

DECEMBER 2009

No.178

# GUILD NEWS

THE GUILD OF AIR PILOTS AND AIR NAVIGATORS





# GUILD NEWS

## THE GUILD OF AIR PILOTS AND AIR NAVIGATORS

### PATRON:

His Royal Highness  
The Prince Philip  
Duke of Edinburgh KG KT

### GRAND MASTER:

His Royal Highness  
The Prince Andrew  
Duke of York KG KCVO

### MASTER:

Rear Admiral  
C H D Cooke-Priest  
CB CVO FRAeS

### CLERK:

Paul J Tacon BA FCIS

The Guild, founded in 1929, is a Livery  
Company of the City of London.  
(Letters Patent 1956)

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# Guild Diary

## DECEMBER 2009

1	5 <sup>th</sup> Education and Training Committee	Cobham House
3	Aptitude Assessment	RAF Cranwell
11	8 <sup>th</sup> General Purposes and Finance Committee	Cobham House
11	New Member's Briefing	Cobham House
11	Guild Carol Service	St Michael's Cornhill
11	Christmas Supper	The Counting House
18	Guild Closes	

## JANUARY 2010

5	Guild Opens	
12	5 <sup>th</sup> Technical and Air Safety Committee	Cobham House
13	Trophies and Awards Committee	Cobham House
19	Benevolent Fund Board of Management	RAF Club
21	9 <sup>th</sup> General Purposes and Finance Committee	Cobham House
21	5 <sup>th</sup> Court Meeting	Cutlers' Hall
21	Court Election Dinner	Cutlers' Hall

## FEBRUARY 2010

2	6 <sup>th</sup> Education and Training Committee	Cobham House
10	Guild Luncheon Club	RAF Club
11	10 <sup>th</sup> General Purposes and Finance Committee	Cobham House
25	Aptitude Assessment	RAF Cranwell

## MARCH 2010

11	11 <sup>th</sup> General Purposes and Finance Committee	Cobham House
11	6 <sup>th</sup> Court Meeting	Cutlers' Hall
16	6 <sup>th</sup> Technical and Air Safety Committee	Cobham House
17	Annual Guild Service	St Michael's Cornhill
17	Annual General Meeting, Installation and Supper	Merchant Taylors' Hall
18	Lord Mayor's Dinner for Masters	Mansion House
19	United Guilds Service	St Paul's Cathedral
19	Lunch with Fan Makers' Company	Skinner's Hall

## GUILD VISITS PROGRAMME

26 January		Magic Circle, London
16 February		NATS, Swanwick
23 March		Naval Firepower and Submarine Museums, Gosport

Please see the Flyers accompanying this and previous editions of Guild  
News or contact Assistant Michael Glover at [MJAG2001@aol.com](mailto:MJAG2001@aol.com)

*Cover Picture: The crews of Chinooks 'Ultimate 21' and 'Ultimate 22', whose gallant actions in rescuing the victims of a devastating car-bomb attack in Afghanistan resulted in the survival of all, despite the lack of trained medical aid. They were awarded the Hugh Gordon-Burge Memorial Award at the Trophies and Awards Banquet; their citation can be found on page 18 of this issue. Photo courtesy 18 Sqn, RAF Odiham.*

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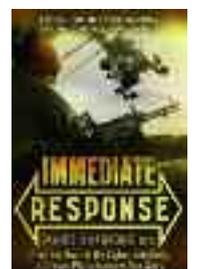
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# NEWS

## ROUND UP...

**GUILD LUNCHEON CLUB.** On 30th September 130 Guild members and their guests, including the Master, the Master Elect and the Immediate Past Master, attended the second Guild Luncheon Club event of 2009 in the RAF Club. After an excellent meal, Group Captain Peter Scoffham AFC RAF (ret) updated the diners on the Airbus A400M military airlifter programme. His presentation outlined the requirement that the A400M is designed to meet; the need for an airlifter that can not only operate 'high and fast' but also 'low and slow', can accept outsized heavy loads greater than those that the C130 can take, that has the manoeuvrability and surviveability to cope with a hostile environment and has a rough strip landing and takeoff capability. Given the high profile of the programme and the often hostile criticism it has attracted within the media and from certain government circles, Group Captain Scoffham set the record straight and answered a number of searching questions with skill, tact and humour. All those attending agreed it was an excellent lead in to the evening's Tymms Lecture.

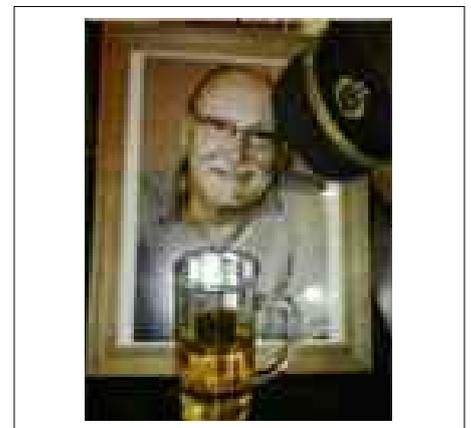
**BUCKINGHAM PALACE INVESTITURE.** On 20th October two Guild Members were invested with their well earned honours by Her Majesty the Queen. The Master, Rear Admiral Colin Cooke-Priest, was invested with the CVO for his services as Gentleman Usher to the Queen. Group Captain Timothy Hewlett, Upper Freeman, was invested with the LVO for his services as Head of Royal Travel. The photos show the Master receiving his award from the Queen, and Group Captain Hewlett after the ceremony.



**WESTLAND WHIRLWIND FIGHTER FILM PROJECT.** Associate Freeman Jim Munro writes: Two sons of WW2 Squadron Leaders who flew the Westland Whirlwind fighter are collaborating with numerous other enthusiasts to produce a modern low budget high quality film about the trailblazing but almost forgotten Westland Whirlwind twin engine single seat fighter. The Whirlwind was actually the fastest RAF fighter at the start of WW2 and the only one equipped with cannon armament that could have troubled Panzer tanks had the Battle of Britain been lost and Hitler's armies arrived on our southern shores. With key veteran interviews already 'in the can' and 7 minutes of unique Pathe cine film discovered, the team is working flat out with professional help to complete this challenging task in time for the 70th anniversary of the Battle of Britain in summer 2010. Around 70% of the cost still needs to be raised, so anyone interested in subscribing is invited to request a prospectus from [RJJamesMunro@Gmail.com](mailto:RJJamesMunro@Gmail.com)



**GUILD BENEVOLENT FUND PPL SCHOLAR'S PROGRESS.** Emma D'Souza was awarded the Guild Benevolent Fund PPL Scholarship and is currently doing the course at the Henlow Flying Club. Past Master Arthur Thorning reports that she has done very well, completing the course to a high standard. She has already done her A levels and after a gap year hopes to study medicine and in the longer term combine this with aviation.



**MEMORIAL SERVICE FOR JACK SMITH**  
*Capt Jack Gordon Leslie Smith*  
 1939 - 2009

A Memorial and Thanksgiving Service for the life of Captain Jack Smith was held at The Parish Church of St. Michael's, Cornhill, on Wednesday 28th October. It was a fitting venue for such a service, with St. Michael's being the Guild Church, and Jack being such a stalwart member of the Guild for many years, culminating in his active role as Administrator of the Hong Kong Region. The service was attended by Jack's wife, Helen, his two daughters, Jacqui and Juli, and other members of his family. In addition, representatives of the Fleet Air Arm, where Jack had begun his service career, were present, as well as many past colleagues who had known and worked with him in Cathay Pacific Airways. Of course his contribution to Guild affairs over the years was also acknowledged by the presence of many Guild members.

A collection was taken for contributions in memory of Jack for Guild Scholarships. After the service the congregation adjourned to 'Bonds' in Threadneedle Street, where the opportunity was taken to catch up with old friends and recount some of the many stories that Jack's passing caused many to reflect upon. 



# The Master writes ...

COLIN COOKE-PRIEST

The evenings are drawing in, the BBQ Summer never materialised, but September proved to be the driest on record. Meantime across the world in our Australian region, the elements deluged both NSW and Queensland in red dust. And as we pack our bags for the annual tour, we are briefed that last week it was 35 degrees in QLD and 12 degrees in Bowral, NSW, birthplace of a certain cricketer of some repute! Something of a sartorial challenge!

August and early September were relatively quiet from a Guild perspective but the programme is now back in full swing. Our second gathering of the Guild Lunch Club this year was both well attended and a great success. Liveryman Air Commodore David Wilby is now fully into his stride, and announced to acclaimed satisfaction that next year the programme will return to three gatherings a year.

No sooner had some of us drawn breath from this thoroughly enjoyable occasion, than it was time to step round the corner to the Royal Aeronautical Society for our Sir Frederick Tymms Memorial Lecture. Again the full details appear elsewhere - suffice it to say that Sir Arnold Wolfendale, former Astronomer Royal and Dr John Taylor, inventor, entrepreneur and philanthropist both instructed and entertained us in extraordinary measure.

Finally, and immediately before we set off for the Regions, came the high point of the Guild year, the Trophies and Awards Banquet. Once again the T&A Committee had produced a stunning list of worthy recipients - you can judge for yourselves elsewhere - and I could, of course, use the rest of this message eulogising aspects of this great annual event. Confident that justice will indeed be done in later pages, I will simply highlight two actions of extreme generosity; the presentation to the Guild of a silver model of a Swordfish by Liveryman Commander Bertie Vigrass OBE,VRD,RNR and the creation of a unique Centenary Sword by Past Master Robert Pooley, for presentation by the Guild to the Fleet Air Arm of the Royal Navy.

So much for the social and representational side of a Master's life. There are three features of a modern Livery Company's place in the City to which I now want to draw your

attention whilst, as they say, I have the floor. But first I must crave the indulgence of some of you since, unavoidably, they largely apply to Liverymen alone.

Once a year at the end of September, the Livery meets in Guildhall to elect the next Lord Mayor. Whilst certain parts of the ceremony are somewhat drawn out, it is one of the great annual and historical occasions. As we are one of the largest City Livery Companies, the ceremony is open to a smaller percentage of our membership than others, since only Liverymen can attend. However I do seriously encourage those who are entitled to take part, at least once in this great annual occasion. You would not be disappointed.

My next issues are closer to home; election to the Livery, the composition of the Court and the progression to Master. I make no apology for returning to these topics at the risk of some repetition, since it is clear that, for some of you, there still remains a good deal of uncertainty. Firstly, the Livery. In many companies everyone is a Liveryman; but since the Corporation of London places a cap on the maximum number of Liverymen, in a large Company such as ours, only a much smaller percentage of the membership will achieve Livery status. This has a plus and a minus side - the value of the accolade is increased but, equally, the challenge to the Livery Committee in identifying the right candidates for election to the Livery becomes hugely more demanding. In this respect I acknowledge the splendid work done by the Wardens, led by Wally Epton, in creating an updated Livery Committee and putting in place the necessary procedures for identifying and then progressing appropriate candidates.

Now to the Court. A recent article highlighted the responsibilities of Assistants



to the Court and, in particular, the acceptance by those aspiring to the Court that they, in seeking to advance the Guild, are also accepting agreement in principle to a willingness to progress ultimately to the Mastership. The health and continued relevance of all Livery Companies, and especially the modern, 'working' Companies relies in great measure on a steady flow of qualified, but above all enthusiastic Assistants, ready to take on the challenge.

My next and final message will be my overall report for the year. I do not wait until then to say that it has been the most enormous privilege to be your first 'all dark blue' Master in the centenary year of naval aviation. By the time this edition hits the streets, Sue and I will have returned from our antipodean tour and the year will be drawing to a close. In this uncertain world what I write in late October could seem strangely inappropriate when you read it in December! We can only wish you all a happy and peaceful Christmas, confident that come what may, the Guild and its members will continue to represent all that is best in the worldwide family of aviation. 

# Bahrain Remembrance Day

YVONNE TRUEMAN MBE

*Liveryman*

Across the miles, Remembrance Day on the 11th is celebrated the same way and in Bahrain, we were fortunate to have three Royal Hospital Chelsea Pensioners fly to Bahrain to experience this ceremony with us. War Veterans Frederick Bland, Geoffrey Crowther and Ian Clark have been welcomed here by the British Bahrain Business Forum. They have been flown out especially, and given accommodation at the Golden Tulip Hotel. Their week

consisted of visits to British Schools, the British Club for Fish and Chips - transport has been provided courtesy of Bahrain to take them to all the functions and a special Poppy Ball laid on to celebrate the historic Trafalgar victory and to remember the dead of two world wars. These war veterans have more



than 70 years military service between them. Functions have been arranged at the British Embassy plus a visit to the F1 Grand Prix track 

## Report of the Education and Training Committee meeting held on Tuesday 20th October 2009

DOROTHY POOLEY, CHAIRMAN

We were fortunate to host Keith Dyce from BA who spoke to us on the subject of Alternative Training and Qualification Programme (ATQP) a subject which generated much discussion and certainly fulfilled the aim of a cameo in keeping the committee informed on a new and topical subject. It was explained to the committee that the airline sees many benefits from the system, including the need for less routine checking, more relevant training and improvements in proficiency and safety. The aptitude testing at Cranwell continues to be taken up by prospective pilot

candidates, although there may be fewer requests at present in the current recession. Two new tests have been introduced by the RAF and will be evaluated in December. The outcome of the scholarships awarded this year has been the most trouble-free in history - all candidates have completed their training within the time limits set by the Guild. Concern has been expressed at the most unsatisfactory proposal put forward by EASA FCL 008 in an attempt to provide an alternative to the IMC rating. This should

be resisted by all bodies with an interest in general aviation and it is felt strongly that the Guild should also contest the proposals, in line with the views set out in the position paper on Pilot Licensing. The committee will be reviewing the list of agreed topics from last November's meeting in order to decide priorities for production of further position papers. Actions have been placed on the authors of the published papers to ensure that the work schedules identified within the papers are actually followed up. 

