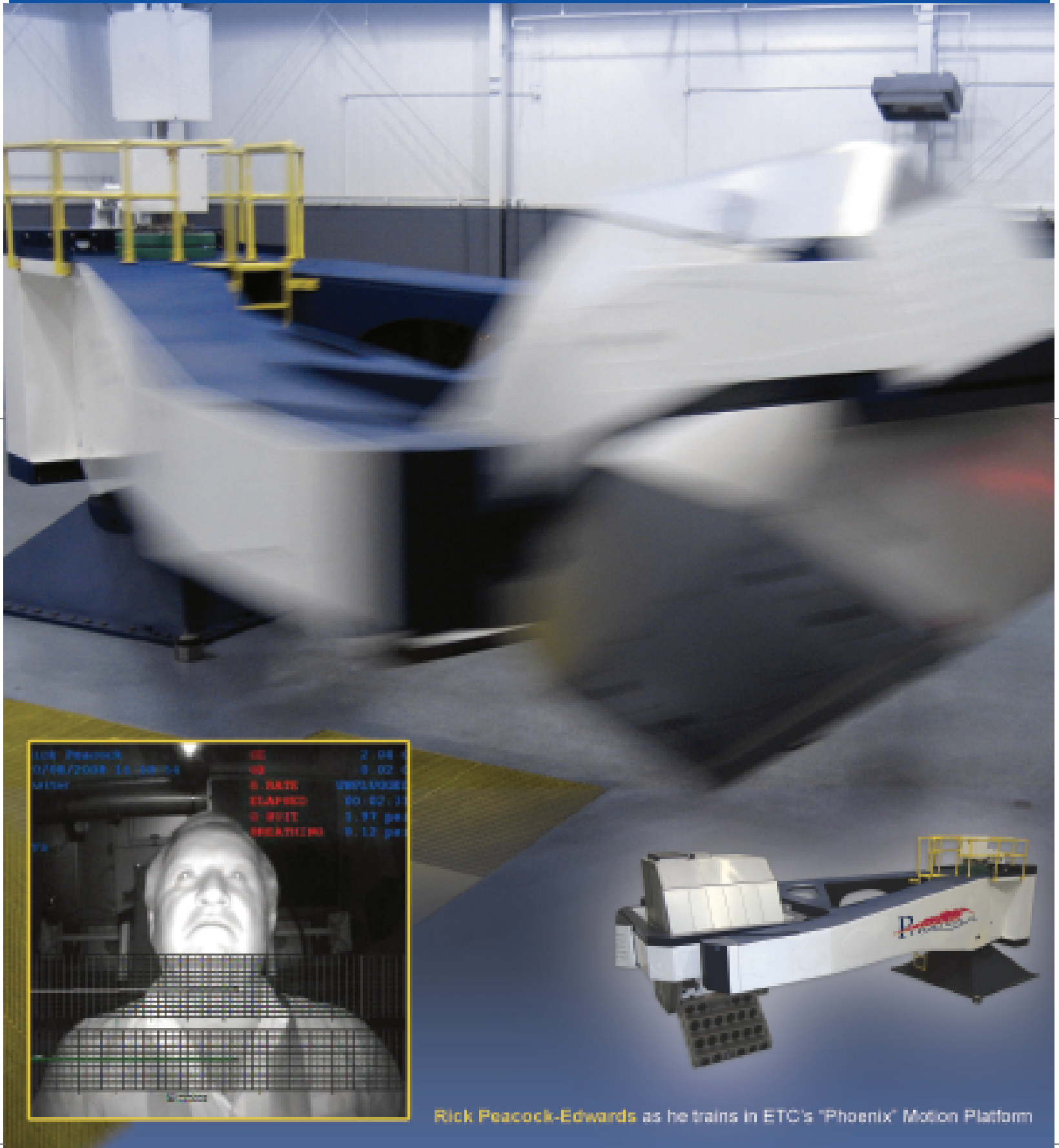


FEBRUARY 2009

No.173

# GUILD NEWS

THE GUILD OF AIR PILOTS AND AIR NAVIGATORS



**Rick Peacock-Edwards** as he trains in ETC's "Phoenix" Motion Platform



# 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:**  
Air Commodore  
R S Peacock-Edwards  
CBE AFC FRAeS FCIM

**CLERK:**  
Paul J Tacon BA FCIS

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

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# Guild Diary

## FEBRUARY 2009

3	Combined Courts' Lunch	Cutlers' Hall
13	South African Henshaw Dinner	AFB Ysterplaat, Cape Town
19	10 <sup>th</sup> General Purposes and Finance Committee	Cobham House
24	6 <sup>th</sup> Technical and Air Safety Committee	Cobham House
26	Pilot Aptitude Testing	RAF Cranwell

## MARCH 2009

10	6 <sup>th</sup> Education and Training Committee	Cobham House
12	11 <sup>th</sup> General Purposes and Finance Committee	Cobham House
12	6 <sup>th</sup> Court Meeting	Cutlers' Hall
19	Annual Guild Service	St Michael's Cornhill
19	AGM, Installation and Supper	Merchant Taylors' Hall
26	Lord Mayor's Dinner for Masters	Mansion House
27	United Guilds Service	St Paul's Cathedral
27	Lunch with Fan Makers' Company	Skinners' Hall

## APRIL 2009

7	1 <sup>st</sup> Technical and Air Safety Committee	Cobham House
7	Benevolent Fund Board of Management	Cobham House
16	1 <sup>st</sup> General Purposes and Finance Committee	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 <sup>st</sup> Education and Training Committee	Cobham House
14	2 <sup>nd</sup> General Purposes and Finance Committee	Cobham House
14	1 <sup>st</sup> Court Meeting	Cutlers' Hall
27	Livery Dinner	Drapers' Hall

## JUNE 2009

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

## Guild Visits Programme

11 February	Red Arrows, RAF Scampton
22 April	DHFS, RAF Shawbury
6 May	Martin-Baker, Denham
18-19 May	Airbus, Toulouse

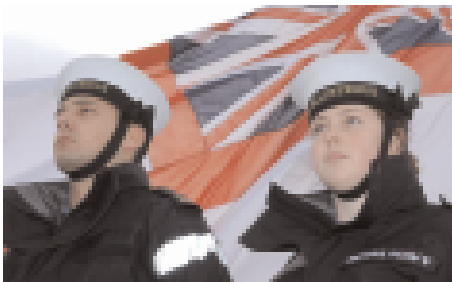
Please see the Flyers accompanying this and previous editions of Guild News  
or contact Assistant Michael Glover at [MJAG2001@aol.com](mailto:MJAG2001@aol.com)

*Cover picture: the world in a spin for the Master, Air Commodore Rick Peacock Edwards, who was captured on CCTV footage flying ETC's centrifuge at the National AeroSpace Training and Research Center (NASTAR), Pennsylvania. The NASTAR Center, which is part of the Environmental Tectonics Corporation (ETC), offers training and research capabilities to military and civilian aviators. Pilots can safely "push the envelope" and learn to cope with sustained elevated G exposure, spatial disorientation, upset recovery, and other physiological stresses of flight through instruction and simulation technology. Small wonder that people such as Sir Richard Branson uses the Center's facilities to train for his Virgin Galactic space flight (see Virgin Galactic is go! Guild News December 2008). (Photo: ETC NASTAR Center ©)*

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### 10-11 Flights to freedom



...in a crop sprayer?

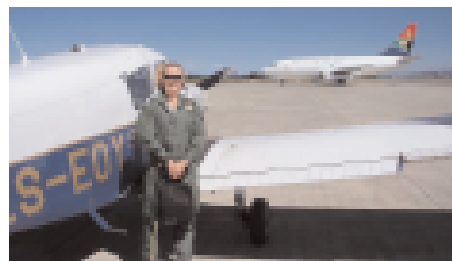
### 12-18 Master's tour of the overseas regions



... to America, Canada, New Zealand, Australia, Hong Kong, Dubai... and all the way back again!

### 19 Technical briefing & Gazette

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...well Carrie does!

# NEWS

## ROUND UP...

**It's a date!** Members of the Guild's career advice and pilot aptitude testing team will be manning the Guild's exhibition stand at a number of key aviation events this year. Watch out for them at the Flyer International Training Show at the Sofitel Hotel, Terminal 5, Heathrow, on 25 April and 31 October; at the annual Aero Expo at Wycombe Air Park on 12,13 and 14 June; and at the Royal Aeronautical Society's Ballantyne Lecture and Careers Days on 31 March and 6 November.



*Speed camera: Liveryman Peter Davis sent Christmas greetings to friends and colleagues using this memorable photograph of himself and his wife Christiane landing their Piper L4 Grasshopper (as it was known in the US Army) at Old Warden in August 2005 on the occasion of the Guild Garden Party. The aircraft, registered G-BILL, which Peter flies from the rear seat, is a veteran of the Second World War, having been in action after D-Day in the battles across the Rhine into Germany. Peter is Chairman of the Guild Flying Club and Almoner of the Guild Benevolent Fund. (Photo: John Myers)*



*Fire and forget: Upper Freeman Squadron Leader Paul Crutchlow, Chief of Staff, 617 Squadron, sends this revealing image of a 'Dambusters' RAF Lossiemouth-based Tornado GR4 fitted with Storm Shadow, the precision-guided long-range, stand-off, air-to-ground cruise missile that carries a conventional warhead. The aircraft is shown in the squadron's current paint scheme, following their return from operations in the Middle East last October. A party from the Guild visited RAF Lossiemouth in June. (Photo: Berry Vissers / Squadron Prints ©)*

**Hello, sailor!** This year's centenary of naval aviation couldn't be better timed for Rear Admiral Colin Cooke-Priest (pictured as a Commander), who is poised to become Master of the Guild at the annual general meeting on 19 March. The Royal Navy is marking its anniversary with a series of Fly Navy 100 events. Back in 1909 the Admiralty placed an order for its first aircraft, His Majesty's Airship One, *The Mayfly*, having set aside £35,000 for its



development. From this small beginning has evolved today's Fleet Air Arm, the Royal Navy's air force, with some 200 combat aircraft plus another 50 or so in support or training roles. Guild Affiliated Unit *HMS Illustrious* will be the focal point for a birthday fly past at Greenwich on 7 May, the actual day of the centenary. The next day a Service of Thanksgiving will be held in St Paul's Cathedral. On 2 July a special exhibition will open at the Fleet Air Arm Museum at RNAS Yeovilton, with their Air Day planned for 11 July. The full list of the events celebrating the centenary can be found on [www.royalnavy.mod.uk /flynavy100](http://www.royalnavy.mod.uk/flynavy100)

**Having a ball:** Liveryman Peter Adams, Lord of Abbots Hay, presents Mike Miller-Smith, Chief Executive of British Disabled Flying Association, with a picture that helped raise £500 for the charity during an auction at the Christmas Aviators Ball at Hendon. The illustration, depicting Samuel Cody's flight in British Army Aeroplane No 1, had been signed by Cody's great-grandsons and Baroness Thatcher as part of the UK's centenary of flight celebrations in October. Seen here with Elizabeth and Peter Adams (left and right), are Elizabeth's friend Mandy Lane and Mike Miller-Smith and his fiancée Katy Thompson.





