

APRIL 2009

No.174

GUILD NEWS

THE GUILD OF AIR PILOTS AND AIR NAVIGATORS





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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 FRAeS

CLERK:

Paul J Tacon BA FCIS

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

PUBLISHED BY:

The Guild of Air Pilots and Air Navigators, Cobham House, 9 Warwick Court, Gray's Inn, London WC1R 5DJ.

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PRINTED BY:

Printed Solutions Ltd 01494 478870

Except where specifically stated, none of the material in this issue is to be taken as expressing the opinion of the Court of the Guild.

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Guild Diary

APRIL 2009

7	1 st Technical and Air Safety Committee	Cobham House
9	1 st General Purposes and Finance Committee	Cobham House
14	Benevolent Fund Board of Management	Cobham House
16	Pilot Aptitude Testing	RAF Cranwell
25	Flyer Show	Sofitel, Heathrow
29	Guild Luncheon Club	RAF Club
29	Cobham Lecture	Royal Aeronautical Society

MAY 2009

12	1 st Education and Training Committee	Cobham House
14	2 nd General Purposes and Finance Committee	Cobham House
14	1 st Court Meeting	Cutlers' Hall
27	Livery Dinner	Drapers' Hall

JUNE 2009

2	2 nd Technical and Air Safety Committee	Cobham House
11	3 rd General Purposes and Finance Committee	Cobham House
11	New Members' Briefing	Cobham House
11	Aptitude Assessment	RAF Cranwell
12-14	Aero Expo 2009	Wycombe Air Park
24	Election of Sheriffs	Guildhall

JULY 2009

2	Trophies and Awards Committee	Cobham House
7	Benevolent Fund Board of Management	Cobham House
14	2 nd Education and Training Committee	Cobham House
16	4 th GP&F Committee Meeting	Cobham House
16	2 nd Court Meeting	Cutlers' Hall
26	Guild Sunday	St Michael's Cornhill

AUGUST 2009

2	Garden Party	Old Warden Military Pageant
6	Aptitude Assessment	RAF Cranwell

SEPTEMBER 2009

8	3 rd Technical and Air Safety Committee	Cobham House
10	5 th GP&F Committee Meeting	Cobham House
10	3 rd Court Meeting	Cobham House
29	Election of Lord Mayor	Guildhall
30	Guild Luncheon Club	RAF Club
30	Sir Frederick Tymms Lecture	Royal Aeronautical Society

Guild Visits Programme

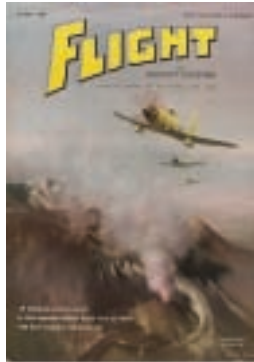
22 April	DHFS, Shawbury
6 May	Martin Baker, Denham
18-19 May	Airbus, Toulouse
4 June	RNLI Poole
22 July	RAF Brize Norton
2 September	Naval Strike Wing, RAF Cottesmore
15 September	Brooklands Weybridge

Cover picture: The record breakers gather. Wing Commander Andy Green, the Master, Richard Noble and Tony Ogilvy outside the Officer's Mess, SAAF Base Ysterplaat, prior to the Alex Henshaw Banquet.

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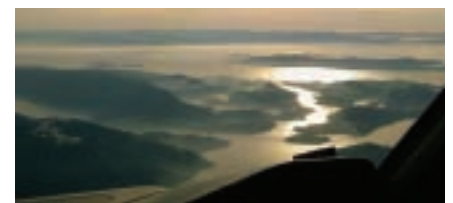
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NEWS

ROUND UP...

Introducing your new editor

Liveryman and Court Assistant Tom Eeles has taken over as Honorary Editor of the Guild News from Liveryman Linda Jones. Tom's previous editorial experience has been confined to producing the Buccaneer Aircrew Association's bi-annual newsletter and in 2008 he had his autobiography, 'A Passion for Flying', published by Pen and Sword. He states that the task of editing such a high quality publication as Guild News is a daunting one, and hopes that Guild members will sharpen their pens or rush to their computers to produce a steady stream of articles for publication. He can be contacted through the Guild office or direct by e mail at teeleseditor@hotmail.co.uk.

Visit to Red Arrows cancelled

The inclement winter weather caused the Guild's visit to the RAF Aerobatic Team, the Red Arrows, scheduled for 11th February, to be cancelled. The Red Arrows, one of the Guild's affiliated units, are normally well into their winter pre-season work up by mid-February but this year the unusually severe weather had delayed progress considerably. When the weather improves they will be working very hard to catch up so that the granting of Public Display Approval is not delayed.

News from Bahrain

Liveryman Yvonne Trueman, Governor Arabian Section, 99's International Women's Pilots Association, is reporting an increase in numbers of lady pilots joining the Arabian Section. She writes from Bahrain: 'My area stretches from Egypt down to Oman, a vast pioneering area and seemingly many more ladies are taking to the skies. Last year our Section only had 7 members. This year we have 17 lady pilots, our Section is now larger than Austria, Brazil, Great Britain, Caribbean, Far East, Finland, India, Israel, Mexico, New Zealand and Norway. It is all very exciting'.



Can you help trace a missing painting?

Jill Newton, PA to David Shepherd, has asked for help in tracing one of David's paintings that has gone missing. Later this year David Shepherd will be having an exhibition at RAF Coningsby to raise funds for the Battle of Britain Memorial Flight Fund. It will include many paintings never before seen in public and he is trying to track down one particular one. It is a painting (reproduced on this page) of Westland Wyverns flying over Mount Etna. It may still be in a military Mess or archive somewhere, but if any members of GAPAN could help track it down, David would be hugely grateful.

UK Alex Henshaw Dinner

Following the cancellation of the UK Alex Henshaw Dinner, Liveryman Peter Adams Lord of Abbots - Hay hosted a private dinner at the RAF Club on 7th February to celebrate the life of Alex Henshaw. His 3 special guests were Captain Eric (Winkle) Brown, Wing Commanders Peter Ayerst and Ken Wallace, all of whom were friends of Alex Henshaw, Winkle and Peter were also test pilots, like Alex Henshaw. Some 20 people attended the dinner, including Warrant Officer Roy St C Finch, Freeman and former Wellington pilot, Geoffrey Lane, student pilot, Ken Tuson, Philip West, aviation artist, Melanie de Watt, Ken Sawdy and Allan Bennett. Winkle Brown, Ken Wallace and Peter Ayerst signed philatelic covers and prints that will be used for fund raising within the Joint Services Consortium. A toast was proposed by the host to the late, great Alex Henshaw and all who attended were entertained by the various stories about him related by the 3 special guests.



New Affiliated Unit

No 4624 Squadron, Royal Auxiliary Air Force, has accepted the invitation from the Guild to become an affiliated unit. The squadron is based at RAF Brize Norton and is a busy air movements organisation. Past Master Pooley has agreed to be the liaison officer and further details of the squadron's work will be published in the June edition of Guild News.

Inter Livery Bridge Competition

Liveryman Arthur Creighton reports that the 27th inter-Livery Bridge competition was played on 2nd March in Drapers' Hall. A total of 64 pairs participated in the two session Duplicate Bridge event. Since he was the only player from GAPAN he was paired, with the assistance of the organisers, with a previous Master of The Worshipful Company of Makers of Playing Cards. They acquitted themselves well by finishing in the top twenty. It was a most pleasant evening with good Bridge, in the wonderful surroundings of Drapers' Hall, accompanied by a splendid dinner served during the interval. Hopefully next year the Guild will be able to enter more players in this event. If anyone would like to take part in an evening of very relaxed and enjoyable Bridge, please contact the Clerk who will send the details when they become available. 

The Master writes ...

COLIN COOKE-PRIEST



Many years ago a wise old sailor gravely informed me that, like it or not, every ship reflected the personality of its captain.

With the arrogance of youth I rejected such an idea as quite impossible and it was only some years later, when I had been lucky enough to experience a couple of bites at the command cherry, that I came to realise that, like it or not, the old sailor was indeed wise! It was a salutary and somewhat daunting realisation. Over the last four years studying the Guild as I moved ever closer to the chair, I have come to the conclusion that, in a great many respects, the Guild too reflects the personality of its Master. It is therefore with great pride but no little trepidation that I accept the challenge of being the public face of the Guild for the coming year with, of course, and for obvious reasons, the double pleasure that my term should fall during the centenary year of naval aviation.

It is customary for the new Master to use this first message to outline his aims and aspirations for the coming year. However, I must first pay tribute to my predecessor and his year of astonishing achievement. The driving force behind the incipient creation of two new overseas regions, Canada and South Africa, together with the conduct of a wide-ranging Strategic Review of the Guild and its business would have been sufficient to keep most mortals out of trouble! In combination with the rigorous demands of a 'standard' Master's year, to say nothing of keeping his own business on track, the tornado that is R P-E has led us firmly from the front and left us, if somewhat breathless, with the exciting prospect of a clear way ahead for the next steps in the Guild's development. We owe

him our gratitude and our congratulations an outstanding year. In many ways the foundation work to which I have just referred will shape our principal efforts for the coming year. A number of Guild members have invested a considerable amount of precious time in conducting the Strategic Review and all of you have had the chance to make an input. It is now important that we capitalise on all this effort and it is this next stage which will effectively configure my aims for the year. In a word consolidation. I do not want to preempt the publication of the findings of the Review as you will, of course, all be receiving your own copies in due course. However it is clear that we have work to do on 'communication'. There are mis-understandings in the way the Guild works; shortcomings have been identified for the elimination of which work is already in hand, but not generally appreciated; insufficient credit or use is made of the massive store of aviation expertise and experience that is contained within the Guild membership, to highlight but a few of the issues that we need to address. I am also keen to generate a better understanding of the role and responsibilities of Assistants to the Court and to continue the work already in hand to facilitate their greater involvement. This is fundamental to the future wellbeing of our Guild since it is from the ranks of the Assistants that the Masters emerge. The reasons why, in general terms, members wait until the latter end of their careers to offer themselves for election is well understood, but with a clearer view of the responsibilities and commitments this trend can, hopefully, be reversed.