## Gazette

APPROVED BY THE COURT ON 12th NOVEMBER 2009

### ADMISSIONS

As Upper Freeman  
Group Captain Simon John BLAKE  
Jean Marie Jacques Louis Rene DESJARDINS  
Robert John IRWIN (NZ)  
Captain Neil JEFFERS  
Gregory Maurice MADDEN (AUS)  
Air Marshal Iain W McNICOLL  
James Hamilton REED  
Anthony Donald SMITH  
Ashley Peter WALKER (HK)  
Nicholas WEST

As Freeman  
Lieutenant Commander Roy William  
George BOX  
Yvonne Ella VINCENT

As Associate  
Ross Richard BURLEY (GYM)  
Hannah Jayne CAWTHORNE (GYM)  
Courtney CHALLIS (GYM)  
Captain Rory David CUNNINGHAM (GYM)  
Thomas CURTRESS (GYM)

Ronald James DICKIE (GYM)  
Emma Lucy D'SOUZA (GYM)  
Andrew Jonathan GRIFFITHS (GYM)  
Christopher John MANN (GYM)  
John Lawrence PARNELL (GYM)  
Jaspreet SINGH (GYM)

ACKNOWLEDGED BY THE COURT  
12 November 2009

REGRADE  
To Livery  
Commander Nicholas Charles Richard  
COOKE-PRIEST  
Squadron Leader John William DAVY  
Sebastian Robert John POOLEY

DECEASED  
Air Commodore Michael Jean-Claude BURTON

RESIGNATIONS  
Peter BARNES  
Suzanne BROOKES  
Alan Thomas CAYLESS

Simon Robert Terence CRIMEAN (HK)  
Patricia Ann BAILEY  
Alan FERGUSON  
Anthony David GREEN  
Andrew Norris MacMILLEN (HK)  
Robert METCALFE  
Mark Brian POULTENEY  
David James MONKS  
Trevor SIDEBOTTOM

FORFEIT ALL BENEFITS  
King Sang Billy CHAN (HK)  
Ying Chung Joe FUNG (HK)  
Mark GREENFIELD  
Dennis William HUME (HK)  
Iain James MacROBERT (HK)  
Harry Gomer MAYHEW (HK)  
Andrew William MURRAY (HK)  
Bir SINGH (HK)  
Les Terrence WILSON (HK)  
Fred WOO (HK)  
T C Alex YAN (HK)

# REWARDING EXCEPTIONAL INTERNATIONAL ACHIEVEMENTS IN AVIATION

## *THE 2009 TROPHIES AND AWARDS BANQUET*

ASSISTANT TOM EELES



Exceptional achievements in international aviation were celebrated at the 2009 Trophies and Awards Banquet, held at Guildhall, London, on 29 October. Twenty one awards recognising individuals or crews for their exceptional achievements were presented by The Master and Major General Joe Hincke, Commander and Defence Advisor, Canadian High Commission, and the Master, with standing ovations reserved for the most prestigious and bravest of the recipients. Details of all the recipients and their awards follow on pages 13 to 19. The Master, Rear Admiral Colin Cooke-Priest, welcomed the 664 Guild members and

their guests to Guildhall, including Major General Hincke, representing the Deputy Canadian High Commissioner, Rear Admiral Charlier, Rear Admiral Fleet Air Arm, Mr G Clarke, Prime Warden Shipwright, Mr R Purdey, Master Gunmaker, Dr S Hammerton, Master Coachmaker, Mr M Marshall, President Air League, representatives from the Guild's Affiliated Units and members from the Guild's four established overseas Regions. He gave a special welcome for members of the newly formed Canadian Region who were attending the Banquet in their own right for the first time.

Earlier, the Master had presided at a

meeting of the Court in the West Crypt. He clothed fifteen new Liverymen, including his son, Commander Nicholas Cooke-Priest RN, and the sons of Past Master John Hutchinson and Assistant Keith Warburton, thus concluding this formal occasion as very much a family event. He also presented six Master Air Pilot Certificates and two Master Air Navigator Certificates to Guild members attending the Banquet. After the Court meeting Guild members and their guests enjoyed a Champagne Reception in the Old Library as uniformed personnel of the London Wing of the Air Training Corps set about their organisational duties with customary efficiency. A Guard of Honour was



*The Master with the newly clothed Liverymen.*

provided by the Pikemen and Musketeers of the Honourable Artillery Company.

The Banquet was served in the magnificent medieval Great Hall, the only City of London chamber large enough to accommodate more than 600 diners. With Guild members and their guests already at their tables, the Swordbearer, Sebastian Pooley, and Ian Low, who stood in for the Guild's Beadle at very short notice owing to a bereavment, led the Master's party into the Hall to the customary slow handclap. The Guild's Honorary Chaplain, Rev Dr Peter Mullen, clothed as a new Liveryman that very evening, said Grace, leaving the collective singing of the traditional sung Grace to follow the meal. Guests were entertained during their meal by the brass quintet of the band of the Honourable Artillery Company, who included a lively interpretation of the Post Horn Gallop in their selection of music. The banquet was brought to a conclusion with the ceremony of the Loving Cup, which was correctly performed by all diners.

After the presentation of the twenty one

Trophies and Awards, in his address, the Master, after welcoming all the guests, congratulated all the award winners. He reminded his audience of the extraordinary catalogue of bravery, professional skill and human endeavour that had been demonstrated across the field of aviation in all parts of the world. 'What is perhaps a salutary thought' he remarked, 'is that for every winner, in practically every category, there were others almost equally deserving'. He also paid tribute to the Trophy and Awards Committee, who scoured the world each year to try and ensure that no contribution to the aviation tapestry is missed and no individual overlooked. He mentioned in particular its Chairman, Past Master John Hutchinson, who had chaired the team with great skill for over a decade and was now standing down.

He continued by making a very public 'thank you' on behalf of the Guild. 'Earlier this evening I had the privilege of accepting, on your behalf, a silver model of a Swordfish presented to the Guild by Liveryman Commander Bertie Vigrass to mark the Centenary of Naval Aviation.

Bertie, thank you from us all for this hugely generous gesture which will serve to remind us for generations to come of an iconic aircraft in the aviation story'. He also thanked the brass quintet of the Honourable Artillery Company for providing the musical entertainment for the evening, and the staff of the Guild's office, the Learned Clerk, Ruth, Pat and Ulka for the huge task of putting all the arrangements in place, and Mr Ian Low, the Beadle, who had stood in so admirably at such short notice.

The Master then turned to the subject of Centenaries, a number having been recorded this year. In addition to this being a special year for the Fleet Air Arm, it was also a special year for the Royal Australian Navy, as in 1909 Australia decided to acquire a modern ocean going fleet, an example subsequently followed by other members of the Empire and Commonwealth who have routinely sailed and flown together in peace and war. He



*The Master with the Master Air Pilot and Master Air Navigator recipients.*

*Liveryman Commander Bertie Vigrass and Mrs Vigrass presents the silver Swordfish to the Master.*



*Chief of Air Staff chats to the members of the Air Training Corps.*



described the early days of naval aviation, when in 1909 the Admiralty commissioned the 'Mayfly', His Majesty's Airship No 1. Over 200 naval officers volunteered for the four places on the first training course for pilots, who were informed that not only would they have to pay for any damage to their aircraft (a very likely event in those days), but also that they would have to remain unmarried and forego any chance of commanding a ship, the ultimate sanction for any seaman officer! He commented that 'It is in the recognition of the conviction, tenacity and zeal of the first naval aviators, together with their determined belief in the potential of air power from the sea, that the real importance of this Centenary lies; it is the recognition of a century of outstanding courage, professional skill and technical innovation, attributes that in turn became the hallmark of the profession of aviation generally, that is the real cause for celebration.' By way of illustration of outstanding courage he mentioned the last of the Fleet Air Arm's four VC winners, Lieutenant 'Hammie' Gray, appropriately a Canadian, who so impressed his enemies,

the Japanese, that they built a memorial in his memory, and the 'Few within the Few', those 56 Fleet Air Arm pilots and two Naval Air Squadrons who fought in the Battle of Britain.

The Master concluded by saying that from their earliest days the City Livery Companies had existed to set and maintain the highest standards in their respective fields. The modern Companies had come into being and continue to be created for exactly the same reasons. 'A founding objective of our own Guild was to establish and maintain the highest standards of air safety, through the promotion of good airmanship, high quality training and professional excellence; all of which have been amply demonstrated in our award winners tonight.' For this reason the Guild had commissioned an additional and unique award, the Guild Centenary Sword, created through the generosity of Past Master Robert Pooley. The Master invited Rear Admiral Simon Charlier, Chief of Staff (Aviation) and Rear Admiral Fleet Air Arm to accept the Guild Centenary Sword on behalf of the Fleet Air Arm, in recognition

of a century of outstanding courage, professional skill and technical innovation. After presenting the sword he asked all to rise and drink the Toast 'To our award winners and our guests'.

In reply, Major General Hincke proposed the traditional Toast: 'The Guild of Air Pilots and Air Navigators, may it flourish root and branch forever.' 

The Guild is grateful to Flight Training Europe for its support towards the funding of this year's Trophies and Awards Banquet.

Photographs taken at Guildhall can be viewed and ordered online direct from Gerald Sharp Photography. Visit [www.sharpphoto.co.uk](http://www.sharpphoto.co.uk) or telephone them on 020 8599 5070.



*The Master's party prepares to process into the Great Hall.*

*The Loving Cup starts its journey.*



*Rear Admiral Simon Charlier  
accepts the Guild Centenary  
Sword on behalf of the Fleet  
Air Arm.*

*Major General Joe Hincke proposes the Toast.*



*Guests enjoy a Stirrup Cup before departing.*



# THE 2009 TROPHIES AND AWARDS CITATIONS

**T**wenty one awards recognising individuals and crews for their exceptional achievements were presented by The Master and Major General Hincke, Commander and Defence Advisor, Canadian High Commission, at this year's Trophies and Awards Banquet, at Guildhall, London on 29th October. Three of the awards were for outstanding courage or devotion to duty in the air: the Grand Master's Commendation, the Hugh Gordon-Burge Memorial Award and the Prince Philip Helicopter Rescue Award. Four awards recognised contributions to flight operations: the Sir Barnes Wallis Medal, the Master's Commendation (awarded twice), the Brackley Memorial Trophy and the Johnston Memorial Trophy. There was one award in the flight testing category, the Derry and Richards Memorial Medal, and one award in the Safety and Survival category, the Sir James Martin Award. There were four awards in the field of training: the Sir Alan Cobham Memorial Award, the Central Flying School Guild Trophy, the Pike Trophy and the John Landymore Trophy. The Guild Award of Merit was presented and the contribution of the aviation press was recognised by the Guild's Award for Aviation Journalism. The achievements of individuals in the Regions was recognised by three awards: the Grand Master's Australian Medal, the Australian Bi-Centennial Medal, and the Jean Batten Memorial Award which will be presented in New Zealand during the Master's Tour. The Master's Medal was awarded twice and an extra award for 2009, the Master's Special Commendation, was presented. Shortened citations for these awards follow below, the full citations can be found on the Guild's website [www.gapan.org](http://www.gapan.org).

## FLIGHT TEST

### The Derry and Richards Memorial Medal

Awarded to a test pilot who has made an outstanding contribution in advancing the art and science of aviation.



*Iain Young MBE Bsc FRAeS*

Iain Young started his flying career in the RAF and has been a test pilot for many years. Currently, he leads a department of 14 pilots at Marshalls Aerospace who are engaged in a wide variety of flying activities, including development test flying and, during 2008, much of that work was centred upon urgent operational requirements in order to support modification programmes for aircraft required for operations in and over

Afghanistan and Iraq.

Another test flying programme, led by Iain, also included that of the TP400 T6 turbo prop engine which will eventually be fitted to the Airbus A400M transport aircraft. Iain's role in this demanding and important programme for the European Aerospace Industry has been pivotal and his skills and expertise have assisted both Airbus and the engine manufacturers to make important changes to their programmes and permitted the engine and modified aircraft to make the first highly successful test flight in December 2008.