# The Master writes ...

RICK PEACOCK-EDWARDS

**A**nd so I now find myself writing my final Master's Message at the end of what I can honestly say has been the experience of a lifetime. It has been interesting, it has been rewarding and it has been a deeply fulfilling experience, and I will be forever grateful for the opportunity given to me to be Master of our great Guild. In this final message I would like to first reflect on my Master's tour of the Regions and then on my year as a whole.

But first I am sad to report the death of two of our distinguished Past Masters, Air Commodore Peter Brothers and Air Chief Marshal Sir Neil Wheeler. Both were distinguished wartime pilots. Pete Brothers and my father had served together during the Battle of Britain. He was a popular and conscientious Master of the Guild and is remembered fondly by all those who knew him. Sir Neil Wheeler, a delightful person, went on to complete an illustrious peacetime career with the RAF, concluding his working life in the defence industry. Their obituaries are on pages 7 and 9 of this magazine. Another departure is that of Australian aviatrix Nancy Bird-Walton AO OBE, who died on 13 January aged 93. A one-time member of the Guild, she learned to fly with Charles Kingsford-Smith and went on to set up the Australian Women Pilots' Association.

My tour of the Regions was a great experience and more than met my expectations. It was a slightly longer tour this year as I fulfilled invitations to speak in the US and included Canada in my itinerary so that we could further progress the development of our newest Region. To this end, I am delighted that the Court approved the granting of Regional status to Canada at the November Court Meeting. This is a major development for the Guild. We are now working hard to achieve the same for South Africa.

Our Regions make us unique amongst City Livery Companies and I have mentioned before that we are the envy of many. I have always regarded the Regions very much as jewels in our

crown and this view was strongly reinforced on my recent tour. It is only when I, as Master, am able to visit the Regions that I get to know the personalities and see at first hand how the Regions function and what the issues are. Several things struck me during my travels; first, the strength of the links between us and, second, it was very apparent to me that all Regions punch well above their weight. In all Regions there is a close relationship with the highest levels within the aviation community and the Guild is held in the greatest respect. I was hugely impressed. However, I also feel that there is much more that we can do together to further strengthen the links. To this end, after discussion with the Regions while on tour, and the Immediate Past Master (IPM), the Master Elect, the Wardens and the Clerk on my return, I have proposed that in future the IPM will oversee, from the UK position, the further development of our Regional links, the rationale being that he will have the best knowledge for the task and, other than probably the Clerk, be the best known from the UK, following his recent Master's tour.

I said at the start of this message that it has been a great year, and it has, and I genuinely feel that we have made real progress. When I made my Installation Speech on 5 March last year, I set out what was effectively my manifesto for the year. My intention was to pro-actively take the Guild forward into the modern era, to consolidate and reorganise where necessary, and to introduce new initiatives where appropriate. It has been challenging but I feel that, with the help of the Guild Officers and staff, the support of the Court and the involvement of you, the members, real progress has been made. Some of this is self-evident, as described above in the case of Canada, or from what you have read in *Guild News*, but much will become more evident in the coming months when the outcome of the strategic review is published. And here, I would like to thank all those who completed the questionnaire, your input has been both welcomed and useful.

I cannot finish this message without expressing my appreciation to Linda Jones, the editor of *Guild News* for the past seven years. This is Linda's last edition as editor, she has done a quite

outstanding job and fully deserves all the plaudits that have and will come her way. *Guild News* is regarded in all circles as a journal of excellence, and it is. Thank you, Linda, for the considerable time and effort that you have given to make *Guild News* what it is today, and we all wish your successor, Assistant Tom Eeles, our very best wishes for what will be a hard act to follow.

There is still much work to be done before I hand over as Master. Work on the strategic review is nearing completion, and there are various other on-going activities to come including a banquet to be held in Capetown on 13 February (about the time that you will be reading this message). However, I would like to take this opportunity, on behalf of both Tina and I, to thank you all for helping to make it a year to remember. I would like to wish my successor, Colin Cooke-Priest and his wife, Sue, great success and enjoyment for their year in office.

Finally, I turn to the emergency landing of a US Airways Airbus 320 on the Hudson River, New York, on 15 January. The crew of US Airways Flight 1549, under the command of Captain Chesley B (Sully) Sullenberger, ensured the safety of all 146 passengers after executing an emergency ditching and evacuation of their aircraft, following a catastrophic bird strike and double engine failure. In recognition of this achievement, I am pleased to announce that I have awarded the Master's Medal to the entire crew. The Medal is rarely awarded and only for an outstanding aviation achievement, and at the discretion of the Master. The reactions of all members of the crew, the split second decision-making and the handling of this emergency and evacuation was 'text book' and an example to us all. To have safely executed this emergency ditching and evacuation, with the loss of no lives, was a heroic and unique aviation achievement and deserved immediate recognition. It is hoped that the crew will be at October's Trophies and Awards Banquet to receive the award.



## Canadian Region launched

There has always been a strong and continuing aviation link between Canada and Britain. The structure and geography of Canada is such that aviation and flying occupies an essential role, touching almost every aspect of Canadian life, industry and activity; and although in the 1930's there was an unsuccessful attempt to establish the Guild in Canada, there has not until now been a Canadian Region. At the end of January this changed with the Court's ratification of the Canadian Region and its registration and incorporation in Canada. It will join the existing regions of Hong Kong, Australia and New Zealand as the Guild's newest Region.

The Guild was brought to the attention of the Canadian Air Force when the crew of Cormorant Helicopter Rescue 901, 442 Squadron was nominated for and won the Prince Philip Helicopter Rescue Award for a particularly brave rescue of a downed helicopter crew in Knight Inlet, BC in November 2006. The Canadian Air Force flew the entire crew to London to receive the award at the 2007 Trophies and Awards Banquet. The presentation was witnessed by Colonel Doug Neill, Canada's Air Advisor in London.

Following this event, Past Master John Hutchinson and John Burley, now Chairman of the Canadian Region, visited Colonel Fred Bigelow, Commander 19 Wing, CDF Comox to discuss the Guild and the potential opportunity for Canada. The prospect of a Canadian Region received the full support of the Master, who was warmly welcomed by pilots, aviation and government authorities and institutions when he visited the Abbotsford International Airshow in August 2008. Both Colonels Neill and Bigelow accepted an invitation from the Master to join the Guild and a Steering Committee was formally established when the Master revisited Vancouver at the start of his world tour in November 2008.

The Members of the Steering Committee, John Burley, Patrick Reid, Ron Price and Donna Farquhar, who like John Hutchinson, were all associated with Airshow Canada and its successor Aerospace North America, were joined by Colonel

Bigelow. Ron Price, President of the Abbotsford International Airshow, offered office space, support and administrative assistance. John Burley accepted the role of Chairman and Donna Farquhar was appointed Administrator. Captain Charles Simpson, a retired Air Canada management pilot and former Chairman of the Transportation Safety Board, accepted an invitation to join the Committee as Vice Chairman with specific responsibility for the establishment of a Central Canadian Division within the Region.

With the support and assistance of the Master, the Clerk and his staff, a range of Canadian airlines and institutions across the spectrum of aviation are being approached. This includes international aviation organisations based in Canada and foreign airlines with crews based in Canada. The support of key players, including Canadians who joined the Guild in London, has been sought and those identified as multipliers have accepted an invitation to join. A Canadian Trophies and Awards Committee is being formed under the interim chairmanship of John Hutchinson, to facilitate award nominations from Canada and to develop Canadian awards and scholarships. There will be a Supervisory Board and an Executive Committee of the Board.

Support for the Guild's Canadian Region is developing rapidly. Beginning with the Canadian Air Force it is spreading across the range of military and civil pilots. It is especially encouraging that the range of support includes many important and influential people. Administrator



Donna Farquhar is working hard to complete all the registration formalities and to have the infrastructure in place so that operations can start immediately. She will be contacting potential members from private pilots and flight training schools, from bush and floatplane pilots, to airline, business, government and general aviation pilots, retired and active, to achieve the strong and rapid growth projected by all the indicators.



*Canadian courage: the crew of Canadian Air Force Cormorant Helicopter Rescue 901, 442 Squadron, pictured with John Burley, when they received the Prince Philip Helicopter Rescue Award in 2007.*

*New horizons: potential Guild members were among the crowds at Abbotsford Air Show.*



## Clerk's column

PAUL TACON

*Learned Clerk*

**City briefings** Evening City Briefings are to be held on the following dates: 18 February, 5 May, 14 October and 11 November. These are evening courses about the Livery and City generally. If you are interested in attending on any of the dates, please contact the Course Co-ordinator, Gillie Kennerly, at the following email: [liverycourses@chandlers.ndonet.com](mailto:liverycourses@chandlers.ndonet.com) or telephone for further details on 020 7606 3591.

