



# AIR PILOT



**INSIDE**  
**99SQUADRON VISIT**  
**CAA CHAIRMAN WRITES**  
**CENTENARIAN TRUBSHAW**  
**THE ART OF CAREER PROGRESSION**





## THE HONOURABLE COMPANY OF AIR PILOTS incorporating Air Navigators

**PATRON:**  
His Majesty The King

**MASTER:**  
Elizabeth Walkinshaw

**CLERK:**  
Paul J Tacon BA FCIS

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A Livery Company of the City of London.

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



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# DIARY



### Applications for Visits and Events

Details and application forms for Company events and visits are now available only online – either on the website or via links in the electronic newsletter and events bulletins.

### JUNE 2026

|                  |                       |             |
|------------------|-----------------------|-------------|
| 11 <sup>th</sup> | GP&F                  | APH         |
| 13 <sup>th</sup> | Master's Garden Party | Denham      |
| 16 <sup>th</sup> | Company Visit         | East Kirkby |
| 25 <sup>th</sup> | APFC Fly-In           | Old Warden  |
| 25 <sup>th</sup> | T&A Committee         | APH         |

### JULY 2026

|                  |       |               |
|------------------|-------|---------------|
| 16 <sup>th</sup> | GP&F  | APH           |
| 16 <sup>th</sup> | Court | Cutlers' Hall |
| 21 <sup>st</sup> | APBF  | APH           |

### AUGUST 2026

|                  |                       |               |
|------------------|-----------------------|---------------|
| 4 <sup>th</sup>  | APFC Fly-In           | Popham        |
| 5 <sup>th</sup>  | APFC Fly-In alternate | Popham        |
| 16 <sup>th</sup> | APFC Summer Barbecue  | White Waltham |

Cover photos: Boeing C-17A Globemaster III of 99Sqn RAF (Sgt Matty Matthews; UK MoD©2024); DH.88 Comet (Basel Hammond)

### Guidelines for submissions to Air Pilot

Please submit contributions as follows:

- Text in word document, including your name below the title of the piece;
- Photos as separate attachments, not embedded in emails;
- All images to be sent as jpeg files with a file size of at least 2MB;
- Attachments totalling more than 15MB to be sent via WeTransfer only.

# A MESSAGE FROM YOUR EDITOR...



No matter when or how the US/Israel/Iran conflict is resolved, the aftershocks will last for many months, even years, as countries try to mend international relationships and rebuild or strengthen military stocks and capabilities. Perhaps

the greatest of the ramifications of the conflict is, however, the forceful reminder of the vulnerability of the international air transport industry to fluctuations in, and threats to, the supply of the fossil fuels on which it depends – and will depend on for decades to come.

While, at least in the early stages of the conflict, airlines in Europe and the Americas were not seriously affected by reductions in supply, many in the Asia Pacific area were affected, and countries like New Zealand (which has neither substantial crude oil reserves nor any refineries) were forced to make drastic cuts, in particular to internal air services. Even those countries which had adequate supplies of fuel, however, have seen dramatic increases in its price – and one of the more-immediately obvious results of those increases is the increase in air fares and/or the imposition of fuel surcharges.

Even were the Strait of Hormuz to be immediately and irrevocably re-opened as a result of the negotiations apparently underway as this issue went to press, the backlog of thousands of tankers-worth of crude oil and refined fuel not delivered over several months will have a long-lasting effect. Added to that, much of the refining and port capacity in the wider Gulf region has been damaged by the conflict, and that damaged infrastructure will take months or even years to repair.

The unsettling lesson for many countries – and especially the UK – is that, having become accustomed to the largely seamless and cost-effective operation of the global fuel supply system in recent years, they have allowed their resilience to disturbances in that system to wither. The UK has maintained minimal reserve supplies of all sorts of oil-based fuels, and has outsourced most of its refining of critical fuels like diesel and aviation kerosene to others.

Clearly, it would be in everybody's interest for those deficiencies to be corrected – but the multi-billion-dollar question is: by whom? Even as they seek to reduce long-term reliance on fossil fuels, will any of the main players – governments, the oil industry or its customers – realistically contemplate the investment necessary to build a strategic reserve of oil-based fuel and the refineries to produce it, while (hopefully) investing in the sustainable aviation fuels and electricity-based alternatives that should, for the good of the planet, replace it?

*Allan Winn - Editor*

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# NEWS ROUNDUP



## COMPANY VISIT: WINDRACERS

By Liveryman Ian Davies, Chairman, UAS Technical Group

On a very hot April day, 25 members were warmly welcomed at the headquarters of Windracers in Fareham - the largest group it had ever hosted.

Windracers was originally formed eight years ago to create the "Jeep of the Skies" to deliver humanitarian aid. This was to be in the form of the Uncrewed Low-cost TRANsport – ULTRA - platform. The brand marketing is derived from Sleipner, the legendary eight-legged horse of Odin from Norse mythology. This symbolism represents the ability to travel with ease over long distances and any terrain.



*The ULTRA is a large, capable, delivery system (Windracers)*

The purpose of the company today is to deliver whatever mission the customer requires, by engineering, delivering and operating the world's most accomplished dual-use heavy lift drones.

Stephen Krajewski, Windracers Marketing Director, began the tour with a presentation of slides and videos showing the evolution of the platform for different clients, whether in defence, research, humanitarian, or middle-mile delivery of essential supplies to remote areas in weather conditions which would prohibit VFR crewed pilot operations.

Examples of recent missions included Carrier Group resupply to HMS *Prince of Wales*, Scottish Islands delivery services, and a partnership with the University of Alaska Fairbanks in which Windracers has supplied and trained local employees to operate the ULTRA platform at temperatures of -40°C for engine starting and -30°C for flying. The Alaska Centre for Unmanned Aircraft Integrations (ACUASI) is one of the centres of excellence for drone operations in the USA.

Windracers supported the British Antarctic Survey in 2024 with hyperspectral sensors and ice-penetrating radar. It will support BAS Greenland surveys of the Peterman glacier and the Narwhal population, and the Norwegian

Antarctic Institute Troll Observing Network (TONE) in Dronning Maud Land, Antarctica.

### TECHNICAL ASPECTS

Tom Reed, Windracers Head of Functional Engineering presented on the technical aspects of the ULTRA. He explained Windracers' 20-30-40 rule - that the platform must cope with a 20kt crosswind, 30kt landing headwind, and 40kt gusts *en route*. The ULTRA is authorised to operate at 150 ft cloudbase and has a range of 2,000km, or 15h endurance beyond visual line of sight. A ground-based operator (anywhere in the world) monitors the autonomous platform at all times. It has been designed to be built with a high-quality UK-sourced aluminium structure fitted with distributed flight control systems featuring multiple redundancy capacity. There are multiple sensors and actuators and low-cost sub-systems with no single point of failure.

The platform can be equipped with whatever avionics and communications packages the client requires - typically integrated ELINT technology and bidirectional IP and SatCom systems to cover 100km radio for line of sight and satellite communications beyond that range. Mode S and ADSB are fitted for electronic conspicuity, and the navigation suite includes GPS and GPS spoofing detection, inertial navigation for dead reckoning and a vision-based



*The Air Pilots group fills an ULTRA wingspan*

system for operator detection of physical terrain features.

The payload of up to 200kg is mounted transversely, to avoid significant CG changes when delivering at different waypoints during a mission. This means that loadmasters are not required, and that locally trained operatives can load the platform at regional distribution hubs.

The platform calculates real time position, speed and windspeed to determine drop times to land at specific waypoints.

Joe Roberts, Windracers Head of Manufacturing,

conducted the tour of the assembly facility, and explained the power plant (a pair of HIRTH 45hp two-stroke engines) for which parts are readily available and may be fitted in the field, and it has relatively easy single-engine operation as the engines are fuselage-mounted and close set.

At present the company is restricted in the UK to flying BVLOS in TDAs (temporary danger areas), from the test

centre in Llanbedr; and from Predannack, the Orkney and Shetland Islands, Thorney Island, and Tingwall. The company also has authorisation to operate BVLOS in several other countries. Windracers is working closely with the CAA on future regulations for heavy-lift drones under the SORA regime, which will reduce disruption to GA pilots from blanket TDA restrictions. □

## COMPANY VISIT: 99 SQUADRON

*By Liveryman Ian Davies*

Twenty-one members were delighted to visit Brize Norton at the invitation of 99Sqn OC Wg Cdr Nic Lofthouse. Flt Lt Guy Hipwell, assisted by Flt Lt Matt Isherwood, Flt Sgt Owen-Williams and Flt Lt Jen Crunden gave a presentation of the capabilities of the Boeing C-17A Globemaster III.



*The C-17 dwarfs the Air Pilots*

With nearly 500 personnel, the Squadron is the RAF's largest front-line unit, operating eight C-17 extended-range strategic and tactical airlifters. It provides 24 front line crews of three (pilot, co-pilot and loadmaster) to operate the C-17, and has two aircraft on immediate readiness at all times. The aircraft's capabilities include carrying outsized and heavy-lift cargo, operating with NVG, into tactical landing zones and semi-prepared runways, free-fall air drop and aeromedical services. The C-17 will cruise at speeds of up to M0.8, with a range up to 6,500 nautical miles, depending upon cargo load. The four Pratt & Whitney F117-PW-100 engines can each generate over 40,000lb (180kN) of thrust, and have thrust reversers for short landings, taxiing backwards, making three-point turns at the threshold, and creating in-flight drag for maximum-rate descents at a rate of up to 20,000ft/min.

The design incorporates a high T tail, slats and externally blown flaps which enables an approach on the back side of the drag curve for slow approach speeds and short runways. It is not designed to flare to land; power is added at 50ft to arrest the rate of descent, touching down at approach speed plus 4kt.

### RAMP TOUR

After the presentation and a number of questions, we had the chance to look over a C-17 on the ramp, and study the reassuringly analogue cockpit of the airframe originally conceived in the 1980s, supplemented by a pair of full head-up displays and iPad-style screens.

Loadmaster Flt Sgt Owen-Williams showed us around this 88ft long, 18ft wide, and 12ft high cargo hold. This can accommodate a 69t M1 Abrams tank, a Boeing Chinook or Leonardo Merlin, two Westland Pumas or Boeing Apaches, 102 paratroopers or, officially, 104 persons (although 439 evacuees were airlifted in one humanitarian mission). For container cargo the hold will accommodate 18 pallets. He demonstrated the large aft ramp and explained his role in advising the cockpit crew when to change speed or attitude for differing load deliveries.

Although the Airbus A400M officially replaced the Lockheed Martin C-130J Hercules in that role, 99Sqn uses the C-17 now to undertake many more tactical missions to provide airborne long-range insertion capability.

After lunch in the Warrant Officers'

mess, we adjourned to the ante room for coffee. PM Peter Benn presented the Company's shield to Wg Cdr Lofthouse, who in turn presented a signed print of the C-17 ZZ177 (the aircraft which brought the late HM Queen Elizabeth II from Edinburgh airport to RAF Northolt) which will be displayed at Air Pilots House. Finally, the Squadron shop was opened for members to buy official souvenirs and enhance Squadron funds before departure at the end of a most enjoyable visit. □



*PM Benn exchanges gifts with Wg Cdr Lofthouse*

# DAY OF THE JACKAL! LUNCHEON CLUB REPORT

By Liveryman Vic Flintham

The April meeting of the Luncheon Club was treated to a fine presentation that embraced ideas and prospects as well as hardware. The delivery by Liveryman Annalisa Russell-Smith FRAeS was exemplary, being knowledgeable, crystal-clear, economic and modest. Annalisa is Chief Strategy Officer for FLYBY Technology and the first qualified female beyond visual line of sight (BVLOS) pilot in the UK. With a background in videography and with a keen interest in aviation, she is also a training



Annalisa Russell-Smith

development pilot and the disaster response lead. What came across very clearly was that our speaker represented well her company's philosophy which has its emphasis on solutions rather than problems.

