +	5 Hrs +	<5 Hrs
Average Quantity of Sleep (Last 3 Days)	8 Hrs +	7 Hrs +	6 Hrs +	5 Hrs +	<5 Hrs
Quality of Sleep	Good		Adequate	Poor	Extremely Poor
Time Awake at End of Flight	<16 Hrs	<17 Hrs	<18 Hrs	<19 Hrs	>=19 Hrs
Projected Fatigue at End of Flight	Alert	Fine	Tired		Exhausted
Continuous Days Flying	<=2	3	4	5 or 6	>6

Consider 'I AM SAFE':

I–Illness (do I have any symptoms that might affect my ability to fly?)
A–Attitude (am I emotionally ready and fully focussed on the flight?)
M–Medication (am I taking any prescription or over-the counter drugs that might affect my performance?)
S–Stress (am I under pressure or have any worries and anxieties?)
A–Alcohol (have I been drinking within the last 24 hours?)
F–Fatigue (am I tired or not adequately rested?)
E–Eating (am I adequately nourished?)

How does the PIC / crew / sortie score?

Is it towards the **AMBER-RED** end of the assessment?
 Then it is definitely time to ensure you have a plan to avoid, trap, or mitigate the Threats and Errors.
 If it is **GREEN** then complacency can catch you out as well.

Expeds

- Advance notice please.
 - Some great work between Brize and Halton this year.



Document Suite



Ministry of Defence SharePoint

PAGE



RAF Sport Aircraft

Home Document Libraries ▼ Recent Site contents Contacts **RAFSA Document Suite** Event ProjO Guidance Assurance Event Document

Home

Welcome to the [RAF Sport Aircraft \(RAFSA\) SharePoint](#).

Objective: The objective of RAF Sport Aircraft (RAFSA) is to encourage air-mindedness, good airmanship and promote Service-efficiency through Air Sports and Competition for all Whole Force personnel of the Air Forces of the Crown, irrespective of rank, trade or grade, by providing flying instruction and access to flying of light aircraft as economically as practicable.

1. RAF Sport Aircraft is an integrated part of developing the Service's operational capability and 'War-fighter Spirit'. In common with the other RAF Sport associations, the Service gives as much practical encouragement and support as is possible to RAFSA in the interest of promoting efficiency of the Air Forces of the Crown. The RAFSA is a Charitable Incorporated Organisation (CIO) in its own right and governs its member organisations through a General Admin Instruction (GAI), Air Safety Management Plan (ASMP) and Code of Good

Documents & Useful Links

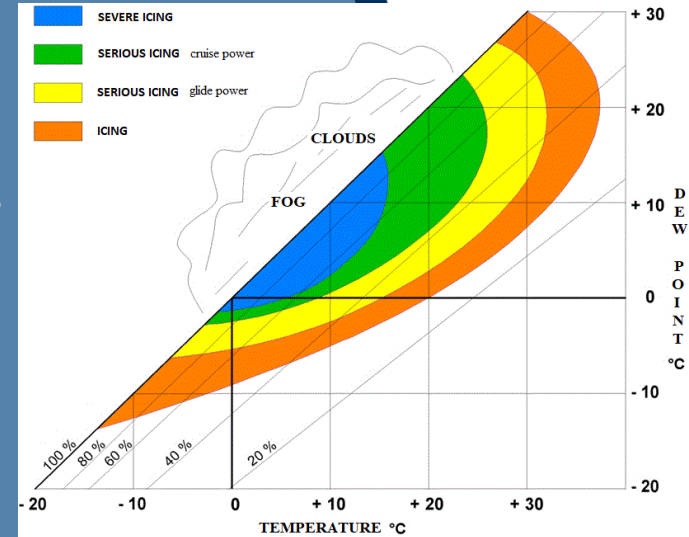
RAFSA Contacts

✓	Role	Name
	iHub/TSA	■ RAF Flying Club Members
	SharePoint / Information Manager	■ Edmondson, Christopher Sqn Lc

- One-stop shop
- Controlled Documents List.
- Volunteer for Super User?