## LONG SERVING MEMBERS

**60 years membership**

Captain C A Owens, Past Master

**50 years membership**

Mr M A Napier

*Congratulations from all  
Guild Members on a worthy achievement*

## OBITUARY

Past Master

Air Commodore P M Brothers

CBE DSO DFC\*

**G**uild members will be sad to learn of the passing on 18 December of Past Master Pete Brothers, aged 91. Air Commodore Brothers had been a wartime fighter pilot, destroying at least 16 enemy aircraft and earning him a DSO, DFC and bar. As one of a diminishing generation of pilots and air navigators who had seen wartime active service rising to become Master, his death brings to a close yet another chapter in the Guild's illustrious history.

Pete Brothers had joined the Guild in 1966, became a Liveryman two years later and was Master from 1974-75. He was also a member of the Technical Committee. As Master he visited the Australian Region as part of the Master's overseas tour, notably chairing one of their committee meetings. With the Guild's Regions multiplying today it is difficult to imagine that in 1974 there was only one Guild Region. As Master Elect, however, Pete Brothers would have played a key role during the deliberations regarding the establishment of a New Zealand Region.

Prestwich-born Pete Brothers had learned to fly at Lancashire Aero Club, joining the Royal Air Force in 1936 when he flew the Gloster Gauntlet and Hurricane fighters with No 32 Squadron. On 15 September 1940, at the height of the Battle of Britain, he shot down two bombers over London,

for which he was awarded a DFC. No 457 Squadron and command of No 602 Squadron followed, and he was later promoted to Wing Commander to lead the Tangmere Wing of three Spitfire squadrons.

Brothers left the RAF in 1947, but rejoined two years later to command a Lincoln bomber squadron, No. 57, flying during the Malayan Emergency. After a spell at Staff College he moved to RAF Marham flying the Valiant V-bomber. He also served at SHAPE headquarters in Paris and the Military Air Traffic Organisation. His RAF career concluded in 1973 as the RAF's director of public relations and he went on to form his own consultancy.

Air Commodore Brothers was a keen supporter of the Battle of Britain Fighter Association and the Battle of Britain Memorial Trust. He was patron of the Spitfire Association of Australia and was a member of his local Air Crew Association.

Within the Guild Pete Brothers was regarded with much affection and will be remembered as a good and dutiful Master. His jocular personality, for which he was renowned, was still very much in evidence in his latter days when Liveryman Ian Frow visited him to gather narrative for the Guild's impending history covering the years 1965 onwards. Ian recalls: "I visited him at his home to interview him, as a Past Master, for the Guild history project. My notes were in front of me and my reading glasses were perched on the end of my nose. At some point Pete wanted to consult some printed document of his own and he quickly quoted the very small print without the aid of any glasses. When I remarked on this he tapped the corner of his right eye with his forefinger and said: 'Hah! Fighter boy!' "

*The Master, Air Commodore Pete Brothers, presenting the Pike Trophy to Mr E Claxton, chief instructor of Oxford Air Training School at the 1974 Trophies and Awards ceremony.*





## The Guild and City University, London

DR MICHAEL A FOPP

Warden

More than ten years ago the Guild's Education and Training Committee, and a distinguished group of Liverymen led by Captain John Mason, addressed concerns about the qualifications needed by professionals such as pilots to improve their contribution to the management of airlines. There was felt to be a particular need in areas such as Air Safety Management and Air Transport Management.

As a result of their initiative the City University, in conjunction with the Guild, set up within the Engineering and Mathematical Sciences Faculty, a Master of Science Degree in Air

will have a number of years of experience in their particular field of aeronautical expertise. These courses have been tremendously successful both with UK nationals and, particularly, with foreign students. Graduates have moved to positions of responsibility in air safety and air transport management within the civil aviation national authorities, airlines, the military and other aircraft operators and defence forces throughout the world. Several have set up their own airlines and other air operations

All this has been achieved as a result of the hard work of a relatively small

been endorsed and supported by the Guild. Until a few years ago the Guild provided a single bursary of £2,500 to assist a student who had no other means of support. Obviously, many students on the courses are sponsored by either companies or national governments. However, many do not receive financial support in this way, and for them, the Guild is the funder of last resort. Therefore the applications for the Guild bursaries have been increasing and as a result of this we now provide a bursary for each of the three MSc courses.

In recent years it has been obvious to those of us involved in the selection process that there are a number of committed individuals attempting to improve their knowledge or qualifications in order to significantly affect the air safety culture in their home country. This is particularly the case in some African countries and the selection panel has found it very difficult to deny help because some of the cases put to us are so worthy. However, we hope, following the Alex Henshaw celebrations this year that sufficient funds will allow us to add yet another bursary to the three already provided, but this one will be specifically for an overseas student from the continent of Africa.

It is obvious to suggest that the Guild bursars are already 'high flyers' by the mere process they have been through in order to obtain financial support from the Guild. We can therefore proudly point to a number of successful professionals around the world in the field of air safety and air transport management as a result of the support they have received from the Guild bursaries. Two examples immediately spring to mind.

The Guild awarded a bursary to a pilot and engineer engaged in flying relief operations for the Mission Aviation Fellowship in parts of Indonesia following the Tsunami and, more recently, in Afghanistan. This pilot (and his wife) has immersed himself in the culture and lifestyle of the country he is helping and spends his working day flying (and maintaining) his aircraft while carrying out humanitarian relief operations. In order to improve the quality of service delivered by civilian humanitarian relief organisations such as the Mission Aviation Fellowship this individual undertook, at his own expense, the course leading to the MSc in Air Safety Management. His final dissertation Assisting Air Transport in Developing Countries has been so well received by the examiners that they are recommending that it be published



*In the air: Liveryman Professor Roger Wootton (in red) with a number of graduating MSc Air Transport Management and Air Safety Management students.*

Transport Management. There then followed a Degree in Air Safety Management and, only last year, a new Degree in Air Maintenance Management. All three of these degree courses are for people working in the manufacturing, operating and maintenance sectors of the aviation industry, both civilian and military, plus the regulatory authorities.

The objective is to maintain an acceptable level of safety with increased passengers and greater commercial competition. All three programmes also provide graduates with a body of knowledge and personal research which will enhance the commercial progress and safety management of air transport. Safety encompasses ground and flight staff of airlines and airports plus other aircraft operators, maintenance organisations, aircraft design and manufacturing. The typical student on these courses

faculty of permanent staff based within the City University, notably Professor Roger Wootton and Dr Steve Bond who have, for many years, been the principal course managers. However, the courses would not have been either possible, or as successful as they have been, without the expert input of visiting lecturers from across the spectrum of air safety and air transport management disciplines. A fair number of these visiting lecturers are members of the Guild and it is the Guild's endorsement of these courses which make them world renowned. Recent contracts placed with the City University to provide training within these specialisms have been from Gulf Air and training centres have been set up in Dubai, Cologne and London in order that modular elements of the course can be delivered to the customer's 'doorstep'.

Since their inception the courses have



## OBITUARY

Past Master Air Chief Marshal  
Sir Neil Wheeler

GCB CBE DSO DFC\* AFC FRAeS

**S**ir Neil Wheeler was Master for the year 1986-87. He had joined the Guild following a recommendation from Pete Brothers, another Master whose obituary, ironically, is also included in this edition of *Guild News* (see page 7). While both men were of the same age, Sir Neil's term of office was more than a decade after Past Master Brothers and he turned 70 during his year.

Another contemporary of Sir Neil's was Air Commodore Bill Tacon, father of Paul Tacon, our Learned Clerk. As Wing Commanders they flew Beaufighters together in Coastal Command Strike Wing based at North Coates in 1943/44. Both were to become COs of 236 Squadron, one taking over from the other.

Paul recounts: "The Wing flew Beaufighters and conducted very low-level anti-shipping strikes all along the French and Dutch North Sea coastlines. I understand they had the highest casualty rate of the RAF at any time of the war, more than either



Fighter or Bomber Command - mainly due to shore and ship based anti-aircraft fire."

From his outstanding wartime service record, for which he was decorated for bravery four times, Sir Neil went on to enjoy an illustrious peacetime career with the RAF. On retirement he moved into the defence industry to work for Rolls-Royce as a military specialist and also working for Flight Refuelling. This link with the Cobham enterprise no doubt accounts for the belief that it was Sir Neil who proposed naming the Guild offices Cobham House in memory of the founder of Flight Refuelling and Guild benefactor, Sir Alan Cobham.

Unusually, Sir Neil was declared Master *in absentia*, when a serious heart operation prevented him from being installed at the AGM according

to custom. This unprecedented drama in Guild affairs was ably contained by the Immediate Past Master, Tom Brooke-Smith, who continued to hold the fort until the summer when Sir Neil had recovered sufficiently to take on his Guild duties.

As Master, Sir Neil supported colleagues over the Guild's move of offices from Eccleston Street, Victoria, to the less expensive premises in Gray's Inn Road.

He also welcomed the opportunity to resolve a simmering quandary over subscriptions with the Australian Region during his visit to the country. Fortunately for all concerned, Sir Neil got on well with Australians, an affinity some attribute to his Service days in the Far East. On visiting the Region as Master in September 1986 he was able to swiftly resolve the slight difference of opinion to the satisfaction of all.

Sir Neil Wheeler joined the Guild as a Freeman in 1973, was clothed with the Livery in 1980 and became an Upper Freeman in 1985. He died on 9 January aged 91. The photograph of Sir Neil as Master was taken at the AGM in 1987, just as he was about to hand over office to Master Elect Robert Pooley.