FLYBY has explored and addressed in live situations some complex challenges, both civil and military. In

2020 the company was flying UAV trials, with CAA oversight, transferring chemotherapy products from the mainland to the Isle of Wight, and in Turkey proving that drone technology could be used to tackle a large toxic algae bloom which was threatening the Sea of Marmara. The company is also heavily involved as an approved provider of BVLOS training and other uncrewed aerial vehicle (UAV) pilot skills.

FLYBY Technology now focuses on providing the best tools for warfighters. Its aircraft are modular and so-called 'plug and play', which means that there is a range of software and hardware choices set by the company or user, leaving the operator free to reconfigure and modify as the threat evolves in near-real time. Given that UAVs (drones) are increasingly key components in the inventories of air forces large and small, FLYBY's key offering, the Jackal, would seem accessible to all militaries at a unit cost of about £1.2million (\$US1.6million) for the most sophisticated and lethal variant. The machine weighs 125kg, has a span of five metres and flies at up to 125kt at extremely low level or high to avoid the most likely threat. The maximum range is around 150km, ceiling 13,000ft and the weapons payload is up to 50kg. FLYBY is engaged in expanding this envelope and, in the process, is making strategic acquisitions of companies with novel technologies.

## HYBRID POWER

The aircraft is powered by a hybrid system which can consist of a microturbine or internal combustion engine, coupled to an extremely high-efficiency battery pack and electric motors. The machine features four paired sets of electrically powered rotors for vertical take-off, missile engagement and landing. The latest Jackal is fitted with six ducted-fan engines for forward propulsion, but a recent picture shows a single jet engine inside the fuselage. Whether this represents one aspect of modular design or was simply a feature of the design evolution is not clear.

Various roles are suggested including battlefield air interdiction, close air support, reconnaissance, logistics, search and rescue or medical resupply. In 2022 a Jackal was the first uncrewed aircraft to fire the Thales Lightweight Multirole Missile (Martlet) from a low hover, a feat seemingly defying physics, making it a highly lethal and relatively inexpensive weapon system.

FLYBY's slogans, which represent its 'can do' philosophy, include: "Tomorrow's Weapons Today, not Yesterday's Weapons Tomorrow" and, of the company, the grammatically challenging "Always Better Tomorrow Than We Were Today". Future UAV developments may include the hypersonic Lockheed D-21-inspired Vandal



Artist's impression of Jackal in combat

as a "super-deep" electronic warfare and strike one-way effector and the perhaps 2026-appropriately-named Mayhem cruise missile, which will do the same job but more affordably. Judging by its recent history and overall approach, FLYBY deserves to succeed. However, like all SMEs in the field of UK defence, it suffers from lack of investment, so it is to be hoped that Government initiatives will see a change of attitudes. FLYBY obviously believes that the UK must have these products in its arsenal and that we should maintain the lead that the company has created. Will overseas investment recognise what Britain seems to ignore? No comment! □

## 81-YEAR-OLD LIVERYMAN FLIES TO AFRICA IN A LIGHT AIRCRAFT !

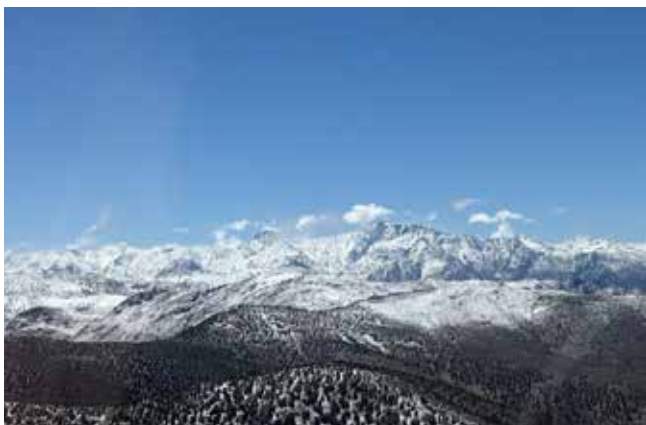
Veteran flyer and Liveryman Terry Holloway, aged 81, has recently returned to the UK following an epic flight to southern Senegal in a light aircraft. Terry, who was formerly



*Terry Holloway and Martin Gosling enjoying(?) the 55°C heat*

the Managing Director of the Marshall-owned Cambridge Aeroclub and previously was a senior executive with Marshall of Cambridge, set off to Senegal on 8<sup>th</sup> April sharing the flying in a single-engine Robin DR 400 with its owner, 81-year-old Martin Gosling from Essex. Routing through France, Spain and Morocco, and overflying Mauritania, they arrived at St Louis, Senegal, three days later and then spent the next 10 days touring Senegal, flying to the deep south close to the Mali border where temperatures soared to an astonishing 55°C.

They returned to the UK on 25<sup>th</sup> April, having covered over 6,000 miles in 55 flying hours. They were part of a five-aircraft group being flown by members of the Royal Air Squadron, a flying organisation of friends which promotes British interests and encourages young people into aviation. During their time in Senegal the group



*Over the Atlas Mountains*

was hosted by the Dakar flying club, which was founded in 1933 by early British aviation pioneers, and over 40 young African children were provided with flights by the Squadron pilots.

Terry says: "It really was an amazing flying adventure and, apart from the bureaucracy of obtaining permits to fly over Mauritania and in the military-controlled parts of southern Morocco in the disputed western Sahara, the flying was really very easy and straightforward. We were mostly flying at heights between 5,500 and 8,000ft, enjoying the most fantastic views of the Sahara Desert and the African coastline.

"Senegal is a most wonderful country, and we found the local people extremely friendly and very hospitable. In Kedougou in southern Senegal we were very



*Terry gives a young Senegalese girl her first-ever flight* privileged to visit the Bedik area which has been barely touched by modern civilisation, and where we were accommodated in mud huts with straw roofs but without water and electricity! However, the local food there was absolutely delicious!"

The complete route followed by the veteran fliers was: Stones Farm in Essex; Le Touquet; Carcassonne (France); Castellon, Jerez (Spain); Marrakesh (Morocco); Laayoune (Western Sahara); Dakhla, St Louis, Siminti, Tambacounda, Kedougou, Tambacounda, Cap Skirring, Dakar, St Louis, Dakhla (all Senegal); Laayoune; Essaouira (Morocco); Jerez, Casarrubios (Spain); Auch, Poitiers (France); and Stones Farm.



*21st-Century refuelling facilities at the Dakar FBO!*

Terry learned to fly in 1961 as an air cadet and has amassed over 10,000 flying hours in 200 different types of aeroplane. He still flies as an instructor with the Cambridge Aeroclub and holds a Master Air Pilot Certificate. For more information, please contact Terry on +44 7786 316763. □

## GASCO'S FINAL COUNCIL MEETING

By Upper Freeman Steve Hayman

The 307<sup>th</sup> - and last - GASCo Flight Safety meeting was held online on 26<sup>th</sup> March. The loss of the CAA's contract to provide *Safety for General Aviation* seminars meant that the organisation could no longer continue operating. Illustrating the continuing will to provide expertise to general aviation, even on its last meeting, numerous discussions on topical issues were held. They included: Are you fit to fly? Are you current? Is the weather suitable? Other topics included: increased illegal drone activity near airports in UK; possible changes to procedures concerning vortex ring incidents with helicopters;

increased Airmiss incidents in nighttime VFR circuits; and the fitting of ADSB to Red Arrows BAe Hawks to enhance safety during transits.

For those not yet aware, the UK Met Office has closed down the old General Aviation Met site and replaced it with the Met Office Aeronautical Visualisation Service (MAVIS). You will need to register to use it, and, at the moment, it is free.

It has been a privilege to represent the Company on GASCo for the last eight years and its closure is a sad day for flight safety in general. □

## PIPER VS HORNETS

By Freeman Sam Rutherford

On 28<sup>th</sup> February I was flying with Shannon Wong (helping her prepare for an attempt to be the first woman to fly solo to all seven continents) in a Piper PA-28 from Vero Beach, Florida to Ahmedabad, India. Our penultimate leg took us from Riyadh to Oman, until, while over the UAE, the guard frequency (121.5) filled with slightly panicked low-fuel airliners looking for new destinations following the US/Iranian missile/drone attacks. They, and we, all ended up in Muscat.

That evening we, with the rest of the world, watched the news and assessed our options: stay put with everyone else, hope things improve; or get the hell out of Dodge, in case it gets worse.



*The Devil or the deep blue sea? The deviation away from the Abraham Lincoln took the Piper actually closer to the danger of Iran*

Multiple checks of the news, NOTAMs, EASA and FAA airspace analysis and the weather followed, and a decision: option 2, get out. We lifted into the dark night of 1<sup>st</sup> March for our 9h flight to India, passing south of Iran. Suddenly we spotted one, then a second, fighter jet. We were



*Video still of an F/A-18 trying to keep up(!) with a PA-28...*

already monitoring the guard frequency and we heard a request for 'unidentified aircraft...'. We were the only aircraft in the area at our altitude (FL115) and our speed (87ktas for best range), so I replied. Only they couldn't hear us.

We had an increasingly tense exchange (our responses unacknowledged) until finally we had two-way communications. It quickly became clear that they had no idea who we were, no access to our transponder data, nothing. They insisted on using callsign H9930X having literally misread the letters painted on the side of our aircraft (N993DX).

Told that we were "...approaching a coalition warship" we were instructed to "...deviate immediately 15°, either north or south". The USS *Abraham Lincoln* carrier group was directly in front of us and they were worried.

South was the Indian ocean (then Antarctica), north was Pakistan – but dry land, so preferable in a tiny single-engine plane. We were then asked to turn directly north, for 80 nautical miles. I calculated our fuel reserves before refusing. I wasn't risking my crew, or aircraft, unnecessarily

for the US Navy. We had a short negotiation, and settled on 30° north of track for 50 nautical miles, a solution that satisfied everyone's comfort zones.

After circling us for 30min (the F/A 18s being unable to match our performance!) until we were comfortably clear of the flotilla, we thanked each other for a successful collaboration, and they peeled off back to the carrier. Four hours later, on arrival in India, we learned that Oman had been attacked shortly after our departure. □

# GAZETTE APPROVED BY THE COURT 7 MAY 2026

## ADMISSIONS

### As Upper Freeman

Simon Charles COLLINS  
Christopher DONETH-HILLIER  
Prashanth Krupa ELANGO VAN  
Simon Emanuel HARBRON  
Benet HARE (AUS)  
Nils JAMIESON  
Patrick William LEACH  
Thomas LIVESEY (NA)  
Stephen William McLEOD (AUS)  
Andrew Marcellin MITTON (NA)  
Khanyisa Khaya MOYO (HK)  
Alistair Neil ROSS (HK)  
Garry Trevenen SAMPSON (HK)  
Deborah Lisa THOMAS  
William Thomas MOORE (NA)  
Thrainn Arnar THRAINNSON (OS)  
Keith Howard WEBER (NA)

### As Freeman

Rupert Edwin Thomas DALWOOD  
Charlie TORDOFF-GIBSON  
Kathryn Joyce DENYER  
Lachlan Joshua KING (AUS)  
Kate Angela MACFARLANE (AUS)  
Ling MAI (AUS)  
Timothy Joseph SHARPE

### As Associate

Reisya Dharmawangsa BAGUS (HK)  
Hok Tuen Brendon CHAN (HK)

Elijah David DUNKS (AUS)  
Ariane Elyn FOURACRE (AUS)  
Dedong Henry HUANG  
Tejes KUMAR  
Olivia Jane LARDNER  
Eudon LEE  
Umair MEHMOOD (HK)  
Akshath Kailash Vir NADAN (AUS)  
Rashpal Singh RUPRA  
Simonpreet SINGH (HK)  
Cedar VINCZE

## ACKNOWLEDGED BY THE COURT 7 May 2026

### REINSTATEMENT

Andrew RICHARDSON

### REGRADE

#### As Liveryman

Cary CRAWLEY

#### As Freeman

Sherrill Jane Semple

### RESIGNATIONS

Russell ALLCHORNE  
Daniel APPEL (NA)  
Thomas BYRNE  
Timothy CARR  
Aaron CUNNINGHAM (AUS)  
Carol DEHN (AUS)  
Matthew FULLWOOD  
Anika GIEZEKAMP (AUS)  
William GOTTEN

Philip KALOWSKI (NA)  
Ian LUCAS (AUS)  
David MAGUIRE (AUS)  
Ashley MARGERRISON  
Susie McGOUGH (AUS)  
Rick SELLERS (AUS)  
Rolf PEDERSEN  
Alexander PONCET

### DECEASED

Jim BARTON  
PM Clive ELTON  
Edward EWBANK (NZ)  
Frederick HOGARTH  
Jack MILAVIC (NA)  
Ronald Morley COX  
Patrick PRESTON  
Miles ROBINSON (HK)  
Bob Tait (AUS)



Applicants for Membership of the Company can now complete an Application Form online, using this QR code.