I am sure that you will not be surprised to notice a nautical flavour to a number of our activities this year. I have felt for a while that if any section of the aviation community is under-represented within the Guild membership it is perhaps the dark blue element and I shall use the year to do my level best to spread the name and fame of the Guild and encourage greater involvement from within the naval aviation fraternity. At the same time I was delighted to see that the

take-up for the opportunity to spend a couple of days at sea in HMS Illustrious in the Spring was both instant and overwhelming! Michael Glover's PC was positively smoking and whilst those lucky enough to secure a place will undoubtedly have a fascinating insight into the special challenges of flying operations at sea, it will also provide an excellent opportunity to spread the word about the Guild and what it does. I would also like to draw your attention to our two lectures this year. The subjects of both should offer wide appeal and as I felt that attendance at the 2008 lectures was slightly disappointing I hope that those who can will make a real effort to support at least one of them this year.

Finally, a brief word about the charity that I have selected to support this year. Canine Partners trains dogs from puppy to partnership level to master an extraordinary list of skills and helps transform the lives of people with major disabilities, enabling them to live more independently and, in so doing, helps them back into education and employment. Their training headquarters is at Heyshott, West Sussex and once fully trained these amazing dogs can respond to over a hundred commands from their human partner - from helping them to dress and undress, selecting items from a supermarket shelf, presenting a purse or wallet at a checkout or collecting a phone when it rings - the list is too numerous to cover here but a visit to www.caninepartners.co.uk gives an excellent insight into what they do. Sue and I are looking forward enormously to an interesting and exciting year and to meeting as many of you as possible at the various functions and visits. 

PS Guild Ladies Outing. Please make a note in your diary - Sue's 'Ladies Outing' will be a visit to the Royal Mews on Friday 24th July at 2.30, with the intention to have lunch at the RAF Club beforehand. We don't yet have enough details to prepare a flyer, but as soon as we do the details will appear on the website and in a flyer in the next edition of the Guild News. In the meantime, you might just wish to let the office know if you are available to attend

Clerk's column

PAUL TACON

Learned Clerk

Guild Website

As I write, the new website is nearing completion. By the time of publication of this edition of Guild News it might be 'live' and, if so, I trust all members, and non-members alike, are benefiting from the more modern structure and content. You will all have received, or soon will receive, the details to log-in to the 'Members' Pages' which, although not 'confidential' are considered 'private - for members only' and hence have the additional, but limited, protection against entry. The database remains confidential, however, and therefore retains its higher level of protection, but individual members' username and password will remain unchanged.

There is a comments section on the website, so we would be pleased to get any constructive feedback! It will be actioned if appropriate.

For those members who may remember former Honorary Editor of Guild News, Freeman Harry Payne, I sadly report that he died (peacefully) on 28 Jan 2009 in Peterborough District Hospital at the age of 98.

Harry became a Freeman of the Guild in 1991 when he also took on the role of Honorary Editor of the 'Journal of the Guild of Air Pilots and Air Navigators' until 1993. Following a wartime role as a Fighter Control Officer, he returned to civilian life after the war but rejoined the RAF as a regular officer in 1950 where he served until March 1962. He then became Secretary-General of the Society of Licenced Aircraft Engineers and retired in 1977 to edit 'Aircraft Engineering' for four years and, subsequently, the Guild Journal.

Previous GAPAN PPL Scholarship Winner Simon Keightley writes:

For as long as I can remember I have had a love for flying and always dreamed of becoming a pilot, so in 2005 I was delighted to have been awarded a GAPAN PPL Scholarship. I completed my PPL training near home in Cornwall, I really enjoyed the flying and it confirmed that this was what I wanted to do. Following my PPL training, I completed my degree in Aeronautical Engineering at Manchester University and I immediately started looking for a way into flying as a career.

I concluded that the only way for me to realise my dream was to try to self fund my training. I started an integrated course with Oxford Aviation Academy (OAA) in September 2007.

The PPL training really helped me during the first phases of my training. I found I knew what to expect from the ground school exams and I had a fairly good grounding in many of the subjects. After completing the ground school I went out to Arizona, where OAA sends students for the first part of the flying training. Having flown Cessnas during my PPL flying the Warrior took a little getting used to, but having that little extra experience stood me in good stead for the



training, especially when moving onto the Seneca. Flying the twin across the desert and around Phoenix at night was incredible and it will stay with me forever. What I found most difficult to get used to in America was the weather. I trained in Arizona between April and September so we had the height of the summer and the monsoon season. In contrast, I returned to Oxford to do my IR during October in the worst winter for 27 years. As you can imagine, moving from 48 degrees in the shade to cancelling flights because the runway is closed due to snow is quite an experience.

The PPL stood me in very good stead for my CPL course, and I feel privileged to have been given that opportunity by GAPAN. It confirmed that flying was the career of my dreams and, recession or not, I am determined to make it so. My sincere thanks go to all at GAPAN and particularly my PPL sponsors Pprune, BA High Flight, the Roger Raymond Trust and the Ian Verner memorial fund, for their encouragement and for helping me on the way to a career in aviation. ✈️

The Court 2009/2010

Grand Master

HRH The Prince Andrew,
Duke of York KG KCVO

Master

Rear Admiral C H D Cooke-Priest
CB FRAeS

Immediate Past Master

Air Commodore R S Peacock-Edwards
CBE AFC FRAeS FCIM

Master Elect

Dr M A Fopp MA FMA FRAeS

Wardens

Captain O W Epton FRAeS
Air Marshal C R Spink CB FIMgt FRAeS
His Honour Judge T W Owen FRAeS

Assistants

Professor M D Joy
OBE MD FRCP FACC FESC FRAeS
Mrs D J Pooley LLB (Hons) FRAeS
Captain J B Robinson AFC* FRAeS
Squadron Leader C J Ford RAF
Captain D A J Martin FRAeS
Mrs P A Nelmes BA(Hons) FRGS
Captain K Warburton FRAeS
R O Whitefield Esq
Captain P Q Benn
Captain A J Boyce
JP BAv MBS(Hons) FRAeS AFRIN
Captain C A Cox
Group Captain T Eeles BA FRAeS
Professor D M Green
CBE BScEcon PhDEcon FRSA
G C Hackemer Esq BSc ARAeS

Clerk

Paul J Tacon Esq BA FCIS

DUNLOP AIRCRAFT TYRES LTD

Guild visit - 20 January 2009

ARTHUR THORNING


A party of 19 from the Guild, led by the Master, visited Dunlop Aircraft Tyres at Birmingham, in an area redolent with aviation history. The factory is adjacent to the site of the WW2 Castle Bromwich factory which produced the majority of Spitfire aircraft and is just along the road from the dramatic 'Sentinel' Spitfire sculpture which stands near the former entrance of the airfield. Our party was welcomed by Ian Edmondson, Chairman & Managing Director, who explained that the company is the only specialist manufacturer of aircraft tyres in the world and will next year celebrate its centenary. The company manufactures and retreads an impressive range of tyres that are popular with military and civil operators around the globe. Looking to the future they are expanding their range of radial aircraft tyres and to take advantage of the expanding Far East market, are opening a facility in China which will sell new tyres manufactured in the UK and provide a retread service. Having a retread

facility in the region is important to expand sales as it is too costly to return the worn tyres back to the company's retread facility in England to be retreaded.

We were given a detailed briefing on the design, manufacture, care and maintenance of aircraft tyres by David Baker, Chief Designer, and Steve Fitzmaurice, Technical Support Manager. Traditionally, aircraft tyres have mostly been of cross-ply construction using compounds of natural rubber, with nylon cords under the treads (to give strength and stability) and steel wire reinforcing the walls. Such tyres give excellent cost of ownership for aircraft flying many sectors because they may be retreaded up to seven times. However radial-ply construction is increasingly favoured because of reduced weight, albeit at the expense of obtaining less retreads per tyre; typically no more than 2 to 3 retreads per tyre is common for a radial tyre. Typically a cross-ply tyre for a civil aircraft can achieve around 400 landings per tread life – less in hot countries but as many as 800 to 900 landings in cold countries. Notably, the dimensions and pressures are still measured in inches and pounds per square inch!

Many factors have to be considered in the design of an aircraft tyre – short or long haul use, brake heat soak, inflight

heating (eg for supersonic aircraft), jet efflux (eg Harrier), water deflection characteristics and retreadability. Heat build up is a major concern for tyre designers and operators. Long taxi runs are a problem – at takeoff the tyre temperature is typically 120 degrees C – and a subsequent rejected takeoff with hard braking results in the scrapping of the tyres. Each tyre design has to be rigorously tested – there is a cycle of some 61 tests, 50 simulating takeoff (maximum weight), 8 taxi, 2 overload taxi and one overload takeoff. In addition there is a range of static tests including a dramatic 'tyre burst test' using water pressure. Much emphasis is placed on ensuring that tyres are maintained at the correct pressure and that they can hold their pressure – only nitrogen is used for inflation, air might cause deterioration.

The visit moved on to a factory tour, where we were impressed by the high skill content of the manufacturing process, followed by a generous buffet lunch. When the Master had expressed our thanks to Dunlop Aircraft Tyres, he remarked that there is a lot more to making a tyre than is obvious, and promised not to kick a valuable tyre again, we departed, passing the iconic Spitfire sculpture once more. 

THE NEW WARDEN, A CAREER PROFILE

His Honour Judge Tudor Owen




- Read Law at King's College, graduated with LL.B. (Hons) in 1973.
- Cadet Pilot (VR) member of ULAS – flew Chipmunks at what was then RAF White Waltham.

- Very tempted to apply to the RAF but decided to pursue original ambition to become a barrister.
- After Bar Finals, Called to the Bar by Gray's Inn in 1974. Joined Chambers in the Temple. Practised primarily in London although, over the years, my practice took me all over the country.
- Initially specialised in both criminal and aviation law but ultimately almost entirely aviation cases.
- 1981, obtained a PPL and subsequently added Multi and Night Ratings.
- First involvement with the City in 1987 when the Secretary of State appointed me as an Inspector to conduct

investigations on behalf of the Department of Trade and Industry. Conducted several investigations over the years.