What to expect

- Safety Leaflet
 - CO detector lessons
 - Carb heat awareness
 - Is graph displayed in your ops room?
- 2 LoD Assessment (questionnaire)
- Event ProjO guidance
- DASOR comments
- Online meeting 3rd Wed of the month @1500L (UK) for max 1hr



Club Air Safety Feedback

Lyneham Air Safety



2 MORs relating to Airspace bust

- Student solo flight with newly fitted avionics that did not perform as expected causing confusion and disorientation, pilot provided further guidance by CAA
- Alleged bust of Solent TMA which was not proven and MOR closed
- Club have updated our incident flowchart and reminded members of good TEM and the Take2 safety leaflet guidance
- CAA requested the Club investigate these incidents but did not provide any info to support this. No follow up from CAA to our responses to their RFIs.

Lyneham Air Safety



Safety reports on hired PA28 maintenance

- Plug fouling leading to a diversion whilst on club exped to France, landed safely, plug replaced. Has been a series of plug fouling issues addressed with the maintenance org for our PA28s
- Cowling issue which could have been a bird strike or a poorly latched cowling causing damage and an emergency landing back at base
- Damaged brake pipe on return from service again highlighted with the maintenance organisation as not acceptable. Club reminded members of thorough checks on aircraft.

Leuchars Air Safety



- No safety points or occurrences
- New 2000L fuel bowser purchased with RAFSA assistance
- Operations going forwards and issues for Leuchars.

Akrotiri Air Safety



Mr Paul Jones HoT/CFI

Akrotiri Air Safety



Safety reports on hired PA28 maintenance

- 2 DASORS in 2025 caused by pilot error, but with significant contributing factor of differing rt procedures
- Rising issue of PPL supervision – inculcating higher standards than minimum legal requirements
- Workload of CFI to focus on flying rather than admin.

Waddington Air Safety

2025 OiC's Update



Dan McHugh

AGM 2025

Waddington Air Safety

2025 OiC's Update



1 x Occurrence:

OSI – “Aircraft Made Approach to Wrong Runway”

I was the ADC on the afternoon shift, I had taken over position just as G-CLDK was warned in from the west. G-CLDK called to join and I said "G-CLDK join, runway 02RH, QFE 1014, circuit clear". He then read this back to me and a short while later requested a right-base join which I approved. I looked at the ATM and he was approx 15 miles away pointing at rwy 02RH.

He next called right-base, I told him the circuit was clear but I couldn't see him as the weather was hazy, when I looked at the ATM he was NW at approx 1200ft. He then called finals 2 0 and I saw the aircraft turning finals over the RAFAT hangar. I told the Supervisor and then told the pilot we are runway 02RH, he read this back and again said he was final. I again reiterated we are runway 02RH and gave him the wind strength. At this point he was making his approach to the runway, I spoke to the Supervisor and the safest option was to clear him to land. The aircraft landed without incident, was taxied back and asked to call the Supervisor on landline.

The wind was strongly favouring rwy 02RH and the aircraft would have had a 10kt+ tailwind. Both cables were de-rigged, the circuit was clear and the runway unoccupied so there was no risk to the aircraft or any other party

Waddington Air Safety



State of the Nation

Membership: 56 (+5)

Instructors: 4 (+2) + HoT

Aircraft: 1 x PA-28 (G-CLDK)

1 x T-67C (G-BYYG)

1 x Resident A/C

Est Annual Flying Hours: 300-350

JROPSS Scholars: 2 x Solo, 1 x Nr Solo

Flight Safety

1 x Occurrence:

OSI – “Aircraft Made Approach to Wrong Runway”

Threats

Membership
RAFAT Winter Trg
Site Move

Success / Opportunities

FGSAA
2Excel
Membership
Comms

Halton Air Safety



- Primer discovered unlocked during pre-flight checks (cause not positively determined)
- Aircraft taxied over glider winch cable during gliding operations (pilot error)
- Loose articles found in cockpit (cause not positively determined)
- Cowling bolts missing during an A check (normal wear & tear)
- Incorrect departure procedure followed (pilot error)
- Speechless recovery (incorrect frequency selection/pilot error)

Halton Air Safety



- Birdstrike (wildlife)
- Aircraft stuck on grass airfield (inclement weather/soft surfaces)
- Tire deflation during landing roll (damaged valve stem)
- Incorrect noise abatement procedure followed (pilot error).

Benson Air Safety



- Increase in safety occurrences over last year – but also an increase in hours flown
- 29 Mar 25 – East Mids CTA infringement, climbing out of Nottingham. Pilot instructed to complete infringement course by CAA
- 10 May 25 – Circuit confliction during IFS day. Prompted useful discussion between BFC and ATC
- 13 Jun 25 – Forced landing at Chalgrove. Suspected carb icing
- 20 Jun 25 – Impact to runway light on landing. Solo student attempted heavy braking due to fixation on 'normal' procedure.