Very highly regarded in the test pilot community, Iain Young is, without doubt, one of the finest test pilots in the UK and, in recognition of his outstanding contribution in advancing the art of science of aviation throughout the last 30 years, is a worthy recipient of the Derry & Richards Memorial Medal.

## TRAINING

### Sir Alan Cobham Memorial Award

Awarded to the most meritorious student pilot graduating from a college or a school of civil or military aviation and nominated by the Principal or Commanding Officer.



*Vincent Dusseau*

Vincent Dusseau completed training at Oxford Aviation Academy (OAA) as a NetJets sponsored First Officer trainee in October 2008.

As well as being a model student Vincent was an excellent team player who was always prepared to play a full and active part at OAA. He was totally dedicated and determined to achieve success but was equally unselfishly committed to supporting and helping his peers. His constant thirst for aviation knowledge quickly gave him understanding which he used regularly in turn to explain the fundamentals to other students.

Vincent displayed a rarely seen but infectious enthusiasm for aviation and his ground exam results, flight test and multi-crew performance were exceptional and he showed abundant command ability.

Vincent is an intelligent, thoughtful and inquisitive pilot with a reassuring personality, who remains calm under pressure. As a result of his efforts and achievements at OAA, Vincent Dusseau is

awarded the Sir Alan Cobham Memorial Award.

### The John Landymore Trophy

Awarded to the outstanding candidate of that year for a Guild PPL Scholarship.



*Courtney Challis.*

Courtney Challis won this year's Cadogan Scholarship and completed her PPL training at Skytrek flying school at Rochester.

From the initial impression that she made upon the scholarship selection committee to the approach she adopted during her flying training, Courtney was exemplary. Her enthusiasm and determination to achieve her goal was evident throughout her training and, as a result of her personal qualities and professional, competent approach to flying demonstrated during her training for a PPL, Courtney Challis is awarded the John Landymore Trophy for 2009.

### The Central Flying School Guild Trophy

Awarded to an individual, group or organisation that has made an outstanding contribution toward the achievement of excellence in the delivery of military flying training or instructional standards.



*Hawk Synthetic Training Facility Staff, RAF Valley, (BAESystems(HST)Ltd).*

The staff of the Hawk Synthetic Training Facility at RAF Valley have achieved a remarkable and measurable improvement in the delivery of flying training to the students of No 4 Flying Training School, increasing student performance during live flying at no additional cost in flying or simulator training hours.

This remarkable achievement is the result of improved delivery of simulator training through two innovations: pre-recorded demonstrations in the teaching of air combat; and the use of the simulator to introduce the basics of Close Air Support. With the benefit of these unique learning experiences, students are able to analyse and assess far more effectively in the air and also

to develop enhanced decision-making abilities. Subsequent sorties in the real aircraft now have exemplary success rates.

This facility is playing a key role in improving student performance in the tactical environment and, as a result of this outstanding contribution toward the achievement of excellence in the delivery of flying training and instructional standards, the staff of the BAe Systems Hawk Synthetic Training Facility at RAF Valley, and represented by Peter Boothroyd, are awarded the Central Flying School Guild Trophy.

### **The Pike Trophy**

Awarded to an individual who has made an outstanding contribution to the maintenance of high standards of civil flying instruction and safety, taking into account working conditions and opportunities.



*Captain Richard Bird FRAeS.*

Captain Richard ('Dickie') Bird has spent 50 years in aviation, and has over 35 years experience as a flying instructor and examiner on light aeroplanes, motor gliders and gliders.

In 1980, Dickie became CFI at Wycombe Air Centre, but then in 1989, joined British Air Ferries and flew Viscounts as a line pilot for six years before re-joining the Wycombe Air Centre as CFI, an appointment he has held ever since.

Throughout his varied flying career Dickie has amassed nearly 16,000 flying hours, including over 10,000 instructional hours in light aeroplanes. His firm but sympathetic approach and high flying standards, both as an instructor and examiner, have ensured an excellent level of flight safety and flying standards at the Wycombe Air Centre. His refreshing outlook is that private flying should be fun - a point that is sometimes forgotten in the increasingly complex world of technical development and regulation.

By his personal example and leadership Captain Dickie Bird has consistently

maintained the highest standards of private flying instruction at the Wycombe Air Centre and is accordingly awarded the Pike Trophy.

### **FLIGHT OPERATIONS**

#### **The Sir Barnes Wallis Medal**

Awarded in recognition of an exceptional and innovative contribution to aviation.



*Timothy Prince OBE FRAeS.*

Tim Prince started his career and lifelong involvement in aviation in 1969 working as an Air Traffic Controller.

In 1971, as an aviation and event management consultant, he started an 'Air Tattoo' in Essex, which then became the 'International Air Tattoo' and moved venue to Greenham Common. Tim has since been involved in the organisation of many other airshows and events - too numerous to list now, however, the International Air Tattoo - now the 'Royal International Air Tattoo' (RIAT) - is the most famous.

Tim's innovative approach and masterful skill in the management of a large team has led to the development of the current RIAT from its humble beginnings to the world's largest airshow. As Director of RIAT, Tim organises and manages a team of 4,000 volunteers to arrange the annual airshow at RAF Fairford. As a military show that attracts over 35 participating nations, it is very attractive to industry and, last year, there were 25 air force chiefs present. RIAT is truly the pre-eminent military aviation showpiece in the world.

It was Tim's foresight, remarkable skill and unwavering capacity to mastermind the whole operation that has made RIAT what it is today. Tim's name is synonymous with RIAT and his is a truly exceptional and innovative contribution to aviation, for which Timothy Prince is recognised and awarded the Sir Barnes Wallis Medal.

#### **The Master's Commendation**

Awarded at the discretion of the Master for commendable achievement in any sector of aviation. Awarded twice.



*Squadron Leader Alistair Pinner MBE Bsc RAF.*

Squadron Leader Al Pinner has flown over 4,300 flying hours during a career dating back to 1982. He has served tours on the Harrier and the Canadian F18 and has flown more than 100 operational missions in Northern Iraq, Bosnia and Kosovo.

As CO of the Battle of Britain Memorial Flight, he has been responsible for the operation and maintenance of a fleet of 12 vintage aircraft and over 60 engineers, support staff and aircrew. It is down to his superb leadership, exceptional instructional ability and exemplary conduct that the Flight is held in such high esteem within both the military and civilian aviation communities.

However, Sqn Ldr Pinner's greatest contribution to aviation has been his determination to remember those that have served before him. He was personally responsible for the success of several activities such as the deployment of the Dakota and Spitfire to support the 60th Anniversary of the Berlin Airlift and the poignant Lancaster flypast at Derwent Reservoir to commemorate the 65th Anniversary of the Dams Raid.

Sqn Ldr Pinner has continually sought opportunities to promote aviation and has raised over £200,000 for a number of charities including the Flying Scholarships for the Disabled and the Bomber Command Memorial. In recognition of his outstanding contribution to aviation, Sqn Ldr Al Pinner is awarded The Master's Commendation.



*Captain Roland James DSM (Oman) BA(Hons).*

Captain 'Rolie' James started his flying career with the RAF in 1969, where he eventually became the head of the RAF examining unit. Since leaving the armed forces in 1986, he has worked in practically every field of the on-shore helicopter industry. His strongly held belief, which he advances through both word and deed, is that all helicopter pilots and operators must recognise and operate to the highest possible professional standards of safety and airworthiness in order for the rotary community to flourish and grow as an important part of the aviation industry.

Rolie James has personified that belief for over 40 years and for that reason alone he is held in the highest regard by the on-shore helicopter community. He is an advocate and evangelist for driving the industry forward through continuous professional development and represents the very best that the industry has to offer.

Throughout his career, Captain 'Rolie' James has developed and maintained the highest personal and professional standards that have made him something of a legend within the aviation industry. For his immense contribution to the advancement of helicopter aviation, Captain Rolie James is awarded The Master's Commendation.

#### **The Brackley Memorial Trophy**

Awarded to an individual, a complete aircraft crew, or an organisation, for an act or acts of outstanding flying skill, which have contributed to the operational development of air transport or transport aircraft or new techniques in air transport flying.



*Squadron Leader Keith Hewitt MBE RAF.*

Sqn Ldr Hewitt has contributed selflessly to aviation for 31 years. He has accrued 11,300 hours in a variety of roles and types from maritime reconnaissance on the Vulcan, to air to air refuelling on the VC10 and strategic airlift on the C17.

Sqn Ldr Hewitt began flying the C17 aircraft in 2000 and was instrumental in developing

many of 99 Sqn's operating and training procedures, many of which were innovative and challenged previously conceived ideas in the RAF's Air Transport community.

His groundbreaking and visionary approach led to a step change in the UK's strategic airlift capability. He has been highly influential in developing operational capability, planning and proving procedures for operations in Iraq and Afghanistan from the very outset. Indeed, he has played a key role in every operational deployment of the aircraft.

An icon within the RAF's Air Transport and Air to Air Refuelling community, Sqn Ldr Hewitt is one of the most able pilots Brize Norton has seen and he is regularly consulted by Service decision makers. For his unique and outstanding contribution to aviation for over three decades, Sqn Ldr Hewitt is awarded the Brackley Memorial Trophy.

#### **The Johnston Memorial Trophy**

Awarded to an individual, a complete aircraft crew or an organisation, for an outstanding performance of airmanship, for the operation of airborne systems or for the development of air navigation techniques and equipment.



*5 (AC) Squadron RAF.*

No 5 (AC) Squadron reformed at RAF Waddington in Apr 2004 to prepare to receive the Airborne Stand-Off Radar system (ASTOR). Manned by RAF and Army personnel, the ASTOR system comprises five Sentinel aircraft and eight Operational/Tactical Ground Stations, providing surveillance, intelligence and target acquisition information to Land Forces.

In Nov 2008, the Sqn deployed the first two aircraft, two crews and one Operational Ground Station in support of 'Op Herrick' in Afghanistan. ASTOR was employed in a wide range of tasks spanning both the operational and tactical levels of warfare and greatly enhanced the intelligence provided to ground forces.

Through determination and strong leadership, 5 Sqn has developed the ASTOR system at such a pace that the Sqn will declare four Combat Ready crews some ten months ahead of schedule. 5 Sqn has become a key component in the intelligence support matrix to the ground commander. This remarkable achievement has been made in less than two years since first aircraft delivery and is highly deserving of appropriate recognition and 5 (AC) Sqn is

accordingly awarded the Johnston Memorial Trophy.

#### **GUILD AWARD**

##### **The Guild Award of Merit**

Awarded for meritorious service to the Guild.



*Captain Richard Felix LVO FRAeS.*

Capt Dick Felix started his flying career in the RAF, where, during his military career, he was personal pilot to HRH the Duke of Edinburgh, and also commanded both 32 Sqn at RAF Northolt on VIP duties and the Air Transport Examining Unit before retirement from the RAF in 1982.

After a further 20 years in commercial aviation, Dick now pursues his love of flying as a part owner of a 1936 DH Hornet Moth and this enables him to be a very active member of the Guild Flying Club. In over half a century of flying Dick has now amassed some 22,500 hours.

Joining the Guild in 1991, Dick very quickly became deeply involved in Guild activities. He was elected Warden in 2000 and Master in 2004. He has served on the E&TC for virtually all his time in the Guild and was Chairman for three years from 1997. He has been involved with the Pilot Aptitude scheme from the start in 1995 and also the Flying Scholarship sub-committee of which he is currently Chairman. As a Trustee of all three Guild charitable trusts and a director of 9 Warwick Court Ltd, he is one of the most active of Guild members. Living in Gloucestershire leads to considerable time and expense in travelling to the many Guild meetings, which is evidence of the dedication he applies to Guild affairs.

For his long and dedicated service to aviation and meritorious service to the Guild, Capt Dick Felix is awarded the Guild Award of Merit.

#### **REGIONAL AWARDS**

##### **The Grand Master's Australian Medal**

Awarded to an individual, a group or an organisation involved in any branch of aviation in the Australian Region or to Australian nationals abroad, who or which has made a meritorious contribution to any aviation activity.

##### *School of Air Warfare RAAF.*

Through a combination of exemplary leadership, commitment and consultation the School of Air Warfare RAAF has successfully transitioned from 'Navigator' to 'Air Combat Officer' training in a very short timeframe without compromising student throughput or

graduation standards.

The School of Air Warfare's dedication in the development and delivery of Air Combat Officer training has exemplified its motto of 'teach to fight' and this has been accomplished in an environment of dynamic change and resource constraints.



The School of Air Warfare's achievements are of the highest order, with the professionalism and proficiency of the unit greatly enhancing the reputation of the Royal Australian Air Force and the Australian Defence Force. For its meritorious contribution to aviation through its outstanding implementation of the Air Combat Officer category and the development and delivery of Air Combat Officer training to support aircrew capability for the defence forces of Australia and New Zealand, the School of Air Warfare RAAF is awarded the Grand Master's Australian Medal.

