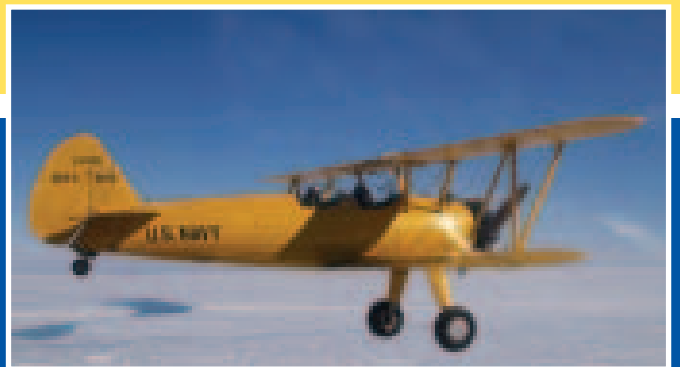


FEBRUARY 2010

No. 179

GUILD NEWS

THE GUILD OF AIR PILOTS AND AIR NAVIGATORS



Guild Diary



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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FEBRUARY 2010

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

MARCH 2010

11	11 th General Purposes and Finance Committee	Cobham House
11	6 th Court Meeting	Cutlers' Hall
16	6 th 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	Skinners' Hall

APRIL 2010

6	Benevolent Fund Board of Management	Cobham House
8	1 st General Purposes and Finance Committee	Cobham House
13	1 st Education and Training Committee	Cobham House
15	Flight Instructor's Forum	RAF Cranwell
22	Pilot Aptitude Assessment	RAF Cranwell
24	Flyer Show	Sofitel, Heathrow
28	Guild Luncheon Club	RAF Club
28	Cobham Lecture	Royal Aeronautical Society

MAY 2010

11	1 st Technical and Air Safety Committee	Cobham House
13	2 nd General Purposes and Finance Committee	Cobham House
13	1 st Court Meeting	Cutlers' Hall
27	Livery Dinner	Drapers' Hall

GUILD VISITS PROGRAMME

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 Liveryman David Curgenven at guildevents@dcai.co.uk.

Cover Picture: A seasonal flying scene. Glenn Martin and Denis Schryer head north over frozen Lake St Clair in Stearman C- FAPG. Photo by George Mock from Chipmunk C-FBNB piloted by Jim Wilson. Both aircraft belong to the Canadian Historical Aircraft Association based in Windsor, Ontario, Canada, website www.ch2a.ca.

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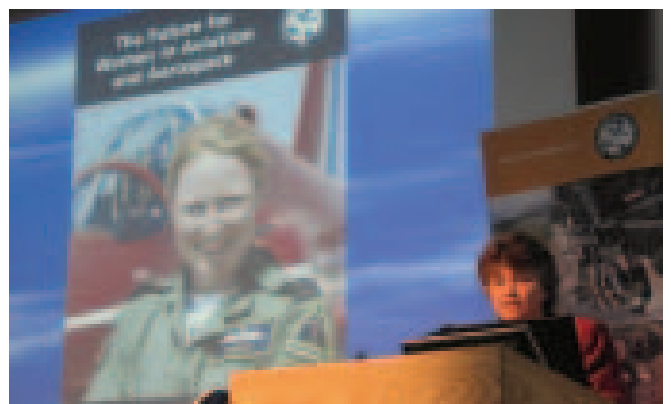
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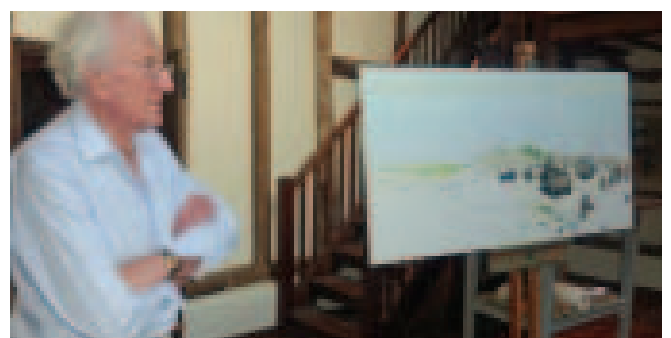


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NEWS

ROUND UP...

RAF MUSEUM DIRECTOR GENERAL DR MICHAEL FOPP TO RETIRE. Dr Michael Fopp, Director General of the Royal Air Force Museum for the last 22 years, will retire in June 2010, but will be retained by the Museum to assist a fund-raising campaign for a new visionary project to commemorate and celebrate the enduring legacy of the Battle of Britain. "Michael Fopp has led the Museum for many years with a commitment and energy which is unsurpassed", said Air Chief Marshal Sir John Day. "The Trustees and the Royal Air Force owe him a great debt of gratitude for making the RAF Museum the success it has become."

"I have worked for the RAF Museum for more than half my life and I am delighted that, even in retirement, I will still have a role to play in its success and development", said Dr Fopp, who is also looking forward to his year as Master of the Guild of Air Pilots and Air Navigators during 2010/11.

Dr Fopp's career has been marked by an energetic approach to all aspects of curatorship and development with, for example, the Museum's collection management systems making millions of objects held by the Museum available to the public via the internet.

In recent years, major projects at Hendon have included the "Milestones of Flight" and Grahame White factory buildings and at Cosford the opening in 2007 of the immensely successful National Cold War Exhibition, shortly to welcome its one-millionth visitor.

CHANGE OF GUILD VISITS ORGANISER. Assistant Mike Glover writes: 'Following my request, "Seeking a new Guild Visits Organiser" in the August 2009 issue of Guild News I am delighted to say that Liveryman David Curgenven has volunteered to take on the task. His appointment has been unanimously approved by the Master, Master

Elect and the GP&F Committee and welcomed by the Court. So, from 2010 onwards, David Curgenven will take full responsibility for running the Guild Visits and Garden Parties programmes assisted, where appropriate, by the small team (now including myself, from time to time) that has been helping me over the past year.

I am especially grateful for the support and encouragement I have been fortunate enough to receive from many Guild members over the years and I'm sure David will be equally privileged. Don't hesitate, by the way, if any of you have ideas or special requests for Visits to contact David. I know he would much welcome this.'

Liveryman David Curgenven's contact details are on page 2 in the Guild Visits Programme.

UK AIRPROX BOARD. Professional helicopter pilot volunteer required. The UK Airprox Board, which normally meets monthly at RAF Northolt, seeks to find an experienced commercial helicopter pilot to join the Board. Anyone interested should email the Guild Office.

NEW YEAR'S HONOURS. Congratulations to Liveryman Michael Marshall, who was awarded a knighthood in the 2010 New Year's Honours List, for his services to business, charity and the local community. Congratulations also to Guild members Commodore Chris Palmer and Group Captain Andy Turner who were both awarded the CBE.

LIVERYMAN LADY MAIRI BURY. Lady Mairi Bury, who died on 16 November 2009 aged 88, was the youngest daughter of the 7th Marquess of Londonderry, the Guild's third Master. Her father, who was Secretary of State for Air in the early 1930s was a keen pilot and most of his family learned to fly. In

1932 two fields were made into a flying strip at Mount Stewart, the family home in County Down, and in 1934 Ards Airport, the first permanent civil airfield in Northern Ireland, was built on Lord Londonderry's land at Newtownards; it is still owned by the Mount Stewart estate.

Having learned to fly when still too young to hold a licence, Lady Mairi became a Freeman of the Guild in 1964 and a Liveryman in 1976. Although unable to attend functions in recent years Lady Mairi was always interested in the Guild and its activities and in July 2006 she hosted a visit to Mount Stewart, details of which can be found in Guild News issue 158; her enthusiasm for flying was always evident. Lady Mairi lived through fascinating times and was herself part of those times; she had met Hitler and other Nazis, owned a stamp collection of national importance and her stable won the Irish One Thousand Guinea Stakes in 1953 and the Ascot Gold Cup twice in the 1960s.

With her death the Guild has lost a significant link with the early days of aviation.

CORRECTION. The article in December Guild News 'International Water-Guard' was incorrectly attributed to Donna Farquhar, Administrator, GAPAN(Canada). The correct author is Deborah Folka of International Water-Guard.



THE CITY LIVERY CLUB AERO SECTION. The City Livery Club Aero Section held its Annual General Meeting and dinner in Farmers' and Fletchers' Hall on the 23rd October 2009.

The evening was well attended by members and their guests some of whom are also members of the Guild. The guest speaker was Air Commodore RS Peacock-Edwards CBE AFC FRAeS FCIM who recounted some of his experiences in his interesting career in the Royal Air Force.

Liveryman Captain Arthur Creighton, Fellow of the Royal Institute of Navigation was elected Vice Chairman. His design for a new badge (see above) was adopted by the Aero Section. It is hoped the badge will be in formal use early in 2010. ✈️

SIGNIFICANT FIRST FLIGHTS. December 2009 saw two significant first flights take place in both military and civil aviation sectors. The Airbus A400M military airlifter narrowly beat the Boeing 787 Dreamliner into the air for the first time. Both projects have been much delayed by technical challenges and cost over-runs and both face an uncertain future as regards their in-service date and numbers to be built. Both employ new technology. The A400M has a new turbo prop power plant driving scimitar shaped propellers; the engines are 'handed' so that they rotate toward each other, cancelling out

the torque effect. The Dreamliner uses a considerable amount of carbon fibre composite material in its construction, the first time this technique has been used in a



The Airbus A400M takes off on its first flight...