Cranwell Air Safety



2 DASORS concerning Carbon Monoxide Alarm activation

- Both occurred with solo students.
- In the first case, the student was slightly shaken by the alarm going off. He thought he needed to land ASAP and thus positioned for an immediate downwind landing. On getting close to the ground he realised this was not a sensible choice so went around and, after calming himself down, subsequently made a good approach to land normally on the duty Runway.
- A Club-wide “education programme” on the effects of CO poisoning and on the use and interpretation of the newly introduced electronic CO detectors was put in place.
- No obvious cause for the CO Alarm could be identified.
- Lesson for FI: Students occasionally make strange decisions, albeit with the best of intentions

OiC: Lt Cdr Adam Jones RN

FSO: Mr Rupert Clark

Cranwell Air Safety



2 DASORS concerning Carbon Monoxide Alarm activation

- Second occurrence was towards the end of a solo student Navex when he was about 10 mins out from CWL.
- Student had a better knowledge of what the Alarm meant.
- He declared a PAN and recovered for a normal cct and approach at CWL. No subsequent issues.
- Extensive engineering work could not find a reason for the alarm.
- Some months later, part of the canopy fixing mechanism was found to be cracked/broken. This took a while to be replaced due to sourcing a new part from GROB. Since the new part has been fitted, we have had no further CO Alarm occurrences.
- Can't say for certain, but it may be that the faulty canopy mechanism contributed to the CO entering the cockpit.

Cranwell Air Safety

1 DASOR concerning an incorrect Departure Profile being flown by a visiting pilot.

- Pilot had been briefed on CWL Departure profiles.
- Between Start-up and Taxi, the Runway was changed.
- ATC GND Controller passed the change of Runway and a new departure clearance. Pilot acknowledged the new Runway but did not read-back the new Departure Clearance and the GND Controller did not query this or prompt again for a read-back which is part of ATC SOPs.
- Pilot subsequently took-off and turned the wrong way into the circuit for departure according to his mistaken mental picture.
- No LOSS occurred in this instance, but it could have been more serious if other traffic had been in the circuit.
- A general reminder to ensure all pilots know and understand the procedures, and ref the importance of Reading-Back any ATC Clearance correctly.

Cranwell Air Safety



1 “Third-age” DASOR submitted by a pilot who took the wrong taxi route off the Runway to return to the Hangar. He had likely relaxed a bit too much after his flight.

1 DASOR submitted by ATC after a Flying Club aircraft taxied without permission.

- A number of misconceptions and mis-communications contributed to this incident.
- Experienced FI and student at the circuit stage. FI under impression that ATC was not yet open and that Club Duty Pilot would warn out the aircraft with ATC.
- Experienced DP assumed that the FI had already warned out.
- Luckily the experienced controller saw the aircraft taxiing.

OiC: Lt Cdr Adam Jones RN

FSO: Mr Rupert Clark

Cranwell Air Safety



RAF Cranwell Flying Club maintains a good relationship with the host Station. ASIMS is a fundamental part of this and allows the necessary level of oversight of Club activity by Station Duty Holder personnel.

RAFSA TEM Matrix is displayed on the Club Ops Desk and used as part of our “warn-out” process. Generally found to be helpful.

OiC: Lt Cdr Adam Jones RN
FSO: Mr Rupert Clark

Moray Air Safety



- Electric Aircraft 'Fuel Priority'
- WW Prop strike

Moray Air Safety



Club Feedback

- Station Support
 - Lossie has become much busier in the last year a review of flying procedures underway. Ops's V's Club flying optics.
- Instructor availability
 - Limited
 - CFI
 - Highland aviation
- CAMO
 - Highland Aviation
- AC Rects

Wings Awards

Wg Cdr Gazzer Coleman



www.rafsa-wings.jimdosite.com



Wings Award Level



Gold - 400hrs+, 200hrs+ PIC
400nm+ X-Country & 3 Ldg stops
3x Fg Achievements & 4x Events

Silver - 200hrs+, 100hrs+ PIC
300nm+ X-Country & 2 Ldg stops (CPL)
2x Fg Achievements & 3x Events



Bronze - 100hrs+, 50hrs+ PIC
200nm+ X-Country & 2 Ldg stops
1x Fg Achievements & 2x Events



Pilot – PPL/NPPL/LAPL
New solo X-Country (CAS X-ing)
1x Events



Cadet Pilot – PPL/NPPL/LAPL
Solo & 1 Event

Available from Runway 25 Ltd
sales@runway25.com

Why not use them on RAFSA/Club Wear?