#### **The Australian Bi-Centennial Award**

Awarded as an ongoing commemoration of the Australian Bi-Centenary, to recognise an outstanding individual contribution to Australian aviation.



*Peter W Nottage.*

Peter Nottage has more than 20 years experience in aviation. He is now CEO of Cobham Flight Operations and Services Australia and has overall responsibility for all Australian operations, including the new 10 aircraft National Air Support aerial surveillance fleet which provides Civil Aerial Maritime Surveillance services in Australia -

the largest operation of its type in the world. Peter's contribution to Australian aviation is extensive and includes several milestone achievements for his country.

Peter qualified as a licensed aircraft maintenance engineer with the Lloyd Helicopter Group in 1986, and moved in 1995 to National Jet Systems Group as Head of Engineering and Maintenance, subsequently becoming Group Commercial Director. In 2005 he was appointed CEO of the newly created Cobham Flight Operations and Services Australia. His career has been dynamic, far-reaching and very influential for Australian aviation and he is accordingly awarded the Australian Bi-Centennial Award.

#### **AVIATION MEDIA**

##### **The Guild Award for Aviation Journalism**

Awarded to an individual journalist, publication or organisation for an outstanding contribution to the promotion of public awareness of aviation in general or of any important aspect of aviation activity.



*Flight International.*

Flight International has been charting the major events and developments in aviation and making sense of them to both the general public and to the professionals since its first issue was published 100 years ago, weeks after Cody's 'hop' at Farnborough. Since then it has informed readers in over 5,000 issues on the advent of the Zeppelin, the jet engine, the helicopter, VTOL, the ejector seat, supersonic transport, and the list goes on.

Today it is internationally recognised as a primary source of information for keeping up with the salient issues and developments across the whole aviation spectrum.

Flight International's team of committed and knowledgeable journalists under the current Editorship of Murdo Morrison, are trusted by their readers to deliver factually accurate and balanced information and well informed insights. They provide a valuable service to the general media of providing expert comment to explain the complexities of aviation to a public audience.

For its continued endeavour to promote public awareness of aviation and important aspects of specific aviation activity, and represented by David Learmount, Flight International is awarded the Guild Award for Aviation Journalism.

#### **SAFETY AND SURVIVAL**

##### **The Sir James Martin Award**

Awarded to an individual, a group, a team or organisation, which has made an outstanding, original and practical contribution leading to the safer operation of aircraft or the survival of aircrew or passengers.

*Flight Lieutenant Emily Rickards RAF.*

Flt Lt Rickards is a Harrier pilot and Survive, Evade, Resist and Escape Officer at IV(AC) Sqn where, for the last 2 years, she has tirelessly campaigned for improvements to pilot survival equipment in Afghanistan.

Since the end of the Cold War, Harrier crew survival equipment has been inadequate for contemporary operational theatres and, despite a number of attempts to improve the situation, changes had not been realised. Despite the equivocations of a number of external agencies, Flt Lt Rickards successfully reached a consensus between differing views and produced a new scale of equipment which was subsequently endorsed by HQ 1 Gp and is now embodied in the Harrier Personal Survival Pack as used in Afghanistan. Moreover, she was instrumental in the decision to remove the single seat dinghy from the Afghanistan Personal Survival Pack to make room for appropriate survival aids such as a sleeping bag and extra water.

Through dogged determination Flt Lt Rickards has been able to achieve more in the last two years than her predecessors achieved in the previous decade. As a direct result of her tremendous endeavour, initiative and innovative approach, the UK's fast jet fleet has access to survival equipment appropriate for its current operational theatres. Her efforts have without doubt exponentially increased the post-ejection survival and rescue chances for all operational fast jet aircrew and, accordingly, Flt Lt Rickards is awarded the Sir James Martin Award.

#### **THE MASTER'S AWARDS**

##### **The Master's Special Commendation**

An extra award for 2009.



*Crew of 'CanJet Flight 918'.*

At 10.30pm on 19th April 2009, boarding was in progress in Jamaica for 'CanJet Flight 918', a Canadian charter Boeing 737 when, inside the passenger terminal, a Jamaican

national in an excited state pulled out a hand gun and raced forward on to the loading bridge and into the cabin. Heidi Tofflemire, the senior Flight Attendant, and the Captain, James Murphy, confronted the man and tried to calm him down. On seeing the gun, the F/O slammed the cockpit door shut, locking he and Ms Tofflemire in the cockpit, with the Captain still in the cabin. The Captain explained that the door could not be unlocked from the cabin and that without fuel they couldn't depart.

After about 25 mins the man ordered the Captain to go down to the ramp and get the aircraft fuelled. At this point, while the Captain was on the loading bridge, a shot was fired which barely missed him.

The F/O continued to communicate with the gunman via the intercom and, after a further 20 mins, he agreed to let all the passengers off the aircraft. The flight attendants also continued to talk to him in an effort to keep him as calm and controlled as possible. Meanwhile, the Captain briefed security on the situation and a plan was set in motion with the arrival of a military 'Swat Team'.

By about 6.00am everyone was getting tired, including the gunman. Ms Tofflemire had left the aircraft via the cockpit window and briefed the 'Swat Team' further on the current situation, which she had been able to monitor through the cockpit door peephole.

Eventually, four fully armed 'Swat Team' members entered the cockpit through the F/O's window and he had to stand on a vehicle, outside the aircraft, but still talking to the gunman on the intercom. At 7.30am, the cockpit door was suddenly opened and the gunman apprehended without a shot being fired. He is now in custody in Jamaica.

The crew of 'CanJet 918' handled this attempted hijack situation in an exemplary, calm and professional manner, resulting in a safe outcome for all passengers and crew. They are thoroughly deserving of recognition and, accordingly, Captain James Murphy and F/O Glenn Johnson, together with all other crew members are awarded The Master's Special Commendation.

### Master's Medal

Awarded to any person in aviation, at any time, for an act or other achievement in aviation considered worthy of the Medal, as soon as the facts of the event are clear. This is intended to be an immediate award, made at the discretion of the Master and on the advice of the Trophies and Awards Committee. Awarded twice.



Charles Stobbart.

In 2003, Capt Chalkie Stobbart flew his homebuilt RV-6 aircraft from his home in SA to the USA and back, to celebrate the Centenary of Aviation. During this flight he started planning his assault on the record set by Alex Henshaw in 1939 for a single engine piston aircraft from London to Capetown and return. This record had stood for 70 years and, despite technical improvements to aircraft and engines, and after several planned and abandoned attempts by a number of pilots, until earlier this year, it remained unbeaten.

Planning and modification to a new homebuilt started in earnest in Sep 2008, with departure set for May 2009. Modifications included a higher performance 195 hp engine, IFR capable avionics, and a 175 litre ferry tank in the space for the right hand seat.

The initial plan was for two fuel stops, with three legs of approximately 1,800 nm each. However, as avgas is rather difficult to find in Africa and Chalkie did not have the funds to pay for avgas to be delivered or to 'smooth the passage' of its availability at required refuelling points, the plan had to be modified to incorporate a third fuel stop, still one less than Henshaw. The final routing would be: Cape Town to Brazzaville (Congo), Kano (Nigeria), Algiers, and then on to Southend, with the return routing using the same refuelling stops. Similar to Henshaw, he would be taking the most direct route, irrespective of the menacing miles of wilderness below him, still as dangerous and threatening as 70 years ago.

On 8 May this year Chalkie departed from Capetown, and he successfully made it to Southend and return to Capetown in record time. His incredible journey was fraught with difficulties: He endured bad weather, a non functioning auto-pilot, a storm scope which failed, unintelligible radio communications, extreme physical discomfort, unimaginable African bureaucracy which vastly increased planned stop-over times, and more, all of which would have 'broken' a lesser man. However, despite the wheels of African bureaucracy and technical and weather problems, the Henshaw record was beaten by 18 hours and 59 minutes.

Magnanimous in his achievement, Chalkie said, and I quote, 'in some ways my flight was easier, in others more difficult - there are no adjectives adequate to describe what Alex Henshaw achieved.' For his own incredible feat of planning, airmanship and endurance in breaking this epic record, Capt 'Chalkie' Stobbart is awarded the Master's Medal.



Crew of US Airways 'Flight 1549'.

On 15 January this year, US Airways Fl 1549 had taken off from LaGuardia Airport and had been in a normal climb out, when about 90 seconds after take-off, birds began to fill the windshield and loud thumps hit the aircraft. The crew felt, heard and smelled birds going into the engines. There was an almost complete loss of forward momentum and Capt Sullenberger immediately took control and put the aircraft into a glide.

The aircraft was at 3,000 ft over New York City and descending fast. Capt Sullenberger began urgently looking for somewhere to land and sent a Mayday call to ATC which immediately vectored the aircraft for recovery to LaGuardia. However, Capt Sullenberger quickly determined that he wouldn't reach the runway at LaGuardia. His next thought was to consider Teterboro but it soon became clear that he couldn't make Teterboro either. The only viable, level, smooth surface, sufficiently large to land an airliner was the river and Capt Sullenberger reported to ATC that he was attempting to ditch in the Hudson. This decision was made 2 mins and 30 secs into the flight, and just one minute after the birds had hit.

After an attempt at relight, Capt Sullenberger's complete focus of attention was then entirely on a successful ditching. There were just minutes for him to accomplish what only a few commercial airline pilots had ever done. He recalls thinking: 'I needed to touch down with the wings exactly level, the nose slightly up, at a descent rate that was survivable, and just above our minimum flying speed, but not below it. And I needed to make all these things happen simultaneously.' His physiological reaction to the situation was strong but his training and experience came to the fore.

Ninety seconds before hitting the water, Capt Sullenberger announced to the passengers and crew to brace for impact. Immediately, he heard the flight attendants shout their commands in response and felt reassured that if he could land the aircraft, the cabin crew would get the passengers out safely.

At the front of the aircraft, the impact was not severe. However, as the tail hit first, the impact at the rear was powerful and it tore a hole in the cabin which compounded the problem of evacuating 150 passengers, responsibility for which fell to Donna Dent, Sheila Dail and Doreen Welsh, who was injured in the ditching.

Once all the passengers were reported as clear, Capt Sullenberger personally ensured

that everybody was out before taking a final look at his sinking aircraft, grabbing the maintenance logbook and jumping into a life raft full of passengers.

Within the space of less than 5 minutes, the situation of the crew of Fl 1549 had changed from flying a serviceable aircraft at 3,000 ft in the climb, to being rescued, along with all their passengers and crew in the middle of the Hudson River. Speed of reaction, composure, training, situational awareness, professionalism, courage, presence of mind and sheer skill had allowed Capt Chesley Sullenberger to save his aircraft and passengers from the most precarious and life-threatening situation. Capt Sullenberger and the entire crew of Fl 1549 are accordingly awarded a most meritorious and prestigious Master's Medal.

#### **FOR OUTSTANDING COURAGE OR DEVOTION TO DUTY IN THE AIR**

##### **The Grand Master's Commendation**

Awarded at the discretion of the Grand Master for an act of valour or outstanding services in the air.



*The Crew of Blackcat 22, RAF Chinook.*

Deployed to Afghanistan for his third operational tour, Flt Lt Duncan and his crew were involved in two distinct dangerous and demanding operations within days of each other in May last year.

During the first incident, Chinook 'Blackcat 22' was making a follow-up insertion of a group of VIPs to an area in Helmand when, approximately two miles from the landing site, the aircraft was engaged by a barrage of fire, including rocket-propelled grenades, from all directions. It was immediately apparent that the aircraft had inadvertently flown directly into a sophisticated anti-helicopter ambush. The crew felt a significant and uncontrolled lurch and simultaneously one of the crewman reported a large object falling to the ground.

Flt Lt Duncan quickly manoeuvred to clear the immediate threat of the contact area. Despite the loss of one of the main hydraulic systems and some rotor blade damage, the aircraft was still controllable, so rather than force-land with all the inherent dangers that posed to crew and passengers, Flt Lt Duncan decided to try and recover the aircraft to base. After a fraught, but uneventful transit, with the very real and inherent possibility of an uncontrollable crash-landing, he then successfully carried out one of the most challenging manoeuvres in a serviceable

Chinook, let alone a damaged one - a landing into a small area with heavy recirculating dust.

Then, just 6 days later, Flt Lt Duncan and his crew were again involved in a night insertion a few miles south of his previous incident. Intelligence was clear that the two wave air assault was likely to be opposed. Once again, Flt Lt Duncan and his crew were engaged by intense Taliban fire but, on this occasion, raw skill, courage and a great deal of luck got the aircraft into and out of the landing site without any damage at all.

With the recent experience of the very real effects of enemy fire in their minds, the crew's action demanded good leadership, absolute self-belief and total commitment to the mission.