Photo courtesy Airbus Military.

large airliner. The future prospects of both projects will doubtless be watched with great interest. ✈️



...closely followed by the Boeing 787 Dreamliner

Editorial

HON EDITOR, ASSISTANT TOM EELES

I will remember some wise words of advice offered to me on the occasion of my taking over command of a major RAF unit. After the handover, as we walked to the Officer's Mess for a drink, my predecessor said "May I suggest that you leave everything alone for a month or two until you have got a proper feel for how the outfit works. The worst thing you can do is rush in on Monday morning and change everything." Wise words indeed, and a philosophy that I have followed when taking over the Guild News as a rank amateur in the editorial world. My grateful thanks go to

Richard and Helen Lewis, of Printed Solutions, and also the Guild office staff, who have all been so helpful in settling me into the editorial chair. However, now that I have some five issues behind me and I feel a bit more confident on how the outfit works, I am very happy to consider making changes and improvements should you, the readers, have any suggestions as to what you would like to see in Guild News. I have tried to strike a balance between military and civil, social and technical, current and historical news items, but I am always totally dependant on you, the Guild members, for inputs. I particularly welcome anything from the Regions and here I must thank our Canadian members for their valiant efforts to send me material. I seem always to be short of articles from the Regions and so appeal to our members in Hong Kong, Australia and New Zealand to get going on the computer, there must be many stories and pictures out there that would be of

huge interest. If possible, I would like to include articles of both topical and operating interest, perhaps along the well-trying lines of 'I learnt about flying from that', perhaps also seasonally relevant. I shall be asking Guild Visit organisers to nominate a reporter from those who go on a Guild Visit, as attendance at all of them is not practical for myself.

This year marks the 70th anniversary of the Battle of Britain and I would like to dedicate the October issue of Guild News to that unique campaign when the people of Great Britain, ably assisted by many from her overseas Dominions and Territories, stood alone against the enemy. I would therefore much welcome any reminiscences, stories and photographs from the campaign, particularly those of an unusual or little known nature, that I could use in this issue.

Finally, I intend to write an Editorial for Guild News only when the occasion demands it, so this item will not be a regular feature. For those of you who perhaps skim over the left hand column of page 2, ideally I would like any inputs by the first of the month preceding issue publication. Please send any inputs by e mail, with photographs as attachments, not embedded in the article, to me at teeleseditor@hotmail.co.uk. 🐦



Clerk's column

PAUL TACON *Learned Clerk*

Firstly, a (somewhat belated) Happy New Year from the team in the Guild Office.

Assistant Elections

By the time this is published the Court will have already elected the new Warden (from among the Assistants) and we'll be in the midst of the elections to Assistant (from among the Liverymen of the Guild). This year's newly (re)elected Assistants will be announced at the AGM. These two electoral processes are fundamental to the way the Court operates and an essential element of Guild governance.

Although the electoral process is already well underway, it's worthwhile stating now (and reiterating in October, together with the circulation of nomination forms for next year's election) the following points about what it means to become an Assistant and the process involved. An important point to bear in mind for both candidates and the electorate is that progression to Assistant not

only requires heightened activity and involvement in the Guild, but is importantly the first step towards eligibility to become Master. Although not every Assistant will wish to stand as Warden (and become Master), the latter point should be considered carefully by potential candidates before standing for election and understood by all members before voting. Those considering standing for Assistant should also bear in mind that persistence is often necessary; it frequently takes two, three, or more, attempts (ie years) before a candidate is elected. Also, it should be borne in mind that it is customary - although not obligatory - for Assistants to complete two (at least) or, more normally, three or more years as Assistant before standing as a candidate for Warden in a further election process. It therefore takes (a minimum of) about eight years from initially coming on the Court to becoming Master. The message is: if in any doubt, don't leave it too long to put your name forward if you may be considering standing to become an Assistant, and thence possibly Master.

Phase II of Website Development

In the not too distant future, an updated version of the membership area of the website will be brought online. The detailed and time-consuming work of completing this Phase II of the website upgrade will hopefully result in a more capable, 'user-friendly', and importantly, secure way for members to share contact details (as permitted by individuals) and allow easier communication with, and between members. It will also mean that you will only require your own 'username' and 'password' to access both the Members' Section of the website and your own individual details - whereas, currently, each requires separate log-in details.

Testing of the new system is yet to be completed so there is still more to do before it goes 'live' - and even then, small glitches will no doubt continue to become apparent. However, the result should be an easy-to-use and, hopefully, useful area of the website. 🐦

Master's Final Message ...

COLIN COOKE-PRIEST

Just a couple of months ago at the end of a still relatively balmy Autumn, I penned my penultimate offering with the Tour still to come and in the knowledge that, lead times being as they are, it would effectively be my Christmas message. Writing now, a couple of days before Christmas and in the grip of one of the coldest snaps for years - in ten years living on Hayling Island we have never previously seen snow lie on the ground - our tour of the Regions is behind us and by the time you read this my year as your Master will be almost complete.

My year started with the publication of our Strategic Review, one of the important outcomes of which was that we needed to do better with our communications, particularly externally, as well as in the area of improving members' understanding of how the Guild is managed. Only you can judge, of course, but I hope that you do now feel better informed and that the Guild is more 'active' in communicating its message. The composition of the Court, the election of Assistants and their responsibilities, the election of Wardens with the con-committant acceptance of progression to the Mastership, and, importantly, the workings of the Livery and Professional Committees have all been addressed in some detail. There is, however, one important feature of the Guild's life that has not yet been covered, the Master's Tour of the Regions. Looking back over previous years I have noted two things. The tour has generally been dealt with separately from the Master's message, usually as something of a travelogue and that by and large, and this is hardly surprising, the tour assumes very much the same shape each year. So much so that photographs taken at many events are indistinguishable from the previous year with the exception of two of the faces! So rather than inflict a further repetition of this pattern on you, I have decided to use my final message to shed a little more light on the annual tour, its purpose and what it seeks to achieve.

Our overseas Regions are unique to the Livery movement and widely envied. However, like all dispersed organisations, regular face to face exchanges are essential. So, first and foremost the Master's annual visit provides the opportunity to update the

Regions at first hand on what is going on in London, and the Regions with the opportunity to share with the Master current progress, developments and regional concerns in a way that cannot always be achieved via the telephone or the internet. It generates appropriate occasions to renew and strengthen the existing ties that they have with their relevant Government Departments, Aviation Authorities and Regulatory Bodies and the potential to open doors where this is required.

On a more people-centric note and a most important part of the tour each year, is to provide a catalyst for prestigious occasions for the clothing of new Liverymen where they have been unable to come to London; for the presentation of the Trophies and Awards specific to the Regions; and for the public recognition of those pilots and navigators whose immense contribution to aviation has been marked by a Master Air Pilot or Master Air Navigator Certificate. This in very brief outline is the object of the exercise and what follows below is an equally brief summary of our tour and its highlights.

This year Sue and I started in Hong Kong where, under the Chairmanship of John Li, it is clear that key relationships with the Civil Aviation Department, the Government Flying Service and the Royal Hong Kong Observatory (Met Forecasting Agency), which interestingly has retained its 'Royal' cachet, are all in excellent shape. The Region is having considerable success in attracting new younger members, notably a number of recently promoted Captains with Cathay Pacific, and has a generous track record on flying scholarships. The Guild Reception in the Hong Kong Club provided the opportunity to present the Regional Trophy, inaugurated by my predecessor, to Philip Parker for his outstanding contribution to flight safety, whilst John Pym received his Master Air Pilot Certificate at the Annual Dinner.

On to Australia where the unfortunate withdrawal of sponsored travel for the Working Group (WG) Chairmen has, to some extent, created a new dynamic. It has precluded an annual face to face meeting of the State Working Groups, which in turn has led to the demise of an Australian Region Dinner to coincide with the Master's visit.



As a result inter-WG 'meetings' are now achieved by telephone conference, a challenging test of RT discipline, and the individual Working Groups hold a Dinner or Lunch as appropriate.

Three features stand out from our visit to New South Wales. The formal Dinner which provided the opportunity to update the Working Group; the quite splendid work being done by the Historic Aircraft Restoration Society, led by Sandy Howard, the Australian Representative on the Court, and the extraordinary collection of yesterday's aircraft in flying condition at Temora. On a personal basis the happy coincidence of a return to the Royal Australian Naval Air Station, Nowra where I had served on exchange between 1968-70, on Remembrance Sunday in time to take part in the dedication of the RAN Fleet Air Arm Memorial Wall, and later to tour the Air Station and Museum, was very special for us both.