*Fit for purpose: the Master casts a professional eye over City University's 'teaching simulator', watched by (left) Donald Stirling, Course Director, Air Transport Operations and Air Transport Studies, and Warden Dr Michael Fopp.*

worldwide in order that others in the field may learn from his research. I commend his work to you and you can download it now from the Guild website at <http://www.gapan.org/Papers/Papers.htm>

More recently the Guild has provided support for an Air Traffic Controller from an African country who, when qualified, will return to an influential position within the National Air Traffic Services where, on his own admission, the culture of safety is not particularly well supported by government resources and infrastructure. Once

again, at his own expense, he felt that in undertaking the City University MSc in Air Safety Management he would be able to influence decision-makers in his country.

All this would not have been possible without the financial support of the Guild but, much more importantly, the liaison between the Guild and the University faculty; coupled with the sterling support of the courses given by Liverymen as visiting lecturers. There has also been close liaison directly between the Court and the University for more than the ten years that the courses have been established. This has been instrumental in assisting the University to make them the success they have become.

Liveryman Alan Foster and I have been the liaison between the Guild and the University for the past four years. I have been ably assisted in the process of selecting bursars by a number of Guild members and the subsequent mentoring that goes on between bursars and individual Guild members is hugely important. As I progress towards my year as Master my workload for the Guild will necessarily increase and I am

delighted that Liveryman Dr Diana Green is soon to take over from me as the Guild's interface with the City University.

It is very easy for us all to concentrate on flying scholarships, particularly for young people entering aviation. In doing so it may be that the importance of in-career study and qualifications for serving professionals is forgotten. The Guild's primary function is to promote air safety and nothing does that more than these bursaries to assist students, who would otherwise, not be able to participate in training at this level.

Finally, in his excellent dissertation quoted above Peter Bastke acknowledges the contribution of the Guild with the following words: "The author would like to express his appreciation to the Guild of Air Pilots and Air Navigators for awarding him the 2006 bursary. He would also like to thank those visionaries who have made the modular Air Transport Management MSc degree a reality. They have made further education a possibility for many aviation professionals working in remote locations."

Enough said really. 

# Flights to freedom: East Germany, 1961-1989

LIVERYMAN ALAN FOSTER

November 2009 heralds the 20<sup>th</sup> anniversary of iconic events: the tearing down of the Berlin Wall and the restoration of free movement between West and East Germany. In 1961, the communist East German Government (the DDR) imposed draconian controls to halt the flood of East Germans leaving the DDR. These controls included building the Berlin Wall to isolate West Berlin and, except for three crossing points, to seal the DDR borders with West Germany (WG) with razor-wire fencing, minefields, and armed patrols. The flow abated, but hundreds of East Germans still attempted to flee the country. Some tried to do so using aeroplanes, others tried to use sailplanes, microlights and even balloons.

There were three strands to non-military aviation in the DDR: Interflug, the national airline; Agrarflug, its crop-spraying subsidiary; and the GST, a para-military 'Society for Sport and Technology'. GST gave military and aviation training to teenage air cadets before they did their national service.

Interflug had a fleet of some 40 airliners, mainly Russian-built Ilyushin and Tupolev aircraft, and its operations were mostly



limited to flights within the DDR and Eastern Europe. In return, communist-friendly airlines such as Poland's national airline, LOT, could operate flights into the DDR. While no attempts to hijack or defect from the DDR have been recorded using Interflug's aircraft, there were three cases of Polish airliners being hijacked by East Germans.

In October 1969, Peter Klemt and Ulrich

von Hof hijacked a LOT Ilyushin IL-18 airliner in-flight between Warsaw and the DDR's airport at Schönefeld, just outside Berlin. Armed with an unloaded pistol, the hijackers forced the airliner to land at Berlin-Tegel (about 25 miles from Schönefeld), an airport in Berlin's French sector. After landing, the hijackers surrendered to the French military authorities.

In 1978, a LOT Tupolev TU 134 airliner with 63 passengers, en route from Danzig to Schönefeld, was hijacked. Hans Tiede and his girlfriend Ingrid Ruske, armed only with a starting pistol, forced the aircraft to land at Berlin-Tempelhof, in Berlin's American sector. Not only did Tiede and Ruske claim sanctuary in West Berlin, but so did another six East Germans who were passengers.

In 1981 a LOT Antonov 24 airliner was hijacked after taking off from Wroclaw in western Poland on a flight to Warsaw. The East German hijacker forced the aircraft to fly to Berlin-Tegel, where it landed and he surrendered to the airport police.

These acts tested the judicial processes of the Allies and of the WG Government. WG law gave right of domicile and sanctuary to all ethnic Germans who claimed it. West Europeans were sympathetic to anyone who tried to escape from the communist East, and no one had been harmed in the hijackings. But, in each case the culprits were punished, although they served little time in prison.



Agrarflug had responsibility for the airborne crop-spraying of fertilizers. With over 300 aircraft – most of them Czechoslovakian-built Zlin 37s – operating solo from a great number of grass airfields in the DDR, Agrarflug was very vulnerable to its pilots defecting.

The first Agrarflug defection took place in September 1964. A 23 year-old pilot, assigned to crop-spray fields north of Berlin, did not return and was found later to have defected, landing safely south east of Hamburg (WG).

Another defection occurred in the following year (1965) when an Agrarflug



mechanic who had never flown before took off in a single-engined aircraft (probably a Zlin 37) and landed it in Schleswig-Holstein (WG).

There were other examples of non-flyers defecting by taking and piloting light aircraft. A notable example of this was in 1973, when another Agrarflug mechanic, Jürgen Glaser, found a mislaid copy of the Z37 pilot's notes, kept them and then began to memorise how to fly the Z37. Based near the Baltic coast, Glaser's daily duties included cleaning the aircraft, replenishing the fertilizer tanks and refuelling the Z37. In this way, he acquired some familiarity with the cockpit and its controls. Late on a well-chosen midsummer day, a Sunday, Glaser managed to acquire both of the security keys needed to fly the Z37, take on board his wife and young child, and start his take-off run. Caught unawares by the swing when he raised the tail-wheel, he almost hit a bank of trees as he took off. Once airborne, he flew at low level to Lübeck in WG where he made a heavy but safe landing, breaking an undercarriage leg.

The 500kg payload capacity of the Z37 allowed defectors to carry passengers crouched in storage compartments behind the pilot. But carrying passengers was more risky. It required an intermediate landing, away from the Agrarflug airfield, to allow the passengers to be embarked. In June 1978, this method enabled a pilot to collect two passengers and defect with them to the WG region of Hessen. Just five months later, another Agrarflug pilot did the same to collect his wife before defecting to Lower Saxony (WG).

One defection carried three passengers. In July 1979, a pilot from Magdeburg carried out his crop-spraying assignment and then made a landing in a field to collect his wife, teenage daughter and five-year old son. After securing his passengers in the

payload compartments, aft of the cockpit, he took off and flew to Lower Saxony.

There seemed little that Agrarflug could do to stem the flow of defections; in July 1987 there was another solo defection, followed immediately in August, by a further multiple escape when an Agrarflug pilot from Thuringen landed in a field to collect his wife and two children, before flying on to Bavaria (WG).

The GST (Gesellschaft für Sport und Technik) also had Czechoslovakian-built Zlin aircraft, and Polish-built sailplanes, to give its cadet members experience in powered flight, gliding and parachuting.

A GST aircraft had been the very first to defect from the DDR. In April 1964, two GST members from Halle took a GST aircraft and flew it successfully to Westphalia in WG. Neither defector had flown a powered aircraft before, but both had been trained by the GST to fly sailplanes.

The GST had responsibility for organising the DDR's national gliding championships. Embarrassingly, in June 1973, Udo Elke,



the DDR sailplane champion defected during the championships. Elke flew his Polish-built "Foka" sailplane over 250 miles, south westwards, from Mecklenburg to reach Westphalia.

Elke was not the only one to defect in a sailplane: in May 1979 a GST sailplane pilot had glided southwards from 6,000 feet above the DDR province of Thuringen to reach freedom in Bavaria.

Bavaria was often the destination for escapers, and GST defectors had landed there in 1975, 1979 and 1980. The 1979 event was a further example of a GST sailplane pilot without powered flying experience escaping (with his family) in an aeroplane.

The last GST defection occurred in July 1987 when Thomas Krüger an 18 year old trainee pilot from Magdeburg, on his second solo flight at GST Schoenhagen, flew a Zlin trainer to RAF Gatow in West Berlin. This was the second GST defection to RAF Gatow: an earlier defection, in 1978, enabled two brothers to land there.

Home-building of aircraft, microlights and balloons had to be done in secret, and there was a great risk of being caught. It was against the law to leave or attempt to leave the DDR without permission, and the DDR secret police (the Stasi) had a nationwide network of informers. Sadly

many attempts were unsuccessful and the failed would-be escapers were imprisoned.

In Dresden in 1982, Dr Gerhard Wagner, a highly qualified aeronautical engineer, along with his wife and three children, was imprisoned after someone informed the Stasi, correctly, that Wagner was attempting secretly to home-build a twin-engined aircraft. Only after an appeal by the Austrian Government and the payment of a ransom did the DDR release the family to the freedom of WG.

The next attempt to fly a home-built aeroplane was not until 1986. After building it secretly in a farm stable, Guntram and Johanna Erbe produced a complete single-engined aeroplane with a wingspan of about forty feet and a seventy horsepower Wartburg motor. Unfortunately, despite a number of nocturnal attempts, they never succeeded in test flying it, and eventually, to avoid discovery, the aircraft was disposed of.

A hang-glider was assembled in the autumn of 1986 by a railway worker and his girlfriend near Potsdam. They planned to launch it eastwards into West Berlin. Sadly the Stasi discovered the plan, confiscated the hang-glider and the would-be escapers were imprisoned.

Two months later, two engineers smuggled their hang-glider onto the roof of a multi-story building in central Berlin, and launched it towards the western sector. Unfortunately, the hang-glider clipped the roof after being launched, and landed short of the Berlin Wall. The escapers fled from Berlin but eventually were arrested and were imprisoned.