Certificates & Award at discretion of HoT/CFI/OIC

Events & Achievements listed in document hosted on website



RAFSA Apparel

Wg Cdr Gary (Gazzer) Coleman

www.rafclothing.com

Password: sb1918

Login Details



LOGIN

This site is for RAF Sport Association personnel only. For password details, related to Sport Association Clothing, please contact Rob Ward at the RAF Sport Directorate: robert.ward147@mod.gov.uk

Enter using password

Select here and
enter the following
password: *SB1918*

RAFSA Apparel location



A screenshot of the Royal Air Force website. The header is dark blue with the Royal Air Force logo on the left and search and shopping cart icons on the right. Below the header is a navigation bar with links: HOME, ASSOCIATIONS (highlighted with a red box and a dropdown arrow), CORPORATE, ACTIVEWEAR, JACKETS, and Account. The dropdown menu for ASSOCIATIONS is open, showing a list of options: Archery, Carp Team - Angling, Model Aircraft, Robson Academy, Add Association Page, and Sport Aircraft (highlighted with a red box). The main content area features a large image of a cycling team in Royal Air Force kit riding on a road. Overlaid on the bottom left of this image is a red banner with the text "RAF CLOTHING" in white. Below the banner is a small navigation bar with "1/2" and left and right arrows. At the bottom of the page, there are three white boxes with the text "CORPORATE", "ACTIVEWEAR", and "JACKETS", each with a "VIEW ALL" link below it.

Available Selection

[HOME](#)[ASSOCIATIONS](#) ▾[CORPORATE](#)[ACTIVEWEAR](#)[JACKETS](#)[Account](#)

SPORT AIRCRAFT

SORT BY

Best selling ▾



RAF Sport Aircraft Varsity
Hoodie Navy/Sky
£17.95



RAF Sport Aircraft
Poly/Cotton Pique Polo
Navy/Sky
£17.95



RAF Sport Aircraft
Competition Cap
Sky/Navy
£7.95



RAF Sport Aircraft Work-
Guard Sabre Pilot Jacket
Navy
£34.95



RAF Sport Aircraft
Premium Cotton T-Shirt Lt
Blue
£7.95



RAF Sport Aircraft Ladies
Premium Cotton T-Shirt Lt
Blue
£7.95



RAF Sport Aircraft Ladies
Soft Shell Jacket Navy
£49.95



RAF Sport Aircraft Soft
Shell Jacket Navy
£49.95



RAF Sport Aircraft
Washable 3-Layer Face
Mask Navy
£7.95



RAF Sport Aircraft
Thinsulate Beanie Navy
£7.95

+ £3.95 Postage

Corporate Image Jacket



Available from Runway25

Wings £???

Name Badge £12

- Durable / Waterproof / Windproof
- Soft feel microfleece lined stand up collar
- Full front heavy-duty zip
- Interchangeable colour zip pull system
- Fully taped seams
- Elasticated rib cuffs and waistband
- Deep front side pockets
- Left chest pocket with tear release/stud and zip closure for access or decoration
- Multi feature right chest pocket – 2x pen
- Inside chest pocket
- Zipped sleeve pocket
- Reflective piping detail
- Diamond quilted lining
- Hanging loop D-ring for headset clip
- Generous and Unisex fit

£34.95 plus £3.95 postage

“Cheap as Chips...”