The Queensland Working Group is in robust good health. The WG formal dinner provided the great privilege of clothing Bishop Tony Hall-Mathews in the Livery, of presenting the Master's Australian Trophy to Captain Warwick Tainton and Master Air Pilot and Air Navigator Certificates to Group Captain Tony Grady, Peter Vuillermin, Rick Davies and Group Captain Peter Lloyd. It was also a great pleasure to meet three of the WG's young flying scholarship winners and their parents at the Royal Queensland Yacht Club.

South Australia was also notable on three counts. The privilege of clothing Robert Moore with the Livery, the first ever 'clothing' in South Australia, the award of a Master Air Pilot Certificate to the WG Chairman, Harold Walton and the weather:

44 degrees on the ground at the Adelaide Soaring Club, Gawler on Thursday 19 Nov (where I was taken for the most amazing glider flight by Robert Moore - perhaps he thought I wouldn't clothe him otherwise!) and 17 degrees two days later on Saturday at Aldinga.

Finally in Australia to Melbourne. The Victoria WG is relatively small but forging potentially rewarding relationships with the Aviation department of Swinburne University, Oxford Aviation and the RAAF at Point Cook, the latter being particularly important as the current membership is short of military representation.

And so to the final leg, New Zealand, and a visit broadly split between Auckland and Wellington. The Region's Annual Dinner at the Northern Club, Auckland provided the stage for the presentation of the Master's Trophy to Captain Greg Fallow for his outstanding work on Fatigue Risk Management Systems and the Jean Batten Award to Squadron Leader Jim Rankin, whose citation was included in full in the Trophies and Awards brochure. Visits to our NZ affiliated units at RNZAF Whenuapai (485 Wing) and Ohakea (FTW) emphasised the strong links that the New Zealand Region has forged, whilst a most stimulating meeting with the Director of the CAA, NZ and his management team provided reassuring evidence of the standing in which the Guild's New Zealand Region is held. Perhaps most encouraging of all was the presence of the New Zealand Chief of the Air Force, Air Vice Marshal Graham Lintott, at

both of the Region's major events and his very evident encouragement of his officers to get involved.

Combining both a 'message' and a tour report is, of course, something of an experiment - the former is inevitably longer than usual but, in combination, there should be slightly more room for the wealth of material that I hope will be forthcoming, not least from the Regions. Two things remain for me to say. First a genuine thank you from both Sue and me to our hosts in the Regions whose friendship and generosity was hugely appreciated. It is a working tour, frequently challenging and often exhausting, but made memorable by the friendliness and support we encountered.

And finally..... It has been an immense privilege for me and 'The Mistress' to represent your Guild for the last year, not least as a formerly 'dark blue' duo in the Centenary Year of Naval Aviation. We have enjoyed many splendid occasions, made many friends and I hope have had some success at spreading the name and fame of the Guild! I believe the Guild has made progress in many areas highlighted by the Strategic Review but there is plenty more to do. Aviation is a world enabler, but to hear some of the ignorant and bigoted rubbish frequently cast against it makes one wonder! So here is a New Year's resolution - stand up and be counted!!

It only remains to wish our successors, Michael and Rosemary Fopp, a very happy and successful year. The Guild could not be in better hands. 🛩️



The Master presents the Jean Batten Memorial Award to Squadron Leader Jim Rankin.



The Master presents the Master's Award to the New Zealand Region to Captain Greg Fallow.

The informal lunch with the officers of 485 Wing, RNZAF.



The Master acquainting himself with the RNZAF Historical Flight's Tiger Moth.



VISIT TO SOUTH AUSTRALIA BY MASTER OF THE GUILD REAR ADMIRAL COLIN COOKE-PRIEST CB FRAES AND MRS SUE COOKE-PRIEST NOVEMBER 2009



HAROLD WALTON, CHAIRMAN SOUTH AUSTRALIA WORKING GROUP

The Master for 2009, Rear Admiral Colin Cooke-Priest CB FRAES and his wife Sue arrived in Adelaide on Wednesday 18th November 2009. After a light lunch at the Naval, Military and Air Force Club of SA [NMAF Club], the Master visited the Air Traffic Control, Terminal Control Unit at Adelaide Airport. The visit, courtesy of Mr Don Gyles, Air Services ATC

Line Manager was of interest particularly as major changes to the airspace around Adelaide were to be implemented the following day.

In the afternoon the Master's wife Sue was shown some of the highlights of the Adelaide Hills and tasted some of the Regions wines. She was accompanied by the SAWG Chairman's wife Andrea Glover. An informal

dinner with the Chairman and his wife rounded out the day.

On Thursday the 19th the Master firstly visited Flight Training Adelaide at Parafield Airport and heard a presentation on the operations of the College by FTA Business Development Manager Mr Michael Wallis. The Master was shown the library, flight line, operations office and training school.



*44 degrees on the ground!
The Master and Liveryman
Robert Moore at the Adelaide
Gliding & Soaring Club, Gawler.*



*Group Captain Warren McDonald RAAF
shows the Master 92 Wing's framed certificate for the
Grand Master's Australian Medal.*



*The Master presents Harold Walton, SA Working Group
Chairman, with his MAP certificate.*

Following the visit to FTA the Master visited the University of South Australia Aviation Academy. The Head of the Academy, and Guild member Stephen Phillips outlined the training undertaken by the school and the Master was also shown one of the school's glass cockpit Cessna 172 training aircraft.

After a light lunch the Master visited the Adelaide Soaring Club at Gawler, courtesy of Guild and ASC member Robert Moore and enjoyed a glider flight.

On Friday 20th the Master visited 92 Wing at RAAF Edinburgh, courtesy of the Officer Commanding, Group Captain Warren McDonald CSC. He and Warrant Officer Robert Eley CSC outlined the work of the Wing and showed the Master the Wing's Tactical and Flight Simulators and a look over one of 11

Squadron's P-3 Orion Aircraft. While at Edinburgh the Master was impressed with 92 Wing's display of the Grand Master's Australian Medal awarded in 2008.

The South Australian Working Group Annual Dinner was held on Friday 20th November 2009 at the Naval and Military Club of SA in Adelaide. The Master and his wife Sue and 52 Members and Guests were in attendance at what was judged to be a very enjoyable evening. Prior to the Dinner the Master conducted a Livery Investiture Ceremony for SA Member Robert Moore.

This was the first time such a Ceremony had been held in Adelaide. During the dinner the undersigned Chairman of the SAWG was honoured to receive his Master Air Pilot Certificate from the Master.

On Saturday 21st November the Master and Sue and 14 members were hosted at a very enjoyable BBQ with members of the Aldinga Aero Club at Aldinga. The day also marked the 8th annual running of the Malcolm Cross Spot Landing Competition.

Initially low visibility threatened to curtail the event but around midday the sky cleared and the serious competition began. Six contestants all put in great performances and the standard was very high, particularly between previous winners Captains David Long and Iain McLeay. However after competing over a number of years this year Mr Bob Bennett-Read took the honours in what was a very close fought competition. Thanks are due to the members of the Aldinga Aero Club who did a great job with the ground judging and to SAWG member Ian



Newly clothed Liveryman Robert Moore OAM with the Master. This was the first 'clothing ceremony' to be held in South Australia.



Rick Davies receives his MAP Certificate from the Master at the Queensland WG Dinner.

Brown who undertook the air judging.

The Master's wife Sue also enjoyed a couple of circuits in the Cessna 172 during the contest.

The day was rounded off with a visit to the McLaren Vale Wine information Centre and to Hardys Tintara Wine Cellar. In the evening Liveryman Sue Ball and partner enjoyed an informal dinner with the Master

and his wife.

The Master and Sue travelled to Melbourne on Sunday 22nd November after what is hoped was a memorable visit to Adelaide.

Special thanks to all who helped showing the Master and Sue the aviation facilities and sights of Adelaide and the region. In particular thanks to my wife Andrea who thoroughly enjoyed showing the Master's

wife around the Adelaide Hills, including wineries, art galleries and they even managed a swim on one of the hottest days of the year in Adelaide.

Thanks also to Sue Ball and Rob Moore for their help both before and during the visit.



Newly clothed Liveryman Robert Moore OAM with Ms Sue Ball, the acting Clerk.

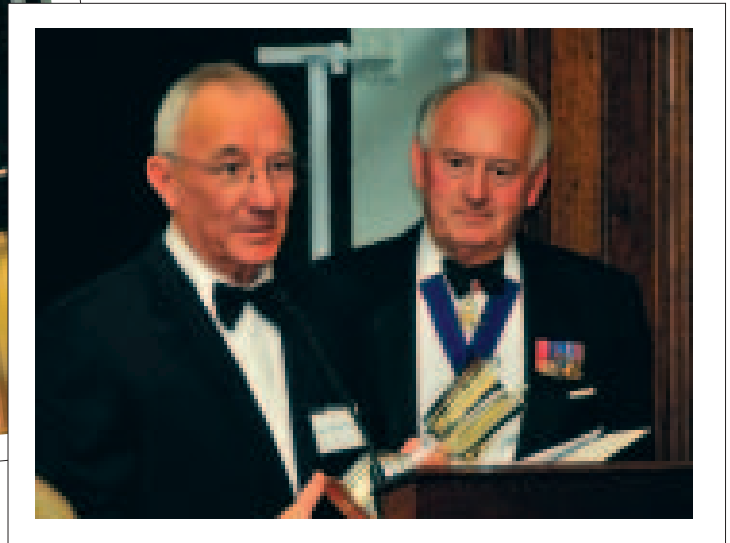
The Master and Mistress with Air Commodore Lyall Klaffer AFC OAM RAAF (ret) and his wife Anne at the South Australia Dinner





Captain Bill Ward accepts the Ashton Trophy from the Master and Mrs Karen Ashton.