- In 1987, elected to the Bar Council. Served two 3-year terms, and became a member of the Executive Committee.
- Became involved in the warbird world through friendship with Stefan Karwowski, an ex-RAF display pilot then flying warbirds.
- Bought a Harvard with Mark Hanna, at that time still in the RAF flying Phantoms. Flew displays with what became Ray Hanna's Old Flying Machine Company at Duxford.
- In 1990, flew the Atlantic in a Siai Marchetti SF260 with Liveryman Graham Horder.
- 1991 – appointed a Recorder (Deputy Judge) of the Crown Court.
- 1995, PPL(H). Training on the Robinson R22 and then obtained JetRanger and Gazelle Ratings.
- 2004 took over from Sir John Alison as the UK delegate to Europe Air Sports when Sir John became President of EAS.
- Became widely known in aviation by the nickname 'Flying Lawyer'.
- Made a Fellow of the RAeS in 2001
- Presented with a 'Friend of AOPA' award in 2005. Citation: "For his tireless work

on behalf of AOPA members and for all pilots everywhere. Tudor Owen has saved the licences and sometimes the livelihoods of many pilots. Even in cases in which he was not directly involved, he has given advice to pilots free of charge.'

- In 2005, the Guild invited me to become a Liveryman in recognition of his "distinguished contribution to aviation over the years" and his "formidable defence of pilots in time of need". (Quote from invitation letter from then Master Peter Bugge.)
- Clothed in 2006 by then Master Jock Lowe whom I'd met when he was an expert witness in several cases and who had originally proposed me for membership of the Guild.
- Served on the Affiliated Companies Sub-Committee in 2006 with then Warden RP-E and the Clerk.
- Elected as an Assistant in 2006. Persuaded by Jock and RPE to stand. Initially declined, saying I'd always be happy to help the Guild as and when required but I didn't want a formal position. I'm very pleased they persuaded me to change my mind.
- Became Chairman of the Membership Committee and of the South Africa Project Committee.
- Became a Judge in October 2007. 

AGM REPORT

LIVERYMAN TOM EELES,
HONORARY EDITOR

The Guild's 80th year starts with a dark blue theme, most appropriate in the year that celebrates the 100th anniversary of Naval aviation. Rear Admiral Colin Cooke-Priest is the new Master, succeeding Air Commodore Rick Peacock-Edwards who has become Immediate Past Master. Dr Michael Fopp is the new Master Elect and Judge Tudor Owen the new Warden.

With Wardens Captain Wally Epton, a business aviation pilot and leading member of the Historic Aircraft Association, and Air Marshal Cliff Spink, a noted current 'warbird' pilot, the Guild cannot be accused of ignoring the historical aspects of aviation.

The transition on 19 March from old Court to new took place later than in 2008. The day started late afternoon as the Master, IPM, Wardens, Learned Clerk and the Chaplain processed the short distance from Merchant Taylors' Hall across Cornhill to St Michael's Church for the Annual Guild Service. Here around a hundred Guild members and guests had assembled and the Reverend Dr Peter Mullen, Chaplain, officiated. The service followed traditional lines, beginning with the Guild's own Introit, composed for the Guild in 1961 by Harold Darke. In a thought provoking sermon the Chaplain compared the worst excesses of the 5th century in St Augustine's day, which ultimately led to the collapse of the Roman Empire and the onset of the Dark Ages, to the current political, economic and social state of affairs in this country. However, he observed that the great mediaeval Christian civilisations, which included the first establishment of Guilds, arose from the chaos of the Dark Ages, giving current Guild members some hope for the future. 'The Guilds created and celebrated hospitality, friendship and conviviality' he said. 'Without these things politics is dead and society is



The senior Court members, 2009. From the left, Paul Tacon (Learned Clerk), Captain Wally Epton (Warden), Air Commodore Rick Peacock-Edwards (Immediate Past Master), Rear Admiral Colin Cooke-Priest (Master), Dr Michael Fopp (Master Elect), Air Marshal Cliff Spink (Warden), Judge Tudor Owen (New Warden), and Mr Ted Prior (Beadle).

barbaric. Up then and assert yourselves'.

Afterwards in Merchant Taylors' Hall, non-members listened to an entertaining talk entitled 'House of Lords - A Modern Chamber?' by Lady Sue Garden, Master of the Worshipful Company of World Traders. Members assembled in the Parlour for the Annual General Meeting (AGM) and the swearing-in of the new Court. The minutes of last year's AGM were approved and the quarterage and fees for the coming year accepted. The Master's annual report recorded a special year, marked not only by the 100th anniversary of the first powered flight in the UK and the 90th anniversary of the foundation of the Royal Air Force, but also by the formation of a new Guild Region in Canada and preparation for a new Region in South Africa. The Master anticipated further regional development in the Middle East and the USA. The Membership Committee and Livery Committee had been formed and a Strategic Review of the Guild had been started and was expected to publish its results in the coming year. The Trophies and Awards, Technical and Air Safety and Education and Training Committees continued their excellent work. The Guild Young Members group (GYM) enjoyed its first full year of activity and already had more than 80 members. A varied selection of Guild visits and social activities had been undertaken in 2008, culminating in a very successful banquet in Cape Town to commemorate the 70th anniversary of Alex Henshaw's record breaking solo flight between London and Cape Town. In summary, 2008 was a year of new initiatives, which saw new Committees and a new Region formed,

the initiation of the Strategic Review of the Guild and the celebration of some notable aviation anniversaries.

The Guild's Treasurer, Liveryman Robin Pick, reported that the financial position of the Guild during the accounting year ended 30th September 2008 revealed another very good year. Fees, quarterage and fines received showed an increase of 13% and investment income improved by 31%. Income from the Gladys Cobham Trust remained the same as the previous year. The Air Safety Trust and the Guild of Air Pilots Trust recorded a surplus and the Net assets of the Air Safety Trust had increased by 8% and the Guild of Air Pilots Trust by 22%. Liveryman Pick concluded by saying that over the past 10 years the Guild's financial position had been strengthened. With the generous help of the Cobham family the Guild had been able to secure new offices at 9 Warwick Court and had built up a good investment portfolio. This meant that the Guild had financial strength with which to weather the looming economic recession. The audited accounts of the Guild had been approved by the General Purposes and Finance Committee and the Court and had been circulated to members.


The results of the Court elections were announced and the new Master

Guild members enjoy a wonderful Supper in magnificent surroundings of the Great Hall.



installed (see Court listing on page 6) Rear Admiral Cooke-Priest, the new Master, greeted members at a drinks reception, before making his inaugural speech at the AGM supper. His pleasure at becoming Master was evident as he outlined his plans for the next year (see 'The Master writes...' on page 5). He thanked his predecessor, Air Commodore Rick Peacock-Edwards and his wife Tina, for a highly successful year, giving him a particularly hard act to follow. He mentioned three key areas on which he believed the Guild should concentrate and address in the future. The first was that the Guild, with its massive store of aviation expertise, should be the first port of call for informed comment or advice on almost any conceivable aviation matter but regrettably it was not. Secondly, there was a lack of understanding amongst members on how the Guild worked, revealed by the

membership survey, which needed to be rectified. Thirdly, and most importantly, he believed that aviation was close to being demonised through ignorance and that unless the facts were spelt out and the fictions exposed to opinion formers and decision takers one of the world's key enablers would be unjustifiably and irretrievably damaged. The Master concluded by saying that he looked forward to a thoroughly productive and fun year in keeping with the Centenary of Naval Aviation. The Master has nominated the charity Canine Partners for support in his year. Canine Partners trains dogs to master an extraordinary list of skills and helps transform the lives of people with major disabilities, enabling them to live more independently. More detail of this charity's work is included in 'The Master writes...' on page 5.

reception and supper can be viewed and ordered online direct from Gerald Sharp Photography at www.sharpphoto.co.uk 

Photographs taken at the AGM



The Sword Bearer, Bruce Crawford



Now look here! The Honorary Editor gets some free advice on his new appointment.



Members of the Court process from Merchant Taylors' Hall to St Michael's, Cornhill, for the Guild Annual Service.



The three new Assistants to the Court, Peter Benn, Diana Green and Colin Cox.



High Finance. The Honorary Treasurer and Guild Auditor discuss the accounts.



Alderman David Mauleverer congratulates the new Master on his installation.



'You have control.' Air Commodore Rick Peacock-Edwards hands over to Rear Admiral Colin Cooke-Priest.



The Honorary PR Officer, Celia Turner, makes a point to the new Immediate Past Master.



Tina Peacock-Edwards passes on the Guild Lady's badge to Sue Cooke-Priest.



The Pooleys enjoy the champagne reception.



The new Court Wardens and Assistants take the Solemn Oath.



Rear Admiral Colin Cooke-Priest,
the new Master

PROFILE OF THE NEW MASTER

PAT MALONE

On the face of it, Colin Cooke-Priest was a poor prospect for a successful career in naval aviation. Chronically seasick, incurably airsick and deemed medically unfit for high altitude flight, he nonetheless rose from Dartmouth cadet to Rear Admiral responsible for the Fleet Air Arm, amassing hundreds of hours on helicopters during a generation spent largely at sea. And he can still get queasy on the Channel ferry.

The new Master of the Guild is not a pilot, has never aspired to be a pilot, and walked away from aviation without a backward glance when duty called him elsewhere. He is, however, a great booster of pilots, even the three who threatened his life by dropping into the ocean the helicopters in which he was plying the trade of Observer. He is a 'big picture' man, a proponent of teamwork, someone who manages to suppress his ego in a way some pilots may find difficult.

At Dartmouth Colin was barely aware of aviation. "There was no Dartmouth Flight in those days," he says. "We

were sent to RNAS Brawdy for a week's 'air experience' and got short flights in a piston aircraft, a jet and a helicopter. That's when I discovered I was terribly prone to airsickness. I certainly never hankered after aviation as a career. I just wanted to drive a ship."