Additional Logos



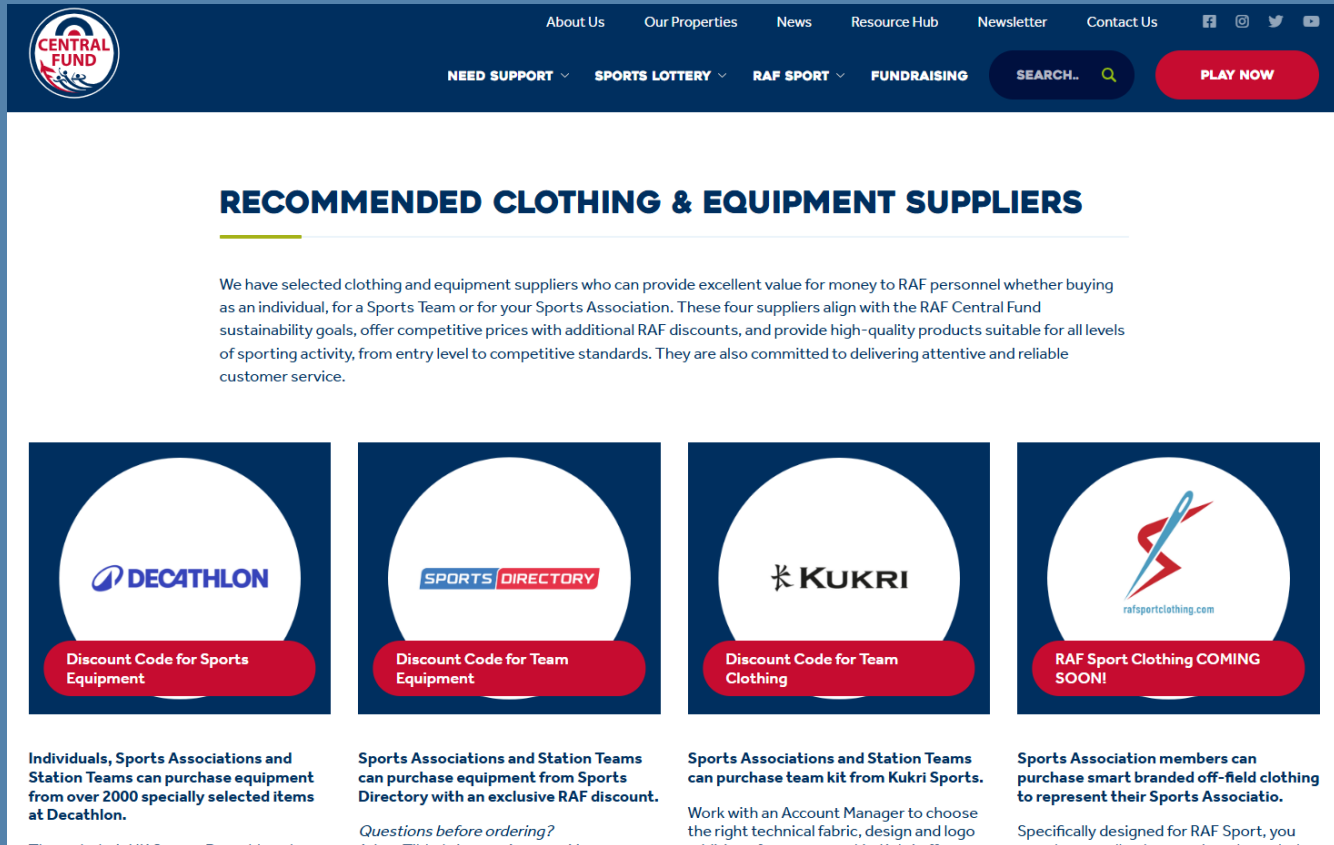
Additional logos/emblems may be added to garments from the RAF Clothing website.

This must be done via email with descriptions and pictures of what you would like adding and will incur an additional fee of around £30 for new designs to be created, plus up to £3 for the embroidery.

All enquiries and requests for additional motifs should be made direct to:

info@rafclothing.com

Other Suppliers



The screenshot shows the RAF Central Fund website. At the top is a dark blue navigation bar with the Central Fund logo on the left and links for About Us, Our Properties, News, Resource Hub, Newsletter, and Contact Us on the right. Below these are social media icons. A secondary bar contains links for NEED SUPPORT, SPORTS LOTTERY, RAF SPORT, and FUNDRAISING, along with a search bar and a red 'PLAY NOW' button. The main content area is white and features a section titled 'RECOMMENDED CLOTHING & EQUIPMENT SUPPLIERS'. Below this title is a paragraph explaining that four suppliers have been selected for their value, competitive prices, and commitment to service. Below the text are four supplier cards, each with a logo in a white circle on a dark blue background, a red button with a discount code, and a brief description of the offer.

RECOMMENDED CLOTHING & EQUIPMENT SUPPLIERS

We have selected clothing and equipment suppliers who can provide excellent value for money to RAF personnel whether buying as an individual, for a Sports Team or for your Sports Association. These four suppliers align with the RAF Central Fund sustainability goals, offer competitive prices with additional RAF discounts, and provide high-quality products suitable for all levels of sporting activity, from entry level to competitive standards. They are also committed to delivering attentive and reliable customer service.