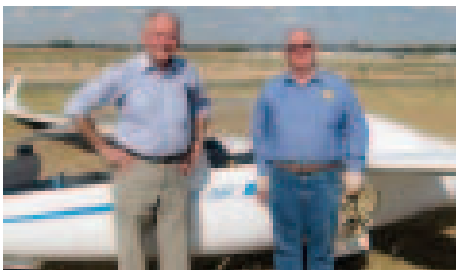
Captain Warwick Tainton receives the Master's Australian Trophy on the first occasion of its award.



Report to Adelaide Soaring Club Members on Visit by Master of the Guild of Air Pilots and Air Navigators to Adelaide Soaring Club at Gawler, 19 Nov 2009 BY LIVERYMAN ROB MOORE

A group of us at Gawler in the afternoon organised a glider flight for the Master of the Guild of Air Pilots and Air Navigators, Colin Cooke-Priest who was visiting Adelaide for a few days. Colin was a Rear Admiral in the Royal Navy flying in Helicopters as an Observer (Navigator and weapons specialist).

I arranged for an airspace clearance to FL120. The met forecast predicted cloud base at FL180 and that was offered, in jest, I think by the Controller. The Master and I flew the DG 1000.



Our first climb took a little work to establish but in no time we were in a climb to take us to 9000' then we set off on a small task of Gawler - Eudunda out and return (approx 120 km). Of course with a ground temperature of 44.5 C we were soon cruising at FL120 with cloud base at about FL150 with the Master doing all the straight and level flying.

We turned just before Eudunda to remain inside our Airspace boundaries due to the FL120 limitations and started final glide back to Gawler. Of course we were too high but so what, we were having fun.

The final approach to land on 31 was a little gusty but once on the ground Harold Walton an ex-ASC member and Colin's host in Adelaide was there to retrieve us back to the hangar and afternoon tea (it is a hard life this gliding). Sue Ball who some of you may know is also a Guild member and was at Gawler also.

We had a great afternoon's flying ending with a chat with the Master about gliding in Australia and a delicious afternoon tea provided by Colleen and Carol. So cucumber sandwiches etc were in order.

I must thank all those who braved the exceptionally hot day (44.6C) to provide this service and also for their personal financial commitment in providing the refreshments and flying.


At two official functions I attended over the weekend the Master spoke in his address to the groups about the fantastic soaring flight he had at the Adelaide Soaring Club on Thursday. He was extremely impressed not only with the flight but also our new facilities and the catering at the club.

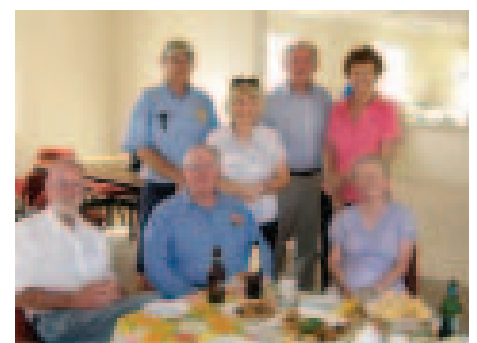
Colin and his wife Sue are touring Australia

and NZ on behalf of the Guild of Air Pilots and Air Navigators where I am sure the ASC flight will be mentioned as it will be to his peers back in England.

For those interested the Australian GAPAN information can be found at <http://www.gapan.org/australia-region/>

At a Dinner on Friday night Harold Walton, a glider pilot, former Member of the club and our CFI for a short time is the Chairman of the South Australian Working Group of the Guild and was awarded the Master Air Pilot Certificate by the Master which was signed by the Duke of York. Qualifications for this award are onerous, see <http://www.gapan.org/about-the-guild/trophies-and-awards/map/>

Ian Brown, also a former member of the club and former checking pilot for our tug pilots is also a recipient of this prestigious Certificate. 



SNOWBIRDS

Canada's famed formation demonstration squadron

JIM REITH

**“Snowbirds, 2 back from the opening loop”, . . .
“Smoke... NOW”, . . . “Pulling up”.**

And so the Snowbirds, Canada's famed formation demonstration squadron begin their show on Friday afternoon of the Abbotsford International Airshow. During their 45 minute routine, the Snowbirds will once again amaze and thrill the thousands of spectators who have waited all day for the highlight of the annual show.

Later that evening at an air show social event, Master Colin Cooke-Priest uses the occasion to present Affiliated Unit status to 431 Air Demonstration Squadron, the famed Canadian 'Snowbirds'. Commanding Officer and Team Lead, Major Chris Bard accepts the honour on behalf of the team. 431 Squadron becomes the first Canadian unit to receive this certification.

The Snowbirds were created in 1971 at CFB Moose Jaw, Saskatchewan, the home for all Canadian military pilots' basic flight training and the busiest military airport in Canada. Over the intervening years they have thrilled over 100 million spectators throughout North America with their nine-plane formation aerobatics. The team owes its creation to the heritage created by the RCAF Golden Hawks in their F-86 Sabre jets during the early '60s, and the Golden Centennaires, a team created especially for the Canadian Centennial in 1967. The Centennaires flew the Canadair CT-114 Tutor which inspired their Commander, Colonel O.B. Philp, to recreate a version of the team when he assumed command of the Moose Jaw base.

Nine-plane teams are not uncommon in Europe, but as such the Snowbirds are unique in North America and provide a counterpoint to the US teams who are equipped with high performance jets in six-plane formations. The relative slower speed of the Tutor (top speed 425 knots) allows the Snowbirds to design an extremely tight show with minimum gaps between manoeuvres. Rather than overpowering the audience with speed and noise, the Snowbirds aim more to create an aerial ballet featuring formation changes within manoeuvres, upwards and downwards splits and bursts, head-on illusions and opposing passes by the solos to thrill the crowd. The Snowbirds have created nearly twenty different 9-plane formations and a myriad of smaller

combinations. One of their most famous and possibly one of the most difficult manoeuvres flown by any team in the world is the 5-plane line abreast roll which requires an incredible degree of power anticipation by the pilots on the outside of the formation.

The team typically performs over 60 shows each season between April and October, starting and ending the season with swings down into the southern U.S. states where the climate favours air shows at that time. The huge distances involved in transiting across Canada coupled with the short range of the Tutor (under 600NM) means that the team must break its season up into a number of eastern and western trips, each a couple of weeks' duration or longer. Team members definitely don't spend many sleeps-at-home once the season begins.

Another unique aspect of the Snowbirds is its minimal logistics footprint - the team's full complement of show personnel including ground crew travel from show site to show site in eleven Tutors. The two extra jets are piloted by the Team Coordinators who double as announcers. One of their jets is also the spare for any last minute maintenance unserviceability. The maintainers act as crew chief for their particular jet but are spread between the different specialties (airframe, aero engine, avionics, safety systems) to be able to handle nearly any problem which crops up on the road.

Pilots are selected following a fly-off competition of pre-selected candidates and generally fly a three year tour on the team. They come from a mix of backgrounds, some having completed tours on the CF-18 Hornet and others who have been instructors on the BAe Hawk or Beech Harvard II. What is often not generally known about flying with the team is how the different positions require quite distinct flying characteristics or “personalities”. Inners (i.e. inner left/right wing and first line astern) have to be exceptionally smooth formation pilots because they virtually always have someone else flying reference from their aircraft.



Outers (outer left/right wing and second line astern) and Solos have to be much more aggressive because much like the game crack-the-whip, position errors get amplified down the line by turbulence and other upsets. Of course, the Boss (Team Lead) is the most critical position and has the overall responsibility for the safe and successful performance of a show. A new lead will spend a couple of weeks in early training with the holdover team members learning how to execute a flyable loop and roll manoeuvre at gradually lower altitudes until he can 'guarantee' his profiles every time.

I had the privilege to be selected for the Snowbirds and flew as the #5 Second Line Astern member in the late 70's. I had arrived at Moose Jaw to become a flight instructor after a tour on CF-101 Voodoos and quickly decided that it would be much more interesting to become a member of the Snowbirds. Flying with the team was a fantastic experience - the flying was more challenging than anything I had ever done before, the team camaraderie was phenomenal and the contact with audiences around the continent was a humbling and gratifying experience.

431 Squadron will continue to execute its mission to demonstrate the high level of professionalism, teamwork, and dedication inherent in the men and women of the Canadian Forces. Next year they will complete their 40th year of thrilling performances, but with an airframe which is now approaching 50 years old, the team will require a new aircraft within the next decade. The current front runner is obviously the Hawk, already in inventory as the advanced and fighter lead-in trainer for the Air Force. The transition will present a new set of challenges to a Canadian icon, the Snowbirds. 🛩️

Capt. Reith is an A320 pilot with Air Canada based in Vancouver and also serves as the Air Boss for the Abbotsford International Airshow.