The first microlight attempt utilised a home-built hang-glider fitted with a two-stroke Trabi car motor. In 1986, the escaper, a 37 year-old toolmaker, took off during a dark December evening in the Potsdam area. Heading towards West Berlin, he climbed to a height of 1,000 feet. But he was inexperienced at flying and when he landed again, he discovered he had overflowed West Berlin and had landed back in DDR territory. Imprisonment followed.

In 1989, two brothers successfully flew two microlights into East Berlin to rescue their younger, teenage brother, Egbert. Ingo and Holger Bethke had learnt to fly microlights in WG, purchased two of them and dismantled and sealed them for transportation through the DDR to West Berlin described as 'sports appliances'. On the eve of the attempt, they now had to re-assemble the microlights in darkness by torchlight. Approaching dawn, each took off and flew to the pre-arranged collection point. As Ingo landed his two-seater and uplifted Egbert, Holger, circled and kept watch for East German border guards. None was seen. After the pick-up, both microlights returned safely to West Berlin

and landed near the Reichstag building.


Three attempts used home-built balloons. The first of these, in 1979, was a dramatic success, allowing the eight-person Strelzyk and Wetzel families (four adults and four children) to ascend about eight miles away



from the DDR border, overfly the border, and then land safely a short distance inside Bavaria.

In 1986, a second balloon attempt was to be made, but either by tip-off or surveillance, it was discovered by the Stasi shortly before the proposed launch. The two would-be escapers were arrested and imprisoned.

The final attempt to escape from the DDR by air was in March, 1989. Thirty-two year-old Winfried Freudenberg's solo balloon flight ascended successfully in East Berlin and drifted downwind over the French and British sectors. But while hanging beneath his single propane-gas burner, his safety harness of nylon and leather snapped and burst. Freudenberg fell to his death within the American sector and his balloon landed a few hundred yards away.

What a tragic waste: only a few months later, in November 1989, the Berlin Wall was breached and free movement to WG was restored. 

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## Master's tour of the Regions

# Around the world in forty days

RICK PEACOCK-EDWARDS

Every year you read about what a great experience the Master's tour of the Regions has been. Having just completed my tour, I can now vouch that it was a trip of a lifetime and one that was interesting, rewarding and deeply fulfilling. Wherever Tina and I went we were touched by the warmth of the welcome and the depth of the hospitality. We met lovely people with similar interests and we have made many new friends. The tour gave us the perfect opportunity to get to know the Regions, to meet the personalities, to see how the organisations function and to hear about and discuss some of the issues.

The Regions are all doing an outstanding job in the name of the Guild. They provide the opportunity for great, and necessary, global connectivity and, as in the UK, the members have great influence. Many of the issues are the same and there is a need to look to the future. There is also a need for even greater communication between the UK and the Regions, to avoid duplication of effort, to keep us all better informed and to provide enhanced links to deal with issues. As I say in my Master's Message (see page 5), I believe a Master who has just visited the Regions is in the best position, from the UK perspective, to provide that link. Therefore, I have proposed, that the Master, as he becomes the Immediate Past Master, should provide that enhanced link until the new Master visits the Regions, and so we go on.

I have thought a lot about how I would report on my tour in a way that will be of interest to you, the reader. You don't want to simply read a chronology of events but you do want to read about what I have done and to hear human stories. The tour has been rather longer than in previous years



*Escort party: the Master at the Air Force Association Lunch, Washington, flanked by an escort party from the US Air Force Junior Reserve Officer Training Corps Cadets for high school students. Pictured are: Cadet Juan Oronao, Cadet Alexander Avalos, Warden Cliff Spink, the Master, Cadet Christopher Messersmith and Cadet Michael Firth.*

because we also went to the US and Canada, and to Dubai for a few days on the way back to the UK. I have decided, therefore, to report each stage of the tour under the heading of the Region or country involved.

### UNITED STATES

The tour started with three days in Washington. It began in style with an upgrade on the flight from London to Washington. For this part of the tour, we were also accompanied by Warden Cliff Spink and his wife, Caroline. The mastermind behind the Washington visit was Liveryman Kent Johnson who, as always, was a great host. During our time in Washington I gave two lunchtime speeches, one to the Air Force Association (AFA) and the other to the National Aeronautic Association (NAA). For both these speeches I had to do some extra research before I left the UK, mainly through government departments, so that in addition to Guild-related matters I was able to discuss the wider (and in some cases political) issues. I am pleased to report that both speeches went very well in front of influential and interested audiences.

There is a lot of interest in the Guild in the US and there is a growing membership. We will continue to develop this relationship. I was also delighted to meet a number of now retired senior air force officers whom I knew from their time in the Pentagon when I was an Air Attaché in the British Embassy.

A highlight of our time in Washington was a specially arranged tour of the West Wing of the White House where we were taken to places that most visitors do not see. It was a very interesting tour and, having now seen for ourselves where the business is conducted from within the White House, we have a better perspective of the view from the Oval Office or behind the microphone at press conferences from the Rose Garden or the press briefing room. For this visit, we are indebted partly to Kent Johnson but also to General Rod Bishop, until recently the Commander of the 3rd Air Force in Europe. As those who were there will recall, he was also my guest of honour at last May's Livery Dinner where he gave a quite brilliant speech. General Bishop is himself now one of our newest US members.

## CANADA

From Washington we flew to Vancouver, British Columbia, via Denver. The visit to Canada was my second in 2008 because previously, together with Past Master John Hutchinson, I had attended the opening of the Abbotsford Air Show in August. We were hosted throughout our visit, as on the first visit, by the new Chairman of the Canadian Region, John Burley and his wife, Liz. During my short visit I was able to have an important meeting with the British Consul General, Alex Budden, and also attended a meeting of the Canadian Region Steering Group. As a result of this milestone meeting, I was able to report immediately back to London with the recommendation that the Canadian Region should be formally established as soon as possible. This historic event was approved at the November Court meeting. Our visit to Vancouver might have been short but it was busy and very successful. We also made sure that there was time for the customary social activities and to meet old friends from my earlier visit. Vancouver is a very beautiful place and I have been heard to say on more than one occasion that 'I could live here!'. You will hear me use those words again in the following paragraphs.

At the end of our short but memorable visit to Vancouver we started the first leg of our trip to New Zealand by bidding farewell to John and Liz Burley before flying initially to Los Angeles.

## NEW ZEALAND

We flew from Los Angeles to Auckland with Qantas and were met on arrival (before dawn!) by the Chairman of the New Zealand Region, Liveryman Brian Wyness and Assistant Allan Boyce. We were in New Zealand for a week. Most of the time was spent based in Auckland with a one-night trip to Wellington.

In Auckland, I attended a meeting of the Regional Committee which was followed by a most pleasant welcoming reception and dinner and I visited the Air Force Base (AFB) at Whenuapai (Auckland) where I was welcomed at lunch by the Commander of 485 Wing, Group Captain Edward Poot (a 2007 graduate of the Royal College of Defence Studies in the UK) and visited Numbers 40 and 5

Squadrons. I was given an illuminating presentation by the Officer Commanding No 40 Squadron, Wing Commander Darryn Webb, about Hercules operations in Antarctica and involvement in Exercise Enduring Freedom (Afghanistan Operations). At No 5 Squadron I was given a conducted tour by the resident RAF exchange officer, Flight Lieutenant Eric King (ex Nimrods). During the week I twice visited Ardmore Airfield, an impressive General Aviation airfield located close to Auckland. On the first visit Tina and I flew in a Cessna 172 and went on a sightseeing tour of Auckland and then, on the final day of our visit, I flew in a unique open cockpit Ryan PT22 with Les Marshall, a great character and a legend in New Zealand. This flight was a memorable experience.

On the Friday evening in Auckland, and the highlight of the week, the Regional Dinner was held at the Northern Officers Club. This was a really splendid occasion and very well attended. In addition to my speech, the Deputy Chief Executive of Air New Zealand, Norman Thompson, gave a stimulating insight into modern day airline operations. I was also delighted to see a strong representation from the Royal New Zealand Air Force (RNZAF), which highlighted the rapidly developing links with the Guild.

I mentioned that our visit to Wellington was short but it was also action packed. During the visit I had excellent and constructive meetings with the Chief Executives or senior executives from the Transport Accident Investigation Commission (TAIC), the Aviation Industry Association (AIA) of New Zealand and the Ministry of Transport. We stayed at the impressive Wellington Club where the Region held a very well attended reception in the evening. This was also an important occasion because the Regional Chairman, Brian Wyness, and I were able to jointly announce the affiliation to the New Zealand Region of two RNZAF units, No 485 Wing from AFB Whenuapai and the Flying Training Wing (FTW) at AFB Ohakea. I was also surprised and delighted to meet no less than three old flying colleagues from my RAF days, all from the fighter fraternity. Two (Steve Smythe and Steve Howard) are now involved with the RNZAF



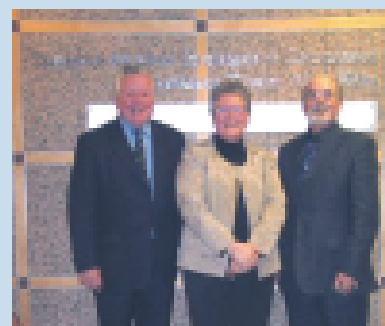
*Popular place: the Master visited Ardmore Airfield twice during his visit to New Zealand. On this occasion he is with Captain John Gemmell (standing left), Air New Zealand and Guild Region Committee Member, and Assistant Allan Boyce (standing right).*



*Tabled: the Regional Committee meets at Lyn and Allan Boyce's home in Auckland. From left to right are: John Martin, Lyn Boyce, the Master, Allan Boyce, Chairman Bryan Wyness (partially hidden), John Gemmell and Gordon Ragg.*



*Presentation: the Jean Batten Memorial Trophy was presented at the New Zealand Regional Dinner at the Northern Officers Club, Auckland. The award went to Ron Tannock, for his outstanding contribution to New Zealand aviation. With the Master is Bryan Wyness, Chairman of the Region and a former Chief Pilot of Air New Zealand.*



*No accident: while in Wellington, the Master, accompanied by Regional Chairman Bryan Wyness, met Lois Hutchinson, the CEO of New Zealand's Transport Accident Investigation Commission.*

while the other, Group Captain Graham Bond, who used to be my backseater when I was flying F4 Phantoms, and having survived that experience, is now the Defence Attaché in New Zealand. Lucky chap!