Whilst both events are discreet, they occurred in a very short timeframe and the first must have produced a heightened sense of anxiety during the second. But, setting this aside, the crew displayed exceptional professionalism and commendable service in the air, for which Flt Lt Duncan, Flt Lt Townsend, Flt Sgt Cooper and Master Aircrewman Raffles are collectively awarded the Grand Master's Commendation.

##### **The Hugh Gordon-Burge Memorial Award**

Awarded to a member or members of a crew whose outstanding behaviour and action contributed to the saving of their aircraft or passengers.



*Representatives of the crews of Ultimate 21 and 22, RAF Chinooks*

On the night of 8 January 2009, Flt Lt Walmsley and his crew in Chinook 'Ultimate 21', together with a second aircraft 'Ultimate 22', received a call for their immediate assistance to extract an unknown number of casualties caused by a car bomb. With passengers already on board, but aware that any delay would endanger lives, the two aircraft flew direct to a forward base, picked up a 'medic' and raced to the scene of the incident.

On arrival, they were confronted by a scene of complete devastation and confusion. The senior crewman in 'Ultimate 21' discovered that there were 20 very seriously injured and three dead to extract. The first 8 less severely injured were loaded and delivered into the care of the passengers, and then, as 'Ultimate 21' could take no more, 'Ultimate 22' was called in. Flt Sgt Patton identified that the

other 12 all had life threatening injuries. None had been administered any pain relief and there were no spare medical staff available to help during the transit and only very limited medical supplies on the aircraft. With no time to spare, casualties deteriorating rapidly and fully conscious of the harrowing screams from the cabin (despite the noise of the forward rotor gearbox directly overhead), Flt Lt Walmsley set off for Kandahar Air Base, 20 minutes away, calling for 'Ultimate 22' to follow, as and when able.

During the low-level transit in very cramped conditions and despite the turbulence and continuous aircraft manoeuvring and the casualties' screams, Flt Sgt Patton in 'Ultimate 22' administered all the first aid and pain relief that he could. The medical staff at Kandahar later regarded his work as exceptional and directly contributed to the survival of every one of the casualties.

Both Flt Lt Walmsley and Flt Sgt Patton are now back in Afghanistan and are represented tonight by fellow Sqdn members. For their tremendous and courageous efforts in saving the lives of all those onboard, the crews of both aircraft are awarded the Hugh Gordon-Burge Memorial Award.

##### **The Prince Philip Helicopter Rescue Award**

Awarded to an individual member of a helicopter crew, a complete crew or the crews of multiple helicopters, for an act of outstanding courage or devotion to duty in the course of land or sea search and rescue operations.



*The Crew of Rescue 193, RN Sea King.*

At just before midnight on 10 November 2008, the crew of RN Sea King 'Rescue 193', 771 NAS, based at Culdrose, was scrambled to aid a Spanish fishing vessel 150nm south-west of the Isles of Scilly in a westerly gale force eight and with a casualty suffering from a severe abdominal injury, assessed as life threatening. The crew was accompanied by a BBC camerawoman, Erica Wilson, who also played a part in the rescue effort.

The vessel's position was at the extreme range of the Sea King, and after refuelling on the Isles of Scilly, 'Rescue 193' arrived on scene at 02.55hrs. Gale force winds, high seas, and no discernible horizon made hovering extremely difficult for the Aircraft Commander, Lt Krueger USCG. Furthermore, excessive pitching of the vessel, lack of deck

space and a plethora of radio aerals, made any transfer to the vessel very challenging.

Given the serious nature of the casualty's injuries, the only safe option was to lower the winchman, CPO Rigg, onto the deck to give immediate medical treatment. The second pilot, Lt Roskilly, directed the vessel to select a heading that reduced the degree of deck motion while Lt Hounsome directed the aircraft for a period of 30 minutes, with CPO Rigg suspended 60-70 feet below the aircraft, before he was deposited firmly on deck.

Immediately, CPO Rigg did as much as he could to stabilise the man, whose torso had been almost severed by a cable, before they

were both recovered to the aircraft. However, despite Lt Krueger's high degree of handling skill and captaincy, and the emergency care administered by CPO Rigg and Lt Hounsome, successfully resuscitating the casualty on 5 separate occasions, he succumbed to his severe injuries before the aircraft reached the Royal Cornwall Hospital. The aircraft recovered to Culdrose at 05.34hrs, by which time the crew had been on duty for nearly 20 hours.

Whilst operating at the very edge of the Sea King's range, without 'top-cover' from a Nimrod, on a very dark night, in gale force winds and extremely rough seas, the crew found solace and consolation in the

knowledge that they had performed to the best of their abilities and at the extremities of the aircraft's capabilities. CPO Rigg has since been awarded the QGM. For their collective outstanding courage and devotion to duty throughout this long and arduous rescue mission, the entire crew of 'Rescue 193' is awarded the Prince Phillip Helicopter Rescue Award. 



## GYM update

### LIVERYMAN KAT HODGE

Our big news is that the brand new GYM leaflet is now in print. You will find it enclosed with this issue of the Guild News: please have a read of it and pass it along to a young person who would be interested in the benefits of belonging to GYM. The leaflet was snapped up at the Flyer Show, the RAeS Careers day and will be distributed around flying schools, gliding clubs and other aviation outlets. If you would like to display the leaflets or know of somewhere that would please contact us on [membership@gapanym.org](mailto:membership@gapanym.org) Large GYM posters will also shortly be available.

GYM was pleased to see so many young members, their guests and families, some for the first time, attending the Trophies and Awards Banquet, where two GYM members, Edward Warburton and Kat Hodge were clothed in the Livery.

The Flyer Show at Heathrow at the end of October again saw many young members on the Guild stand offering careers advice. This is always an extremely busy event and very rewarding, especially when people have come particularly to talk to us, following up on advice given at previous shows or on a recommendation.

The Royal Aeronautical Society Careers day on November 6th also had a strong team of young members supporting Dacre Watson on the stand. Two GYM members, Peter Nye and Kat Hodge had the opportunity to give a presentation to the students about becoming commercial pilots, in contrast to Guild member Nick Goodwyn's talk about becoming an RAF pilot. A popular question and answer session afterwards showed that this is a career path that surprisingly few of the often engineering focused students have considered.

Young members, Oli Russell and Jas Singh represented the GYM at the at Scholarship Presentation at Cutlers Hall to welcome our newest members on the 12th November. 

## Guild Scholarships and Bursaries

### ASSISTANT TOM EELES

The Guild's 2009 Scholarships and Bursaries were presented to the twelve proud recipients by the Immediate Past Master, Air Commodore Rick Peacock-Edwards, at a ceremony after the Court Meeting at Cutlers' Hall on 12th November. The recipients were warmly applauded by members of the Court and after the presentation ceremony were then entertained by the Court to a buffet supper in the magnificent dining hall of the Cutlers' Hall. The Scholarship winners are shown in the accompanying photo:

Andrew Bland (Cobham Scholarship), Dan Martin (Weetabix Scholarship), Chris Mann (E S Hogg Scholarship), Andrew Griffiths (Sir George Gaggero Scholarship), Hannah Cawthorne (Joseph Gaggero Scholarship), Helme Harrison (Grand

Master's Scholarship), Captain Dick Felix (Chairman, Scholarship Committee), Air Commodore Rick Peacock-Edwards (Immediate Past Master), Ronald Dickie (Sir Sefton Branker Scholarship), Emma D'Souza (Benevolent Fund PPL Scholarship), Sy King (Benevolent Fund Flying Scholarship for the Disabled), James Carrie (IR Instructor Rating), David Batchelder (JOC Scholarship).

Unfortunately Victoria Farmer (The Guild Instrument Rating Bursary) missed inclusion in the group photograph.

The following scholars were unable to attend: Kelly Cooke, whose father represented her, Mark Nulty, Gareth Carnes, Courtney Challis, Thomas Cutress, Christopher Gills, Geoff Buck, and Ellen Engdahl. 

# INTERNATIONAL WATER-GUARD

## *High Tech Solution for Clean Water on Aircraft*

DONNA FARQUHAR ADMINISTRATOR,  
GUILD OF AIR PILOTS AND AIR NAVIGATORS(CANADA)

**M**odern aviation in a vast, young country like Canada covers a broad range of activities. There are still independent plaid-shirted bush pilots soaring over huge unpopulated tracts of land -- the quintessential and romantic symbol of flying on the frontier. But at the other end of the spectrum, the focus in Canadian aviation is on technological innovation, consumer safety and environmental concerns for a worldwide market. These are the defining principles on which International Water-Guard, a uniquely Canadian solution to clean water on aircraft, has been built.



*David Fox, IWG President & CEO*

“It’s our mission to improve the quality of aircraft potable water and water supply systems,” IWG President & Chief Executive Officer David C. Fox explains. “We are the market leader in designing, manufacturing and supplying water treatment equipment to the world’s large corporate jet manufacturers and VIP airliner conversions.”

Fox, a native of London and Freeman of the newly minted Canadian chapter of the Guild, did his own pilot’s training in Abbotsford, British Columbia after emigrating to Canada from the United Kingdom. Educated as an aeronautical engineer, he has spent his career in aviation, from working as a flight attendant in his student days to a management role with the Air Show Canada aerospace tradeshow. Fox took over the helm at IWG in 2004.

“There is a strong emphasis on technological innovation in our approach to cleaner water on aircraft,” he points out. “This has led to long-term relationships with the three largest corporate jet manufacturers: Gulfstream Aerospace, Dassault Falcon Jet and Bombardier. The need to meet the highest standards in security, health and safety for passengers and crew in worldwide operations is well recognized in this sector. And in dealing with waterborne contamination, we’re the experts.”

Since its inception IWG has produced almost 2,000 of its flight qualified water treatment units, most over the last ten years. The company’s entire range of equipment uses ultraviolet radiation to eliminate bacteria, viruses and other unwanted organisms in a plane’s water supply.

“By installing the water treatment units in strategic locations throughout the aircraft, pure water is the result every time you turn on a tap,” Fox explains. “Ideally, these units are placed at the tank exit and at points of use, such as galleys and lavatories. This multi-barrier approach provides clean, safe water on-demand, every time.”

According to Fox, as well as the more mainstream corporate jets, most VIP airliner conversions are equipped with IWG products, as are many Boeing Business Jets, and now the Airbus ACJ. “We work closely with aircraft completion centres throughout the world, where both new production aircraft and older models are modified for use in corporate aviation,” he says.

In addition to its Water Treatment Units, the Circulating Potable Water System (C-PWS) was also developed by IWG and has received both Canadian and American aviation regulatory approval. “It has been patented and retrofitted on Airbus A310, ACJ, Boeing’s BBJ, Bombardier Global Express and Gulfstream’s GIV aircraft,” Fox points out. “This represents our current evolution from a supplier of aircraft water treatment to a broad spectrum of water system, component and engineering solutions.”

The use of ultraviolet technology to provide clean water on airplanes has not escaped the notice of organizations like the United States’s Environmental Protection Agency. Just last year, the EPA issued a proposed rule entitled National Primary Drinking Water Regulations: Drinking Water Regulations on Aircraft Public Water Systems. In this document, while not mandating



supplemental water treatment, the EPA notes that there are UV disinfection systems certified by the FAA that can be retrofitted onto commercial passenger aircraft.

“There is mounting pressure from the traveling public and private jet owners for clean water on-board,” Fox explains. “We now live in a time of increasing awareness of the environmental impact of bottled water, too. On aircraft, the weight of ferrying water and excess bottled water loaded by the airline itself or passengers, contribute to additional fuel burn. With on-board water treatment that added weight can be minimized. Likewise, when our units or systems are installed, we believe airlines will encounter reduced cost of compliance with new regulations, and may well need less sanitization maintenance over the years.”

For more information about International Water-Guard’s water treatment products and systems, go to [www.water.aero](http://www.water.aero) or call 604-255-5555. 



*A Canadian Forces Airbus A310 (CC-150 Polaris), equipped with IWG Circulating Potable Water System.*

# IF THERE WAS NO SUCH THING AS WINTER, THE SPRING WOULD NOT BE SO PLEASANT

## A VIEW FROM SOUTH AUSTRALIA

BRIAN BIGG

Ah, Winter.

The aeroplane sits coldly in the hangar. Unloved, untouched, unflown.

Honestly, most weekends in winter, a look out the window and a glance at the mermaid-on-a-rock temperature gauge by the sink is enough to tell you there's no point calling up the NAIPS or looking for the charts. You're not going anywhere again today.

It's hard enough to work up the energy to drive out to the field every so often to check if the tyres have any air in them or if the battery is as flat as the dreaded mother-in-law's spinach quiche.

Ah, Winter.

It's alright for you lot in Queensland where the seasons range expansively from hot and wet to not-so-hot and not-so-wet. Winter for you lot only ever means mowing the lawn every two weeks, not one.

And flying in winter is actually nice to do up there because it's a terrific chance to get out under Perspex and not sweat away 10kg before lunchtime. And to relearn what it's like to fly a straight line without the instruments bouncing around in front of you like they're attached to a Whirlpool washer/dryer on the spin cycle.