In one important regard, motion sickness shaped his life. "My first ship after Dartmouth was a small minesweeper operating in the unquiet waters off Scotland, and of course I was sick as a dog," he says. "To his credit the senior officer of my squadron, a chap I'd known at Dartmouth, noticed my malaise and had me transferred to a bigger ship, a frigate, which was a huge help.

"At the time I was starting my first commission in the early 1960s there was a tremendous expansion of the Fleet Air Arm, and whereas they got more than enough volunteers to be pilots, there weren't enough Observers. The Admiralty decreed that each branch should have a percentage of Dartmouth General List people, and they didn't ask for volunteers. They wouldn't get away with it these days, but we were simply told that we would become Observers.

The Captain persuaded them to delay my transfer for two years while I did my full commission on the frigate, but at the end of that time I was sent to the Naval Observer School at Hal Far on Malta.

"It turned out to be tremendous fun. We were all pressed men, all Dartmouth general list people, slightly older than the run of Observer appointees and similar in rank to our instructors. We had an excellent time both in school and out. Malta was a fun place to be in those days and we lived life to the full."

In particular, it was a good place for Wrens. Colin's wife-to-be Sue was working in communications and they courted by Morse Code, arranging assignations while looking like they were hard at work – "fixing a time for a run ashore," as Colin puts it. They have two daughters and two sons, one of whom is a serving Naval Officer and an Upper Freeman of the Guild.

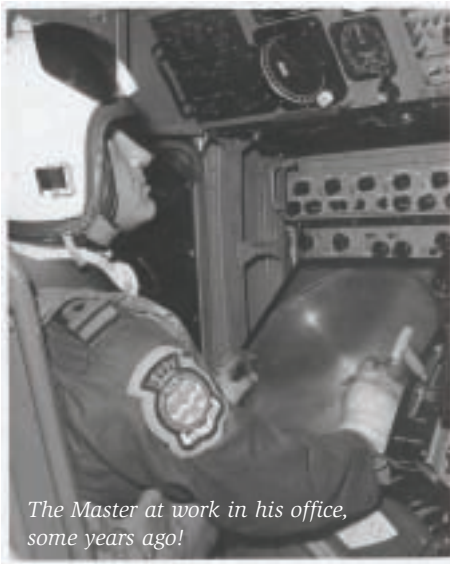
"We were being trained primarily as navigators," Colin says, "and halfway through the course we were streamed to specialise in fixed-wing or rotary. I didn't want to go to helicopters, but unfortunately I failed a HAST, the high altitude selection test. This was a

decompression chamber test which establishes how you react to high altitude conditions. I got what I think are called the 'chokes', which is like the bends in reverse; something I was told might never recur in my lifetime, but which ruled me out of fixed-wing. "But it soon became clear that we were in at the very beginning of helicopter anti-submarine warfare, one of the most important aspects of naval warfare today. It didn't seem too sharp at the time, but I was at the cutting edge on every level. I thought that being assigned to rotary wing was a poor stroke of luck – helicopters were barely accepted in the Fleet Air Arm as things that flew – but in that period the foundations were laid for much of my career progression."

Two Wessex's sank under him. Recalling his dunkings, he says: "I don't suppose I was ever in real danger. In the early days of Doppler and auto-hover systems, when it's hot and glassy calm and there's very little return off the surface, it takes enormous skill to slither into a hover at 40 feet. A couple of inexperienced pilots were a bit insensitive with the controls and the tail went in, followed quickly by the rest of the helicopter. One ditching was at night, in less than excellent weather, but we were quickly fished out. In those days the dunker was less sophisticated than it is now, but it was total second nature – if you react as you were trained to do in the dunker, you'll get out.

"My second ditching happened when I was on an exchange with the Royal Australian Navy and we were hovering over the deck delivering packages with a weighted cable. The sailor taking off the packages let go of the cable, which he wasn't supposed to do, and the weight dragged across the deck and got caught in the guardrail. The pilot lost control and went into the oggin. But one just has a drink with the pilot afterwards, and that's an end to it."

During his flying life Colin saw service in Aden, in the Far East and in Borneo at the time of the confrontation with Indonesia. Navy life provided variety, with personnel operating more autonomously than is the rule in the other armed services and initiative being not only prized but practised daily. "One day we'd be chasing submarines, then we'd be 200 miles inland putting off men or picking up urgent stores," Colin says. "In Borneo they were short of aircrew, and



The Master at work in his office, some years ago!

Observers did all sorts of jobs – we are not only warfare-trained navigators and systems operators but we were required to be logistical organisers, despatchers, planners, operations officers... you had to be endlessly flexible and contrive ways to get the job done.”

Throughout his Navy career Colin alternated between shipborne and airborne jobs, a practice which greatly improved co-operation between sea and air. “After my first front line squadron – 814 Squadron in HMS Victorious and HMS Albion – they sent me on a torpedo and anti-submarine warfare course with surface ship men and submariners, so poachers turned gamekeeper and we understood each other’s perspective better. I was flying, then seagoing, then flying again, and you got the big picture.

Colin was radar project officer for the trial squadron of the Wessex 3, the first radar-equipped Wessex. He did a tour as Operations Officer aboard HMS Russell before going to Australia for a two-year exchange appointment with 817 Squadron in HMAS Melbourne. In 1970 he came back to be Senior Observer on the first Sea King squadron, 824 Squadron, aboard Ark Royal. “That was a big improvement,” he says. “The Wessex was a good helicopter with lots of power even on one engine, but range and endurance was relatively short. With the Sea King we went further afield with greater loads, covering bigger sea areas and lifting more gear.”

As a Lt Cdr Colin was sent back as Senior Instructor at the Naval Observer School which by then had moved from Hal Far via Lossiemouth to Culdrose, and in 1973 he was promoted Commander – a gratifying turn of events because it was only the second

six-monthly opportunity on which such a promotion could occur.

Colin did a Commanding Officer Designate Course then went aboard his ship, the frigate HMS Plymouth. “The captain of a ship is king of his domain in a way it’s very difficult for non-Navy people to understand,” he says. “The captain is next to god. He works with quite amazing degrees of autonomy. When you’re halfway across the Pacific you can’t be told what to do at every turn. And like it or not, every ship reflects the personality of the commanding officer. I didn’t believe that when I first heard it, but it’s absolutely true.”

After a second stint in command in HMS Berwick, Colin took charge of the ‘Future Helicopter’ desk in the Directorate of Naval Air Warfare. This was a great technical challenge, but it also called on all his skills in the fields of diplomacy and psychology. “I circulated the first draft specification for the Sea King Replacement in 1977 and I remained in the Navy long enough to fly in the first prototype of what by then had become the Merlin 15 years later. Why did it take so long? Everything had to be ‘scientifically proven’, and the procurement executive wasted years trying to get commonality across Europe, which was never achieved. There was a lot of spurious in-fighting with defence analysts. Getting everyone to agree was tremendously frustrating. Things have improved now, but not enough.”

In 1979 Colin was appointed Naval Assistant to the Commander-in-Chief Fleet. He was promoted Captain and returned to the MoD as Assistant Director of Naval Air Warfare. Later he became Director of the Maritime Tactical School before going back to sea to command the Type 22 frigates HMS Boxer and HMS Brilliant as Captain, Second Frigate Squadron. In 1988 he commanded the Royal Naval ‘Armillar’ Task Force in the Persian Gulf. He was promoted Rear Admiral in 1989 on his appointment to Supreme Headquarters Allied Powers Europe, based in Belgium, as Deputy Assistant Chief of Staff (Operations) and Maritime Advisor to Supreme Allied Commander Europe. He became Flag Officer Naval Aviation in December 1990, serving in this appointment until his retirement from the Navy in 1993.

For many years, Colin had been pressed to join the Guild by his former

squadron colleague and Past Master Christopher Hodgkinson, but declined to join until after he’d left the service. “I would not have agreed to become Master had I been beyond the age of 70 because I think as you get older, you become more and more resistant to shoving things that really need a good shove. I’m still full of beans, though, and up for the job.

“The Guild is a marvellous organisation with an extraordinary cross section of aviation talent. It’s a priceless repository of expertise, experience and knowledge of aviation which ought to be made more widely available in order to improve public understanding, and I will be working toward that end during my time as Master,” he says. “Guild spokesmen should be the first port of call for politicians and media seeking information.

“The Guild embraces every type of flying from civil commercial to microlights, and among the former service flyers, one of the wonderful things is the way inter-service rivalries are absent. They have been the bane of the armed services during my time; if we hadn’t been forced out of conventional naval aviation, the Falklands War might not have happened. I’m part of a (lobby) group that aims to try and ensure that people understand the value of carrier aviation so that we get back our carrier capability – four and a half acres of British sovereign territory on the high seas is an indispensable asset in the modern world. But in the Guild, everyone works together for the common good. Just as a ship reflects the personality of its captain, so the Guild takes on the character of the Master, and I propose to try and make a positive and useful contribution to the public understanding of all aspects of aviation, which is sadly deficient.”



Sue Cooke-Priest challenges the Master’s skills as an Observer in a Swordfish

GAPAN FLYING CLUB

LIVERYMAN GERALD HACKEMER

MEMBERSHIP Total membership this year was 91 paid up members with 2 honorary members, Lettice Curtis and James Aidan, a part time instructor at White Waltham. The remaining membership consisted of 54 Country members, 24 White Waltham members and 13 Passengers.

PROGRAMME The poor weather last year meant that much of the flying programme was a write off. The 'last Friday in the month' Le Touquet lunches were particularly badly hit. However in some cases the attraction of the visit meant that members drove in. For the visit to the RAF Museum at Cosford out of the ten attendees eight arrived by road. As was often the case Guy Faulkner, with his Instrument Rating and the safety of two engines, made it by air. The most successful visit was to Compton Abbas in July when under clear skies seven aircraft arrived and sixteen members enjoyed the lunch.

APRIL 25TH - LE TOUQUET The first event in the season's programme set the scene for the rest of the summer when poor weather prevented anyone arriving.