While in New Zealand there was also time to go sightseeing, to see the huge ocean-going yachts, to use the ferries to island hop in Auckland, for Tina to see the botanical gardens and other places of interest, and to meet some old friends from our days in Washington back in the early 1990s, Ken and Merryl Gayfer. Ken was the then Air Attaché in the New Zealand Embassy.

On the final day before our departure I was first delighted to visit Captain Gordon Vette, a retired Air New Zealand Captain, who in recent years has been wheelchair-bound. It is very important that the Guild looks after our people and I was able to see how the Guild has helped provide Gordon and his wife with the means to make their lives just that little bit more pleasant. I have also been able to report back to the Guild Benevolent Fund. A farewell brunch followed after which Brian Wyness and his wife, Marian, gave us a wonderful sightseeing tour of parts of the Auckland area that we had not yet seen before taking us to the airport for our flight to Australia.

New Zealand is indeed a wonderful place, as are the people, and yes, I could live there too (very easily). We were exceptionally well looked after throughout our visit but special thanks must go to Brian and Marian Wyness and Allan and Lyn Boyce.

## AUSTRALIA

And so we move on to Australia on the next part of this fascinating tour. The Australian Region is very much divided up by States and so to some extent it might seem like Regions within a Region. That is the way it works but there is an over-arching Regional Executive Council and in practice the structure works very well. I will describe our visits to the four State cities that we visited, namely Melbourne (Victoria), Adelaide (South Australia), Brisbane (Queensland) and Sydney (New South Wales).

Melbourne, Victoria, was our first stop in Australia. Here we were met by the Regional and State Chairman, John Whittington and his wife, Shirley. We



*Meeting in progress: the Master and Liveryman John Whittington (right), Chairman of the Australian Region, visited flying school General Flying Services at Moorabbin Airfield, near Melbourne. Ross Carrington, GFS managing director (to the Master's left) and Peter Furlong from Gippsland Aeronautics, met the Guild party. (Photo: John Whittington)*

stayed at the Naval and Military Club in Melbourne. We went to Moorabbin airfield where I visited General Flying Services (GFS), a very successful flying school that, interestingly, has recently been bought by Oxford Aviation Academy. The MD of GFS, Ross Carrington, gave a most interesting presentation to me on the development and capabilities of GFS. He then flew us in a GFS Kingair 90 to Latrobe airfield where we had a fascinating visit to Gippsland Aeronautics, a private company that builds aircraft. Currently, their main production line is for the AIRVAN, an eight-seater aircraft used around the world in a number of different roles. I could see good scope for growth

potential and this was certainly a very interesting visit, and great to see what had been achieved thus far. The final part of my visit to Moorabbin was supper at the Victoria Aero Club before I delivered the Frank Fisher Memorial Lecture. This led to a lively discussion. The next day was more military orientated. First we had lunch at the Royal Australian Air Force (RAAF) AFB Wallace before visiting the RAAF Base at Point Cook and, in particular, the impressive RAAF Museum. In the evening we had a lovely dinner to conclude our visit to Melbourne at which I was able to update everyone on the state of the Guild and to present Long Service Certificates.

Thank you, John and Shirley Whittington, and everyone else involved, for ensuring that our visit to Melbourne was so enjoyable.

Adelaide was memorable for me because not only is it a lovely city but it is also where I finally had the plaster and wires removed from the wrist that I had broken before we left the UK. The doctor, of Scottish descent, could not have been more charming and was himself a larger than life character.

We were met in Adelaide by the South Australia State Working Group (WG) Chairman, Harold Walton and his wife, Andrea. We stayed at the very pleasant Naval, Military and Air Force Club. Once again, we had a very full



*I'll second that! the Master at a meeting of the Australian Region's Executive Council. In the picture (from left) are: Glenn Elms, Harold Walton, John Kessey, John Colwell, Master, Sue Ball, John Whittington and the back of Ken Davenport's head! (Photo: Harold Walton)*



*Formal occasion: veteran Liveryman Peter Lloyd shows the Master the form at the Regional Dinner in Sydney. (Photo: Harold Walton)*





*Rare sight: the Master flying a Tiger Moth in formation with another historic British aircraft, the DH84 Dragon Rapide. (Photo: Matt Fisher)*



*You OK, Skippy? you know you are in Australia when Kangaroos meet you, as the Master and his party discovered on arriving back at Caboolture after a flight in a DH-84 Rapide. From left to right are: Don Brown, Des Porter, the owner of the Dragon Rapide, Bishop Hall Mathews, the Master and Captain John Howie. (Photo: John Howie)*

few days which included interesting visits to Parafield airfield and the RAAF Base at Edinburgh. At Parafield airfield I first visited the Classic Jet Fighter Museum where I saw some of the restoration work in which they are involved (I will be passing on details of this visit to my friends at Duxford). I visited Airborne Research Australia, a unique organisation that is involved primarily in meteorological research. I had an extended visit to Flight Training Adelaide (FTA), clearly a very well-run flying school which has attracted the global interest of many major airlines. The Chief Executive, Frank Morgan, gave me an excellent

insight into current operations and future plans. My final port of call at Parafield was a visit to the University of South Australia Flying Club. I was delighted to see there was interaction between flying and the University and as well as meeting the Head of the Flying Club, Stephen Phillips. I was delighted to be introduced to Professor Andrew Downing, the Head of School for Electrical and Information Engineering. A visit to RAAF Edinburgh was equally interesting and I was given an excellent insight into operations and future plans, not to mention being well looked after at a lunch in the Officers Mess.

I attended two major social functions in Adelaide. The highlight of the visit was the Guild South Australia Dinner where I had the opportunity to update members on the Guild and to present the Grand Master's Australian Medal to No 92 Wing, RAAF, represented at the dinner by Group Captain Steve Osborne, Officer Commanding 92 Wing, and Wing Commander Warren

Macdonald, Officer Commanding No 11 Squadron. I also presented a number of Long Service Certificates. Of particular note at this dinner, I was delighted that Mrs Ruth Adams had been able to attend. Ruth, a lovely and very lively lady, was an Air Transport Auxiliary (ATA) pilot during the Second World War and, as well as many other types of aircraft, she flew Spitfires. I had become aware of Ruth through a fellow Master, Hugh Evans, the Master of the Innholders. Ruth Adams is his aunt, the rest of the story is history but what a marvellous evening. The other major function was to attend, as the Guest of Honour, the Annual Dinner and Award Night of the Sports Aircraft Club of South Australia. This too was a memorable and most enjoyable occasion.

But our time in South Australia was not yet over because on the final day we visited Aldinga airfield for a Guild barbecue and to take part in the infamous Spot Landing Competition. The barbecue was great and, no, I am afraid that I did not win the spot landing competition; my excuse: lack of practice, a broken arm, bad luck, incompetence, you take your choice! Suffice to say that we then recovered from the experience by visiting no less than three wine estates in the famous McLaren Vale Wine Growing Region which had the required numbing effect (for some, my landing had already had this effect!).



*Brisbane hospitality: the Master at the Queensland Working Group Dinner with Jeannie Tapp and the Flying Bishop, Bishop Tony Hall Matthews. (Photo: John Howie)*

Thank you South Australia for a great visit and, in particular, our special thanks to Harold and Andrea Walton and to Sue Ball for looking after us so well. Next stop Brisbane.

Brisbane was eventful because we just happened to arrive in the middle of the biggest storm that had hit Brisbane for 20 years; thunder, lightning, the lot. We landed all right but were then held for some time before we could

take a stand because the airport work force had been withdrawn until the weather improved. Anyway, still waiting to meet us when we finally emerged from the downpour were the Chairman of the Queensland Working Group, Captain Buck Brooksbank, plus David and Ainslie Macdonald and John and Joan Kessey. We were then speedily whisked away to the Queensland Club to deposit our luggage and then enjoy an excellent welcoming dinner. Another busy

few days followed.

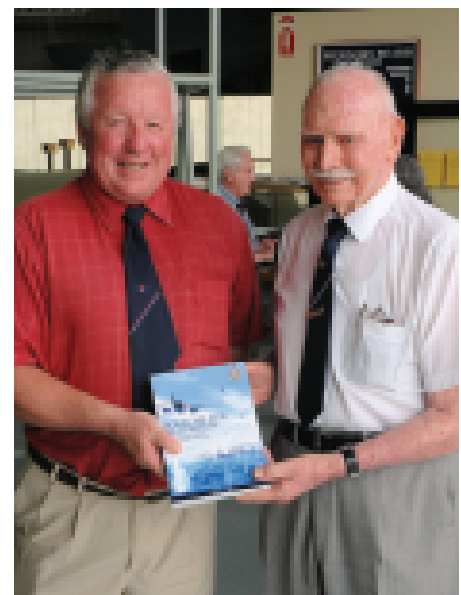
The various visits that had been arranged were inspiring and the first visit probably set the tone. We visited a school called Aviation High which is exactly what it stands for, a school which is designed to train and prepare students with the motivation, understanding and subjects that will take them into an aviation career.



*Work in progress: the Master inspects the Beaufort restoration project, which is well underway at Caboolture airfield. From left to right are: Don Brown, Bishop Tony Hall Matthews, Ralph Cussack, manager of the Beaufort restoration project, Tina Peacock-Edwards, the Master, Captain John Kessey, Captain Buck Brooksbank and Captain John Howie and his wife Gael. The project's chairman, the sprightly 90-year old John Kessey, was later presented with the Guild Award of Merit by the Master. (Photo: Matt Fisher)*

My personal view is that this is a fine example that others should follow and if anyone wants more information, please let me know. We visited the Queensland Branch of the Royal Flying Doctor Service (RFDS) at Brisbane airport, another inspirational visit and what a great job this organisation does for the welfare of those Australians in remote locations. At Brisbane airport we also visited the very modern Air Traffic Control Centre, similar to Swanwick in the UK, and finally the memorial to the historic aircraft, Southern Cross, and famous aviators such as Kingsford Smith, who had broken so many global records in the aircraft.