# MASTER'S MESSAGE

*By The Master, Elizabeth Walkinshaw*

I wonder how many of you read my article in the Air Pilot in August 2020? It was titled *It Could Be You* and described my journey from becoming a member to being an Assistant, hoping to inspire you all to become more involved and

show how you could progress as I did. The title could now be updated to *It Can be You!*

To follow on, and describe what my journey was after that article, here are a few words on what happens. I was elected as Warden in 2022. This is an annual election process where all the voting members of the Court decide which Assistant they would like to go forward to become Warden, following 'hustings' by each candidate. As Warden, I became a member of the GP&F Committee, which meets once per month. As Junior Warden, my first task was to speak at the Livery Dinner welcoming the guests, and I became a member of the Livery Committee. As Middle Warden, I oversaw the Affiliated Units and Liaison Officers and remained on the Livery Committee. As Senior Warden, I become Chairman of the Livery Committee. Then progressing on to Master-Elect, I took on the role as an ex-officio Trustee of the APBF, attended the ACEC meetings and, on occasion, stood in at events if the Master was unavailable. I attended the regional conference call after the Master's Tour and liaised with the DAA on speakers for this year's lectures and Ruth Cundy for the Luncheon Club speakers.

Having completed my first Master's Message, I had the pleasure of attending the Centenary Committee meeting, one of the two annual Modern Livery Companies Dinners and the APFC committee meeting. There should have been a visit, with PM Tudor Owen, to HMS *Prince of Wales* for Affiliates Day but this was cancelled because of other commitments for the aircraft carrier.

## INSTALLATION DAY

The day of the Installation involved a church service, the AGM, the Installation and the Installation Dinner. If you haven't attended, it is worth watching how the Installation works. The IPM becomes a Past Master vacating his/her place on the GP&F, the Master becomes the IPM and the Master-Elect becomes Master with the Senior Warden becoming Master-Elect. The new Warden is also installed, and we all shift places at the table, gowns, gongs and even hats! It is also a time for the new Assistants to be installed,

and we all must swear our oath to the Company. New photos are taken of all of us for the website. You can also watch to see who is wearing the smallest hat and who the largest, which was me, as I processed out of the room with it well over my ears!

It was so wonderful to have so much support that day and so many Past Masters attending. It made all the difference to feel that I had so much backing. I could feel the friendship which I have mentioned to you before. The Dinner at Merchant Taylors' Hall was delicious and I made my maiden speech as Master. I was delighted that my son attended which made it even more special for me. He thoroughly enjoyed it and will attend more events.

My next day started off early with a breakfast with the secretariat near to Air Pilots House which was a lovely way to start. Then two meetings that day and back home for a Parish Council meeting, so no slacking!

## WHITE TIE

The Lady Mayor's white tie dinner for Masters, Prime Wardens and Upper Bailiff was held on the Thursday - a great way to spend my birthday! The best part, making it even more special, was receiving a huge hug from the Lady Mayor as I was introduced. We had come across each other many times at functions over the last three years, so it was an 'At last' moment. The next day carried on, full on, with breakfast at Plaisterers' hall, The United Guilds Service at St Paul's (all gowned) and lunch afterwards at Stationers' Hall.



*The Lady Mayor welcomes the newest Lady Master*

The following week was also busy but very enjoyable. A Lady's Day Court luncheon by kind invitation of the Clockmakers at Ironmongers' Hall and a Livery Court Luncheon at Grocers' Hall by kind invitation of the Master Mariners. Both were superb events and very enjoyable. It was good to be able to visit so many Livery Halls



### Visiting Windracers

and enjoy the company of other Livery Companies. My weekend was taken up with attending the Helicopter Club of Great Britain AGM at Ettington Manor, with a great talk from Hill Helicopters.

The following week was a little less hectic. PM Rick Peacock Edwards and I enjoyed a brunch at the Sky Restaurant for the GASCo Board members and the volunteers who had given their time to present Safety evenings, hosted by Gallagher Insurance's Matthew Day who has always been a great supporter of the Charity. This was a sad goodbye. Rick and I had to leave early to attend the APT and AST meeting at Air Pilots House, which we could virtually see from the restaurant. As Master, I will attend all the APT and AST meetings.

The next week included saying a few words at the New Zealand webinar which started at 23.00 UK time. This featured an interesting talk from Mike Bromfield of the University of Birmingham on Upset Training. There was an early start the next morning to drive down to Portsmouth for a fantastic Air Pilots Visit at Windracers, a fascinating day learning all about the company and looking at its drones and facility there. They looked after us so well.

A day then at Air Pilots House with a briefing for the new Assistants, our GP&F meeting which is the first I have officiated at. Following this, a new Members welcome and briefing. It was so great to see so many members of all age groups turning up and having time to chat to them. I was delighted to meet up with another female helicopter pilot there. On the Sunday I attended the APFC Freddy Stringer lunch at White Waltham, always well attended, and said a few words.

### MISSED EVENTS

I then suffered from a virus which stopped me attending the next events. Firstly, the MAF Plane Talk event at the Imperial War Museum with a talk by AVM Simon Edwards CB MA RAF. I also missed a tour around the Museum to complete the day. Secondly, the service to commemorate the Formation of the Royal Air Force at St Clement Danes. I also missed the visit to RAF Brize

Norton's 99Sqn, the Air Pilots Luncheon Club combining a wonderful talk from Liveryman Annalisa Russell Smith on drones, *Start Ups, Upstarts and Disruptors* and the fantastic Lecture *In the slipstream of Alcock and Brown* by Capt Robin Evans. These lectures are very well attended by the Masters and Clerks of other Livery Companies, and they always sing our praises which is lovely to hear. I was so disappointed to miss all these.

Then, an exciting Saturday for the Master which some of you may not know about. The Court is invited by the Master to the Court lunch, which should be scheduled before the first Court meeting of the Master's year, so that the Court can meet up socially. This is particularly important for the new Assistants. I started organising my lunch more than 12 months ago and I am delighted to say there was a fantastic take up of 63. I held it at Ashling Park Estate, a superb vineyard, restaurant and hotel. This is owned by the daughter of one of my Helicopter Club friends, who converted his estate into an award-winning vineyard. I have flown in and out of there on many occasions. The following week saw the Air Pilots Benevolent Fund meeting and a follow-up GASCo meeting.

Well, there it is. An insight into the world of a new Master and more to come next edition! I do hope many of you booked in for my Garden Party at Denham on 13<sup>th</sup> June. I will finish off with a toast to you all, as I did at my Installation, at the time of 19:29 in celebration of the founding of our wonderful Air Pilots Company in 1929. □

### A toast to 1929 at 19:29



# REGIONAL REPORTS



## Regional report: North America

By Freeman Hal Adams, Chairman

USA ATC modernisation appears to be finally proceeding, given the urgent need to replace the current, very "dated" system. I recall early in the mid-1970s visiting the Chicago area FAA ARTCC (Air Route Traffic Control Centre) equipped with the then "new" system structure which has served as the *baseline* system since then. "System", at that time, was a relative nomenclature, since it was actually another of the many iterations of the overall, baseline ATC system which had foundations in the early 1950s. There were lots of vacuum tubes, paper strips, and basic analogue displays. The displays were monochrome, of course, but struggled with real-time updating.



The FAA has applied numerous US ATC system-wide "upgrades" and patches over the years. However, the *baseline* system relies on very

dated hardware and software, as well as considerable human maintenance intervention. There have been notable system and regional area outages over the years. I have heard in Washington DC, an informal comment that the current US ATC *baseline* system is based on Douglas DC-3-era procedures, managing a massive, dynamic system in which a single current-production commercial air transport aircraft has more digital computing power than existed in the entire US FAA in early 1990s. That may be only a slight exaggeration...

Back in the early 1970s, the best "calibration", or "education", for visitors to the ARTCC facility was seeing a single "info" display with all the area raw, unfiltered, analogue radar returns, showing either a selected ATC region or the entire US-wide system. There were so many aircraft returns that it was difficult to see ATC and political boundaries. Imagine the amount of air traffic today and how that would appear on an analogue scope.

### STRONG SUPPORT

Accordingly, the FAA modernisation task appears to have the strong support of the entire USA aerospace industry and user community. Among the key supporters is the Modern Skies coalition, comprising 60 aviation

and aerospace organisations - a rare, unified support foundation. Of course, there is the question of how to pay for upgrades to current production, operating aircraft that may come out of the FAA airspace system upgrade and must be funded by the manufacturer or operator. In the final process, it is highly likely that compliance costs will end up being passed along to the consumer. That full discussion is yet to be fully developed or discussed openly. However, ATC user fees have so far been resisted in USA, but there are many other direct and indirect taxes levied on aviation-related assets and activities. So far, the fees issue has yet to be determined in the USA but, of course Canada has made the shift, via the Nav Canada organisation.

As regards the USA ATC update, the proposed, and now partially funded, programme addresses the entire ATC structure and not just that for air transport aircraft, ie the entire USA "air space system".

The key administrators charged with executing the ATC overhaul are: Sean Duffy, US Transportation Secretary (an attorney and career politician); and Bryan Bedford, US FAA Administrator (formerly Chief Executive Officer of Republic Airways).

### NEW TECHNOLOGY

According to the FAA, over 4,500 FAA sites are receiving new radars, digital voice switches and training simulators. This new ATC system plan consists of four infrastructure components: communications, surveillance, automation and facilities.

Critical actions include:

- Replacing antiquated telecommunications: with new fibre, wireless and satellite technologies at over 4,600 sites, with 25,000 new radios and 475 new voice switches;
- Replacing 618 radars which have gone past their design lives;
- Addressing runway safety by increasing the number of airports with Surface Awareness Initiative (SAI) to 200;
- Building six new air traffic control centres for the first time since the 1960s and replacing towers and Terminal Radar Approach Control (TRACONS);
- Installing new modern hardware and software for all air traffic facilities to create a common platform system throughout towers, TRACONS and centres;
- Addressing the challenges that face Alaska by adding 174 new weather stations. □





*Rob Jones hands over to Pat Voigt*

## Regional report: Hong Kong

*By Liveryman Rob Jones, Immediate Past Chairman*

I write this article as my last as Chairman of the Hong Kong Region, and as you read this, I am pleased to announce that Liveryman Capt Patrick Voigt has been elected to serve the Hong Kong

Region as Chairman once again. It has been a privilege and an honour to serve the Region as Chairman, and I am delighted in what we have achieved. Our recovery from Covid-19 has been strong, despite our overall regional numbers having only marginally increased because of the large number of members leaving the region.

Over the past few years we have enjoyed many socials and two very strongly attended Master's Visits, showing a good recovery from when we weren't even allowed to gather in more than groups of two.

The Region has also enjoyed some new doors being opened to it around the airport: these visits have helped provide insight to other aspects of aviation that hugely affect us but of which we have little working knowledge. We are also grateful to have strong friends too; the Hong Kong Observatory has long been a close friend of the Region with at least bi-annual visits including dedicating a full day of their time for our Masters' visits. We have developed an even closer tie with Hong Kong Air Traffic Control Association which graciously hosts us and fields our many questions.