Supplier	Discount Code	Offer Details
DECATHLON	Discount Code for Sports Equipment	Individuals, Sports Associations and Station Teams can purchase equipment from over 2000 specially selected items at Decathlon.
SPORTS DIRECTORY	Discount Code for Team Equipment	Sports Associations and Station Teams can purchase equipment from Sports Directory with an exclusive RAF discount. Questions before ordering?
KUKRI	Discount Code for Team Clothing	Sports Associations and Station Teams can purchase team kit from Kukri Sports. Work with an Account Manager to choose the right technical fabric, design and logo.
RAF Sport Clothing	RAF Sport Clothing COMING SOON!	Sports Association members can purchase smart branded off-field clothing to represent their Sports Association. Specifically designed for RAF Sport, you

<https://www.rafcf.org.uk/need-support/partner-suppliers/>

Office Tel: 01494 569068

Tel: 07425 810827

Email: eharper@rafcf.org.uk

Comms & PR

Sqn Ldr Chris Edmondson

Sharepoint



Accessible via MODNet

<https://modgovuk.sharepoint.com/teams/8683/SitePages/Home.aspx>

Ministry of Defence SharePoint

RAF Sport Aircraft

Home

Welcome to the RAF Sport Aircraft (RAFSA) SharePoint.

Objective: The objective of RAF Sport Aircraft (RAFSA) is to encourage air-mindedness, good airmanship and promote Service efficiency through Air Sports and Competition for all Whole Force personnel of the Air Forces of the Crown, irrespective of rank, trade or grade, by providing flying instruction and access to flying of light aircraft as economically as practicable.

1. RAF Sport Aircraft is an integrated part of developing the Service's operational capability and 'War-fighter Spirit'. In common with the other RAF Sport associations, the Service gives as much practical encouragement and support as is possible to RAFSA in the interest of promoting efficiency of the Air Forces of the Crown. The RAFSA is a Charitable Incorporated Organisation (CIO) in its own right and governs its member organisations through a General Admin Instruction (GAI), Air Safety Management Plan (ASMP) and Code of Good Practice (CoGP). There are three types of flying organisation recognised by RAFSA as follows:

a. RAFSA Flying School. The main aim of a RAFSA Flying School is to provide flying training and aircraft hire for the Whole Force. They may have private aircraft operators embedded within under the oversight of the RAFSA Flying School Chair or OIC. They agree to be governed by RAFSA using their Approved Training Organisation (ATO) or Declared Training Organisation (DTO) civil aviation assurance framework to provide evidence-based assurance of their safety to the RAFSA Chair and the Directorate of RAF Sports. Any RAFSA organisation providing flying training shall be a RAFSA Flying School. Individual RAFSA Membership is due for each member type within the RAFSA Flying School.

b. RAFSA Flying Club. The main aim is to provide a club environment for private aircraft owners only of the Whole Force. Flying training shall not take place within RAFSA Flying Clubs. They shall have an appointed Chair and/or OIC who is responsible to the Head of Establishment and RAFSA Chair. Whilst the individual aircraft owners/operators retain overall responsibility for the operation of their aircraft, the Club OIC or Chair shall ensure that all activities remain compliant with civil aviation law. Individual RAFSA Membership is due for each member type within the RAFSA Flying Club.

c. RAFSA Affiliate. These are other Service Flying Clubs, ATOs/DTOs and air sports organisations that may affiliate to RAFSA. To be considered a RAFSA Affiliate then the organisation must offer a benefit or concession to RAFSA and its members.