We had an excellent visit to RAAF Amberley where we were given presentations on and viewed a C17 from No 36 Squadron and an F111 from No 1 Squadron. At Amberley, I was also delighted to see an RAF C17 arrive on a liaison visit. The



*Read this: John Kessey presents the Master with a copy of his book "Song of the Beauforts". (Photo: Matt Fisher)*

opportunity to fly the F111 simulator was a most enjoyable part of the visit. After another excellent lunch our visit to Amberley concluded with a visit to Boeing's facility on the base where the conversion of Boeing 737s into Wedgetail Elint type aircraft was of particular interest.

The final part of our visits programme in Queensland involved a trip to Caboolture airfield where we visited the Beaufort restoration project, of which Liveryman John Kessey is the Chairman, and then flew in a DH 84 Dragon Rapide, a real privilege. Finally, I flew in a Tiger Moth and we

did a photo shoot with the Dragon Rapide. The Kangaroos were there to meet us on landing.

On the social side, the highlight of our time in Brisbane was the Queensland Working Group Dinner, another excellent evening at which I was delighted to present the Guild Award of Merit to John Kessey, a quite remarkable man and a very sprightly 90 year old. It also gave me great pleasure to present a Master Air Pilot Certificate to Captain Buck Brooksbank and a number of Long Service Certificates to members of the Australian Region with more than 30 years Guild membership.

In Queensland we also enjoyed some private hospitality and, as everywhere else, we were given the VVIP treatment wherever we went. I must make special mention of the part played in our visit by Buck Brooksbank, John and Gael Howie, John and Joan Kessey, David and Ainslie Macdonald and Tony Hall Matthews, the Flying Bishop. Tony is a real Bishop and he has 9,000 flying hours administering his very large parish, he is a great character and stalwart member of the Guild.

Sydney was our last stop in Australia and where we were met by Ken Davenport and Spencer Ferrier. We stayed at the prestigious Australia Club. Our stay there was short but busy. It began with a most relaxed evening at Ken Davenport's residence. Tina went sightseeing while I attended a meeting of the Australian Region Executive Council. Before we departed Sydney for Hong Kong we went on a sightseeing flight around Sydney Harbour in a seaplane owned by Philip Dulhunty, another adventurous Australian who has done most things in life. This was quite an experience because the wind was blowing 40 knots!

Appropriately, the Regional Dinner was held in Sydney on our final night in Australia. This was another well-attended occasion where it was nice to meet again many who we had already met during our travels. It was also nice to meet important members of the aviation community in New South Wales. I was again delighted to present a number of Long Service Certificates, to present a Master Air Pilot Certificate to Captain Ian Brown and Letters of Merit to Liveryman Captain Ken Davenport and Liveryman John Colwell.

We had a great two weeks in Australia. Thank you, everyone whom we met and who looked after us, for giving us such a special time. For our stay in Sydney, a particular thank you to Ken Davenport, Spencer Ferrier and Peter Lloyd for looking after us so well. Oh, yes, and I could live in Australia too. And so off we go to Hong Kong,

## HONG KONG

We arrived in Hong Kong late evening after a pleasant flight from Sydney with Qantas. We were met by the Chairman of the Hong Kong Region, Liveryman John Li, who took us to our hotel, the Harbour Plaza Hotel, which overlooks Hong Kong Harbour. The view from our room was stunning. And so began another magnificent week of activity, full of variety and interest. We mixed pleasure with work.

On the sporting side, we had an enjoyable day with John Li at the final day of the Hong Kong Open Golf Championship, which is now part of the European Tour, and we enjoyed an evening in style at the horse races. We saw Hong Kong from the air and on the ground, we shopped, we toured, and we were never very far away from fish meals. I was delighted to be the Guest of Honour at the launch of Liveryman Lily Fenn's book *Aircraft Accident Investigation: Human Factors and Legal Challenge*. I expect this limited edition to become a reference book for those who are closely involved with the subject. Lily then entertained us to an excellent fish dinner where we selected what we ate from fish tanks full of living creatures. That too put a new perspective on eating!

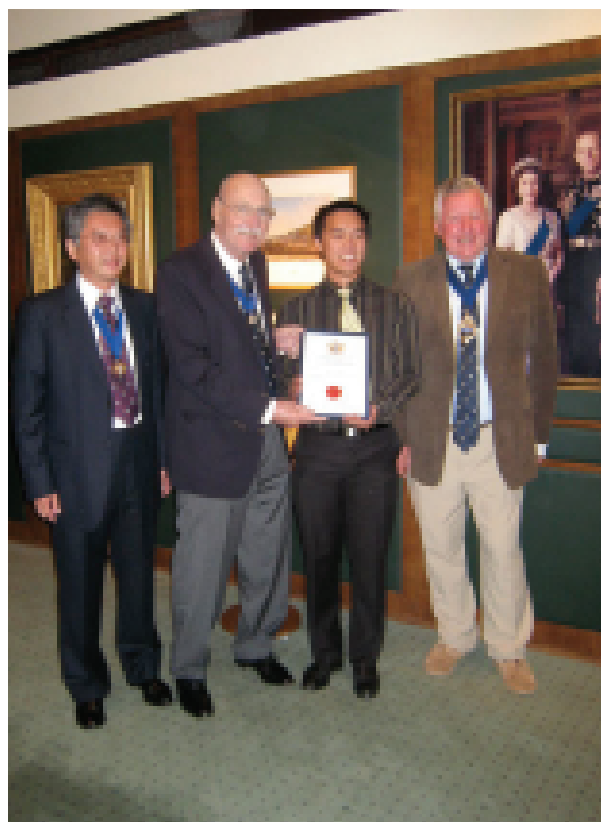
We enjoyed an excellent visit to the Government Flying Service (GFS). We were first collected from a heliport, before being given a sightseeing trip around Hong Kong and then delivered to the superb GFS facility at Hong Kong airport. I was greatly impressed, as I was with my visit to Cathay Pacific which followed. I enjoyed highly constructive talks with the Civil Aviation



*Limited edition: the Master was guest of honour at Liveryman Lily Fenn's book launch in Hong Kong.*

Department after which we were entertained to an example of gastronomic excellence which will be hard to beat, a twelve course gourmet dinner.

We were hosted to a most enjoyable welcoming reception at the start of our visit and, on this occasion, I was delighted that Liveryman Jack Smith and his wife, Helen, were able to attend, particularly since Jack was able to present the first of a new award in his name. As with the other Regions, the Regional dinner was the



*New prize: Jack Smith, the Hong Kong Region's Administrator, presents the first award in his name, the Jack Smith Advanced Flying Scholarship, to Roy Chang. In the picture are John Li, Regional Chairman (left) Jack Smith, Roy Chang and the Master.*





*Bird's eye view: the Master and Tina Peacock-Edwards were taken on a whistle-stop tour over Hong Kong in a Government Flying Service helicopter. Pictured (left to right) are: Dai Evans (a former Squadron Leader Navigator in the Search and Rescue Force), Captain Michael Ng, the Master, Captain Lawrence Wong, Tina Peacock-Edwards, Captain Trevor Marshall (Chief Training and Standards Officer), John Li (Chairman Hong Kong Region), and Captain West Wu (Chief Operating Officer for GFS).*

*Cheers: the Master and John Li, Chairman of the Hong Region, at the Regional Dinner.*

highlight of the week and an opportunity to meet many old and new friends, and to be led astray!

Our final day in Hong Kong really epitomized the hospitality that we had enjoyed throughout our tour. John Li took us on a sightseeing tour of Hong Kong in his EC120 helicopter. We landed in a remote location but near to a restaurant where we enjoyed another superb fish meal. We then did some more sightseeing, returned to the Hong Kong Aviation Club for some more socializing before progressing to John's magnificent home for a most generous BBQ. We were then delivered to the airport to catch our flight to Dubai. John had even organised an upgrade for us on this flight. What more can one say, there aren't enough superlatives to use to say thank you. As with the other Regions, it was just all so special from

start to finish. However, in thanking people I must make special mention of John and Mary Li, Lily Fenn, Jack and Helen Smith, Peter Robinson and Ian Fogarty, a stalwart team who can always be relied upon to create an environment of interest and excitement. I would be happy to live in Hong Kong as well, at least outside the hot and humid season.

## DUBAI

We visited Dubai on our way back to the UK because it was en route and it enabled us to visit our eldest daughter who is a Headhunter there with an international firm. The Guild has Middle East interests and a growing number of members from the Region. It is probable that, in due course, increased efforts will be made to establish the Middle East as a new Region. What a place, I had no idea

until this visit of the scale of the development in progress. It is awesome and I am not surprised about reports that one-third of the world's cranes are in Dubai because wherever I looked I saw cranes. It is a huge building site but much has already been completed and it is clearly going to become an even more amazing place in the future.

..... and finally

If you have managed to read this far I think you will have got a good impression of the scale of our tour. In all my time as a member of the Guild, and serving on committees and on the Court, I have never learnt so much in such a short time. I strongly believe that this can only be of benefit to the Guild and I intend to ensure that my newly acquired knowledge and experience is utilized to good effect and in the Guild's best interest. 🦅

# Technical briefing

C L HODGKINSON

*Technical Director*

## Remain outside controlled airspace

The manual of Air Traffic Services (MATS) - part 1, section 3, chapter 1, paragraph 21 - states that when a pilot requests permission to enter controlled airspace, it may not be possible for traffic reasons to issue the requested clearance immediately. In such situations, controllers will advise the pilot to remain outside controlled airspace, when to expect clearance and give a time check. Examples of the phraseology to be used are published in CAP 493.