New to these friends are HAESL, which refurbishes our Rolls-Royce engines, receives us at least twice a year and has also allowed us to bring a group of underprivileged children to explore the facility and show them that anything is possible.

AVSECO, which looks after security at Hong Kong International Airport, also hosts us regularly. With an ever-present threat to aviation, we are humbled and reassured to see how these professionals keep us and everyone else safe, sometimes at the ultimate price. Last year two AVSECO employees were tragically killed when a Boeing 747 departed the runway and struck their vehicle.

We were also grateful to be hosted by Hong Kong Airport Authority which oversees the operation,

management and development at the airport. Cathay Dining showed us behind the scenes on what it takes to safely and efficiently produce up to 100,000 meals a day.

### **YOUTH DEVELOPMENT AND MENTORING**

A major part of my last two years has been dedicated to youth development and mentoring. We have worked together with Hong Kong Air Cadet Corps and the Hong Kong Government Home Affairs Department to deliver aptitude testing (a first for the Region), mock interviews, mentoring and presentations. We started humbly with a group of 45 youngsters, sharing with them our insights into aviation, before moving onto several larger events of between 160-180 attendees. Cathay Pacific conducted a low flypast of the Hong Kong Sevens to celebrate 100 years since the opening of Kai Tak, Hong Kong's legendary airport. The four pilots who planned and executed the event took us behind the scenes, sharing with the audience the detail and contingency required to fly a commercial aircraft at low level down Victoria Harbour. Talent Acquisition then shared with the audience some valuable insights on how to best prepare for interview.

Our year finished with a series of 'Ladies in Aviation' events. Several workshops were set up with the Hong Kong Professional Airline Pilots Association in conjunction with the Hong Kong Productivity Council and backed by the Home Affairs Department amongst other government offices. These workshops, attended by some 200 ladies, provided aviation theory and flight simulator exposure. We then hosted a symposium at Cathay City attended by some 160+ young ladies from around Hong Kong to hear



*The Company introduces ladies to flying in Zhuhai*

inspirational stories from nine highly successful ladies from different backgrounds around the airfield. This culminated in a heavily subsidised visit to Zhuhai with 30 ladies for them to experience an Airbus A350 full-flight simulator in the China Southern facility and to undertake their first circuits in a light aircraft.

In all it has been a pleasure, and I am immensely grateful to my committee and those who have contributed to what we have achieved. We held our AGM at the end of April, which was the best-attended anyone had seen for a long time. □



# Regional Report: Australia

By Liveryman Adrian Young, Chairman

March marked a significant milestone for the Australian Region with the successful conduct of our Annual General Meeting and the endorsement of a new Regional Constitution by the membership. This was a strong demonstration of member engagement and support for the future direction of the Region.

The revised Constitution represents an important evolution in how the Australian Region is governed. Central to this change is the establishment of a dedicated Executive Committee, supported by an Advisory Council. The Executive Committee now consists of seven key roles responsible for strategy, governance and operational leadership, while the Advisory Council brings together State Working Group Chairs and other Working Group leaders to ensure strong regional and functional representation, connection, and collaboration.



The retiring Australian Executive Committee (l to r): Deborah Evans, Rob Dicker, Pete Norford, Brian Greeves, Arnie Morsechek, Adrian Young, Peter Raven, Spencer Ferrier

For the 2026/27 term, the Australian Region Executive Committee is as follows: Chair, Liveryman Adrian Young; Deputy Chair, Upper Freeman William Kay; Secretary, Upper Freeman Peter Norford; Technical and Air Safety Director, Liveryman Brian Greeves; Treasurer, Liveryman Deborah Evans; Aviation Careers and Education Chair, Upper Freeman Roland ('Arnie') Morsechek; IPC, Liveryman Spencer Ferrier.

We are pleased to welcome William Kay into the role of Deputy Chair. William brings with him deep experience and energy from his leadership as former Young Air Pilots (Australian Region) Chair. At the same time, we extend our sincere thanks to Capt Rob Dicker for his dedicated service and valued contributions as Deputy Chair over the past two years.

We also warmly welcome two new State Working Group Chairs: Upper Freeman Tessa Beyersdorff as NSW/ACT Chair and Upper Freeman Nick Nielson as VIC/Tasmania Chair. Their leadership will be instrumental in strengthening engagement and activity across their respective regions.

## AUSTRALIAN REGION DINNER AND THE INAUGURAL JIM COWAN MEMORIAL ADDRESS

Following the AGM, the Australian Region was delighted to host the reinstated Australian Region Dinner, a flagship event that brought members together from across the aviation industry. With more than 50 guests in attendance, the evening was a resounding success, providing a valuable opportunity for networking, professional connection, and fellowship among aviators from all corners of the industry.

The dinner also saw the inaugural Jim Cowan Memorial Address, established to honour Jim's enduring contribution to aviation and to inspire thoughtful leadership and reflection across our profession. We were privileged to have PM Michael Fopp attend both the AGM and the dinner, lending his support and reinforcing the strong connection between the Australian Region and the wider Company.

The inaugural Jim Cowan Memorial Address was delivered by Capt Mark Cameron, Executive Manager Group Operational Safety at the Qantas Group. Capt Cameron provided an insightful and engaging address, reflecting on the evolution of aviation safety and looking forward to the challenges and opportunities facing the industry—both in Australia and globally. His perspectives on "looking around corners" and understanding what lies over the horizon resonated strongly with attendees and sparked thoughtful discussion well beyond the evening.



Jim Cowan Lecturer Capt Mark Cameron and the Chairman

## TECHNICAL AND AIR SAFETY LEADERSHIP

Our Technical and Air Safety team continues its important and highly regarded work on behalf of members. A key focus area for the year ahead is ensuring that the Air Pilots have formal representation on the General Aviation Advisory Network (GAAN)—an advisory body to the Australian Government on General Aviation matters. This represents an important opportunity to ensure our collective expertise, professionalism and voice contribute meaningfully to policy discussions impacting the sector.

## INDUSTRY ENGAGEMENT AND NATIONAL CONFERENCES

The Australian Region has mapped out its presence at three major industry events in 2026: Safeski's Australia Conference (May); PACDEFF, Australia's premier Human



Factors conference (October/November); and Australian Aviation Wildlife Management Group Conference.

At these events, the Region will not only promote the Air Pilots and our role within the industry, but in several cases our members will be actively contributing as speakers—generating discussion, sharing insight, and challenging the industry to think differently about safety, human performance, and operational risk.

### SCHOLARSHIPS AND SUPPORTING THE NEXT GENERATION

Our first round of Australian Region scholarships for 2026 is now underway and closes in late May. This round includes four targeted scholarships supporting: ATPL theory studies; Instrument Rating simulator training; Pilot interview preparation courses; and Helicopter Underwater Escape Training (HUET).

These scholarships are made possible through the generous support of our donors and partners, and we extend our sincere thanks to them for their continued commitment to developing the next generation of aviation professionals.

### UNIVERSITY PARTNERSHIPS AND REGIONAL COLLABORATION

The Region is also increasing its engagement with our university partners RMIT and UNSW, strengthening pathways and support for students and early career aviators. In parallel, we are progressing discussions on a proposed Memorandum of Understanding with another university and look forward to sharing more news as this develops.



Adrian Young introduces the Jim Cowan Address

Finally, we are working with the New Zealand Region to expand the Young Air Pilots Mentoring programme, while also exploring additional opportunities for collaboration that enable young members to support one another and contribute to the broader mission of the Company.

Together, these initiatives reflect a busy, purposeful, and exciting period for the Australian Region as we continue to strengthen our foundations, engage with industry, and invest in the future of aviation. □



## Regional Report: New Zealand

By Upper Freeman Ron Thacker, Chairman

I must start by acknowledging the recent passing of our long-standing member and treasurer/administrator, Liveryman Capt Barry Mitchell. After a 12-year career flying De Havilland Vampire and English Electric Canberra jets with the RNZAF, Barry served for nearly 30 years with Air New Zealand. In later life, he was great supporter of the Auckland Aero Club, where a memorial service was held on 23<sup>rd</sup> April. He will be greatly missed within the region and the wider Air Pilots community.



A New Zealand Region stalwart, Barry Mitchell

The social media campaign we started last year has borne fruit, with a growing population of followers. This has yet to be manifested in increased membership, but this was to be expected. Having established a recognised presence on-line, this year will focus on expanding our membership. We are also exploring opportunities to leverage off some great work being done by our Australian colleagues. We are in negotiation to expand the Australian region's mentoring programme to include New Zealand, affording a greater pool of mentors and (hopefully) of those seeking help with their aviation careers. To this end, we are

also looking at the potential to expand their Young Pilots scheme into New Zealand. We appreciate the support the Australian region is providing us as we seek to find ways to 'give back' to the aviation community.

### SEMINARS

After a successful *Bridging the Gap* seminar designed and hosted by Liveryman Capt Mike Zaytsoff last year, we are seeing some demand for similar seminars across the country, particularly by some of the larger aviation training providers. These seminars are aimed at providing information to young pilots looking to transition from flying training into aviation careers.

Our monthly professional development webinars, also hosted by Capt Zaytsoff, continue to prove popular with our audience in New Zealand, Australia and further afield. These are conducted in association with the New Zealand Society of Air Safety Investigators and often feature presentations by those involved in accident investigation around the world.

Finally, planning is well underway for the Master's visit to our region in November. We look forward to hosting her and introducing her to some of the cutting-edge work being done in New Zealand, particularly in the space and UAS domains. As we enter our southern winter, we wish our fellow Air Pilots clear skies and fair winds. □



# REPORT: THE YOUNG AIR PILOTS

*By Associate Chris Barrott, Chairman*

I'd like to welcome the six new committee members joining us this year: Associates Trigg Sharp, Rajvir Singh, Sergey Ichtchenko, Khalid Abdulghani, Matthew Thomas and Rob Harris. Together, they will be contributing to previously underserved areas such as communications, outreach and military membership. The new joiners are already getting stuck in and hopefully some of their initiatives are already visible to you all. The full Young Air Pilots committee for 2026-2027 is as follows (all Associates except as noted):

- Chair: Chris Barrott
- Vice-Chair: Upper Freeman Craig Jardine
- Treasurer: Piers Austin-Foss
- Scholarships Liaison: Tilly Watts
- Outreach Lead: Omar Mshihadani, supported by Trigg Sharp
- Mentoring Lead: Hannah Whelan
- Social Media Lead: Avi Anant
- Training and Career Development Co-ordinator: Freeman Keighley Horstead
- Events and Visits Co-ordinator: Sergey Ichtchenko
- Communications Lead: Rajvir Singh
- Ordinary Members: Khalid Abdulghani, Matthew Thomas, Rob Harris

As the weather improves into summer, our events programme shifts to more outdoor activities. We have already enjoyed our first fly-in and BBQ of the year (more later), with at least one fly-in to be advertised soon, alongside chances to try gliding and skydiving later in

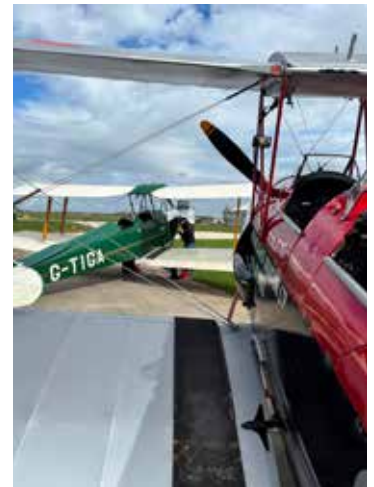


*The Air Pilots crew at Pilot Careers Live, Heathrow, in April* the summer. Alongside this, our schedule of more casual socials hasn't ceased, and we've enjoyed some matches of social cricket at 'Sixes', and a cocktail evening was planned for late May. As always, stay tuned to WhatsApp

and pay attention to our bi-monthly NOTAP newsletter for details as they are released. All members, especially new faces, are always welcome to join us.