MAY 12TH - SHOREHAM Past Master Bob Pooley and Dorothy invited the Club to visit their sword factory based at Shoreham Airfield. Eight members attended and were given a tour of the facilities by Bob. Based on feedback the visit was of great interest and it is hoped that another visit can be arranged for this year. Attendees were: Peter and Margarette Barker, Guy and Linda Faulkner, John Davy and Sheila Leach, Michael Fopp and David Corbett.

MAY 16TH to 19TH - "FRENCH LEAVE" - ABBEVILLE John Davy, who has a close relationship with the Aero Club de Somme, and Sheila Leach organised a splendid visit to Abbeville to coincide with the French leg of the Royal Aero Club air races. Poor weather over southern England meant that only Guy Faulkner, accompanied by Club Secretary Peter Davis, managed to fly in. As his reward Guy was invited to participate in the races as navigator to Guild member Ivan Search-Allan in his Focke-Wulf. The Aero Club and the RAeC provided superb hosts and it is hoped to return for the races again this year.

MAY 30TH - LE TOUQUET Like the first one in April the weather again prevented anyone going to this, the second monthly lunch at Le Touquet.

JUNE 19TH - OAKSEY PARK The annual visit to Oaksey Park went off

well. Past Master Dick Felix, Dacre Watson, and David Mathers hosted the event which was attended by John Davy in his Hornet Moth, Owen Cubitt in his Chipmunk and Guy and Linda Faulkner, plus a guest, in Guy's Seneca.

JUNE 27TH - LE TOUQUET Although there was an improvement on the standard "Le Touquet weather" no one was prepared to risk being weathered in by a sudden deterioration during the day.

JULY 6TH - KEYSTON Warden Cliff Spink invited the Club to fly in to the private airstrip at Keyston and walk the short distance to his home for a barbeque. The atrocious weather during the week, which was forecast to continue over the week-end, resulted in the event being cancelled early enough to prevent Cliff being landed with more chops, sausages and burgers than his freezer could cope with. Cliff has renewed the invitation for this year but, following the summer barbeques at White Waltham being washed out for the last two years, in future the "B" word is being dropped in favour of "Summer Luncheon"!

JULY 16TH - COMPTON ABBAS Gerry Gerrard, whose Piper Archer is based at Compton Abbas, organised the most successful flying visit of the season. Under blue skies, seven aircraft including two Hornet Moths, a Piper Cub, an Auster, a Chipmunk, a Mooney and a Piper Arrow flew in with fourteen crew and passengers. Geoff Barker drove over from Stockbridge making a total of sixteen for lunch.



Owen Cubitt's Chipmunk



Owen Cubitt, Goff Moore, John Saul, John Davy, Peter Davis, David Hyde, Geoff Barker, Gerry Gerrard, Graham Jenkins.



Club Secretary Peter Davis and John Davy's Hornet Moth



The Hornet Moths of Dick Felix and John Davy

JULY 25TH - LE TOUQUET Third time lucky for the monthly Le Touquet lunch. Graham Jenkins and Club Chairman Gerald Hackemer, with Ann Hamilton and Frances Hackemer, braved the low cloud and poor visibility to meet up at Le Touquet with Roger Dunn, who had arrived earlier from Biggin Hill in his Mooney. Due to the worsening weather it was decided not to venture into the town and an excellent lunch was taken in the Airport Bistro.

JULY 31ST - SHERBURN IN ELMET The weather prevented anyone getting to Sherburn where we had hoped to join the "Bomber Barons" for lunch. The "Bomber Barons" are a group of local WWII bomber pilots who meet for lunch at Sherburn on most Thursdays. The cancellation was very disappointing for Club member Doug Evans who was a Halifax pilot and knows several of the "Bomber Barons". Simon Standley, a member of the Worshipful Company of IT Professionals and honorary member of the Flying Club, keeps his Trinidad at Sherburn and had offered to organise this visit.

AUGUST 12TH - RAF MUSEUM, COSFORD Warden Michael Fopp invited the Club to visit the RAF Museum to see the Cold War exhibition and have a look behind the scenes in the Michael Beetham Conservation Centre. Again the weather proved a factor with the forecast indicating strong winds and heavy rain over most of the country for the morning of the visit. With David Holloway arriving at Telford the evening before from the Isle of Man and John Davy also going up early to meet an old colleague, it seemed an opportunity for an informal dinner. So, the afternoon before, Gerald Hackemer drove up, and Guy Faulkner flew into RAF Cosford, to join the others for a very social evening. In the

morning the party was joined by John Saul and David Hyde, who had made a very early start from Kent. Past Master Peter Buggé and his guest had also made an early start and the party was completed by Rosemary Fopp and David Corbett, flying-in in his Europa. After Michael had given an illustrated introduction to the Museum he conducted a lightning tour of some of the more important exhibits before the party was free to visit the Cold War Exhibition. After lunch it was time to visit the Michael Beetham Conservation Centre where the restoration of Charles Lindbergh's unique Miles Mohawk had just been completed, and was still to be revealed to the public. Lindbergh had used the aircraft prior to WWII to fly around Europe visiting the Heads of States in an effort to prevent the approaching war. Also in the restoration hangar work had recently started on a derelict Handley Page Halifax discovered in Russia.



John Davy, Peter Bugge, Rosemary Fopp, Michael Fopp, David Holloway, David Hyde, Guy Faulkner and Bill Harvey (guest of Peter Bugge) in front of the TSR2



David Corbett, John Saul, Gerald Hackemer, David Hyde, Michael Fopp, Peter Bugge, Tim Wallis (Restoration Manager), Bill Harvey (guest of Peter Bugge), Guy Faulkner, David Holloway and John Davy with Charles Lindbergh's Miles Mohawk

AUGUST 20TH – SHOBDON Owner of Shobdon Airfield, and Flying Club member, David Corbett issued his annual invitation to the Club to hold one of its lunchtime fly-ins to Shobdon. As so often last year the weather again intervened and only Goff Moore, in his Mooney, and, as usual, Guy Faulker in his Seneca arrived. However they were well looked after by David and slipped away just before the weather closed in for the rest of the day.

AUGUST 29TH – LE TOUQUET Geoff Moore and Jonathon Morton, plus guest, arrived in their Mooney and had, by all report, a very enjoyable lunch in L'Escale restaurant at the Airport.

SEPTEMBER 5TH to 8TH – "FRENCH LEAVE" – SAUMUR As so often attendance for the second French trip was limited by the weather. The forecast for Friday was dreadful so Gerry and Anna Gerrard left the UK a day early in Gerry's Piper Archer. On Friday the weather was miserable but as usual Guy Faulkner got through in his Seneca accompanied by Linda and David Holloway, who had been collected from Fair Oaks Airfield. Gerald and Frances Hackemer arrived by car in time for dinner. Dinner was in the excellent Hôtel Anne d'Anjou where the party were staying. Over the weekend visits were made to the Abbey Fontvault and the Chateau Villandry, with its spectacular formal gardens, before the party went its own way on Monday. The Gerrards set off towards the better weather of Cahors while the Faulkners departed for Fair Oaks and Gamston and the Hackemers to Caen for the ferry home.



Linda Faulkner and Anna Gerrard at Chateau Villandry



Coffee and brandy after dinner at the Hôtel Anne d'Anjou. Gerry Gerrard, Guy Faulkner, Gerald Hackemer, Linda Faulkner, Frances Hackemer, Anna Gerrard



Dinner in town Linda Faulkner, Gerry Gerrard, Frances Hackemer, David Holloway, Anna Gerrard, Guy Faulkner, Gerald Hackemer



Gerry Gerrard preparing for departure from Saumur under cloudless skies

SEPTEMBER 10TH – EAST KIRBY Yet again the weather intervened to prevent anyone getting to East Kirby and the Lincolnshire Aviation Heritage Centre, where an Avro Lancaster does a taxi run on most Wednesdays during the summer.

SEPTEMBER 18TH – ELVINGTON It was reported that Diana Green, in her new Robin 400, Guy Faulkner, in his Seneca, and Geoff Barker in his Cessna 182 made the trip North for the Yorkshire Air Museum at Elvington.

SEPTEMBER 26TH – LE TOUQUET The final Le Touquet visit of the season proved unattractive to the members and there was no reports of anyone attending.

OCTOBER 8TH – WELLESBOURNE MOUNTFORD For the last fly-in of the season the sun shone on the righteous and a very pleasant lunch was held at Wellesbourne Mountford. Four aircraft flew in: Diana Green in her Robin 400, Peter Royce and Alan Tipper in a Rockwell 114, Dacre Watson in a Piper Tri-Pacer and Arthur Thorning, together with Mike Brown and Rob Bryan in a PA28 from Henlow.

SOCIAL Three very successful lunches were held during the year at the West London Aero Club, White Waltham.

As usual the season started with the "Freddie Stringer Memorial Lunch" honoured by the presence of The Master, who is also a member of the Club. The room was if anything a little over full but a most enjoyable lunch was enjoyed by those present.

Despite getting rid of the "B" word and merely advertising it as the "Summer Lunch" the rain still fell at the beginning of August. Although, to be fair, only as a light and occasional drizzle. The chefs of the WLAC cooked the steaks, sausages and burgers outside with the side dishes under cover and the diners taking their plates back into the comfort of the dining room.

The "End of the Season Lunch" was another full house and an excellent meal was enjoyed by those present. 🛩️

Gapan In Sunny South Africa

ALEX HENSHAW

COMMEMORATIVE BANQUET

RICK PEACOCK-EDWARDS

Every so often a unique event takes place which lays the foundations for new associations and friendships. This is exactly what happened in South Africa on 13th February 09 when the Guild, led by the then Master, Rick Peacock-Edwards, hosted a banquet in the Officers Mess at the South African Air Force Base at Ysterplaat in Cape Town to commemorate the 70th Anniversary of Alex Henshaw's record breaking flight between London and Cape Town, a record that some say will never be beaten. That said, we are aware of 3 possible attempts on the record during 2009. Indeed, one of those attempting to break the record, Chalkie Stobbart, an Airbus A340 Captain with South African Airways, was present at the banquet.