HONG KONG

This piece is reproduced from Cathay Pacific Crew News and will give readers a taste of how the Guild is being promoted in one of our overseas Regions

Summer 2009

Captain

The Guild of Air Pilots and Air Navigators

What's it all about?



By Captain Colin Cox

Have you ever thought about becoming a member of one of the most prestigious organisations in aviation? In joining Cathay Pacific you probably thought you had! No I'm talking about the Guild of Air Pilots and Air Navigators, popularly known as just 'The Guild', or CAPAN.

Founded in London in 1929 by some of the founding fathers of our profession, the history of The Guild is too long and varied to go into in any great depth with this article. Having a formidable list of famed aviators and aviation aficionados amongst our fraternity, The Guild has a rich repository of knowledge and experience which is there to be tapped by the commercial, military or regulatory interests of the countries and regions in which it has a presence.

With regional committees established not only in Hong Kong but Australia, New Zealand, Canada, and shortly South Africa, the Hong Kong Region takes the winner's prize as having the largest number of members outside the UK with 156 at the time of writing. This 'Commonwealth' connection however does not preclude any other national becoming an Overseas Member.

So, what do we do? Well, in the twenty-seven years since Captain Patrick Weston first mooted the idea of a Guild Region in Hong Kong, we have helped many youngsters, from perhaps commercial less than privileged backgrounds, gain a foothold in aviation. In the vast number of cases, such a foothold has meant capitalising on the opportunity and going on to develop into a full-blown career. This has been achieved through sponsorship, scholarships, endorsements and the like.

Technically the HK Committee is active in liaison with development companies, end-users in the form of various aviation bodies, and also the HK CAD as the regulatory authority. Typical areas for discussion would involve, for instance, windshear detection development, flight time limitations, alcohol and drug testing etc.

Finally, and by no means an inconsequential aspect of Guild activity, there is the social side of things where an attempt is made several times a year to get together in a convivial atmosphere to discuss matters of a less than pressing nature. Such activity might include a day at the races, junk trips, or 'jambos' a little more sophisticated such as cocktail parties and formal dinners. These are occasions when our wives, husbands, girlfriends, boyfriends, or partners in general are welcome to come along to renew old acquaintances or meet new friends. Work commitments permitting, these events are invariably well attended and always great fun. Poms and memory do have their place at the more formal events, but the main aim amongst us would know that once the speeches have been made and the port has been passed, harangues tend to take a bit of a back seat when it comes to soaking up the atmosphere and bonhomie of a particularly good evening.

So the question is, what's in it for me and, more to the point, what do I get out of it? That would be up to the individual. Being totally up front, there is an annual membership fee (that fee is 50% of the regular subscription for an Overseas member, which works out at £15 for the year 2009/10). Other than financial, what you put into the Guild determines what you get out of it. You would be joining a fraternity of like-minded individuals who are determined to uphold the professional status of their chosen calling and not have it undermined by those who would seek to debase it.

Remember those who make a significant contribution to our profession at the Trophies and Awards Banquet, held annually at the Guildhall in London. It's also a major event, and one in which Hong Kong has made it's mark over the years with the daring exploits of our friends at CAP, mainly during typhoons. And let us not forget our very own £747-400 Chief Pilot, Captain Mark Hoyle, who received an Award at the 2005 T&A for his leadership in saving CX396 after a catastrophic instrument failure on 7th September 2004.

So there we are. You may well have heard of CAPAN and have been interested to find out more. Unfortunately I have barely been able to scratch the surface with this article so if you are interested in learning more about The Guild and our activities please feel free to contact me and I'll be more than happy to tell you more in the time-honoured tradition of over a beer in the bar. Taking that:

Have a look at our website: www.gaplan.org

Colin Cox - Chairman - colin@athaypacific.com

The 25th Anniversary of the forming of the HK Region held at the HK Club in January 2007 with Past Chairman of the HK Region and representatives of the Guild in London.



RAeS WOMEN IN AVIATION AND AEROSPACE CONFERENCE

OCTOBER 16 2009

FREEMAN CLARE WALKER,
RAES WOMEN IN AVIATION AND AEROSPACE COMMITTEE

The Royal Aeronautical Society's Women in Aviation and Aerospace Conference attracted more than 100 delegates to hear a wide range of speakers across different job functions and different sectors of the industry.

The conference, sponsored by Airbus UK, also provided the launch pad for the Society's new group, Women in Aviation and Aerospace, and of the group's report into The Future for Women in Aviation and Aerospace.

Keynote speaker Chris Browne, Managing Director of Thomson Airways, the UK's third biggest airline, gave an inspiring address that charted a career that has made her the highest-ranking woman in aviation today. She recalled how two important stepping stones in her career both coincided with major international events that had a huge knock-on effect on the airline industry - the Iraq War and the terrorist attacks of 9/11.

"Do not wait for disasters to sort out your business," she advised. In fact disasters were a good time to make tough decisions such as the merger of two airlines which she masterminded shortly after 9/11.

She also urged delegates to fight for what was right and to work hard. There had been times when she was not welcome as the only senior woman in the business and had thought of giving up. But she had stayed and succeeded.

Clare Walker, chair of RAeS Women in Aviation and Aerospace Committee, told delegates that the group had already implemented a number of the recommendations it had made to the Society. But she acknowledged the group had only just begun its work on its two key remits: to

increase the number of women in aviation and aerospace and to encourage more women to join the Society and play a greater role in its activities.

A key plank of its strategy was to set up a database of inspiring role models whose example would help inspire young women to consider aviation and aerospace as a worthwhile and challenging career.

Marissa Dineen, UK leader of the GE Women's Network, told the conference that it wasn't until the Chief Executive of GE read an article in the Wall Street Journal, which pointed out that GE had no senior women amongst its top 180 personnel, that the network came into being in 1997. As a result, the company now has quite a few women at very senior levels within GE.

The network had three focuses: connecting women with each other; helping them to understand career paths; and publicising the achievements of successful GE women to inspire others.

"Our mission is to empower women and give them the confidence so they can grow both professionally and personally," she said.

Round-the-world record-setting pilot Liveryman Polly Vacher tackled the conference's key theme of networking from her experience of persuading multi-national companies to support her during her historic flights during which she raised hundreds of thousands of pounds for the RIAT Flying Scholarships for the Disabled.

Polly told delegates that the first lesson she learnt was to delegate, enlisting the support of four other members of the British Women Pilots' Association to help her with raising funds, publicity and organising her flights.

"Another lesson I learnt was that companies don't sponsor you out of the kindness of their hearts - they want something back," she said.

Katherine Bennett, Director of Communications and Government Affairs at Airbus UK, told the conference that 13% of graduates being



employed by Airbus were female and the company had set itself a target of 20%.

Women bring a different perspective, are quick to try new things and are an important group of opinion formers on key issues such as aviation and the environment, she said.

"There are great opportunities for women in our industry because of the pace of technological development and a change in the way things are being done," she said.

Nicky Smith, the first woman helicopter pilot in the RAF and the first to command an operational squadron, told delegates that, if you want something badly enough, you have to be single-minded about achieving it.

"You never fail until you stop trying," she said. "For two decades I worked with men in a highly misogynist environment, but I loved it. You have to believe in yourself and not let your gender stop you from succeeding."

Nicky enthralled her audience with stories from her time as a Search and Rescue pilot flying the Sea King helicopter from several UK bases as well as the Falkland Islands. She described the highs experienced after a successful rescue and the lows of searching for the remains of lost colleagues.

The conference finished with an intensive session on networking with 20 top tips from Elizabeth Donnelly, Skills Project Manager at ADS, formerly the Society of British Aerospace Companies, followed by a Speed Networking session.

The task of meeting and greeting as many delegates as possible continued over a glass of wine at the Networking Reception sponsored by aviation law firm, Gates and Partners.

The conference was voted a great success with more than half of all delegates completing the delegate feedback forms and 91% of respondents rating the conference four or five out of five.

FOR MORE INFORMATION, CONTACT:

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JET CONVERSION 1950's Style

LIVERYMAN SQUADRON LEADER 'ARCHIE' KINCH RAF (RET'D)



DH Vampire, flown at Little Rissington/Worksop 1952/57

It was a sunny day in November, 1952. Having recently returned from the Far East I found myself seated on a bench outside the railway station at Bourton-on-the-Water, Gloucestershire awaiting the arrival of an MT vehicle to take me to RAF Little Rissington. My posting instruction was to attend No. 147 Course at the Central Flying School with the aim of becoming a service qualified flying instructor.

The roar of the Harvards and the screech of the Meteors overhead aroused in me a level of excitement I had not experienced since flying my last sortie in a Short Sunderland of No 205 Squadron. While madly keen to fly and subsequently instruct on the jets, I wasn't overly disappointed at being allocated to the Harvard squadron as I was to be married the following year, and as all my contemporaries will recall, the accident rate on the Meteor at that time was alarming.



A youthful Archie Kinch at Little Rissington.