Newsfeed

Start a conversation

Documents & Useful Links

RAFSA Contacts

Role	Name	Email Address	Business Number
iHub/TSA	RAF Flying Club Members	HAL-C4iComm@iHubCentral@mod.uk	95237 6675
SharePoint / Information Manager	Edmondson, Christopher Sqn Ldr (WAC-AW-ASW-StanEval RUKlot)	christopher.edmondson114@mod.gov.uk	6300 156 2721
Safety Director	Jenkins, Carl FR Lt (BZN-Voyager-DepTRCdr-ForceDev)	Carl.Jenkins101@mod.gov.uk	
Expeditions Director	Hives, Christopher Sqn Ldr	christopher.hives15@mod.gov.uk	
Secretary	Taudevin, David Sqn Ldr (UKStratCom-9HQ-13-AIR3-SO2)	David.Taudevin474@mod.gov.uk	
Chair	Wetton, Stephen Gp Capt (CLS-GL11)	Stephen.Wetton466@mod.gov.uk	
Deputy Chair	Coleman, Gary Wg Cdr (Air-Aircrew Profession Adv SO1)	gary.coleman499@mod.gov.uk	
Deputy Finance Director / DOIC JROPS	Deschenes, Charlotte FR Lt (JACIG-Open Skies-OTC)	Charlotte.Williams978@mod.gov.uk	
Deputy Safety Director	Sunley, Miles MACR (BZN-AM STANEVAL A400M ALMO2)	miles.sunley557@mod.gov.uk	
Trustee/Specialist Advisor	Phelps, Mark AvM (Air-DLS-DH)	mark.phelps978@mod.gov.uk	
OIC Competitions	Deschenes, Pierre-marc FR Lt (Air-11Gp-A7 DeliveryAOP SO2)	pierre-marc.deschenes100@mod.gov.uk	
Social Media Team Lead	Palmer, Benjamin FR Lt	benjamin.palmer107@mod.gov.uk	
Social Media	Burnside-Smith, Oscar AS1 (LOS-PBA TDC ASOS JNCO4)	oscar.burnside-smith130@mod.gov.uk	

Ministry of Defence SharePoint

RAF Sport Aircraft

Home

Document Libraries

Site contents

Contents

Name	Type	Items	Modified
Aerobatic Team	Document library	11	17/12/2018 13:23
Assurance	Document library	21	26/04/2025 13:45
Audits	Document library	0	17/12/2018 09:42
Contacts	Document library	1	21/05/2025 16:11
Equipment	Document library	2	17/12/2018 13:25
Event Documentation	Document library	4	25/04/2025 14:18
Event ProjO Guidance	Document library	3	21/05/2025 15:22
Events	Document library	8	05/03/2025 09:15
Form Templates	Document library	0	19/12/2017 09:10
Meetings	Document library	5	15/08/2025 09:53
Orders and Regulation	Document library	12	27/04/2025 21:19
Policy	Document library	5	15/05/2024 09:51

Social Media



Facebook: @RAFSportAircraft

- 186 followers

X: @RAFSportAircraft

- 1000 → 942 followers

Instagram: RAFSportAircraft

- 1126 → 1749 followers

Websites

- www.RAFSA.co.uk
- www.rafsa-wings.jimdosite.com
- www.rafsa-safety.jimdosite.com