## Wide Area Augmentation System (WAAS) approaches outnumber Instrument Landing System (ILS)

The US Federal Aviation Agency recently commissioned its 1,333rd WAAS approach (technically known as Localizer Performance with Vertical Guidance or LPV), which means there are now more of them than ILS approaches. The Agency calls it a milestone in the transition to universal space-based navigation. The system is in use at 833 US airports and the agency is planning to add 500

approaches a year until every qualifying runway in the US has one. "This is clearly a turning point for aviation and the way pilots navigate," the Agency said in a 2008 news release.

**Zero VAT countdown begins** You may be interested to know that the loophole to purchase an aircraft in Denmark VAT-free ends on 1 January 2010. See [www.opmas.dk](http://www.opmas.dk) for details.

**Change to AIP requiring squawk A2000 on ground – Mode S-equipped aircraft only** The UK AIP will harmonise on the use of A2000 squawk on ground as follows: "Unless otherwise instructed by ATC, Mode S transponder equipped aircraft on the aerodrome surface should select Mode A code 2000 when under tow; or parked and prior to selecting Off or Stdbby."

**VAT on fuel – private and non-private flying** For those of you who haven't already seen the amplification on the changes of fuel duty rates on the Guild website under News and Events, our Customs Consultant Martin Fiddler has provided a detailed explanation of the process and what does or does not constitute 'private flying' on which duty is paid.

**The FAA has approved a national rollout of Automatic Dependent Surveillance – Broadcast (ADS-B) ATC** Following its introduction in Southern Florida FAA advise that ADS-B will be the backbone of the future of ATC. NextGen ADS-B uses GPS signals to determine aircraft position, particularly for airport approach and departure. Aircraft transponders receive satellite signals; once per second these transponders in turn transmit their precise location, along with other pertinent data from the aircraft's flight monitoring system. Other aircraft equipped to receive the data and ADS-B ground stations up to 200 miles away receive these broadcasts. ADS-B ground stations add radar-based targets for non-ADS-B equipped aircraft to the mix and send all of the information back up to equipped aircraft, along with information on weather and flight restrictions.

**UK Flight Information Services** As part of the process for the introduction of revised Air Traffic Services Outside Controlled Airspace (ATSOCAS) procedures on 12 March, additional information is contained in ATSIN 148 - <http://www.caa.co.uk/docs/33/ATSIN0148.pdf> Or read CAP 774. CDs covering this item will be mailed to all UK licence holders shortly. ✈️

## Gazette

APPROVED BY THE COURT ON 22nd JANUARY 2009

### ADMISSIONS

#### As Upper Freeman

John Arthur BOTHAM (AUS)  
Captain Philip Alexander BREEZE-LAMB (OS)  
Captain David Wayne BURNS (HK)  
Captain Bryan Edward John CARPENTER (AUS)  
Adriano COVIZZI (OS)  
Captain Edward Martin DAVIDSON (OS)  
Squadron Leader Graham DUFF  
Group Captain Sidney Albert EDWARDS  
Captain Patrick Christopher FYNES (CAN)  
Martin Robert HATTON  
Squadron Leader Richard HEAD  
Captain Mark William HOEY  
Andrew David HOY  
Paul Anthony Richard LEE  
Captain Douglas Elliot MOULE  
Adam Goodwin NEWMAN (HK)  
Captain Neil Leslie PURVES (OS)  
Peter Roland WILLIAMS (NZ)

#### As Freeman

Selwyn M BURCHHARDT  
Jeffrey David BOYLING  
Dr Patrick Po Gay CHAN (HK)  
Angela Mary Bennett COLEMAN  
Patrick Joseph George MARGETSON-RUSHMORE  
Jeremy John MILES  
Glenn Jude MORRIS (AUS)  
Christopher RADFORD

MARK Eric RANDALL

#### As Associate

Neil ASHLEY (GYM)  
Ella Marie Rutherford BARTCZAK (GYM)  
Georgina Penelope BENNETT (GYM)

ACKNOWLEDGED BY THE COURT 22 January 2009

### REGRADE

#### To Livery

Patrick Michael Chinnery WELPLY  
Martin William WESTWOOD  
Christopher Laurence PALMER  
Captain Barry John WHITEHEAD

#### To Upper Freeman

Squadron Leader Richard David GRANT

### REINSTATEMENT

#### As Freeman

Richard Jonathan MANSFIELD

### DECEASED

Rodney Harrison ASHFORTH  
Past Master Air Commodore Peter Malam BROTHERS  
Malcolm John MASON (AUS)  
Captain Edward MERCER  
Ronald James MOSELEY

Jeremy PEMBERTON

Past Master ACM Sir Neil WHEELER

### RESIGNATIONS

Captain Frances Bernard d'ALTERIO (HK)  
Rodney Graeme BENCKE (AUS)  
Phyllis Anne BENNETT  
Clifford James BROWN (NZ)  
John Lawrence CAIRNS  
Captain Graham Moncrief CLARKE  
Air Cdr the Hon Sir Timothy ELWORTHY  
David Charles ELMSLY (NZ)  
Mervyn Arthur FOWLER (AUS)  
Captain Robert Charles GREAVES  
Michael John HARWOOD  
Ivor HOCKMAN  
Nilay PATEL  
Peter Wiliam REES  
Captain Neil Forsyth ROSS  
Donald Allen ROWLING  
Group Captain Ian Edward SHIELDS  
Andrew James WILKINS

### FORFEIT ALL BENEFITS

David Harry BUTTERWORTH

# THE GUILD OF AIR PILOTS BENEVOLENT FUND

In the Guild's 80th year – do you need it? Or does it need you?

ASSISTANT CHRIS FORD Trustee

Formerly the Sir Sefton Brancker Memorial Fund, the Guild of Air Pilots Benevolent Fund (GABF) has, since being renamed in 1936, grown from strength to strength, due in part to many generous donations from past and present Guild members and continual sound financial investments. Now in 2009, 80 years after the Guild was founded, the fund has an adequate capital base. However, due to the downturn in the money markets the return from investments is much reduced forcing the Trustees to be less benevolent than they would wish.

In the early years of the fund there were few pension schemes, many redundancies and not a few air accidents, all of which ensured an almost constant supply of applications for assistance and relief of hardship. In these modern times of safer flying, good pensions, workers rights and a good social security system here in the UK, there are fewer demands being made upon the available funds. Furthermore, there are probably many people out there who are either unaware of the fund or how to apply for assistance from it.

The objects of the Benevolent Fund are set out in the scheme approved by the Charity Commission dated 19 May 2003. They give the Trustees a wide remit in supporting charities established in the field of aviation and any charitable purposes connected with aviation that the Trustees may determine. Through the scheme the Trustees are permitted to approve financial assistance to persons in need who are or have been, air pilots or air navigators and their dependants in the form of grants, loans or provision of goods, services or facilities.

In 1996 the Trust Deed was amended to allow a wider use of funds. This resulted in the setting up of the Sir Sefton Brancker Scholarship for a private pilot's licence (PPL), the Grand Master's Scholarship PPL, the Centennial Scholarship PPL, GAPBF Scholarships PPL and flying instructor (rotary) rating (FI(R)R) and the Norman Motley Scholarship for a FI(R). Furthermore, grants are regularly made to the Ray Jeffs/FAAOA (Fleet Air Arm Officers



*Out of the blue: Carrie Begg cried with happiness on hearing she'd received a Guild Benevolent Fund scholarship through Flying Scholarships for the Disabled. She went on to undertake 21 flying training lessons during a six-week course in South Africa. Later she wrote: "After learning to fly a light aircraft there is no way I could not carry on and obtain my PPL in the UK". Carrie is pictured at East London Airport wearing her green RAF flying suit and Guild badge.*

Association) gliding scholarships and London Schools Gliding Scheme. Currently the Trustees also provide funds for a Flying Scholarship for the Disabled. Loans have been provided to enable recipients to further their aviation careers or to get back flying after accidents or illness. Monies to enable homes to be modified, disability scooters purchased and other forms of assistance have been given.

Beneficiaries of the fund live as far afield as New Zealand, Australia and Sri Lanka, as well as many within our home shores. Throughout all its dealings with welfare cases the Trustees work closely with representatives of the Royal Air Force Benevolent Fund, British Airline Pilots Association Benevolent Fund, the Soldiers, Sailors, Airmen and Families Association (SAFFA) and the Royal British Legion, ensuring that efforts are not duplicated and that the best possible solution to a problem can be reached, often sharing the burden between funds but always achieving the best possible assistance for the person in difficulty.

For the six years to September 2008 the Benevolent Fund was responsible for giving £264,054 to charitable "Guild related" causes. In all, the Trustees feel we are fulfilling our remit to the Guild members and staying within the bounds of the scheme approved by the Charity Commission.

If you are in need of assistance from the fund or know of anyone who you feel could benefit from it please do not hesitate to contact the Secretary and Almoner Peter Davis at the Guild of Air Pilots Benevolent Fund, Cobham House, 9 Warwick Court, Gray's Inn, London WC1R 5DJ. A standard Application for Financial Assistance form is also available from the Guild office, or you can download a form from the Guild website [www.gapan.org](http://www.gapan.org)

In the current financial climate we are finding that we may have to reduce the benevolence we can afford to distribute to worthy causes. While we have funds available for a healthy and robust fund, as has already been said, the earnings from the holdings have reduced markedly in the past few months. We are by no means running out of money but we would like to approach you, the Guild members, in an attempt to build upon our capital holdings, thus enabling us to receive a greater income for the fund.

Should any person, Guild member or otherwise, wish to make a donation (Gift Aid is available) or to remember the Benevolent Fund in their Will please either return the flier enclosed in this edition of *Guild News*, or contact the Secretary and Almoner through the Guild office.

Please help us help you or your dependants and those in aviation less fortunate than ourselves. ✈️