## SPRING FLY-IN

On 11<sup>th</sup> April, 12 members headed to Sywell Aerodrome for our Spring Fly-In, in collaboration with the Thomas Castle Aviation Heritage Scholarship, which provides flying opportunities, using its fleet of De Havilland Tiger Moths, for young people interested in vintage aviation. Despite the weather having other plans, grounding the Tiger Moth flights, some members still managed to fly in, and impressively many still joined by road. We're already looking forward to the next one, and hopefully we'll be able to get some members airborne in a Tiger Moth next time.



*The (alas, weather-bound) Tiger Moths at Sywell*

## PILOT CAREERS LIVE

The YAP presence at Pilot Careers Live (PCL) on the promotions stand is always strong, and this April proved no different. As well as the usual promotions team offering on the stand, in collaboration with the Future Pilot Assessment Day team, free airline group exercise preparation sessions were run in a breakout space. Influencing well over 50 attendees and helping equip them with the skills they need in the airline application, this YAP-lead initiative proved extremely successful and is something we intend to keep up for future promotions events.

## UPCOMING EVENTS

The next important date for your diary is the YAP gliding evening and BBQ, to be held at Surrey Hills Gliding Club (Kenley) on Friday 19<sup>th</sup> June. The airfield is inside the M25 and offers spectacular views of central London, with the perk of being accessible by public transport. All members are encouraged to attend and have a go at the fantastic sport of gliding. By the time this is printed, dates will have been set for our other summer flying events and fly-ins. Anything in particular you'd like to see? Just let me or any of the other committee members know via WhatsApp or the [youngmembers@airpilots.org](mailto:youngmembers@airpilots.org) email. □



# OBITUARY: PM CLIVE ELTON (1935 – 2026)



*Clive receiving the Air League's Jeffrey Quill Medal from the Grand Master, 2012 (via Dorothy Saul-Pooley, © Beaumont Photography Group Ltd - reproduced with permission)*

Clive Elton, the Company's Master 1993-94, grew up near Croydon during World War Two, close to the airfields at Kenley, Biggin Hill and Croydon, and experienced the Battle of Britain, the Blitz and the V1 'Doodlebugs' from the ground. His interest in aviation was confirmed when he was awarded a Flying Scholarship whilst still at Whitgift School (1945-53).

He joined the Royal Air Force on a Short Service Commission and whilst flying English Electric Canberras he marked targets during the Suez campaign. However, when Duncan Sandys announced massive defence cuts he, like many others, took early leave from the Service.

Joining British European Airways (BEA) in 1958, he flew Douglas DC-3/C-47 "Pionairs" in the Highlands of Scotland. Subsequently he moved through the various BEA/British Airways fleets, including Vickers Viscount and Vanguard and the Hawker Siddeley Trident, before going on the first Boeing 757 course in Seattle. He was a Training Captain for 20 years, retiring in 1990 as a Training Standardisation Captain on the 757/767 fleet and he continued his training role as a simulator instructor for several more years. Clive joined the newly-formed Tiger Club in 1957 and his airline career was matched by equally impressive activity in light aviation.

## COMPANY SERVICE

Having joined the Company in 1965, he used his training experience to good effect on the Education and Training Committee, becoming Vice Chairman in 1981 and then Chairman in 1988. He was also a member of the Trophies & Awards Committee from 1993-2016, chairing it from 1994-2001. He was awarded Master Air Pilot certificate 687, and in 2000, he was given the Company's Award of Merit. Clive was the last surviving founder member of the Air Pilots Flying Club, and was a Committee member for many years from 1986.

PM Robert Pooley recalls first meeting Clive by the

Rollason hangar at Croydon Airport and being amazed that "...this 20-something pilot was flying Canberras. We had a super natter, and kept in touch throughout our careers." That keeping in touch included Clive's central role at Robert's wedding to Dorothy ("He was a jolly good Best Man"). Robert also reports that Clive kept close contact with the late Grand Master, HRH Prince Philip, saying that: "They were always talking together." PM Rick Peacock-Edwards recalls: "I first met Clive at the 1994 Trophies & Awards Banquet when he was Master. It was also my first direct contact with the Air Pilots, and it was an event that, ultimately, was to have a profound effect on my life. I don't think I can ever recall being as impressed with an event as I was with that



*A young Clive Elton in the Grand Master's Druine/Rollason Turbulent at Croydon*

first experience of dining in the magnificent Guildhall of London, and with so many luminaries present from all areas of the aviation world.

"Following this meeting with Clive, he wrote me a note saying I should join the Air Pilots and Air Navigators, and enclosing an application form. It wasn't until 1997, however, when I was posted to a new appointment, that I finally got around to filling in my application form to join. "Once I had joined, Clive continued to take an interest in my involvement, and to offer his usual balanced and good advice. As soon as I had become a Liveryman, Clive, and a couple of other PMs, individually called me to suggest that I should put my name forward for the Election to become an Assistant on the Court, which I did, and was duly elected. In the year 2000, Clive invited me to join the Trophies and Awards Committee, of which he was then Chairman. I myself became Chairman from 2009 to 2019, taking over from John Hutchinson who, in turn, had taken over from Clive. I still sit on the committee. I will always remember how impressed I was with the deep consideration Clive gave to all the nominations for awards, and his words spoken at our meetings were always calculated, knowledgeable, and profoundly influential in the decision-making process." □



# CHALLENGING PERCEPTIONS OF PILOT HEALTH AND WELLBEING

*From the Desk of the DAA, PM Nick Goodwyn*

At the request of the Air Pilots Benevolent Fund (APBF), the DAA has undertaken a research project into the enhancement of pilot (and flightcrew) health and wellbeing. The idea for this request had evolved from an emerging focus on this important subject and, critically, a fundamental question as to whether pilots have a reluctance to ask for support if they are facing personal or professional difficulties, most especially around their mental health and wellbeing. Evidence garnered for this paper suggests that pilots are reluctant to report mental health issues for many reasons, not least a fear of loss of licence, but in a challenge to such a perception, it has been shown that 94% of UK pilots reporting non-physical health issues return to flying.

The paper was presented to the APBF in April, and this article is an executive summary of the research undertaken. The full paper will be available on the Company website or by request directly to the DAA. The research critically examined the mental health, wellbeing, and support systems available to pilots within the aviation industry, highlighting challenges and potential improvements such as the possibility of integrating mental wellbeing into Safety Management Systems (SMS), shifting from individual to organisational risk management.

It explored the current state, challenges, and support mechanisms related to pilots' mental health, wellbeing, and welfare within the aviation industry, emphasising the importance of effective support systems and industry awareness, exploring reluctance to seek help, and proposes best practices for enhancing early intervention and wellbeing support in aviation.

## REGULATORY REFORMS

The 2015 Germanwings accident, resulting from the actions of a young co-pilot with mental health challenges, prompted regulatory reforms and the introduction of requirements with a focus on promoting health and wellbeing and reducing stigma and bias as a barrier to good mental health. This tragic accident led EASA to recommend pilot support and reporting systems and mandated the introduction of Support Programmes, with the UK CAA adopting similar regulations after withdrawal from the EU. Global interest has grown, with countries like Australia, New Zealand, India and Japan implementing similar measures, such as New Zealand's pioneering AvPAN (2014). That offers confidential support and a Safe

Haven initiative (2025) providing voluntary, confidential help for health issues, reducing fear of career impact, where pilots under Safe Haven can contact medical examiners with delegated authority, with no mandatory reporting requirement unless safety critical.

The support systems that are emerging require maturity, with a need for effective implementation and evaluation. The current guidelines from EASA/CAA are still developing, with an emphasis on the importance of safety and management systems integration, confidentiality, and the evolution of best practices.

## CHANGES IN AVIATION PSYCHOLOGY

Historically, aviation psychology focused on human performance, selection, and technology as opposed to health and wellbeing. Mental health is a state enabling individuals to cope with stress, realise abilities, and contribute positively. Wellbeing is a positive societal resource, linked to resilience and sustainability. Mental health is more than absence of illness; it involves resilience, optimism, and self-efficacy. Supporting mental health benefits organisational productivity and personal quality of life. Mental wellbeing involves developing potential, social relationships, and purpose. Mental capital includes cognitive and emotional resources, resilience, and social skills.

Pilots are wary of self-declaration of issues in this area, because of stigma, lack of trust, and fear of loss of licence. Together, these fears can challenge a pilot's sense of self, identity, motivation and senses of purpose and belonging. Peer support and resilience are key to improving mental health outcomes. Trauma, substance abuse, and mental disorders are generally outside the scope of peer support, as it is deemed an initial or early intervention mechanism. Complex, multicausal factors influence pilot wellbeing and causal loop diagrams help understand these relationships where psychosocial risks and the biopsychosocial factors affect pilots' wellbeing.

## EARLY DETECTION

The US FAA and European bodies have established committees and regulations to address pilot mental health, emphasising early detection and reducing stigma. The FAA's 2015 ARC and 2023 ARC developed recommendations to improve reporting, education, and support, with a focus on creating a supportive environment. They identified barriers like culture, trust,





*Aeromedical examiners play a key role in assessing pilots' mental health*

fear, and stigma, advocating for confidential support programs. The FAA's approach includes education, operational procedures, aircraft design, and fostering voluntary self-disclosure.

Aeromedical examiners (AMEs) play a key role in assessing pilots' mental health, with recent regulations increasing assessment depth. The UK CAA aligns with ICAO and EASA standards, with additional operational restrictions for pilots on psychotropic medication. Mental health assessments include screening for mood disorders, substance misuse, and psychiatric conditions, with mandatory reporting for significant issues. The certification process involves stability periods, medication management, and periodic psychiatric review, with a focus on safe return to flying.

Reassuring data show that most pilots with mental health issues are ultimately recertified, but delays and variability in assessment timelines exist. Fear of losing certification and stigma hinder pilots from seeking help, leading to healthcare avoidance and informal care. Confidentiality concerns and industry culture discourage disclosure, creating a "culture of silence". Regulatory frameworks, while ensuring safety, paradoxically incentivise concealment of treatable conditions. Informal, "off-record" care and self-diagnosis are common, risking unmonitored health issues.

Mental health conditions such as depression, anxiety, burnout, and substance misuse are widespread among pilots, with underreporting masking true rates. Depression prevalence among airline pilots ranges from 1.9% to 12.6%, comparable to the general population. However underreporting is evidenced by higher symptom reports in anonymous surveys. Burnout affects a significant portion, with studies indicating up to 89.3% mental fatigue in long-haul pilots. The Covid-19 pandemic increased mental health risks, with over one-third of pilots experiencing symptoms. Substance misuse

as a coping mechanism is underreported due to fear of professional repercussions.

### **SYSTEMIC CHANGES NEEDED**

Therefore, systemic changes and cultural shifts are necessary to improve mental health support for pilots. Implementing robust, confidential peer support programmes and promoting global regulatory mandates, extending key principles within the aviation community, are essential. Evolving aeromedical assessments to be more supportive, focusing on recovery rather than the risk of automatic grounding and developing clear pathways for treatment and safe return to duty, modelled after the NZ Safe Haven and FAA's HIMS initiatives are positive steps to take, as would be industry wide education campaigns to destigmatise mental health issues. A key aim would be to foster an environment where seeking help is seen as being responsible, not weak, where combining internal and external mental health resources, including psychologists, helplines, and integrating mental wellbeing into SMS, would shift the dial from individual to organisational risk management.

In aviation operations, performance is rarely just an individual issue. It is also a systems issue. SMS gives us a structure to apply this through the four pillars of Safety Policy, Safety Risk Management, Safety Assurance, and Safety Promotion. This mirrors the application of Human Performance Principles in like manner. Regulators should share best practices and benchmark pilot support initiatives, and encourage the sharing of success stories among operators and organisations.

Aviation does not need to build something new; rather it can use an existing system to monitor and support mental health as a human factor on a system level.