After settling into the comfortable accommodation afforded by the Sergeants' Mess I decided I should try to absorb the information neatly posted on the mess notice board. Determining the programme for No 147 Course I was delighted to see that the flying aspect was to begin immediately, alternating with the ground subjects and that the students were not (as at previous flying training establishments) to be subjected to weeks in the classroom before being allowed into the air. Studying the course names I was somewhat surprised to see that I was the only non-commissioned pilot on the course although a Flight Sergeant was to join it somewhat later.

After a lengthy disembarkation leave on returning from Singapore I had already undertaken a refresher course on the redoubtable Harvard 2b at RAF South Cerney and completed basic instructor training on the newly introduced Percival Prentice. My initial Harvard flying at Rissington was progressing quite normally through November and into a cold December, when one morning a Master Pilot staff instructor walked over in my direction and threw me a small blue-covered book; it was the Pilot's Notes for the Vampire 5, the RAF's early single-seat jet fighter. Quite matter-of-factly he said "Read these, you are down to fly the Vampire this afternoon". I had heard some vague mention of this requirement

earlier in the Sgts' Mess bar, but a lot of kidding went on in those days, and I was convinced that my leg was being firmly pulled. It wasn't until I re-checked the day's flying programme that I fully appreciated that they meant business!

On arriving at the Flight Crew Room another course student, an ex-Tempest pilot (Flt Lt Bill C----) approached me to ask if I'd ever flown a jet before and to say that he was programmed to take-off 10 minutes after me. I replied that the nearest I'd ever been to a jet was in Korea when F94s of the USAF had intercepted my Sunderland exiting and re-entering Japanese airspace, going on and returning from a patrol in the Sea of Japan.

The Master Pilot instructor (Jimmy) walked with me to the apron where the Vampire (India Romeo) was parked. We said hello to the two airmen comprising the starting crew and on completing the external checks Jimmy saw me safely and comfortably(?) settle into the cockpit. He then acquainted me with the various controls i.e. flap and undercarriage levers and the more important of the gauges with which he knew I would not be familiar, e.g. RPM counter and JPT (jet pipe temperature). He then requested that I pay particular attention to the two yellow knobs just below the canopy rails on the starboard side. His manner became very emphatic as he described their function. "Pulling the front yellow knob seals the canopy for cockpit pressurisation" he said, "and the one to the rear jettisons the canopy". He asked me to repeat back these items to him and he seemed quite satisfied that I understood. Jimmy then left me for a moment to talk with the airmen. When he reappeared on the port side of the cockpit I felt a sudden lurch as the nose came up, the nose-wheel coming clear of the ground. Jimmy had instructed the airmen to push down on the tail-booms to raise the nose to a pre-determined position, which I was soon to learn represented the aircraft's correct landing attitude. Laughing at my surprise Jimmy handed me a large chinograph pencil and instructed me to draw a line on the front perspex where the immediate horizon crossed the windscreen. ("What", I thought "would Air Forces do without a copious supply of chinograph pencils").

After an initial wet start (which to me looked terrifyingly like a fire) Jimmy coached me through a successful engine start, and I was ready to go. Canopy closed, taxi and take-off clearance obtained, after an excruciatingly slow acceleration I was in the air. From thereonin everything became very straightforward. The aeroplane handled so beautifully, I climbed to 10,000 feet and completed a few aerobatics. But you've guessed it, my hands never went near either of the two yellow knobs! On rejoining the circuit I conducted a "touch and go" as briefed, landed, taxied in to the apron and shut down, feeling quite proud of myself and not a little elated.

Climbing out of the cockpit I noticed Jimmy with the Flight Commander hurrying in my direction. "Oh good" I thought, "they are coming to congratulate me on my first jet sortie" Wrong! As they got within earshot they asked me anxiously if I had seen or heard anything of Flt Lt Bill C---- who had taken off a

few minutes after me. I told them I hadn't. They instantly lost interest in me, did a rapid about turn and marched off rapidly towards the flight offices about 200 yards away, with me hobbling along behind, my parachute thumping the back of my legs, trying to keep up. On reaching the pathway in front of the hangar we could hear the shrill ringing of a telephone apparently emanating from the Flight Commander's office. The ringing bell sounded unusually strident and I sensed from the body language of the two instructors ahead of me they thought that this call spelled trouble.

The Flt Cdr nearly stumbled across his desk in his eagerness to lift the receiver. The drama of this situation was such that to this day I can recall what the Flt Cdr said into the mouthpiece:-

"Where are you?"

"What the Hell are you doing there?"

Long pause

"The canopy did what?"

"Are you hurt?"


"Is the aircraft badly damaged?"

Glum look

The Flt Cdr then explained to Jimmy and myself what had transpired. It seems that before climbing through 10,000 feet Flt Lt Bill C---- had decided to pressurise the cockpit whereupon the canopy departed company with the rest of the aeroplane but microseconds later rejoined it momentarily to strike the tailplane causing damage to the elevators. Bill then did all the right things, conducting a low speed check and finding the little aeroplane difficult to handle below 180kts. Unable to use the radio because of the incredible noise he was not able to tell anyone of his plight, so seeing a large runway below him he very sensibly and very quickly managed to get the Vampire down on to this lovely long strip of concrete ("Contain the Emergency" was the CFS teaching - remains good to this day). As I recall the aeroplane was extensively damaged, but not a "write-off" until a very large American bulldozer appeared and shovelled it off the runway onto the adjacent grass, and in so doing broke it into a large number of relatively useless pieces. It transpired that Bill had landed on the main runway of the USAF's B36 nuclear deterrent force at RAF Fairford, the runway needed for the USAF Quick Reaction Alert force.

I next saw Bill after he had returned to Little Rissington safely by road. Understandably, he was looking a little chagrined. He said to me and I quote, "Archie, I'm not too keen on these bloody jets, are you?"

That then was the initial jet conversion for many pilots undergoing a course at The Central Flying School in the early 1950's. A sort of "DIY" - certainly a rather cavalier approach which would not go down well today.

As for me, I later went on to more formal courses of training flying Vampires, Meteors, Canberras and ultimately, before leaving the RAF in 1979, Nimrods. However, my initial introduction to jet flying still looms large in my memory and must rate as a very special event in my aviation career. 

AVIATION DISASTER AT GRAVELEY

PAST MASTER ARTHUR THORNING

This was the headline in the Hertfordshire Mercury of 14 September 1912, reporting the inquest, held a week earlier, into the tragic deaths of Captain Patrick Hamilton and Lieutenant Wyness-Stuart of the Royal Flying Corps on 6 September at Graveley. The Daily Mirror ran a headline on 7 September 'Terrible Air Fatality at the Manoeuvres: Two British Officers Dashed to Death near Hitchin'. The aircraft, a Deperdussin, fell on top of a hawthorn hedge 150 yards off the Great North Road. According to Flight magazine (14 September, 1912) both aviators were 'pinned beneath the wreck, and had apparently been killed instantaneously'.

They were taking part in the Grand Army Manoeuvres of that year, to assess the usefulness of aircraft for reconnaissance purposes. At that time few people had seen an aeroplane and the accident generated much interest and sympathy. A granite obelisk was subsequently funded by public subscription and placed by the Willian to Great Wymondley road where the army had set up 'an aeroplane camp'; it was unveiled in November, 1912, and is still to be seen by the roadside.

The aircraft was a Deperdussin monoplane (number B258) fitted with a 100hp Gnome engine. It supposedly had a speed of 80 mph (good for those days) - earlier models had used a 60hp engine, but to carry two people that would have been marginal. The aircraft had recently won a £2000 prize at War Office trials on Salisbury Plain and then been

purchased for £1000 - it had only been handed over to the Army on 30 August.

The flight had started soon after 6 am from Wallingford, Oxfordshire, in company with a Royal Aircraft Factory biplane flown by Major Brooke-Popham and Captain Geoffrey de Havilland (who later founded the famous aircraft company). The two aircraft parted company at Wendover. The Deperdussin was seen over Stevenage and shortly afterwards, at 7.10am, a loud report was heard and it was seen to 'quiver and rock' before folding up and falling to the ground. When Major Brooke-Popham landed at Willian at 7.30 am he was told of the accident - he then went to the scene of the crash and supervised the removal of the bodies to the mortuary chapel at St Saviour's Church in Hitchin.

The inquest was conducted by Mr Francis Shillitoe, Coroner, at St Saviour's School the following day, Saturday 7 September, at 8.30 am. It was reported that some parts of the aircraft were found away from the main wreckage - in particular, about 250 yards away, were two fragments of the steel engine cover with scrape marks on the inside. Major Brooke-Popham, who was a senior figure in the Royal Flying Corps, suggested that 'a failed tappet rod tore out a piece of the engine, which in turn smashed the front diagonal strut. Then the vertical strut became broken and the wires which kept the wings in place... being liberated, flapped...the machine would fall like a stone.' In testimony, Mr Fritz Koolhoven, works manager of the British Deperdussin



Memorial on Great Wymondley to Willian road, near Hitchin

Aeroplane Company agreed with this analysis. A tappet rod, broken at both ends, had been found in an allotment garden some distance from the accident site.