Those who attended this banquet, and there were many from the UK, will not forget the occasion, it was very special and memorable. The venue was perfect, with views towards Table Mountain, and the facilities in the Officers Mess had been beautifully prepared. Exactly one hundred people had the privilege of attending the banquet. The guests included Lieutenant General Carlo Gagiano, the Chief of the South African Air Force, and His Excellency Peter Tejler, the Swedish Ambassador (guest of Saab, the connection of which is mentioned

later in this article). The British High Commissioner, the Right Honorable Paul Boateng, had also planned to attend. However, two days before the banquet it had been announced that an election was to be held on 22nd April and the High Commissioner had instead to travel to the Eastern Cape to attend to Diplomatic duties. He did, however, send his good wishes for the evening. Also present were a number of important people from South African aviation and industry circles, together with members of the South African Air Force. There was a good attendance of Guild members from both the UK and South Africa, and a significant number of members from the Air Squadron also attended, led by Lord Waterpark. There was a very nice balance to the assembled company. And then of course we were delighted that both Richard Noble, the guest speaker for the evening and himself a former World Land Speed Record holder, and Wing Commander Andy Green, a Guild member and the current World Land Speed Record holder, were present together with their ladies. Of interest, whilst in South Africa, Richard and Andy also visited a possible site, Verneuk Pan, for their recently announced intention to take the record towards 1000mph. Watch this space!!



The guests enjoying the Banquet.

The plan to hold a banquet in Cape Town had first been discussed almost eighteen months prior to the event and a project committee, led by His Honour Judge Tudor Owen, was formed to oversee the project. As well as commemorating Alex Henshaw's amazing record, the Cape Town banquet was also to be the launch event for the formation of a new South African Region. As many of you will be aware, we had also planned to hold a banquet in the UK at the Royal Air Force Museum, Hendon, on the 5th February, the actual date that Alex Henshaw had set out on his epic record breaking flight 70 years ago. In the event, this banquet had to be cancelled for a variety of reasons not least of which was the knock-on effect of the credit crunch. Instead, a smaller and very successful "Friends of Alex Henshaw" dinner was held in the RAF Club on the 5th February. This dinner, and the fact that the Cape Town banquet was such an outstanding success, more than made up for the cancellation of the Hendon event and, most importantly, all our aims for the evening were achieved.



The Master welcomes the Chief of the South African Air Force, Lieutenant General Carlo Gagiano.



The Master and Learned Clerk welcome the guests.



The clothing of new Liveryman Basil Hersov, the first GAPAN clothing ever to take place on the African continent.

At the start of the evening the Master welcomed the guests at a champagne reception prior to the dinner. There then followed another unique occasion, the first such occasion on the African continent, when the Master clothed with the Livery, Basil Hersov, a very well known businessman in South Africa, an Honorary Colonel in the South African Air Force and a man who has had a long and distinguished association with aviation. He also went to the same well known South African school as the Master!! This ceremony was warmly acclaimed. In between the first and second courses the Master read out a letter from Alex Henshaw's son, Alex Henshaw Junior, in which he recalled his father's exploits and expressed his deep gratitude to the Guild for taking the initiative to commemorate the 70th Anniversary of the record in Cape Town, just a few miles from where Alex had landed at the end of the London to Cape Town sector of the flight. He also wrote about his father's deep love for South Africa. Perhaps it is worth adding at this stage that we had hoped to ship to Capetown the actual Mew Gull aircraft in which Alex had broken the record. To this end, Emirates Airlines had been exceptionally helpful but it just proved too difficult, and costly. We are very grateful to Emirates for their support and in particular for donating a number of free flights to South Africa. We are also exceedingly grateful to our main sponsor for the evening, SAAB, for their exceptional generosity. SAAB was well represented at the banquet, led by their Vice President International Sales, Tony Ogilvy, who also happens to be an old friend. The money that they donated, together

with the funds raised from a sealed bid auction of a Spitfire flight, kindly donated by John Romaine, and a limited edition wrist watch, donated by Warden Cliff Spink through his company, Seafire Ltd, will go to youth training and education. More specifically, the funds will go towards the Air Cadets Organisation, both in South Africa and the UK, and towards a Bursary for a student from South Africa at City University in London.

The evening was concluded with speeches from first the Master, who welcomed the guests and spoke warmly about South Africa and his pride in hosting the banquet in Cape Town, even more so because he had spent his formative years in South Africa before joining the Royal Air Force. He went on to praise the enormity of Alex Henshaw's achievements, he then spoke about the record breaking achievements of Richard Noble and Andy Green and finally he stated that he hoped that the evening would also be remembered as the launch event for the South African Region of GAPAN. How apposite that this should be linked with the memory of Alex Henshaw. There was great enthusiasm for all that the Master had to say. He was followed by Richard Noble, supported by Andy Green. Richard gave an outstanding speech in which he further talked about Alex Henshaw's amazing achievement, and he spoke with first hand knowledge because he personally knew the great man. He went on to also discuss the World Land Speed Record breaking achievements because there was much similarity in the effort involved. Andy Green then gave a fascinating insight into his own World Land Speed Record in which he became the first

and only man to go supersonic on land. It was an evening for record breakers and it was fitting that both Richard and Andy, record breakers like Alex, were able to be present to commemorate the 70th Anniversary of his unique record breaking flight between London and Cape Town. The evening was such a success, and the memory of Alex so special, that there were many present who, like I, felt that there would, and should, be more such occasions in the future.

In concluding this article I must make special mention of those who contributed so much to the success of our Capetown venture. I have already mentioned the pivotal part played by Tudor Owen and I must also add that he proved a most effective Master of Ceremonies (Beadle) during the evening. From the UK end he was exceptionally well supported by the project committee, the office staff, and in particular by the Learned Clerk, Paul Tacon, who worked tirelessly towards the success of the evening both in the UK and in South Africa during the week before the banquet. And finally, I must single out Guild member, Skip Margetts, and his partner Sarah, who oversaw all the arrangements in South Africa. Without their very considerable efforts this banquet would not have taken place. Their contribution is hugely appreciated. It was truly an occasion to remember and a fitting tribute to one of the great aviators, Alex Henshaw, and in the process we have made significant progress towards a new South African Region. ✈️



The Master proposes a Toast to the memory of Alex Henshaw



The Master is presented with a photo of Alex Henshaw's Mew Gull by Chalkie Stobbart (who plans to try to beat Henshaw's record flight) and Lee Hall.



The guests enjoy a Stirrup Cup before leaving.



The Master and stand in Beadle, Assistant Tudor Owen, discuss procedures.

PHOTOS BY Hannes van der Merwe

The Guild Crosses the Atlantic

P.C. FYNES PHOTOS BY JIM THOMSON

Vancouver is about ten hours' flying time from Heathrow and your flight will head northwest to exit U.K. airspace and then arc out over the Atlantic on a track that passes south of Iceland. Some hours later, as you are flying over the Davis Strait, west of Greenland, the oceanic crossing ends and you at last enter Canadian airspace. Although your flight has now reached Canada, at this point you're still closer to London than you are to Vancouver.

Canada is a big place by any definition and with a population of only thirty-five million people, its cities, towns and settlements are separated by terrain and distances best overcome by air travel. In 2007, for example, there were 31,886 registered aircraft and Canadians made 71.5 million trips by air. Last year alone, over one thousand aircraft were added to the Canadian civil fleet as demand surged for air transportation.

Canada's early appetite for reliable aircraft spawned de Havilland Canada and Canadair which today are part of the Bombardier Aerospace group. Dash 8's, CRJ's and CL415's are found on most continents while the ubiquitous Twin Otter has recently been upgraded and placed back in production by Viking Air in Victoria, B.C. Several other manufacturing companies are involved in component work for international projects.

The latest tally from the regulatory body, Transport Canada, indicates there are now 38,288 flying licences in

the country. While many of these pilots are represented by professional associations, there is no single voice that speaks for all and it is in this regard that the Guild of Air Pilots and Air Navigators has recently established the Canadian Region in the city of Abbotsford, just east of Vancouver, B.C.

As in many countries, civil pilots in Canada obtain their training with the military, or through aviation colleges or flying schools. The Canadian Armed Forces have recently offered retention bonuses to stem the tide of pilots leaving the service for civilian careers. Several community colleges and universities across Canada offer diploma or degree programs respectively which admit ab initio students and provide the flight training required for the coveted first job: approximately 250 hours experience and a commercial licence with multi-engine and instrument ratings. Such programs are supported to varying degrees by the taxpayer (depending on province) as aviation is an essential component of the nation's economy. By a large margin however, the majority of Canadian pilots receive their training through flying schools which are either independent operators or members of the Royal Canadian Flying Clubs Association. Unlike many countries, Canada has no pilot sponsorship schemes as the existing supply is matched to the industry's needs.

Canada's pilots may be found doing medevacs in the high Arctic, water-bombing forest fires in Ontario, flight-testing Global Expresses in Quebec, heli-logging in British Columbia or even flying Dash 8's under contract in Africa. In the last decade, the traditional structure of the airline business has changed too as the dominant carrier, Air Canada, has ceded one third of the domestic market to low cost carrier, WestJet.



Air Canada consolidated its regional carriers to form Jazz and vacation airlines such as Air Transat remained afloat after red ink sank their major competitors.

Since the dissolution of the Canadian Air Line Pilots' Association in the mid-1990's, Canada's organized pilots have been pitted against one another in squabbles about mergers that either did, or didn't happen. Much of this internecine strife has been very public and thus detrimental to the profession's image as a whole. Furthermore, the CEO of one Canadian airline years ago famously derided his pilot group as "Overpaid, oversexed bus drivers". Clearly much damage has been done to our professional standing and the Guild is ideally suited to become a moderating, neutral and influential voice. It is believed that the Guild will be a new channel of communication for pilots who share the same sky and the same enthusiasm for flying but have been cut off by fences erected by corporate entities and interest groups. As it does so well in other parts of the globe, the Guild will remind pilots of their common values, not dwell on divisive issues.