The proposals and recommendations within the paper delineated the completion of the research phase of the study and the start of a separate phase of the project in delivering outcomes, intentionally through the membership and support of the Air Pilots. The research ultimately identified that in advocating for aviation health and wellbeing as a whole, there is not one single solution but rather a salutogenesis (an approach focusing on the origins of health and wellness rather than on the causes of disease, or pathogenesis) to drive change in aviation. It emphasised strengthening an individual's internal resources and "sense of coherence" to manage stress, enhance wellbeing, and move toward a healthier state, regardless of existing paradigms. It called on regulators, organisations within the aviation industry and other aviation bodies to collegially and collaboratively work in unity and with that sense of coherence to shift behaviours and culture, thus mitigating against existing stigma and bias. □



# THE UK CAA

*By Sir Stephen Hillier, Chairman*

Following an invitation from the DAA, the CAA Chairman sets out his organisation's progress over the last six years, and its future outlook.

It's almost exactly six years since I joined the Civil Aviation Authority. My motivations back then were practical: I thought that I had skills and experience that fitted the job description. There was also an emotional pull: I'd been a pilot in the Royal Air Force for a long time, but my very first flying qualification was through the PPL issued to me by the CAA when I was 17 years old. Receiving that PPL was one of the most memorable and decisive moments in my life; it was the foundation of my future career in aerospace.

So I liked the idea that I might be able to give something back to an organisation which had had such a big impact on my life and career: to remain at the heart of delivering safe and successful aerospace today, whilst helping shape its future. I don't feel that anything has changed in my motivations over the intervening six years.

I also reflect that when I joined the CAA we were in the midst of perhaps the greatest challenge aerospace had ever faced. Despite the predictions by some that Covid-19 would result in a sustained and long-term downturn in the sector, it has recovered strongly - not without, I'm very well aware, huge effort and some permanent re-shaping of parts of the sector. However last year saw the largest ever number of air passenger journeys in the UK – over 300million, comfortably in excess of pre-Covid-19 levels. As I write, the Iran crisis is testing our resilience once more, not least in relation to the availability and cost of fuel.

## RELENTLESS FOCUS

In all of this, the CAA must always maintain its relentless focus on safety, security and consumer interests. We do not ourselves deliver those outcomes – that's the responsibility of those conducting aerospace activities – but we assure and build public trust and confidence that they are being delivered effectively. We do that through oversight and by owning the rule set - largely a series of risk-mitigation measures formed from the often hard-won experience of what's gone wrong in the past.

That's our core role, which we will always prioritise, and the one that the majority of colleagues in the CAA are dedicated to day-to-day. It's not an unchanging process: we must always have the capacity to respond to fast-moving events; have a constant appetite to learn and apply lessons from experience; and have the flexibility to adapt,

at pace when necessary, to a sector which is constantly evolving and growing.

Our core role has also changed fundamentally over the last five years as we became the UK's Space regulator, and as we rebuilt the full range of sovereign regulatory responsibilities in advance of the UK's departure from EASA. I know that the consequences of that departure can continue to be a matter of concern to many. The CAA does still maintain good working relationships with EASA, as we do with many other national regulators, not least the FAA, but any fundamental change in the regulatory relationship would need to start with changes to the UK/EU Trade and Cooperation Agreement, rather than just regulator-to-regulator dialogue.



*General aviation has always been in Sir Stephen's blood*

## SIGNIFICANT CHANGE

When I look back over the last six years, however, the most significant change to the CAA's purpose has been our transformation into an enabling regulator: one which not only seeks to regulate well within its core remit, but one which also takes an active role in engaging and shaping the future success of aerospace. Innovative future flight capabilities, including uncrewed systems, advanced air mobility, novel propulsion systems and space technologies have been the headline areas, but other activities range through aviation sustainability, airspace modernisation, STEM support and improving sector diversity.

Becoming an enabling regulator is the primary reason for the considerable growth in the size, resources and remit of the CAA. This has not been delivered by adding costs

to the existing sector. Our charges have gone up, but in real terms they remain some 14% lower than they were a decade ago. The largest part of our much-expanded enabling remit has instead been funded by Government grant, confirming the Government's confidence that aerospace continues to be an area of significant strength and potential growth for the UK economy.

Over just the last year, that Government interest in aerospace, including the role of the CAA, has sharpened considerably. Indeed it now represents a new phase of CAA activity, as we respond to the Government's drive for all regulators clearly to recognise their role in helping generate growth and investment. The headline and inter-connected features of this new phase for the CAA are: airport expansion, especially Heathrow; more future flight, including integration with existing users; and airspace modernisation. The underlying themes of the new phase are around accelerating regulatory processes and pace; reducing costs for those that we regulate; exploring ways to scale up our existing operations; and considering further our risk appetite and proportionality.

The CAA has been very well-placed to respond to this Government challenge and the associated Regulatory Action Plan, as a result of our early adoption of the 'enabling regulator' mindset. It's now two or three years since we publicly captured our intent with our new mission statement: 'Protecting People, Enabling Aerospace'.

### **HARD WORK AHEAD**

It's encouraging to see that the effectiveness of the CAA's response is being recognised, but much hard work still lies ahead in the delivery, perhaps especially with Heathrow expansion. There, the CAA's remit to act in the interests of consumers sits within the wider context of a nationally significant project, with particularly close scrutiny being paid to the quality and timeliness of the CAA's processes and decision-making.

In setting the framework for all this growth work, the CAA Board has had a range of careful and important conversations in areas such as calibrating our regulatory risk appetite, mitigating any risk of regulatory capture, moving at greater pace, and the need to maintain organisational balance – ensuring that new work does not diminish in any way our crucial and enduring role of protecting people.

If becoming an enabling regulator was the first area of transformation for the CAA, the second is our significantly increased focus on the customer service which we provide, whether that be in relation to quality, pace, cost or communication. This is a wide-ranging programme of work still in flight, but key examples include our service offer increasingly being enabled by full digitisation through



*Engagement with the aerospace community is a vital part of the CAA's focus*

our Customer Experience & Modernisation programme, a multi-year plan paid for by re-invested efficiencies made within the business. We have also progressed the use of AI for some limited areas and published an initial AI strategy to guide how we think this capability could be rolled out within the CAA and then more widely across the breadth of our regulatory remit. These and a range of other measures are the means by which the CAA is addressing the Government's commitment to reducing the administrative costs of regulation on industry by 25%.

### **ENGAGEMENT AND COMMUNICATION**

Our service focus also includes enhanced engagement and communication, so that we understand at first-hand the issues important to the sector, and can respond promptly and effectively to stakeholder concerns. The CAA Board has taken a leading role in this respect, engaging directly with the sector through a number of visits across the UK, to enhance relationships and to ensure that we understand at first-hand current issues. We have also now embedded the 'CAA Annual Address' within our annual business cycle, offering us the opportunity to demonstrate transparency and explain in person to our sector our strategy and annual objectives, as part of demonstrating value for money to those that pay for our services and our focus on delivering to the commitments which we make.

In short, I believe that the CAA has a vital role to play in the success of the UK aerospace enterprise and in promoting safety internationally. Our values, purpose and mission are clear, and I am extraordinarily proud of what colleagues across the CAA are achieving, both in support of our vital day-to-day remit and in preparing us for the future. The coming year will bring significant challenges across the breadth and depth of a complex system, but I am confident that the CAA has the capability to continue responding, adapting and delivering success. I'm very much looking forward to continuing to contribute what I can to help deliver that success, throughout my final two years as Chair. □



# THE 2026 COBHAM LECTURE, BY CAPT ROBIN EVANS

*Report by The Editor*

The 2026 Cobham Lecture, *In the slipstream of Alcock and Brown*, was delivered by Capt Robin Evans at the

Royal Air Force Club in London on 22<sup>nd</sup> April. From the outset he made it clear that he would be talking more about the people who accomplished the first non-stop transatlantic flight by a heavier-than-air machine, than on the flight itself – and that was indeed the flavour of the lecture. He did, however, begin by lamenting the lack of recognition today of that flight, noting that its centenary in 2019 had been overshadowed by the celebrations of the 50<sup>th</sup> anniversary of the Moon landings and the 75<sup>th</sup> anniversary of D-Day. The lecture embodied his philosophy of "...to show, not tell, through original, century-old archive documents."

John ('Jack') Alcock had been born in Manchester in 1892, the eldest of five sons of a coachman. He had seen the 1910 London-Manchester Air Race, and worked as a mechanic for French aviation pioneer Maurice Ducrocq at Brooklands, where he was awarded Aviator Certificate No 368 in 1912. He joined the Royal Naval Air Service in World War One: by 1916 he was an instructor at RNAS Eastchurch, and later served in the Aegean.

Arthur ('Teddy') Whitten-Brown was born in Glasgow in 1886 to American parents: his father worked for Westinghouse, and Arthur was apprenticed to that firm in Manchester after education at the same school as Alcock would later attend. Whitten-Brown took British citizenship in 1914 so that he could enlist, and served with the Royal Flying Corps. He was shot down twice: on the second occasion he sustained a broken leg and injuries to his other thigh and back when his Royal Aircraft Factory BE2c crashed, and he and his pilot Lt Medlicott were captured by the Germans. (Medlicott was to be executed by the Germans in 1918 after his 14<sup>th</sup> escape attempt.)

Meanwhile Alcock had been having an adventurous war, in September 1917 shooting down two of three enemy aircraft which had engaged his Sopwith Camel, and later surviving a ditching after flying a Handley Page O-100 60

miles on one engine after the propellor reduction gear on the other engine had sheared.

## MEETING AT BROOKLANDS

The two aviators met, almost by coincidence, at Vickers at Brooklands in the spring of 1919: Alcock was already a Vickers employee, and Whitten-Brown had gone looking for a job. The Vimy aircraft which Vickers had selected for an attempt on the £10,000 prize offered in 1913 by *Daily Mail* proprietor Lord Northcliffe for the first non-stop crossing of the Atlantic in under 72h, was the 13<sup>th</sup> of the first batch of 40 built. Alcock personally cut holes in the instrument panel to fit extra instruments, and the fuel tankage was increased to 870 gallons (3,950l), of which only two-thirds would be used on the Atlantic flight.

The Vickers team sailed on the *SS Mauretania* to Halifax in May 1919, Newfoundland having been chosen as the starting point for the Atlantic attempt because it was the closest geographically to Europe, even though it was



*The cramped, sparse cockpit of the Vimy*

prone to fog. Because the Vickers party was late on the scene, other contenders had already bagged the best sites for airstrips. Competitors Harry Hawker and Kenneth Mackenzie-Grieve beat them into the air with their Sopwith Atlantic, but that aircraft's single engine failed 900 miles into the journey, with Hawker and Mackenzie-Grieve being rescued by the steamer *Mary*. Fearful of similar engine failures on his own aircraft, Alcock insisted on using only distilled water in the radiators of the Vimy's Rolls-Royce Eagle engines.

## A TROUBLED CROSSING

For the crossing, Alcock and Brown had electrically-heated flying suits made by Burberry and inflatable waistcoats by Gieves & Hawkes, but their 1,890-mile (3,040km) flight was not an easy one, even with a tail wind which helped

them to a flight time of 16h 28min. (They took off at 13:42 local – 16:12GMT – and arrived at Clifden in Ireland at 08:40GMT.) The Vimy drew its fuel from the rearmost tanks first, meaning that it became increasingly nose-heavy as the flight progressed. The impeller for the wind-powered generator sheared off, leaving no electricity for the radio or intercom (so they had to write notes to each other); an exhaust muffler melted; with no stars visible other than Vega seen briefly in mid-Atlantic, Whitten-Brown had to navigate by dead reckoning; the ASI froze in severe turbulence.

Almost 11h in, with the crew already confused (they timed the incident at 15:20 instead of 03:20) in thick fog at 3,500ft, the Vimy suddenly spiralled down to just 100ft before recovering and climbing back to 6,500ft. This was where the mythical story of Whitten-Brown climbing out on the wing to chip off ice originated: in fact, it seems, he 'just' stood up in his seat to clear ice off an instrument behind him. As Robin Evans pointed out, the proximity of the propellers, directly in line with the seated pilots, would have made it near-impossible to climb out of the cockpit onto the wing in flight...