A verdict of accidental death was returned by the jury, which expressed sympathy with the relatives and friends. They added that the deceased officers were brave men, and met the death of brave men. They hoped that their untimely end would not deter others from emulating their devotion to the interests of their King and Country.

Captain Patrick Hamilton was born in 1882 and was commissioned into the Worcestershire Regiment in 1901, being promoted to Captain in 1908. He had lost two brothers killed in South Africa. According to the Daily Mirror he qualified as an airman at Brooklands in September 1911. Flight magazine shows a picture of him, standing by a monoplane, with a caption stating that he had been a pupil of the late M. Petitpierre (flying really was dangerous then) at the Hendon Bleriot School. He was engaged to be married to Miss Derryle Lowe, an American. His brother officers put up a fine brass plaque in his memory in Worcester Cathedral, where it can be seen to this day.

Lieutenant Wyness - Stuart had joined the Royal Flying Corps from the Special reserve, Royal Field Artillery. He was also reported by the Daily Mirror to have qualified as an airman at Brooklands in 1911. He was acting as Observer in the aircraft piloted by Capt



Deperdussin Aircraft (Shuttleworth Collection)

Hamilton on the day of the accident. He was married and came from Somerset.

The funeral of the two officers was held at St Saviour's, Hitchin on Wednesday, 11 September, 1912, conducted by the Rev G B Gainsford, Chaplain to the Hertfordshire Regiment. The service included the hymn 'There is a blessed home beyond this land of woe'. Brigadier General Henderson represented the Army Council. Floral tributes included a harp with a broken string from the people of Hitchin and a cross from the congregation of St Saviour's. Capt Hamilton's fiancée, Miss Lowe, placed a handsome white wreath on his coffin. Lt Wyness-Stuart's family were led by his

brother, Mr A J Stuart.

After the service, the flag draped coffins were taken on gun carriages to the railway station for conveyance to their respective family funerals, with full military honours; at Hythe for Capt Hamilton and near Wells in Somerset for Lt Wyness-Stuart. Large crowds of local people and upwards of 1000 soldiers lined the streets to pay their respects. The cortege was followed by a military escort of Regulars, Yeomanry and Territorials.

Thus ended a sad episode from the early days of flying, when each aircraft could be described as 'experimental', but from which much was learned. Only the day before the funeral, two more army officers, Lts

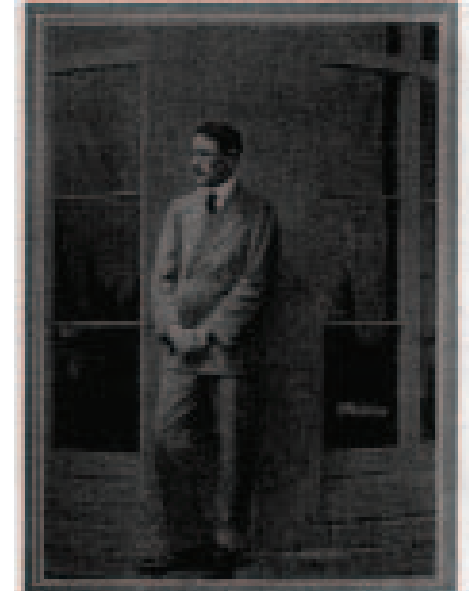
Bettington and Hotchkiss, were killed in a similar accident near Oxford. It is difficult to realise now how primitive aircraft were then, only nine years after the Wright Brothers' first flight, and perhaps only four years into the real development of aeroplanes.

On the day of the funeral, Tracery won the St Leger... life continues. 

(Photographs by the author unless otherwise indicated)



Captain Hamilton's memorial in Worcester Cathedral



The late Lt Wyness-Stuart, R.F.C. late of the Special Reserve Army. Additional photo from one of the witnesses present at the service, showing which command Capt Hamilton was flying on Friday last week.

Lt Wyness-Stuart (Flight, 14/9/1912)



Funeral Cortege in Hitchin (Hertfordshire Express)



A screenshot of the late Capt. Hamilton, who was killed while flying near Hadden with Lt. Wyness-Stuart. This was the last seen by Capt. Hamilton and Mr. G. M. Dyer from Aquaria last year, when the two were flying at the time. Capt. Hamilton was one of the old pupils of the late M. Fitzgibbon at the Hadden Military School, and both he and Mr. Dyer, who was also a pupil of Fitzgibbon, had the greatest admiration for their helpful instructor, to whom they intently possessed a mark of their appreciation last August (twelve months). By Capt. Hamilton's death the Army has indeed lost a valuable officer.

Capt Hamilton, right of picture (Flight, 14/9/1912)

DAVID SHEPHERD CBE, FRSA, FRGS GAPAN STUDIO AND GALLERY VISIT

BY ALISON HODGKINSON



Britannia at Filton

There's a buzz in the air when David Shepherd starts to talk passionately about his experiences of painting boats, planes, trains and wildlife. David seems to relive the moments when he was actually 'in' the painting - at the scene close to home or in some exotic part of our world.

Forty Guild members were privileged to be entertained by artist and liveryman, David Shepherd at his home in Sussex surrounded by his gallery of a lifetime of paintings. Many paintings are an exercise in nostalgia with steam trains, vintage planes, ships from the 'Glory Days' along with charming family portraits set in a Victorian theme.

This feast of images - wildlife scenes of cheetahs in Namibia, lions, snow leopards in Mongolia, African elephants alongside early oil paintings of the Thames set in the smoky atmosphere of old coal-burning tugs; 'his' steam trains, the Black Prince and Green Knight, shire horses, pigs, a sea salt smoking his pipe, a portrait of his wife, Avril; a family scene at the kitchen table, through to the Super Constellation, the Lancaster and many RAF scenes all happily juxtaposed together: each one is capable of sparking off a fascinating story.

David's dream to be a Game Warden in Kenya preceded his application to the Slade School of Fine Art with a 'lavatorial' green seascape which the school rejected. The

artist, Robin Goodwin, finally took him under his wing, giving him a challenging training of techniques and discipline for which David is indebted.

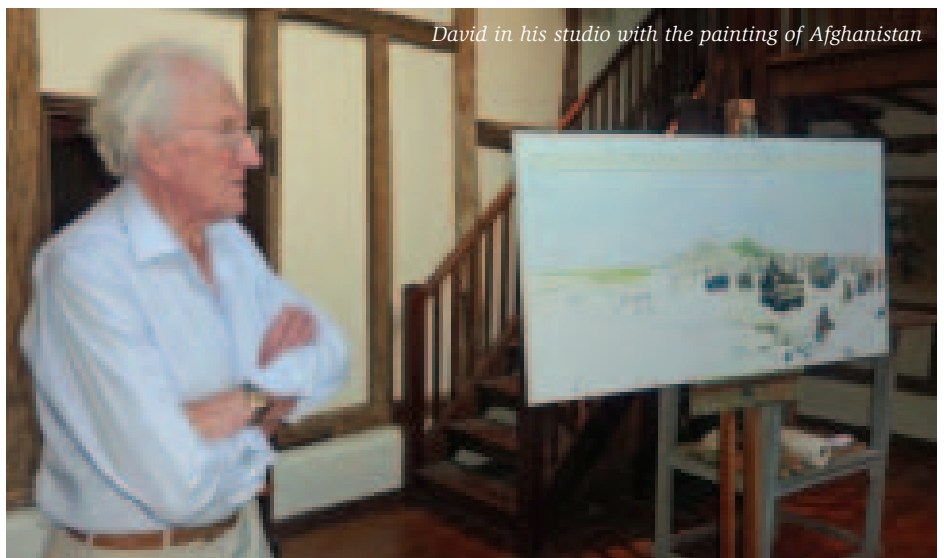
Inadvertently, David's painting 'career' with the RAF began in the Sixties when they invited him out to Aden but decided not to let him paint military craft. As there was no Comet returning to London for eight days, he spent a week on Slave Island painting a canvas in a boatyard of Arab fishing dhows. The painting was displayed at a cocktail party before he left. "This was my lucky break: I received 48 commissions from such companies as Aden Airways, BP and Shell".

Another invitation by the RAF was for him to

fly to Kenya where "they didn't want a typical aeroplane painting". "Do you do animals?"...was the challenge which resulted in the iconic painting which hangs in the RAF Club today of a rhino chasing an RAF Twin Pioneer on the Eastleigh runway, near Nairobi. "I owe an enormous debt of gratitude to the RAF," he says happily. This was the beginning of interweaving his love of wildlife with planes.

From David's much prized and instantly recognisable African elephant paintings, Bengal tigers and opportunities to paint rare beautiful animals (many on the point of extinction) was born his wildlife foundation 25 years ago. David is passionate about saving our environment and the dwindling wildlife which man has decimated. When an Indian recently despaired about the damage caused by pollution and wear and tear of the Taj Mahal, David retorted that "anything man-made can be rebuilt... There are only 1200 tigers left in the world and we should be passionate about saving those 'god-made' creatures".