For everyone south of dengue fever country though, a trip to the hangar on a Sunday morning in winter is mostly just an exercise in optimism.

You know before you get to the field that the winds are howling and the temperature is somewhat cooler than the mother-in-law's frosty stare when you come home with a few beers under the belt after watching the races on Saturday afternoon at the club with the mates (forgetting - perhaps deliberately so - that the missus told you the old biddy was coming over for a visit.)

You know that even before you push open the hangar and the doors squeal because they haven't been pushed open in a long while that you won't be flying anywhere again this weekend.

The windsock stands parallel to the runway, for goodness sake. Don't even think about it. The clouds race up from the south. And even the birds too stupid to fly north to get out of the cold are sitting hunched on the fence not game enough to

try and fight the climate.

Sigh.

Ah, Winter.

For everyone south of the dingo fence, winter is really a time of reflection, a time to catch up with aviation as an inspiration rather than an activity.

It's time for maintenance for you lot with friendly LAMEs or ultralights. It's a time to catch up on those little chores you were too busy to fix in the other seasons because you were too busy flying.

Remember?

"Yeah, the brakes are shot. But we're all heading over to Yandalumnut this weekend and the strip there is big enough, I can coast to a stop in heaps of time. She'll be fine."

Winter is a time to go to the flying club's Sunday morning barbeque, help them get the barbie going in the rain, then retreat inside and fly with your hands for a while.

And because we're not out scratching our itch every weekend, winter is when most of us think about the cost of flying rather than the joy of it. Are we getting the best use of our beloved ride? Is it time to trade up to that bigger engine, that extra speed and those extra seats?

Or somewhat darker thoughts: "Perhaps I should accept I'm not using it as much as I hoped I would. Is it time to sell up - buy a boat instead?"

There's a certain old biddy who's been in the missus' ear sprouting that last point of view for a while now. Didn't you hear her

say something the other day about "It's time he grew up?"

Sigh.

Ah, Winter.

It's nice to get a break from the heat, it really is. And the rare weekend when the wind doesn't blow and the rain stays away, there are some magical moments when you can get the wheels off the ground for even half an hour.

But it's not nearly enough to soothe the beast, so it's lucky that nature, in its infinite wisdom, doesn't hold a grudge for long.

What gets you through the cold every year is the sure knowledge that one day in the next few weeks, the temperature will spike up, the winds will turn northerly and doctor will say that although you're a bit overweight for a person of your height and you should cut down on the beer now you've reached your age, he can find not enough wrong with your health to prevent you flying for a couple more years yet.

And you'll bounce out into the sunshine with a big toothy grin for everyone around you and join the crowd heading to the field - busting to get into the vast blue skies where we all go to play.

Ah, Winter.

It's nice to see you every year but you've outstayed your welcome. Don't hurry back (actually that goes for the mother-in-law as well). 



*A Wintery Scene, photo courtest of P Fynes*

# AUSTRALIA'S ROYAL FLYING DOCTOR SERVICE SAVES PAST MASTER'S EYESIGHT

PAST MASTER JOHN HUTCHINSON

**A**s many of you will know, I am a great lover of cruising. Usually, I manage to avoid paying for the cruise by singing for my supper and it is something that Sue and I greatly enjoy. An area of the world we have always wanted to cruise is off the north-west coast of Australia, the Kimberly; one of the remotest, wildest and most beautiful regions on earth. Well, my dream seemed to be reaching fulfillment in August when Sue & I had booked with friends to go on an 11 day cruise from Darwin to Broome on board the MV Orion. We boarded this beautiful ship with nearly 100 other passengers on April Fool's day (appropriate perhaps?) and were all set for an absolutely fabulous cruise on an absolutely fabulous cruise ship. My feelings of excitement and anticipation were off the scale!

Fate, however, intervened. The very next day I noticed a black curtain in the corner of my right eye. I decided to ignore it in the hope that it would disappear next day. It was still there the following morning but no worse so I decided to go on a hike to the top of the King George River gorge, an area of spectacular beauty. The following day the black curtain had enlarged dramatically, covering half the eye, and I then had no choice but to present myself to the ship's doctor. She was excellent and, whilst acknowledging that she was no eye expert, she was pretty certain it was a detached retina. She then asked me if I knew the phone number of my retinal surgeon in Cambridge, Mr. Martin Snead. Of course I did not but I was able to phone our son Chris (just clothed with the Livery at the T & A) and he called back a few minutes later with Mr. Snead's mobile phone number. Isn't technology wonderful? The next thing was that the ship's doctor, sitting on a ship about 500 miles west of Darwin and over 2000 miles north of Perth, was speaking to him on his mobile. Having heard a description of my symptoms, he was uncompromising; "It is almost certainly a retinal detachment; get him off the ship to a retinal surgeon as soon as possible".

The ship's crew was magnificent. They could not have been more caring or sympathetic to my plight. The Doctor was brilliant and kept me calm! The Purser swung into action, called my travel insurers and succeeded in getting the whole package authorised by them there and

*The float equipped Caravan.*



then. All I had to do was enjoy my final night on board and pack, ready for departure next morning. After a splendid breakfast, I was ready to go and at 9.30 that morning a Cessna Caravan, fitted with floats, splashed down alongside the ship to fly me off to Broome. I was about to become a customer of the legendary Royal Flying Doctor Service who had chartered this seaplane from Broome Aviation!

I was transferred from ship to seaplane by Zodiac after fond farewells from my fellow passengers and all the crew. Sue was not allowed to come with me; we were under strict instructions that only the patient and minimal overnight baggage could be taken. I said my goodbyes to Sue on the Zodiac and climbed aboard to meet the pilot, Rhys Thomas, and the RFDS doctor, Brian Collings. It is interesting to note that this was a single pilot operation which would not be allowed in the UK and I would guess that if the Australian authorities were to insist on a two man crew, the RFDS would probably be unable to operate. We were airborne by 10 a.m. for a 2 hours flight. On arrival at Broome I was taken by ambulance to the local hospital where I was investigated by a team of doctors who confirmed that my retina had indeed detached. I spent the afternoon there while arrangements were made to refer me to a leading Australian retinal surgeon, Professor Ian Constable, who is the Director of the Lions Eye Institute in Perth.

I flew down to Perth that evening on a Virgin Blue flight and was whisked off in a limousine organised by the insurers to the Sir Charles Gairdner Hospital. I finally got to bed at about 3 a.m. after the admission

*John waves farewell to the cruise ship*



procedures had been completed and, at 9 that morning, I was in Professor Constable's eye clinic. He took one look at the eye and announced that he would operate on me as an emergency that night. The operation took two hours during which the retina was securely re-attached. It was only just in time as it is vital that a detached retina is operated on within 5 or 6 days or it dies and the sight in the eye is lost. My operation took place just 4 days after the detachment!

Now, 3 months later, the eye is still recovering from the operation and, once it has settled down, I will need a prescription lens for my distance vision. But the operation has been a great success and I have sight in that eye. For this I owe a huge debt of gratitude to the most excellent Royal Flying Doctor Service and to the superb medical facilities in Australia. I cannot thank them enough but I should also record my thanks to the crew of the MV Orion who spared no effort in making all the arrangements to fly me off from the ship and took the greatest care of Sue for the rest of the cruise. Finally, my sincere thanks must also go to our travel insurers, AXA, who authorised absolutely everything that was required and could not have been more helpful and co-operative. Having heard so many bad stories about insurers, I was, quite frankly, amazed. It removed a huge amount of pressure from me in a stressful situation and I am most grateful for that. Thank God for travel insurance! 🛩️



*The Royal Flying Doctor Service staff prepare to welcome John on board.*

# GUILD VISIT TO BROOKLANDS

TUESDAY 15th SEPTEMBER 2009

ASSISTANT CHRIS FORD

On a very dull and damp late summer's morning 30 Guild members assembled in the Members lounge of the Clubhouse at the Brooklands Aviation and Motor Museum near Weybridge for a visit hosted by liveryman Allan Winn, Director of the Museum. After a brief introduction by Allan the members divided into two parties to pursue differing activities. The first 15 were to be hosted by Past Master Mike Bannister and a team of volunteers who showed us round Concorde 'DG' and the Simulator. The other 15 were firstly whisked off by Rob Burton to the Car Museum and thence to the Aircraft parked in the Wellington Hanger.

Cullingham and Roger Walker introduced the group to the Simulator, where there was the opportunity for 5 people at a time to take a simulated flight from Heathrow, through Tower Bridge and over Buckingham Palace prior to landing back at Heathrow. This was a memorable experience for those of us who had not travelled in Concorde in real life. The Simulator has been recovered from Filton where, having been scrapped and cut up, the volunteers from Brooklands recovered the structure and moved it to its present location where it has been restored and made capable of recreating the original in all aspects except full motion. Also enjoyed by this group was the opportunity to partake in two laps of the historic Brooklands track in an F1 simulator (with a very twitchy steering wheel). Despite the best efforts of Mike Hawes, who was supervising this session, most members managed to spin off a few times during the circuits. After the F1 experience, the next joy was trying to steer a Napier Railton round a similar circuit. Needless to say, whilst some mastered the art, a few did depart the track through over-steering!



Mike Bannister in the Concorde simulator

Those who went to Concorde first, with Brooklands volunteer Chris Mitchell, were told the story of how 'DG', a test bed Concorde, was recovered to Brooklands and lovingly re-assembled. As a result, visitors to the Museum are now able to be shown through the fuselage from stern to nose whilst reading about the development of supersonic passenger flight. Exhibits within the fuselage include memorabilia of the age of supersonic travel as well as models of Concorde in the liveries of the many airlines that showed an initial interest in purchasing the aircraft. In the forward cabin, reclining in the original luxurious seating, the visitor is shown a 15 min video of the Concorde Experience, narrated by Mike Bannister and enhanced by the bulkhead notices displaying the altitude and Mach number during the 'flight'

Following this magnificent experience, Jame

After this rather exciting morning a splendid buffet lunch was taken in the Members Bar of the Clubhouse. During lunch a raffle was held by Mike Bannister, the prize being the chance to win a two hour Simulator slot with three friends. The ever lucky Jim Passmore was the winner and we hope he remembers who organised the visit when selecting his friends! After lunch the Immediate Past Master, Rick Peacock-Edwards, gave a few words of thanks to Allan Winn before the assembled members set off for the second part of the visit.

Those who visited the Motor Museum in the morning then visited the Concorde experience with volunteer David Jux whilst Peter Watling took the remainder on a very well presented tour of the Clubhouse and



Motor Museum. Hidden within the Clubhouse are many historic reminders of the evolution of motor racing in the UK. Many of the traditions are taken from the horse racing world, with accommodation for officials such as stewards, the Clerk of the Scales and the Clerk of the Course and even a weighbridge for the cars.

There then followed a very comprehensive tour of the Motor and Motor Cycle Museum before the group ventured out into the rain to make their way to the Wellington Hangar. The star of the hangar has to be N2980, the only remaining Brooklands built Wellington bomber, designed by Barnes Wallis. Developed from the Wellesley, the Wellington prototype first flew at Brooklands in 1936. Its fabric-covered geodetic structure was able to absorb heavy damage, and it was the only British bomber to be used throughout World War Two, serving with Bomber, Coastal, Transport and Training Commands. Altogether 11,461 Wellingtons were produced, 2,515 of these at Brooklands. N2980 was recovered from Loch Ness and has been restored to show off the design features so well conceived by Barnes Wallis. Two variants of his "Bouncing Bomb" and a "Tall Boy" are also on display.

Throughout this visit it was obvious that all those who give of their time to restore and maintain the exhibits, and guide the visitors through the wonderful history of aviation and motoring, are dedicated to preserving the heritage contained within Brooklands. Virginia Price, the Education and Visitor Services Manager, and Mike Bannister, had organised an exciting and memorable visit for the Guild. More information about Brooklands and all the treasures assembled there can be found on a very concise and easy to navigate web site, [www.brooklandsmuseum.com](http://www.brooklandsmuseum.com) 

# GUILD VISIT TO 'THE BLADES'

7th OCTOBER 2009

ASSISTANT TOM EELES



*The Blades at work in the air*

**T**wenty six Guild members, including Past Masters Arthur Thorning, Rod Fulton and Roger Gault, travelled to Sywell Airfield near Northampton on 7th October to visit The Blades aerobatic team and its founding company, 2Excel Aviation. After a welcome hot drink and biscuits - it was a bright but chilly morning - Andy Offer, founder of The Blades, began by briefing us on his background as a fast jet pilot in the RAF. After a first tour as a QFI and Jet Provost display pilot, he moved on to the Harrier force, qualifying as a weapons instructor and displaying the Harrier in 1995. He moved on to become a member of the Red Arrows and after some ground appointments led the Team before promotion to Wing Commander. He was appointed as OC IV (AC) Squadron, flying the Harrier on operations in Afghanistan in 2005. Whilst in command of IV(AC) Squadron he and Chris Norton, then OC 1(F) Squadron, turned the idea of forming a world class aerobatic team into a reality, drawing heavily on his background as a member and leader of the Red Arrows. His plan was to replicate what the Red Arrows achieve as the best aerobatic team in the world but additionally to tap into the corporate, business and entertainment world that is associated but which was unavailable to the Red Arrows because of their status as a military unit. Having evolved his concept with Chris Norton, they both left the RAF in March 2006 to set up their new company - a bold move indeed !