While making landfall at Clifden (they were just 20 miles out on their dead-reckoning) was no accident, as it was the site of the Marconi radio station, the largest in the world and the ideal place from which to publicise their triumph; the touchdown in a deceptively flat-looking bog was. The presence of radio enabled the New York Times to scoop the prize-sponsoring *Daily Mail* – which wasn't published on a Sunday. The immediate presence of armed soldiers to guard the damaged Vimy can be explained by the need for those soldiers to guard the radio station against Irish rebels.



*Soldiers from the guard at the Marconi radio station protect the damaged Vimy*

### THE FIRST 'JETLAG'

Not only was this the first non-stop, heavier-than-air crossing of the Atlantic, it also produced the first recorded evidence of jetlag: when Alcock and Brown were woken at 07:00 the following day, subconsciously they were still on Newfoundland time, 03:30. They were able to



*The last picture of Brown and Alcock, just days before Alcock was killed flying to the Paris Airshow, December 1919*

gain immediate headlines through iconic quotes such as: "Yesterday we were in America", but within days the newspapers were concentrating on the scuttling of the German Navy fleet at Scapa Flow and, says Evans, their story was quickly forgotten.

Alcock and Brown were knighted by the King at Windsor Castle, neither of them looking very happy, and the £10,000 prize money was shared amongst the Vickers crew. Two weeks later Brown married (listing his occupation as "Knight Commander") and within six months Alcock would die in a crash while ferrying a Vickers Viking amphibian to the Paris Air Show. Brown would die from an inadvertent drug overdose in 1948, four years after his only son was shot down flying a 605Sqn De Havilland Mosquito in a raid on Leeuwarden. Alcock's and Brown's graves reflect their personalities: Alcock's an elaborate monument; Brown's a discreet stone block.

Towards the end of his lecture, Robin Evans returned to the theme of "In the slipstream of Alcock and Brown" in considering the fame of Charles Lindbergh, widely if erroneously seen by many as "first across the Atlantic". Lindbergh himself said that "...Alcock and Brown showed me the way", with his flight taking 34h and involving no active navigation: with no forward or upward vision in his Ryan monoplane, he had relied on pre-calculated waypoints based on timing alone. The extreme length of the flight had left Lindbergh suffering from hallucinations. Although the first solo transatlantic pilot between cities, Lindbergh was, in fact, the 107<sup>th</sup> person to cross the Atlantic by air, and his was the 12<sup>th</sup> successful transatlantic flight in eight years. (The double Atlantic crossing by the British airship R34 in July 1919, covering 6,450 miles in 183h flying time, accounted for 63 of the previous 106 transatlantic travellers.)

After a lively Q&A session, Robin Evans was congratulated on, and thanked for, his lecture by the IPM, John Denyer. □



Basel Hammond with subject (Aviat Eagle) and its portrait

## PAINTING A CAREER

*By Associate Basel Hammond*

I have never regarded aeroplanes as inanimate objects - they portray character through their controls, and beauty through their forms. Aircraft are first understood visually, in my opinion. As a PPL holder and aviation artist, each brush stroke conveys a love affair with flying.

I caught the flying bug young. From age five, I built and flew radio-controlled models, gaining my BMFA certificates by age eight. By 13, I had moved into full-scale gliders. My first aerobatic competition came aged 16, before I had even soloed. I have never wanted to do anything else. Every young child probably started their aviation journey drawing aeroplanes instead of paying attention in class and admittedly, I was the same. The main reason I started taking it seriously in my secondary school years was that I wanted to start my PPL, but did not have the funds to do so. As powered flying had now become my priority, I made the big decision: my art would fund my early lessons.

I started bartering my early art around Wycombe Air Park, my 'home' airfield, and pushed to have stands at the Aero Expo that used to be hosted there. Most of the time my work - then primitive pencil drawings - did not get much interest, perhaps a few nods from the pilots passing by... That was until Liveryman 'Dickie' Bird, the former CFI of Booker, stopped by to have a look at the sketch of the club's De Havilland Chipmunk I had drawn. Before long, I had my first artwork exchanged for a flying lesson. It changed everything for me.

My art developed, and I was offered another exchange on the Chipmunk - this time from the front seat. My third was a commission for a sailor in Australia, and looking for something different, I went to fly the Piper Super Cub at White Waltham - and I like being able to say that my first landing and circuits in a powered aircraft were on a taildragger. Three hours of tailwheel flying had been logged towards my PPL just from my art, before I could

otherwise afford it. For the endeavour of exchanging art for flying, I was featured twice in *Pilot* magazine - and had not even turned 16.

### SCHOLARSHIPS AND BURSARIES

Fast forward a number of years, and this determination to learn to fly won me four flying scholarships and bursaries: a Royal Aero Club Trust Bursary for aeromodelling, the Air League five-hour scholarship, the Air League 12h scholarship and, last year, the Air Pilots Lane-Burslem PPL scholarship, generously sponsored by the BALPA Benevolent Fund.

Having just graduated from York with a Physics BSc, this scholarship allowed me to finish my PPL at Booker, where I had worked in operations the summer before. By then, having already logged 19h, the sound of gyros spooling up was becoming an increasingly familiar noise - although I knew that a challenging summer was still ahead.

My art (now large-scale oil paintings) had a different purpose during the summer of the scholarship. I found painting commissions a great way to relax after a long day of flying and studying. With such a prestigious award, I promised the Air Pilots that I would strive for harmony between flying, diligent study on the ground and the art.



*A British Airways Boeing 777*

It was wonderful to fly with such continuity, and I would regularly 'armchair fly', so checks, calls and procedures were second nature.

After turning the master switch off, I would often pause and take in the spooling down of the gyros with the engine ticking away - remembering the work I had put in to get there, and how my art had played such a pivotal role in getting me past those initial cost barriers. At age 23, I consider myself very fortunate to be able to do both.

### COMPLETION

I completed my PPL scholarship in 47.4h total - around a month before the Air Pilots' deadline, and an average exam score of 95%. What made that skill test even more

moving was that Dickie Bird, who had helped get me through that front door to flying with my art, was my examiner. I happened to be cutting the plywood panel for my next commission (the British Airways Boeing 767) when the phone rang - it was Air Pilots House, calling to announce that I had been awarded the prestigious John Landymore Trophy.

The additional funding with the award would be used to complete my variable-pitch prop and EFIS signoffs on a Piper Dakota. Six months after receiving that award at the Guildhall, it is still driving me to seek new challenges in my airmanship. I feel that I owe it to the Air Pilots for their substantial support toward my flying.



*The Shipping & Airlines De Havilland DH90 Dragonfly belonging to Liveryman Peter Greenyer*

Even now, working for BAE Systems as an airframe engineer, the proceeds from my commissions (mostly light aircraft) still provide me with a few extra hours each month. I continued my passion for vintage and tailwheel aircraft by recently adding tailwheel differences to my logbook. While my ultimate ambition is to fly professionally within BAE Systems' Corporate Air Transport, I am equally interested in aerobatics and warbird flying, so the majority of my time building has been on an American Champion Citabria so far.

I think that my dedication to becoming a professional pilot has so far paid off. My art also helped me raise nearly £740 for Aerobility through donated pieces, which felt like a meaningful way to support others' access to flying. People have asked me which side I would like to be remembered for. The easy answer is both - the flying and the art - but, in truth, I would choose the flying. The paintings may have helped open that door, but it has always been the aeroplane, and the feeling of becoming one with it in flight, that has captivated my attention.

*The author is open to commissions of any aircraft type: baselhammond@hotmail.co.uk.*

□



# THE CENTENARY IN 20 ARTICLES

## ERNEST BRIAN 'TRUBBY' TRUBSHAW MVO CBE FRAeS

*Air Pilot's series of Centenary-focussed profiles of the individuals and aircraft which exemplify the Company's first century continues with the story of Liveryman Brian Trubshaw*

*By Assistant Seb Pooley, PM Capt Jock Lowe and PM Capt Mike Bannister*

On a crisp April morning in 1969, Brian Trubshaw eased the nose of a slender, needle-shaped aircraft into the air from Filton. The machine was the BAC/Aérospatiale Concorde - sleek, experimental and brimming with ambition. Minutes later, as the aircraft climbed cleanly and confidently, Britain had taken its place at the forefront of supersonic flight. When Trubshaw landed, his verdict was characteristically understated: "Wizard... a cool, calm and collected operation." That phrase would follow him for the rest of his life.



### A WARTIME BEGINNING

Trubshaw's journey into the cockpit began not in glamour but in the urgency of World War Two. Born in Liverpool in 1924, he was educated first at Twyford then at Winchester. At the age of 10, whilst on holiday, he witnessed an aircraft carrying the

*Brian Trubshaw, test pilot par excellence*

Prince of Wales, later King Edward VIII, land on the beach at Pembrey near his home. Apparently, this sight made an impression on him and triggered an early interest in flying.

In 1942, he joined the Royal Air Force and soon found himself training in the United States before moving on to operational service, in which he flew the Short Stirling and later the Avro Lancaster.

Bomber Command missions were long, dangerous and often conducted under the cover of darkness. For a young pilot in those war years, survival alone was an achievement, but the Trubshaw who emerged embodied the calmness which would come to typify his later career in test flying.

After the end of World War Two he joined the King's Flight, piloting aircraft for George VI. He was a favourite of our late Queen and Patron, who often referred to him as 'My Brian'.

### INTO THE UNKNOWN: TEST FLYING

In 1950, Trubshaw made a decisive shift. Leaving the relative structure of military flying behind, he joined Vickers-Armstrongs Aircraft, later part of the British Aircraft Corporation and then British Aerospace, as a

test pilot. Test flying in the 1950s and '60s was not for the faint-hearted. Aircraft were pushed beyond known limits, systems were unproven and the margin for error was often razor thin.

He quickly rose through the ranks, contributing to the development of aircraft that would define Britain's post-war aviation industry: the Vickers Valiant, the elegant Vickers VC10 and the widely used BAC One-Eleven. Colleagues spoke of his unflappable nature. Where others might react, Trubshaw observed; where others speculated, he measured.

### CONCORDE: A SUPERSONIC DREAM

By the 1960s, aviation had entered the jet age but engineers and governments on both sides of the Channel were aiming higher still: a passenger aircraft capable of flying faster than the speed of sound. The result was Concorde, a joint Anglo-French project that would become one of the most iconic aircraft ever built.



*Company pilots! John Cochrane and Trubshaw*

Trubshaw's role in the programme placed him at its very centre. On 9<sup>th</sup> April 1969, having already undertaken a flight on the French prototype 001/F-WTSS with French test pilot André Turcat, he piloted the first flight of the British-built prototype 002, with Freeman John Cochrane as co-pilot. The flight itself was smooth, almost deceptively so. Yet behind that apparent ease lay years of engineering effort and meticulous preparation. Trubshaw's calm handling helped validate the aircraft's design and reassured both engineers and the public that Concorde was more than a bold idea. In 1972, our then Grand Master, HRH Prince Philip, flew with Trubshaw and John Cochrane, both





*The first flight of the first British Concorde, Trubshaw in command*

members of the Company, in Concorde 002, His work did not stop there. Over the following years, he helped guide Concorde through its demanding test programme, demonstrating its capabilities across the globe. For passengers, Concorde would become a symbol of luxury and technological progress. For Trubshaw, it was proof that aviation still had frontiers left to explore.

### THE PROFESSIONAL IDEAL

Trubshaw's career aligned closely with the values of our Company, dedicated as it is to promoting excellence, safety and professionalism. Indeed, he joined the then Guild on 5th October 1950 and in 1959 was the first recipient of the Guild's Award of Merit.