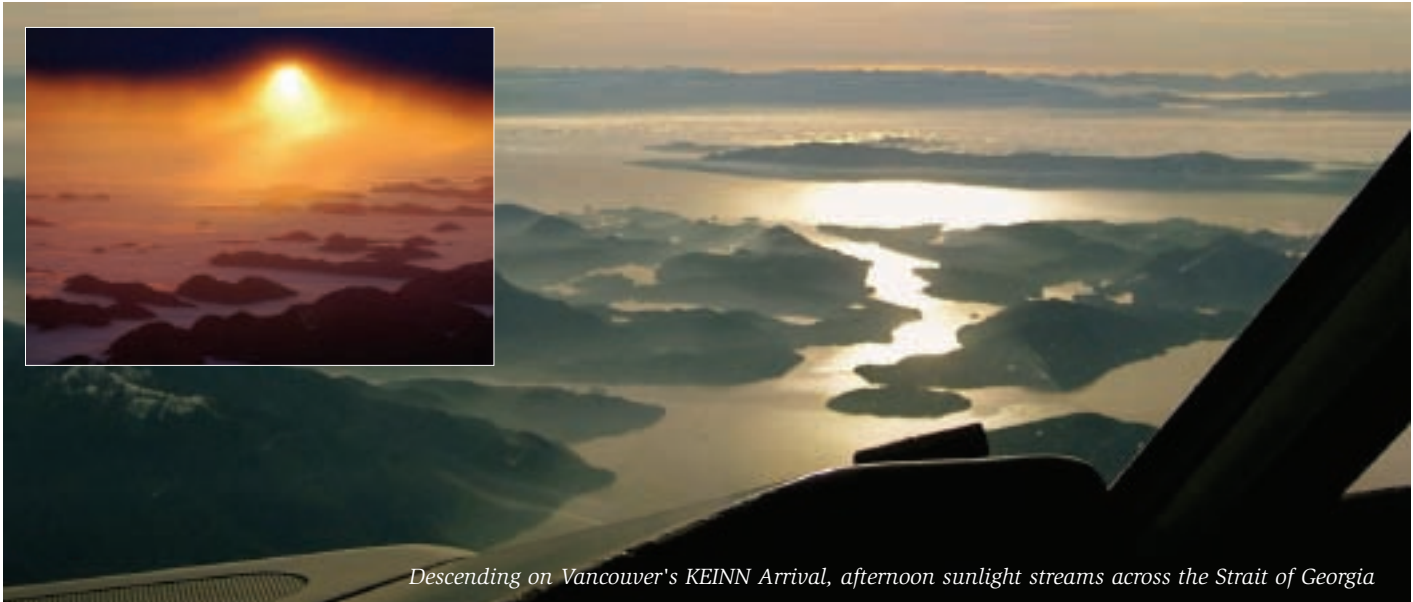
While the organized groups have perks such as access to specialized legal assistance and technical committees, most Canadian pilots do not. The Guild will be able to improve the lot in life of pilots who work for government agencies, corporations, flying clubs, small carriers and of course many thousands of private pilots and aircraft owners. Above all, the Guild is a commonwealth of flying knowledge.

While there are many enticing reasons for the Guild to have a presence in Canada, there are challenges too.

Firstly, the Guild of Air Pilots and Air Navigators is today relatively



Air Canada Jazz Dash 8 touches down in Castlegar, B.C.



Descending on Vancouver's KEINN Arrival, afternoon sunlight streams across the Strait of Georgia

unknown in Canada's aviation community and prospective members will carefully weigh the need versus the cash. Should the Guild appear to be a 'London-based club for airline pilots', it will face formidable headwinds. On the other hand, if the Guild proves relevant and useful on this side of the Atlantic, it will prosper as there is a demonstrable need for a new voice in Canadian aviation affairs. In this regard, the progress of the Guild in Canada will probably mirror the establishment of the Australian Region a generation ago.

Secondly, modern Canada is a multi-cultural society and the apron strings that once tied us to the Motherland seem to have slackened over the years. Consequently, there are cultural differences which must be recognized. While certain traditions in the U.K. connote stability and continuity, in Canada they are merely anachronistic. For example, the pomp and pageantry of the Guild are clearly anathema to the Canadian bush pilot who is very likely wearing coveralls, or simply jeans and a plaid shirt. He checks the oil himself and doesn't trust anyone else to load his aircraft. He doesn't get awards and if he's included in any photograph at all, it's usually because someone's holding up a rather large fish. Can the Guild seem attractive or even relevant to this pilot?

Thirdly, Canada's sheer size means that the structure of the Canadian Region must be devolved, not centralized; there can be no national annual meetings. Steps have already been undertaken to establish a presence in Central Canada where the centre of gravity of the population is located. The term 'global village' was coined by Canadian scholar Marshall McLuhan when he first recognized that improved communication methods shrink distance and redefine one's sense of community. It is hoped that internet and e-mail can best serve the interests of Canada's Guild members and flying community.

As the afternoon sun droops towards the Pacific, your flight will commence its descent for "YVR". On the starboard side is the coastline that HMS Discovery surveyed in 1792 and where the Fraser River meets saltwater, lies the modern city which takes its name from Discovery's captain, George Vancouver.

Since HMS Discovery was built and outfitted in London, it is very likely that the work was accomplished by City of London Guild members who set high standards and took particular pride in their profession. Thus, in their day and in their way, these expert craftsmen contributed to the greater good.

Once the chocks are inserted at YVR and the engines spool down, you are now alongside the aircraft of British Airways, Cathay Pacific, Air New Zealand and Qantas, all flown non-stop to Vancouver from their home countries and all companies long associated with the Guild of Air Pilots and Air Navigators.

The Guild's purpose is to improve and protect the profession of piloting against unnecessary erosion, whilst contributing to safety. Canada's pilots welcome the Guild's invitation to join aircrew worldwide in improving aviation in our day and in our way.



Flying Fortress - Flying bomb

ASSISTANT MICHAEL J A GLOVER

On June 25, 1998, to mark the 50th anniversary of the start of the Soviet Union's blockade of Berlin, a Seattle newspaper ran a tribute to two local pilots who had flown in the Berlin Airlift and assisted in defeating the Soviet ambition to grab Berlin. Interesting enough in itself. However I found a short reference in the same article to an earlier, WWII, activity of one of the named pilots, Lt Col Fain Pool, even more interesting. Quote - "He climbed into stripped-down B17s, stuffed with 22,000 pounds of fused explosives and a single pilot seat, took off and then bailed out over England so the planes could be directed electronically to hit German missile sites." A sort of early air-to-ground missile! I resolved to research further one day and carefully preserved the news cutting which, for ten years, has lain at the bottom of my in-tray.

In 1944 the Germans were launching their V1 "doodlebug" flying bombs from sites in the Pas de Calais, directed against England. RAF and United States Army Air Force (USAAF) attempts to knock out these heavily armoured launch sites by conventional bombing, including the RAF's 12,000-pound Tallboy bombs, were proving unsuccessful. The USAAF came up with an idea - load a B17 with explosives and fly it, by remote control from a "command" aircraft flying at 20,000 feet, to northwest France and crash it into the steel doors of the V1 bunkers. In fact, the original proposition contemplated the use of two aircraft as "drones"; one loaded with high explosive and another following up with incendiaries. Chances of success were not rated too highly but, nevertheless, Major General Doolittle gave it his blessing and *Operation Aphrodite* was underway. Why Aphrodite, the goddess of love, beauty and sexual rapture in Greek mythology, was chosen as the operation's code name is not revealed!

Ten old and well-used B17s were modified for their newly assigned role and designated BQ-7s. Remote radio

control mechanisms to operate the autopilots were fitted and one account claims that TV cameras were installed; one to monitor the flying instruments and one fitted in the nose to assist the command craft in aiming the drone at the target. With new engines and heavy-duty landing gear they were ready, 5,000 lbs over designed take-off weight, to carry their loads of 22,000lbs of RDX high explosive to the enemy. These ten drones, together with four more B17s acting as command aircraft, were assigned to 562nd Squadron, commanded by Lt Col Roy Forrest and located at Fersfield in Norfolk. The crews, one pilot and one technician each, were all volunteers from bomb groups of the US Eighth Air Force.

After some delay waiting for suitable weather, the first attack on the V1 bunkers was authorised for Friday, August 4, 1944. Two pairs of BQ-7s were to take off from Fersfield. Accounts of the sequence of events that day differ slightly. One version notes that Lt John Fisher, with Sgt Most as his technician, piloted the first take-off. Another has it that the first to take-off was flown by the then Lieutenant Fain Pool with SSgt Enterline on board. Either way, Lt Pool's aircraft behaved as expected. After testing the control mechanism round a 50-mile course Enterline bailed out at 1,200 ft and Pool followed having armed the load. Pool's B17 was guided successfully by its command aircraft to the Pas de Calais but, it is said, missed the target by some 500 feet due to cloud cover.

Lt Fisher, however, was unfortunate. Immediately after the test run Sgt Most bailed out safely. The command ship then lost contact and Fisher was unable to prevent the drone stalling and crashing near Orford in Suffolk. The subsequent explosion left an enormous crater and no trace of Fisher's body was ever found. The second pair of drones launched that day didn't fare much better. Although it seems the crews bailed out safely one BQ-7 was shot down by German anti-aircraft fire and the other, again, missed its target.

On August 6 another attempt was made with two drones taking off. The crews again bailed out safely but one aircraft went out of control and flew into the sea. The other, with its nine tons of explosive on board, is reported as taking a flying tour round Ipswich before heading out to sea, where it was ditched. General Doolittle then grounded *Operation Aphrodite* while the suspect control system was reassessed and subsequently replaced.



Double-Azon, the first radio control system, was abandoned and another, Castor, was installed in its place. With their new electronics a number of further BQ-7 missions were undertaken. The first, directed at the German submarine pens at Heligoland, resulted in the death of the pilot following failure of his parachute. Other missions carried on into October with, it seems, very little success. Some drones went out of control; some were shot down and few found their targets. One BQ-7, with visibility low over its primary target, was sent on its way to Berlin. What happened to it is unknown. December saw attacks on the marshalling yards at Hanover and the last Aphrodite flight, in January 1945, was directed towards a power station at Oldenburg, 30 miles west of Bremen. Another miss! After this *Operation Aphrodite* was finally abandoned. Not very successful, by any means, but remarkably imaginative for its time and let down largely by the elementary electronics of the day - certainly not by the courage of the crews.