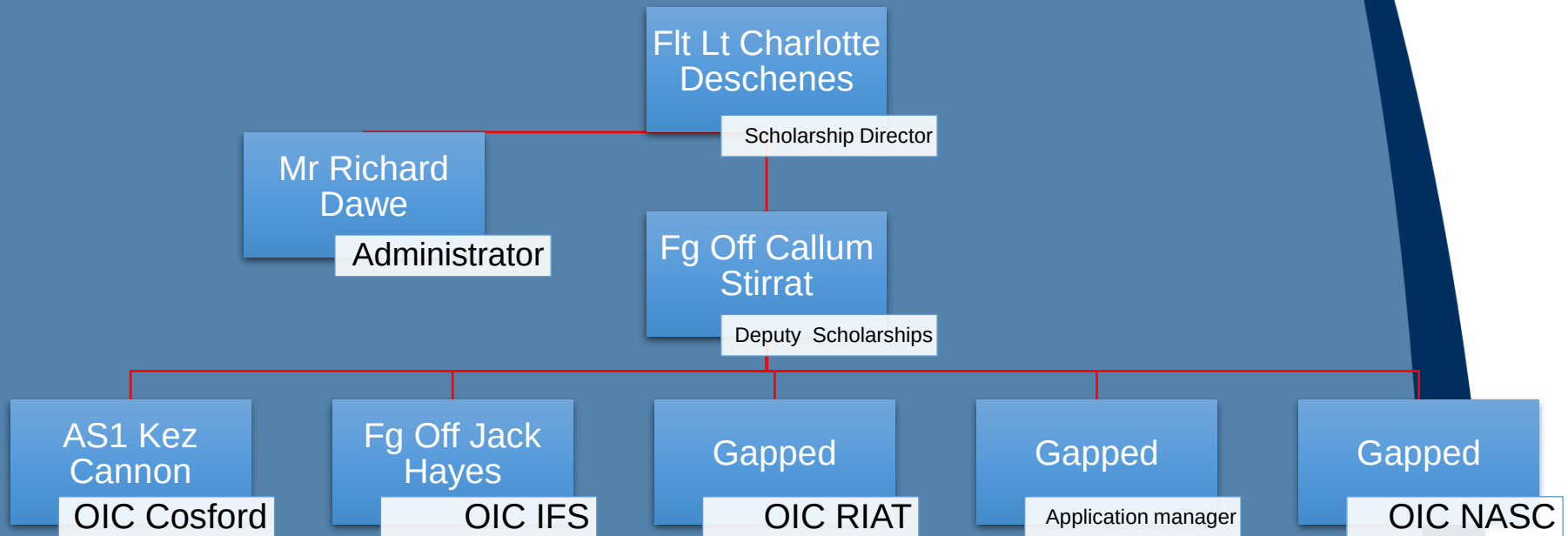
Future

- Each Club to have a Social Media Rep
- Fg Off Jacob Tully proposed as RAFSA media.

The Junior Rank & Officer Pilot Scholarship Scheme (JROPSS)

Flt Lt Charlotte Deschenes
(OIC)

Delivery Team



Delivery Update

Scheme	Complete	Outstanding	Unspent Hrs	Remarks
JROPSS 23	9/18	6 incomplete	60	3 withdrew
BSS 23	3/5	1 continuing	17 (+10 still to be flown)	1 withdrew
JROPSS 24	10/18	6 continuing	30 (+30 still to be flown)	2 withdrew
BSS 24	4/6	2 in progress	0 (20 still to be flown)	
ISS 24	0/3	3 in progress	0	
JROPSS 25	10/18, 12 Solo	8 in progress	0 (33 still to be flown)	Several self-funding to achieve solo

‘23 scheme now closed, BSS ‘23 will be closed when the last scholar completes. Total ‘unspent hrs’ **107 = £21k** (‘23 & ‘24) RAFCT have granted flexibility to move funding between and add more scholarships.

2025 Feedback



Let's keep doing it	Let's think about it
Single IFS event (location changes welcome)	Clothing delivery and style.
Online interview application	Coherent experience.
STEM Media Task	The RAFSA ethos and camaraderie.
	Club mentorship.
	Scheme awareness.
	Pricing differences.

2026 Plans



Let's change it

Change of flying clothing from issuing jacket and t-shirt to flying suit. Each Alumni will design their t-shirt and patch to represent their alumni.

The Delivery Team will issue a standard set of documents which will be required to be issued by every club. An online briefing will be given to CFI's/Treasurers to explain the process required to understand what is required to be delivered on the JROPSS and BSS Scheme. Similarly, JROPSS will be required to submit their feedback on progress to the Delivery Team opposed to relying on the Treasurers.

Clubs to appoint a JROPSS Club mentor (from the previous year) The individual will be expected to attend the IFS event and represent their club amongst the IFS winners and 'onboard' the next JROPSS alumni.

Medicals are to be conducted before flying commences and must be conducted by the JROPSS AME (unless agreed by the ProjO. EASA/OOA exemptions apply)



Actions

Can you please...

Nominate a JROPSS Mentor.

Provide Treasurer/CFI contact details to attend a team's briefing on JROPSS delivery in Oct/Nov 25.

Provide feedback on JROPSS, BSS and ISS progress.

Provide information on Club capacity to deliver JROPSS and BSS in 2026

Where possible, delivery JROPSS/BSS in a 2-week block. (this normally affords the student an Admin Order and stand down with LM engagement)

Provide Mr Dawe with 2026/27 pricing NLT 30 Sep 25.

Encourage ALL Scholarship winners to grow club ethos, take on associated duties, organise fly in's and engage with other clubs etc.

JROPSS DIN



A JROPSS Dining In Night (DIN) to be held at RAF Henlow on 17 Oct 25. The evening will award the current JROPSS Alumni and recognise club contribution to delivering the JROPSS.

Fly-in to Shuttleworth will be an option, accommodation available but capacity is limited with previous JROPSS taking priority- invites to follow.

ProjO- Fg Off Callum Stirrat

Secretary (Stand In)

Wg Cdr Gazzer Coleman

AOB (nil notified)

Arrangements For the Next AGM