There were also unusual spin-offs between David's interests. In 1971 David sold paintings to raise money for a World Wildlife Fund project to buy a Bell Jet Ranger helicopter for anti-poaching in Zambia. After he had presented the helicopter to President Kaunda...he rediscovered an 1878 vintage train languishing in the jungle. It is a long story but President Kaunda gave him permission to take a steam locomotive and a vintage sleeping car which were eventually shipped home. Through sponsorship, the



David in his studio with the painting of Afghanistan



Canberra over Tower Bridge

train is presently being restored and is destined for the National Railway Museum in York. David is proud to not only be painting history but preserving history. (Watch out for a future visit for steam train buffs).

“All my success depends on my life as a Wildlife Artist”, he says - beginning with the ‘jumbos’. His most recent painting of 23 elephants (“there were two in the background which would have made 25”) was donated by David to celebrate the David Shepherd Foundation’s silver jubilee at the Dorchester. This painting raised £25,000 at auction.

David can be very flexible about commissions. “What plane do you want and where do you want it set?” would not phase him. From a period in the Fifties as “the London Airport artist” at Heathrow where he was allowed to set up his easel in front of his chosen subject; he painted Constellations, Stratocruisers, Viscounts - and a Comet at Heathrow which metamorphosed into Nairobi with Masai warriors painted in the foreground! One time, when David had not quite finished painting a Britannia coming off the production line at Filton hanger in Bristol,



David holding Super Constellation Trans Canada Airlines

he could not believe his luck when he asked for “two hours more please”. His wish was granted and the plane stayed in position allowing David to complete the painting. Recently he met again the man who had made him endless cups of tea while he painted. And as for that painting of the Canberra over Tower Bridge; watch that space because he is planning on changing it to a Lancaster the next time anyone views it!

David lamented how no civilian would be allowed to fly in a military aircraft anymore. He loved the opportunities which came his way to sign bloodchits and to fly in “all of the bombers”, the Lancaster his favourite, organised by the RAF Benevolent Fund. In a similar manner, silversmith Omar Ramsden was inspired when he was sent up in a biplane at the National Flying School to experience flight before creating the magnificent Cumberbatch Trophy in the 1930s.

David is presently working on a commission from the MOD in Afghanistan. This is the first time that he has not been able to visit the setting of a military painting. He is working

from photographs and missing the adventure and immediacy of being in the actual location. “My God, you can smell it”, said the Colonel of the Regiment when he recently viewed the work.

Of the most


memorable moments of his career, David remembers with fondness his time with Barnes Wallis in the kitchen in his dressing gown signing 150 prints of ‘The Winter of ‘43’, the last surviving Lancaster’, for the RAF Benevolent Fund which raised £96,000 for the Princess Marina Home..... and of “the six hours of wonderful conversation with the Queen Mother” as he painted her portrait.

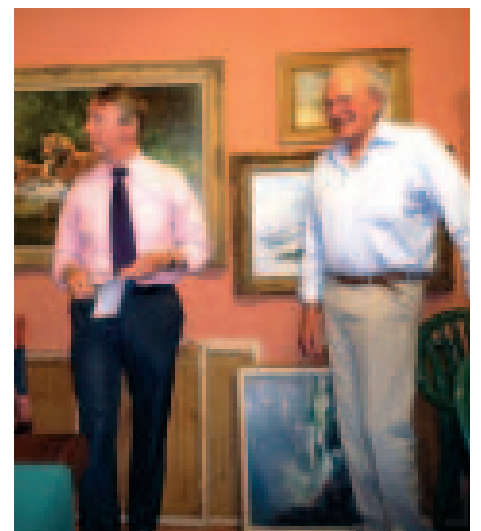
Years ago, David created a commercial video of “How to Paint a Lion”. He loves telling the story of how one day a taxi driver looked at him and instead of recognising him outright, remarked “I still can't paint your bloody lion”.

His most recent book, ‘Painting with David Shepherd, His Unique Studio Secrets Revealed’ shares tips he has learned over a lifetime. David enjoys being irreverent when he chuckles that it suggests that “if you have painted an elephants’ legs too long, then cover them with vegetation!” It is a gift for any aspiring oil painter of not only techniques and tricks but also imbues one with the importance of having passion and enjoyment to turn what you love into achievement - or huge achievement in David’s case.

The Guild party was treated to a magnificent afternoon tea by David’s wife Avril and his family. It is the second such visit to Brooklands Farm and David is happy to be available for more members to come and enjoy his paintings and stories in the future.

The David Shepherd Foundation was delighted to receive an “unexpected cheque” from the Guild and also by the enthusiasm shown, by the sales of over £1000 of books.

David, a Guild member himself, commented that “The Guild has a very special place in our thoughts for Avril and myself.” 



The presentation. Past Master Chris Hodgkinson presents a cheque to David Shepherd for his wild life charity.

Visit to OASC at RAF Cranwell 8th December 2009

ASSISTANT DOROTHY POOLEY

A select group consisting of the Chairmen of the E&TC and TASC plus two others were privileged to visit the Officer and Aircrew Selection Centre at RAF Cranwell during a “live” selection day. This was a terrific insight into the work and procedures involved in selecting candidates for the RAF. We were extensively briefed by one of our own committee members, Sqn Ldr Mike Carr who has been running the aptitude testing for the past ten years as a retired officer in uniform.

Mike outlined the various routes through which candidates apply to the RAF, before going on to explain in detail the hurdles over which candidates have to vault, in order to succeed in the entry process. On day one they will have to carry out various exercises, including discussing topical subjects, planning in a team and decision making within time pressures.

If they are successful in day one’s activities, candidates then proceed to the second day for exercises in the hangar. At this point we were taken to observe some of these exercises. Candidates are given the

opportunity to take turns at leading an exercise enabling the assessors to look for evidence of confidence, good oral communications, ability to influence the group, solve problems and teamwork.

Those who fail are given a debrief and sent away with tips on how to improve.

Successful candidates are interviewed by a board of two who ask questions on their background, what they have done and their motivation for joining the RAF. Their opinions are sought and their knowledge of the RAF’s role in world affairs is probed. After this they have a medical assessment and then a fitness test.

After this Mike talked to us in detail about the role of aptitude testing and we had the opportunity to try out some of the new tests being used to select the RAF candidates. We learned the relationship of the Guild’s testing programme to that of the RAF – it is much shorter and has far fewer components.

Following lunch in York House mess, with Group Captain ‘Harry’ Hyslop, in charge of OASC, the group was taken by Sqn Ldr Nick Goodwyn, Chairman of the Guild’s



The Guild tries some close formation flying

Instructor committee, to his squadron, 1 EFTS, where we were all kitted up and taken flying in the Grob Tutor. The Guild’s promotions officer and the Chairman of E&TC were in a paired formation (See photo) for a short formation and tail chase sortie. We all enjoyed the opportunity to dress up in RAF flying kit and after the flight, we were treated to a comprehensive briefing by Nick on the work of his squadron. The squadron promotes excellence in standards of instruction and pure flying and those of us civilian instructors can only marvel at the time spent training military instructors as well as the levels of internal standardisation achieved. The amount of training achieved by the unit is amazing with the resources they have available.” 

Gazette

APPROVED BY THE COURT ON 21st JANUARY 2010

ADMISSIONS

As Upper Freeman

Captain Colin Richard BECHTEL (CAN)
Alan Joseph BISHOP (CAN)
Captain Robert John CAWTHORNE
Rear Admiral Simon Boyce CHARLIER
Major General Joe D A HINCKE (CAN)
Captain James LIEBERS (OS)
Captain Daniel MARTIN
Squadron Leader Alastair
Campbell PINNER
Flight Lieutenant Simon Paul RAE
Charles Gavin READ
Captain James John TIERNEY (AUS)
Captain Robert John TOMKOW (CAN)
Captain Timothy Andrew WOOLTORTON

As Freeman

Lieutenant Thomas Edward Robert
CACKETT (GYM)
Glen James COROCORAN
Peter ELLIS

Richard Lowe JOHNSON II (CAN)
Dr Angela Klara Ursula KOHLER (AUS)
Sally PATCHETT (CAN)
Stephen SLATER

As Associate

John James Penrose BURLEY (CAN)
Christopher Andrew CHOWN (GYM)
Helme HARRISON (GYM)
Daniel Gavin David HEAD (GYM)
Harry James Edward KING (GYM)
Sy KING
Robin KHATIWADA (GYM)
Robert William McNAY (GYM)
Keith SIVELL (GYM)
Alan Connolly STEWART (GYM)
Captain William Torrance STURT (GYM)

REINSTATEMENT

As Upper Freeman

Captain William Bernard BLACK

ACKNOWLEDGED BY THE COURT 21 January 2010

REGRADE

To Livery

Hamish Armour Deans MONRO
Paul Joseph TACON

DECEASED

The Lady Mairi BURY
Ronald Leslie GILLETT
Cyril Alfred HERRING
Russell Pearce McDowall TAPP (AUS)

RESIGNATIONS

Thales CHAN (HK)
Allan Sedick DOLLIE
Alexander Bruce DUTHIE
Andrew Ralph FAWKES
Surendranath GUPTA (HK)
David Malcolm MADDRELL