An interesting but sad foot note to the Aphrodite story concerns the US Navy's use of the same technique. Accounts differ but it seems that a PB4Y, duly loaded with explosives, took off from Fersfield on August 12, 1944, bound for Heligoland or, perhaps, a V2 launching site, with two Navy lieutenants at the controls. Before the command aircraft had established control and the pilots had bailed out, and whilst still over England, the drone exploded killing both crew members. The skipper was Lieutenant Joseph P Kennedy Jr, older brother of John F Kennedy who became 35th President of the United States in 1961. His co-pilot was Lieutenant Wilford Willy. With an order of secrecy still applying to *Operation Aphrodite*, Joseph Kennedy's parents were merely informed that their son was reported missing after a bombing raid over Belgium. It was some years later before his family learned the truth concerning his death in action. Joseph Kennedy was posthumously awarded the Navy Medal.

Sources and acknowledgements: Air Force Magazine Online 1997, Seattle Post-Intelligencer 1998, Col J E Chisholm writing in the CAF Airsho' Guide 1999 and the Joseph P Kennedy Jr. Foundation.

Technical briefing

C L HODGKINSON

Technical Director

UK/IRISH FAB The outgoing Director of Airspace Policy (DAP), John Arscott, has recently issued the first changes required to improve airspace efficiency under the joint agreement of the UK & Ireland to introduce a Functional Airspace Block (FAB). The proposals affect the interface between the Dublin and

Scottish TMAs and are due to come into effect from May.

LIGHTWEIGHT TRANSPONDER DAP also welcomed the advent of low cost transponders manufactured in the UK (Trig Avionics) and Germany (Garrecht Avionik). Cost around £1300 to include ADS-B OUT.

GUILD ENVIRONMENTAL COMMITTEE The Environmental Working Group invites input from those having concerns regarding

environmental topics that could affect GAPAN members. Anyone with particular interest or expertise in this area who wishes to contribute should contact: stevemonaghan88@hotmail.com

CITY LIVERY CLUB ALL members are entitled to join the City Livery Club. Details may be found at www.cityliveryclub.com. The Club is holding an OPEN DAY for prospective members on 7 May from 8.30 am - 6pm. 

Gazette

APPROVED BY THE COURT ON 12th MARCH 2009

ADMISSIONS

As Upper Freeman

Air Marshal Mark BINSKIN (AUS)
Glyn Michael BUTCHARD (AUS)
Anthony Francis FRODSHAM (AUS)
Brinley Guest HAYLOCK (HK)
Captain Bruce HUTTON
Squadron Leader Terence Walter JONES (NZ)
Michael MATTHEWS (CAN)
Captain Clive Ronald Wellesley MORRELL (OS)
Captain James Sidney REITH (CAN)
Joanna Mary SALTER
Captain Charles SIMPSON (CAN)
Captain Peter David John TERRY

As Freeman

Nicholas William TAYLOR

As Associate

Andrew Alastair Charles ROSS

ACKNOWLEDGED BY THE COURT

22 January 2009

REGRADE

To Livery

Peter Derrick MOXHAM
Basil Edward HERSOV
Carol Louise COOPER
Captain Michael James METCALF

DECEASED

Captain Gordon John BAILEY (AUS)
Captain John BARTRUM (AUS)
Captain Frederick Harold BATEMAN
Captain Stewart Brumby BEEVERS
Gordon Stewart FRANKS
James Brian HOBBS (HK)
Derek Lang JONES
Harry PAYNE

RESIGNATIONS

Anthony Michael CRAMP
Terence CREED
Roderick John DOWNES
Kevin Charles William MARCH
Richard Mark PHILLIPS

E & T C REPORT

LIVERYMAN DAVID LEWRY, *Chairman*

In the Autumn and Winter months since the last report in Guild News, the work of the Education & Training Committee has continued as normal. References are made elsewhere in this issue about some of the topics with which the committee has been involved. Amongst the most important are proposals emanating from EASA affecting Pilot licensing at all levels and the preparation of Guild Position Papers on three specific topics that were identified by the Guild Strategic Review Committee. At the same time, the regular work of the various sub-committees and external involvements of the E & TC have been on-going.

EASA proposals affecting professional and recreational UK and International licences include the demise of the UK IMC rating and possible development of a new Instrument Rating for non commercial pilots; the likely discontinuation of the NPPL and proposals for a new Leisure Pilot Licence (LPL); changes to the structure of the ATPL and CPL privileges and factors affecting Flying Instructor/Simulator Instructor and Examiner qualifications all of which are significant, on-going issues affecting the long established UK pilot licences. It continues to be very important that Guild members

individually monitor and respond to EASA proposals and Notices of Proposed Amendment (NPA).

In accordance with the requirements of the Strategic Review Committee, the E & TC submitted 10 topics that were considered to be of importance and the basis for E & TC work during the next 5 years. The committee was requested to provide Guild Position Papers on 3 of the topics:

- Flying Instructor Availability and Standards
- Pilot Licensing
- Costs of Pilot Training

The position papers are complete and, following formal endorsement by the Court, will be available on the website. The Guild's relationships with City University and Metropolitan University have continued to flourish. It is noteworthy that 2008 marked the 10th anniversary of the formation, at the instigation of GAPAN, of post graduate courses in Air Transport and Air Safety Management offered by City University. A further noteworthy development was a contract from Gulf Air to carry out modular training in Dubai, in a variety of subjects extracted from the mainstream degree courses. Metropolitan University is to offer 2 additional Master Degree programmes - "Aviation Marketing" and "Aviation International Trades".

They may also become more involved with the academic aspects of the Saudi Feisal Academy. The "Advertisement" for new E & TC members circulated with the pre-Christmas issue of Guild News produced a good response. A number of well qualified members have indicated their interest and have been invited to attend meetings as observers in the first instance, this being the normal procedure to becoming a committee member. Involvement by younger members and those currently employed in airline training roles would still be welcomed. To conclude on a personal note; this will be my final report for Guild News. By the time it is circulated, I will have handed over Chairmanship of the E & TC to Assistant Dorothy Pooley. I have enjoyed my three year "stint" in the Chair and would like to thank all E & TC members for their valuable support and input during that time. I would also like to add personal thanks to all the Head Office staff for their very friendly assistance, cooperation and a lot of hard work that goes on behind the scenes. Without them, it would be very difficult for the Guild and the committees to function effectively. I offer Dorothy every best wish for a successful and enjoyable term of office.



Alex Henshaw A FLYING LEGEND

Words by Alex Henshaw
Paintings by Michael Turner PFGAvA



Large landscape format book - size 350 x 297mm
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MA PUBLICATIONS was a remarkable man in many ways, but his reputation as an outstanding pilot and combat leader was overshadowed by his aviation achievements. He led a second squadron when winning the prestigious King's Cup in 1938 under all-India, and more recently, led a solo record flight from London to Cape Town and back in the famous Miles G-42MF which remains airborne over seventy years later as a testament to superb design, construction and physical endurance. At the outbreak of war in 1939, he joined the RAF as a pilot in the Royal Air Force, and in 1941 he was appointed as Chief Pilot and is reported to have personally led those who flew 10 per cent of all fighter and bomber sorties throughout the war.

These five and a half years until 1946, Alex Henshaw worked for the Miles Aircraft Company in South Africa where he worked some adventures (over the next several years returning home to devote himself to family business interests).

He met aviation and military artist Michael Turner in 2007 when Michael was asked to produce a painting for the cover of the book 'Flight of the Silver Bull' inspired by the events he shared concerning further paintings, each depicting a facet of the remarkable flying career.

The paintings, produced over a period of six weeks, twenty four years, led to further events and activities that only Alex had experienced, and consequently were all subject to lengthy discussion to ensure an accurate and creative result. A man who overcame many hardships, his ultimate success was a recognition that he was asked not only to paint the paintings, but to share as a faithful interpretation of the other 'heroism' and the inspiring activities to encourage.

In 2010, Alex realised that the fact he then accumulated what he considered a unique collection of paintings in that they related specifically to one person's life, and happened to be in the same location. After discussing various options at some length, Alex and Michael decided to produce a book, using the paintings as a focal point around which Alex would write a narrative in his own knowledge and working style to address the paintings, photographs from his personal archive would be used to further illustrate the contents.

At the beginning of 2007, Alex still had two chapters to write, and Michael a painting to produce, plus a few drawings to do some gaps where the appropriate photographs weren't available and unobtainable in February 2010, much work which had resulted in many people during the early four years, gone-up, and the further back of events those involving the contents. However, with the recovery of Alex's son, Michael was determined to carry the book project through to a conclusion, both as a tribute to Alex and to keep both his feet long and historical knowledge.

It is gratifying that Alex Henshaw's extraordinary service and reputation of history are acknowledged in a more concrete and permanent way, and while the book was originally intended around the paintings, the inclusion of the text and inclusion of over three hundred photos provides an original focus of the book and the accompanying events which supported Alex Henshaw's extraordinary flying career.

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Probert Lecture

Guild members are invited to attend the inaugural Probert Lecture at the RAF Club, Piccadilly, on Thursday, 21 May at 1800hrs for 1830hrs. The guest speaker is Sebastian Cox, Head of the RAF's Air Historical Branch. The subject of his talk is "Arthur 'Bomber Harris, a contrary view", when he will address some of the popular myths and misconceptions on the

bomber offensive. Following the lecture a light supper will be served at a cost of £15 per person. A cash bar will be available throughout.

This is the first of a new series of presentations and debates that will focus on topical air power affairs and aviation history. The aim of the lectures is to expand interest in issues of contemporary and historical relevance. The lectures are open to members of the RAF Club, and

those from air-minded organisations, such as the Guild, that are closely linked to the RAF.

The Probert Lecture is named in memory of the late Air Commodore Henry Probert, a distinguished RAF historian.

Anyone wishing to attend should contact Helen Gilbert, the RAF Club's Events Coordinator on 020 7399 1042 or to events@rafclub.org.uk