Nevertheless, they managed to secure funding and set up the company at Sywell between August 2005 and March 2006. Former Red Arrows pilots were recruited as team members, Display Authorisation was achieved on 2nd May 2006, the Team was formally launched on 4th May and a full Air Operators Certificate, which allowed the Team to carry fare paying passengers during formation aerobatics, was granted on 15th May. The Team's first full corporate event took place next day! After starting with sponsorship from Barclays Bank the Team had a very successful period until late 2008,

when the downturn looked as though it was going to seriously affect their operations. Following a rethink, a degree of diversification was embarked upon, including the establishment of an evaluation unit (known as Scimitar) to test airborne equipment, such as survey cameras, and an 'A2B' airline using commuter type aircraft.

However, The Blades aerobatic team is still very much the jewel in 2Excel's crown. It is the country's only civilian full time aerobatic team and the only globally accredited 'aerobatic airline', providing unique and unforgettable corporate experiences and events. Every year it will provide 50 airshow appearances, 10 special displays, 40 unforgettable corporate events and up to 5 iconic images or media events. It has taken part in a number of diverse special occasions, ranging from the Beckham's pre 2006 World Cup party, to the first ever airshow in Bahrain and the Queen's 80th birthday celebrations at Balmoral. Andy pointed out that, after a lifetime spent avoiding overflight of Balmoral, it was a strange sensation to perform over it at 50 feet! The team's pilots are all ex Red Arrows with a fast jet background of Harrier or Jaguar. The team's aircraft are Extra 300s, specialist aerobatic aircraft stressed to +10g and -10g. Each aircraft is equipped with 6 cameras, mounted on wing tips, in cockpit and in other special locations. This enables in-flight real time filming to be relayed to a ground station through each aircraft's down link aerial, enabling those watching on the ground to share in the experience of their airborne colleagues. The team's ground facilities at Sywell are equally impressive; overlooking the airfield, they can provide top class facilities to host up to 1000 people, typical events being conferences, employee rewards, team building, product launches, client events and summer balls. As their brochure states, 'Wherever you hold your event, you and your colleagues can take to the skies with The Blades for an unforgettable flying experience. Imagine yourself upside down in our two seat high performance aircraft, just feet away from your guests.'

Following Andy's presentation, we were split into 3 groups, and visited in turn the company's Navajo, used as a specialist trials aircraft and occasional airliner, the coffee bar for further refreshment and finally an Extra 300 in the hangar, where Myles Garland, the current team leader, briefed us on the aircraft and its associated equipment. Of particular interest was the ability to convert the Extra 300 into a surrogate UAV, by attaching a camera to pylons below the fuselage and installing a control unit in the front cockpit. This enables the aircraft's down link to mimic a UAV's ability to download real time images to troops on the ground, thus providing valuable training in this country to those about to deploy to operational theatres where extensive use is made of real time UAV imagery. UAVs are not currently permitted to fly in UK airspace apart from in specific restricted areas.

Following an excellent buffet lunch we made our way outside to watch the team carry out a practice display over the airfield. This was indeed an exciting event to witness; the aircraft is capable of carrying out some very exotic aerobatic manoeuvres and to see these being performed in close formation, such as four aircraft in line abreast doing co-ordinated stall turns, in line abreast, was really dramatic. Building on their experience as Red Arrows pilots, the team has evolved a very dynamic and fast moving display; however, whether any of us would have liked to have been passengers during it remains a matter for debate ! After the display there was a final question and answer session, followed by the presentation of a Guild plaque by Past Master Roger Gault, who thanked the Blades for an excellent and most interesting visit. To have dreamt up such a scheme whilst running a front line squadron on operations, and then put it into being in such a short time, and make such an obvious success of it requires enormous vision, dedication, leadership and ability; Andy and his team are to be congratulated on their outstanding achievement. Before leaving, some Guild members visited the interesting Aviation Museum at Sywell. For one Guild member, it was also a nostalgic occasion; Sywell was where David Holloway flew his first solo in a Tiger Moth in 1943. 



*The Guild visitors and The Blades pilots in front of the team's aircraft.*

# VISIT TO THE NAVAL STRIKE WING, RAF COTTESMORE

27th OCTOBER 2009

ASSISTANT TOM EELES

PHOTOS COURTESY SAC HANSON,  
PHOTO SECTION RAF COTTESMORE



David Bywater tries out the GR9 cockpit

When the Sea Harrier FA2 was taken out of service the Royal Navy's front line fighter squadrons, 800 and 801, reformed as the Naval Strike Wing, based at RAF Cottesmore as a component of the Joint Force Harrier. The Naval Strike Wing is an affiliated unit of the Guild and on 27th October a party of 30, led by the Immediate Past Master Air Commodore Rick Peacock-Edwards, was able to visit the unit in its new home at Cottesmore. Included in the party were some naval aviators from previous times, including Commander Bertie Vigrass. We were welcomed by Group Captain Gary Waterfall, the Station Commander and Harrier Joint Force Commander, who emphasised the joint relationship of the Harrier Force, with its 50/50 RN/RAF split; he emphasised that the current GR9 version of the Harrier represented the ultimate version of the type, and that the Force was now heavily involved in a period of regeneration after a very long commitment to active Close Air Support operations in Afghanistan.



Examining the Paveway 4 guided bomb



The IPM presents Commander Lindsay with the Guild's Certificate of Affiliation

Commander David Lindsay, Commanding Officer Naval Strike Wing, then took up the story with a short resume of his varied flying career, which has included tours as an instructor at RAF Valley and tours on three of the RAF's Harrier squadrons, 3, IV and 20. He explained that after 5 years of operations on Op Herrick Joint Force Harrier pilots were a very capable combat experienced team. During the whole time spent on operations there had been no 'blue on blue' events, the Harrier now was the Close Air Support platform of choice for coalition forces and that by and large their air operations had been conducted at medium level. Now that the Force was embarking on a 2 year period of regeneration there would be a need to recover many of the old skills that had not been used in air operations over Afghanistan, which would be a considerable challenge for his supervisors. He expected that by 2011 the Force would be capable of 'small scale focus intervention' on a world wide basis. Commenting on specific Royal Navy issues, he hoped the aspiration to field 2 Naval Air

Squadrons - 800 and 801 - would be realised. At present there is in effect only one squadron. Whilst acknowledging the constraints of limited defence spending he mentioned his concerns over the lack of public awareness - 'Sea Blindness' - of Royal Navy activities and hoped that this could be remedied in future. He saw a bright future for the Fleet Air Arm in the form of the new carriers and the JSF F35 Lightning planned to replace the Harrier in due course. Before handing over to Lieutenant Simon Rawlins he was presented with the Guild's Certificate of Affiliation by the Immediate Past Master. He is clearly a man who thoroughly enjoys his present appointment.

Lieutenant Simon Rawlins, whose father, Mr Terry Rawlins, was one of the Guild visitors, briefed us on the specific capabilities of the Harrier, its systems, weapons and tactics. He was the first RN ab initio pilot to fly the GR7/9 Harrier, he served with 1(F) Squadron and is a Qualified Weapons Instructor, he has done 5 deployments to Afghanistan and flown 193 combat missions. He emphasised the flexibility that the Harrier offered, it was now equipped with 'state of the art' avionics and was optimised to carry out medium level Close Air Support operations. Air to Air Refuelling also played a major role in operations over Afghanistan, sortie lengths of 7 hours were common, a huge challenge in a complex single seat aircraft; the longest sortie he had flown was 7 hrs 45 minutes. The Harrier's on board systems included integral Electronic Warfare protection, a rear sector Missile Approach Warner and decoy flares, a Dual Mode Tracker for accurate delivery of unguided weapons and a Forward Looking Infra Red navigation system for low light and night conditions. The aircraft can also carry the highly sophisticated Sniper targeting and designator pod, which has proved immensely capable, and a photo recce pod. The ability to produce traditional photographic images from the air is still much valued by ground forces. The pilot has helmet-mounted Night Vision Goggles and a laser pointer. The main weapons used are the CRV7 rocket projectile, which travels at Mach 4 and so can be fired accurately from a long range, ballistic 500lb and 1000lb bombs and the very advanced Paveway 4 Laser or GPS Guided Bomb. This weapon has a variety of selectable impact heading options, from vertical (in through the roof) to horizontal (in through the door) together with a variety of fusing options. Up to 6 of these can be carried but the usual load is 2 per aircraft. Also available is the Maverick air to ground missile, used mainly against moving targets such as vehicles, and the Sidewinder air to air missile, not used in Afghan operations.

Tactics range from high speed low level overflights designed to advertise the presence

of fast jet aircraft with weapons, through selective attacks using minimum force, such as individual attacks with rockets, up to the ultimate sanction of a guided bomb strike. Much work is carried out at night, described as 'interpreting different shades of green'. Great care is taken not to cause excessive damage to infrastructure and bystanders. A great advantage of the GR9 version of the Harrier is that it now has a 'bring back' capability when operating from a carrier, thus expensive and unused weapons do not have to be jettisoned before recovery to the ship. Lieutenant Rawlins concluded his presentation with a brief on how to land a Harrier on an aircraft carrier, an activity some of us would attempt later in the simulator. He promised to buy a beer for anyone who succeeded! Throughout his presentation he was ably assisted by Lieutenant Abi Mark, one of the few female pilots in the Harrier Force. She was a first tour pilot who had been on the Naval Strike Wing for 18 months.

After an excellent lunch in The Officer's Mess/Wardroom, hosted by other members of the Naval Strike Wing, including a Royal Marine Harrier pilot - it really is a truly joint organisation - we proceeded to a hangar to see the various weapons and to examine a Harrier with power on so that the cockpit displays were visible. Then it was on to a bus for a short transit down the A1 to RAF Wittering where the flight simulators are located. A number of the Guild visitors then attempted to carry out a ski jump launch, a visual circuit of the ship and a vertical landing. The visual system was particularly impressive in its realism. Our two hosts, Si and Abi, did their best to instruct those who tried to do it, but sadly with only limited success. Some successful landings were achieved, but many ended in spectacular disaster - names protected to save embarrassment! Finally, with maximum ship pitch and roll selected, Si showed us all how to do it with consummate ease. His bar bill will not suffer too much.

In conclusion, it was a fascinating visit extremely well hosted. The Harrier Force, and the Naval Strike Wing element of it, face a challenging future in their regeneration process after combat operations, but given the quality of those who we met on the Naval Strike Wing, this challenge will be well accepted. Our thanks go to Commander David Lindsay and Lieutenants Abi Mark and Si Rawlins, and all others at RAF Cottesmore and Wittering for such an interesting and informative visit. 

# SIR FREDERICK TYMMS MEMORIAL LECTURE

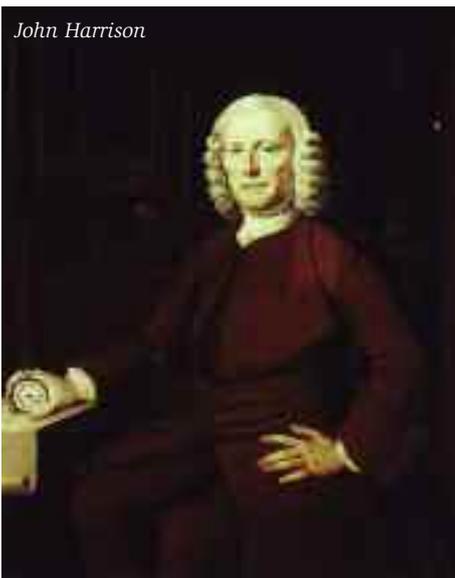
## HARRISON, NAVIGATION AND THE CORPUS CHRONOPHAGE CLOCK

30th SEPTEMBER 2009 Sir Arnold Wolfendale FRS and Dr John C Taylor

ASSISTANT TOM EELES

“I know well what time is  
when no one asks me.  
But when I am asked I no  
longer know what it is.”  
St Augustine

“God invented time to stop everything happening at once.” With these words Sir Arnold Wolfendale opened the 2009 Sir Frederick Tymms Memorial lecture on the subject of Time, Navigation, Harrison the famous 18th century horologist and the Corpus Chronophage Clock. After being introduced by the Master, Sir Arnold entertained his audience with an amusing and fascinating description of John Harrison's life and pioneering work in the 18th century.



Harrison, a gifted clockmaker from Lincolnshire, devoted his life to developing a reliable timepiece that would enable navigators at sea to calculate accurately their longitude. Although the calculation of latitude had been solved by measuring the height of the sun above the horizon, no one had yet found a means of calculating longitude. Following the maritime disaster of Admiral Sir Cloudsley Shovell's fleet being wrecked on the Scilly Isles through lack of knowledge of its longitude, the Royal Society offered the unprecedented sum of £10,000 to the man who could solve this problem. Despite the opposition of those who believed that astronomical observation was the answer, Harrison developed a series of highly

sophisticated clocks as he believed that the accurate measurement of time was the only reliable method of resolving longitude. Despite many setbacks Harrison persevered and finally achieved the accuracy and reliability required with his H4 timepiece, ultimately winning the prize. Harrison was indeed a genius, his clocks were mechanical marvels that achieved timekeeping accuracy that would still be considered exceptionally good today. Measurement of time is still in effect used today in navigational calculation. Sir Arnold concluded by describing the monument to Harrison, unveiled in Westminster Abbey in 2006 by the Duke of Edinburgh, before handing over to Dr John Taylor.

Dr Taylor began by describing his early experiences of working with his father, who developed many specialist electrical items, including electrically heated flying suits. Lightning and Canberra PR9 pilots might recall the Taylor helmet of the 1960s, developed for very high level flight. Dr Taylor's company has specialised in the design and manufacture of electrical switchgear; for example it has produced more than 1 billion electrical kettle controls used throughout the world. Dr Taylor is also a keen aviator, having learnt to fly whilst a student at Cambridge University. He was one of the earliest entrepreneurs in this country to use aircraft for business purposes, attempting to fly an Aztec from the UK to Japan across northern Canada and Alaska during the height of the Cold War. Today he makes use of a more modern Cessna Citation. He is a keen and capable glider pilot, showing his audience a photo of the instrument panel of his glider at 15,000ft over the Cairngorms, still climbing at 3 kts. As a great admirer of Harrison his contribution to the Lecture was to describe the conception and construction



of the extraordinary Chronophage Clock, which uses the Grasshopper escapement mechanism perfected by Harrison more than 200 years ago. The clock was presented by Dr Taylor to his Cambridge College, Corpus Christi, where it can be seen today. Proposing a vote of thanks, Dr Michael Fopp, Master Elect, remarked that Harrison's work in the 18th century is still an outstanding example of inventiveness and persistence, mirrored in many ways by Dr Taylor's work in the 20th and 21st century. He thanked both speakers for a superbly entertaining and instructive presentation which had considerable relevance for 21st century aviators. 🦋

# Guild Technical News

PAST MASTER CHRIS HODGKINSON, TECHNICAL DIRECTOR

**PPL I/R RENEWALS** It would appear that commercial pilots will be able to renew their private I/R privileges when undertaking their normal type renewals. If one has a multi-crew ATPL rating and I/R on, say, a Boeing, keeping that I/R current through sim checks etc doesn't normally keep the I/R current for single engine aircraft if one flies, say a Cessna 172 privately and already have an I/R valid on singles. However, if during the Boeing sim I/R renewal one can get the examiner/training captain to sign a particular CAA form, the Boeing sim I/R renewal then renews the single engine I/R at the same time.

The relevant information may be found at: <http://www.caa.co.uk/docs/33/DOC%2014%20V5%20.pdf>.

**AIR TRAFFICKER & THE TECHNICAL COMMITTEE (TASC)** We seek an Air Traffic Controller (preferably current but not vital for the right person) to liaise with the technical side of GATCO and to join the TASC, which meets 5 times a year. Our current nominee finds it almost impossible to attend the meetings.

**GUILD PANEL OF EXPERTS** As part of the process of improving and broadening the image of the Guild and providing expert advice to the media, we are constructing a 'Panel of Experts' who would be happy to provide appropriate

information. Besides those who sit on our Committees, there is undoubtedly a huge reservoir of expertise among our many members unknown to Head Office. We look forward to hearing from you - whatever your aviation expertise.

**PERMIT TO FLY AIRCRAFT** With the increasing popularity of LSA (Light Sports Aircraft) the CAA recently published a letter to current and potential operators with respect to EASA's plans for these aircraft. As a reminder CAP 733 includes these current limitations - Flights will normally be restricted to day Visual Flight Rules (VFR) only; no ab-initio instruction; normally be restricted to flights within UK airspace unless the prior agreement of the country in which the flights are to be made is obtained and not normally be permitted to fly over congested areas. The letter includes these limitations - kit built versions will only be eligible for a National PtF eg a UK PtF issued by the CAA and administered by the Light Aircraft Association (LAA); an EASA PtF again may not grant an aircraft flight in another EU Member State and lastly a PtF aircraft cannot be hired out but can be operated by a group (max 20).

**PERSONAL LOCATOR BEACONS (PLB)** With the advent of smaller and cheaper PLBs, it may be sensible to carry one at all times linked to 406MHz with GPS to locate

you accurately.

**EASA** You may have read elsewhere of the recent spat between the European Commission and EASA. The good news is that it would appear that the Agency will be going back to the drawing board in some areas and reverting to ICAO and JAA rules where there is no proven requirement (safety case) for change. This new approach should be beneficial to all segments of the aviation spectrum and for GA an acceptance of 'proportionality' in rule making will be most welcome. In the licensing arena, the UK is making every effort to maintain the IMC Rating against determined opposition from many continental organisations, which mistakenly see it as a 'poor man's IR'. The current EASA FCL 008 proposal is for an en-route IR, with no authority to make an instrument approach should it be needed! The battle continues.

**LISTENING SQUAWKS** to avoid infringements of Controlled Air Space in the London Area.

Farnborough LARS covers:

Gatwick	0012/126.825
City	0012/132.7
Luton	0013/129.55
Stansted	0013/120.625

However, if working Farnborough LARS, expect a specific Squawk 

## GAPAN Golf Society

LIVERYMAN JOHN MASON (SECRETARY)

The Society ended its year in good heart having had a full and interesting season in 2009 starting, as usual, with our AGM lunch in March at East Berks Golf Club at which Capt Jeff Turner was elected Captain. Golf got under way in April with the Margaret Bristow Salver at Badgemore Park, Henley, won by Associate Member Bob Piggin, while the Norman Bristow Bowl at Chipping Norton in May was won by Bob Seed. The June event, Captain's Day at Hartley Wintney, where the turnout was 16 members and guests, was won by Associate Member Ron Attfield and the final event in late August for the Autumn Golfer was won at Mill Ride by John Mason.

We entered several team competitions.

The quest for the Prince Arthur Cup at Walton Heath in May was unfortunately not successful and we wait to see if we will qualify for 2010. In June there was a very enjoyable charity match at Gainsborough against the RAF Red Arrows, losing 2 - 1 but raising £400 towards a seismometer for the City of London Academy, Islington. Teams played in the Zambia Trust charity day at Mid Sussex GC, the Newson-Smith Livery Companies match at East Berkshire GC, the Midhurst Rotary Club charity day at Cowdray Park, and two teams entered the Livery Companies Ray Jeffs Cup, finishing 8th and 9th out of 25 teams with Mike Bannister placed 3rd of the individual scores. The season ended with the very

social match against BM Algarve Golf Society at Pyrford for the Doug Evans Cup, won (again) by our opponents but enjoyed by all.

Our programme for 2010 will be similar, providing some very enjoyable and competitive golf on good courses at very reasonable cost. Including Honorary and Associate Members, our numbers totalled 32 this year, but in a society whose membership inevitably grows older by the year, new members are always needed. So if you would like to give us a try, you will be sure to receive a very warm welcome, whatever your standard. Please contact me through the Guild or at [johnmason37@onetel.com](mailto:johnmason37@onetel.com) 

# Book Review...

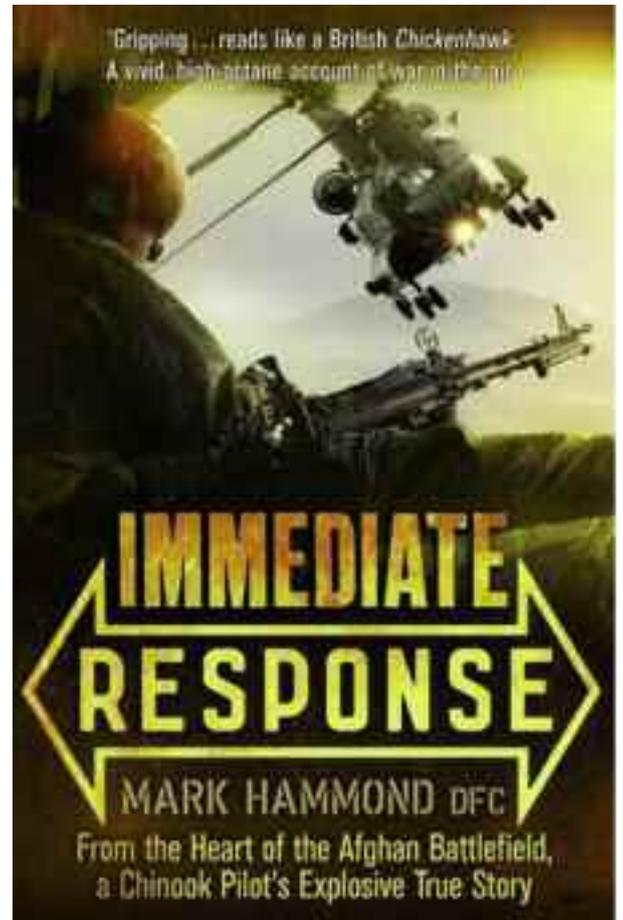
## IMMEDIATE RESPONSE

by Major Mark Hammond DFC RM

ASSISTANT TOM EELES

**F**rom the Heart of the Afghan Battlefield, a Chinook Pilot's Explosive True Story' is written large across the dustjacket cover of this book. A Royal Marine helicopter pilot flying Chinook helicopters in the RAF is a very unusual combination, and this book is a true reflection of that. It is not a book for the faint-hearted or for those who might be upset by the extensive use of expletives and associated coarse descriptive language much favoured by military aircrew. The story, nevertheless, is gripping. It gives a vivid and realistic account of Support Helicopter operations in Afghanistan, often under intensive enemy fire, as experienced by Major Hammond. The period described covers 2006 to 2008, when the intensity of fighting in Afghanistan increased dramatically. The uncomfortable life at Kandahar Air Force Base and Camp Bastion is described in raw detail with no holds barred. Hammond's flying, mostly conducted at night using Night Vision Goggles, sounds quite horrendously dangerous to your reviewer, a former fixed wing fast jet pilot. It seems unbelievable that over this period no RAF Chinook was lost to enemy fire, let alone as a consequence of a misjudged highly hazardous night landing at a small landing

site whilst enveloped in a dust cloud, often in company with other helicopters. Hammond's description of one night's activity as the captain of a Chinook Immediate Response Team crew involved in three attempts to extract wounded soldiers from Sangin whilst under intensive enemy fire is truly incredible; for his actions that night Hammond was awarded the Distinguished Flying Cross, a possibly unique award for a Royal Marine and richly deserved. The author's appreciation of the skill and bravery of his crew members, particularly the non-commissioned rear crew, is clearly apparent throughout the book. Military acronyms crop up as regularly as expletives but there is a useful glossary at the end of the book, which is illustrated by the author's colour photographs. There is a cutaway drawing of the mighty Chinook at the end of the book, unfortunately without the key to the numbered components in the drawing. This book is highly recommended as a totally realistic description of life on the front line as a



helicopter pilot and should be required reading for anyone contemplating a military flying career, and anyone in government on whose behalf our troops are fighting. five percent of the royalties from the sale of this book are being donated to Help for Heroes. 

Published by Michael Joseph, an imprint of Penguin Books. ISBN 978-0-718-15474-5 £17.99

## INTER-LIVERY SKIING COMPETITION

The Ironmongers' Company is arranging an inaugural inter-livery ski championships to take place in Morzine, Portes du Soleil, France on 15th and 16th January 2010. All livery Companies are invited to send a team of 3 or 4 or individual liverymen and women (including Freeman and Journeymen) to race in slalom, giant slalom and border-cross events to be held over two days. Each company would be responsible for their individual travel arrangements and accommodation for the event.

We would like to encourage every skier, whatever their ability and age, to compete and the courses will be set accordingly. This an opportunity for those liverymen

and women who are not always able to be involved in their Company's affairs to represent their own Company and meet other livery Companies. We have made arrangements with the tourist office for subsidised ski lift passes and help with accommodation. We will do everything possible to keep the costs low in order to encourage as many younger liverymen and women as possible to be involved. We hope to raise money from the event for the Lord Mayor's Appeal and other charities.

If you are interested and/or require more detail or help with taxis, ski hire, B&B contact please [enquiries@liveryskiing.com](mailto:enquiries@liveryskiing.com). Morzine is a good family resort with 250 pistes offering

a vast area of varied skiing to suit all abilities. The other resorts in the Portes du Soleil which straddles France and Switzerland are Avoriaz, Chatel, Les Gets, Morgins, Champéry to name but a few. 