Though known primarily for his flying achievements, Trubshaw's influence extended into the culture of aviation itself. His approach, methodical, disciplined and quietly confident, embodied the Company's ideals. In an era when test pilots were often seen by the public as daredevils, he demonstrated that precision and professionalism were far more important than bravado.



*Liveryman Trubshaw with the Grand Master after their flight in Concorde 002 (Alamy)*

When he retired in 1986 at the age of 62, he had spent 36 years in the aviation industry and flown over 100 aircraft types.

He then served on the board of the Civil Aviation Authority from 1986 to 1993, where his practical experience informed decisions about safety and regulation. Few individuals were better placed to understand both the technical and human factors involved in flight. As an author, he brought his experiences to a wider audience.

### BEYOND THE COCKPIT

By the late 1970s, Trubshaw stepped away from active test flying but not from aviation. He moved into senior roles at British Aerospace, helping guide the industry he had helped to build. He ended his career there as Divisional Director and General Manager of the Filton Works.

### ADDITIONAL HONOURS AND RECOGNITION

- Member of the Royal Victorian Order (MVO) — 1969  
Awarded in recognition of services connected with royal aviation duties, reflecting his earlier role flying members of the Royal Family with the Royal Air Force and Royal Flight.
- Officer of the Order of the British Empire (OBE) - 1970  
Conferred for his outstanding contribution to British aviation, particularly his work as a test pilot with the British Aircraft Corporation and his role in developing major aircraft programmes.
- Commander of the Order of the British Empire (CBE) - 1976  
Awarded in recognition of his leadership in flight testing and his central role in the development and certification of Concorde.
- The first recipient of the Guild Award of Merit – 1959  
Awarded for meritorious service in British Aviation to any practising Guild pilot or navigator.

### INTERNATIONAL AVIATION AWARDS

- Kincheloe Award — 1971  
Presented by the Society of Experimental Test Pilots (USA) jointly to Brian Trubshaw and André Turcat for outstanding achievement in experimental flight testing.  
This award recognised their pioneering work in bringing Concorde from prototype to operational reality.
- French Aeronautical Medal — 1976  
Awarded by France in recognition of his key role in the Anglo-French Concorde programme, highlighting the international cooperation behind the aircraft's success.

*Concorde: The Inside Story* offers a rare insider's view of one of aviation's most ambitious projects, told not with drama but with clarity and insight.

Away from aircraft and airfields, Trubshaw was known for his warmth and wit. He married Yvonne Edmondson in 1973 and their life together in Gloucestershire was filled with pursuits far removed from supersonic travel - cricket, golf and equestrian sport among them. He was, by many accounts, a natural storyteller. Yet unlike some of his contemporaries, he rarely sought the spotlight.

### FURTHER READING

For more detailed information on Brian Trubshaw, you

may wish to refer to:

**Trubshaw, Brian. *Concorde: The Inside Story*** (Sutton Publishing, 2000)

The definitive first-hand account of Concorde's development from one of its chief test pilots. Trubshaw explains the engineering challenges, test programme milestones, and the Anglo-French collaboration that made the aircraft possible. With foreword by Past Master Captain Jock Lowe.

**Lewis, Peter. *SST: The Race for Supersonic Transport*** (various editions)

A broader historical overview of supersonic transport, including detailed coverage of Trubshaw's first British flight of Concorde and the competitive international context.

**Miller, Leonard. *Concorde: Supersonic Legend***

A richly illustrated history of Concorde featuring technical detail and pilot perspectives, including contributions from Trubshaw and his French counterpart André Turcat.

**Bannister, Mike. *Concorde*** (Penguin, 2022)

A definitive account of the rise and fall of the world's greatest aircraft by British Airways' Chief Concorde Pilot and Past Master. □

### PERSONAL RECOLLECTIONS OF BRIAN TRUBSHAW BY PM JOCK LOWE

Brian Trubshaw, affectionately known as 'Trubby' was a calm, thoughtful and friendly individual. As the head of the flight test team, he became the public face of Concorde. In addition to his role as test pilot for the most expensive, high-profile aircraft, he also needed to converse with politicians, chief executives and the press worldwide.

With this in mind, I felt a little trepidation when I first met him, especially as the connection was through the Pilots Trade Union (BALPA) evaluation team. However, his pleasant and professional manner shone through, and he made me feel at home as I sat in the observer's seat for a high-altitude test flight. The task was to perform fuel measurements in the climb: when that was complete at 55,000ft, he disconnected the autopilot and put this allegedly delicate aeroplane into a 70° banked turn. Later, with me now in the right-hand seat he demonstrated induced oscillations in simultaneous roll and pitch. Then, with a smile he handed over to me and laughed as I attempted to bring things back under control.

Our paths then crossed many times before our last flight together; this time with me flying and him as passenger. The flight was into Farnborough during the air show. He was with Raymond Baxter in seat 1C and a full TV crew. A member of the Royal family was in 1A. Trubby knew that the runway was rather short, with a nasty crosswind and 250,000 spectators. Approaching the airfield he came up to the flight deck and gave me same smile I'd witnessed many years before. He calmly told me that we were going to lunch with many famous test pilots (Neville Duke, "Bee" Beamont and Duncan Simpson among others) and they were going to give me marks out of ten for my landing. As we disembarked, he patted me on the

back, and chuckling, said: "Well done, now you know what the pressure was like".

The test phase of which he was in charge was the most extensive and complicated programme ever undertaken and without his leadership, dedication and all-round skill is unlikely to have been so successfully completed. This involved exploring a new flight envelope and ensuring it was safe enough to take millions of passengers into. He remained modest throughout.



*Landing at Farnborough under Trubby's eagle eye was an anxious moment for Jock - this is one of his earlier landings there (AirTeamImages)*

He left BAe and became the Aeronautical Expert on the board of the CAA for the maximum of two terms, after which he accepted my request to join the Flight Operations Safety Committee at British Airways. Once again, his ability to identify the main issue from all the peripheral noise was invaluable. He was of course saddened by the crash in Paris but delighted to hear that Rod Eddington was determined to resume Concorde operations to New York and beyond.

He was an extremely capable, modest and talented individual who was always happy to pass on his wisdom and accumulated knowledge in a most charming way. It was an honour to have known him and benefit from his unparalleled experience.



# PRELIMINARY REPORT: LA GUARDIA RUNWAY COLLISION

*By Assistant Capt Ed Pooley*

In late March this year, a Bombardier CRJ-900 passenger aircraft (C-GNTZ) operating a late-evening Air Canada flight from Montreal to New York LaGuardia had just completed its touch down on runway 04 when it was in a high speed collision with an airport fire service vehicle which had just entered the same runway intending to lead a convoy of seven vehicles across it. The collision caused extensive damage to both the aircraft and the vehicle and resulted in fatal injuries to both pilots and serious injuries to the forward-stationed members of the two-person cabin crew, three of the passengers closest to the front of the aircraft and the two occupants of the vehicle. Of the other 69 passengers, 33 sustained minor injuries and were also taken to hospital for assessment and treatment. There was no fire and the evacuation via the unobstructed overwing exits was relatively straightforward.

An Investigation is being conducted by the National Transportation Safety Board (NTSB) and a Preliminary Report has been issued in recognition of the fact that the Investigation will take many more months to complete. This summary is based on that Report and it is important to note that - as usual - all its contents are "...preliminary and subject to change".

There were only 2sec between the CRJ-200 fully touching down and the collision, leaving no opportunity for the crew to take effective avoiding action, although one or both of the vehicle occupants seemed to have caught sight of the aircraft and it had begun to turn away from the runway but the imminent collision was by that point unavoidable.



*The aircraft and vehicle shown the following morning (Pics from the Official Report)*

The seven-vehicle convoy had initially assembled near the fire station and proceeded partially onto taxiway 'D' where the lead vehicle stopped in between the outer and inner parallel taxiways to await clearance for the required active runway crossing. Whilst the vehicles were stopped at this position, the automatically controlled red taxiway centreline Runway Entrance Lights (RELs), installed to prevent runway incursions whilst aircraft were landing or

taking off, were activated. The inbound aircraft had already received its landing clearance when on a five-mile final but the TWR controller who issued this clearance then forgot having done so and two minutes later issued a clearance for the convoy to cross the runway.

## TWO-MINUTE DELAY

Almost two minutes passed before the same controller realised their error and called the lead convoy vehicle to stop. There was no response to this, or a repeat call made 5sec later, but by the time of the second call the vehicle had already crossed the designated runway 'Hold Short' line at a speed of almost 30mph and was only 100ft from the runway edge. Assuming that the RELs were functioning normally, this continued travel towards



*The illuminated (directional) Runway Entrance Lights protecting the intersection where the collision occurred*

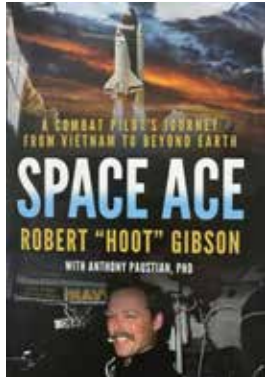
the runway implies no recognition of their significance. They are designed to switch off 2-3sec before the aircraft reaches the protected intersection, in this case 1sec after the controller's second "stop" call. At this time, the lead vehicle was estimated to have "...reached the edge of the runway". By then, the occupants would have no longer been able to see the RELs, but the de-activation of the one in the middle of the runway would have been clearly visible to them. Having missed both last-minute "stop" calls, they might conceivably have regarded this change as significant. However, the violent collision was only three seconds away.

Whilst it is already clear that the origin of the accident was controller error, the opportunity to then prevent it fell to the lead convoy vehicle driver - who (presumably) missed the controller's two last-minute attempts to cancel the clearance. The apparent absence of a final visual check by the vehicle's right-hand-seat passenger that the runway was clear prior to entering the runway may also be relevant. However, a full understanding of what happened must await the eventual publication of the Final Report. □

# REVIEW: SPACE ACE – A COMBAT PILOT’S JOURNEY FROM VIETNAM TO BEYOND SPACE

## BY ROBERT “HOOT” GIBSON

Reviewed by Liveryman Howard Cook



A recipient in 2016 of the Honourable Company of Air Pilots Award of Honour at the Guildhall, Capt Robert Lee “Hoot” Gibson has (at last) found time to write the story of what is surely one of the greatest careers in aviation history. *Space Ace* charts Gibson's route from early inspiration to fighters in Vietnam, on to

NASA and, eventually, as an air racing champion. He had previously written an award-winning children's book *First Flight*, complete with in-cockpit videos of Space Shuttle and Hawker Sea Fury activated by bar codes. After much encouragement from aviation and astronaut colleagues alike, Hoot has now written his autobiography which delves behind the scenes of what has been a truly illustrious career as was recognised by the Company with its award.

The book clearly shows the inspiration of his father, who was a pilot and Federal Aviation Administration inspector who thoroughly involved his son in the aviation environment from an early age, clearly the catalyst for a future aviation career for young Robert. His first solo was in a Piper Colt on his 16<sup>th</sup> birthday and he earned his PPL as a 17-year-old. He entered the United States Navy after college and served as a fighter pilot in the McDonnell-Douglas F-4 Phantom for two tours, and the Grumman F-14 Tomcat for one tour, flying combat missions in Southeast Asia during all three tours. He served on the aircraft carriers *USS Coral Sea* and *USS Enterprise* and made 300 carrier landings.

### INTO SPACE

After attending the US Navy Fighter Weapon School, better known now as “Top Gun”, and US Navy Test Pilot School at Patuxent River, Hoot was selected to become an astronaut in 1978 in the first Space Shuttle astronaut selection. Also accepted on that day was Rhea Seddon, a surgeon who would later become Hoot's wife - and a three-time Shuttle astronaut. Despite being declared “operational” the Space Shuttle - originally envisaged to be as safe as a commercial airliner - was the most complicated flying machine ever built, and the book

highlights some of the complications.

Hoot would have a long lead-in of two-to-three years for each flight and, as is often forgotten, each flight was unique in its objectives. On one secret mission Hoot had a very narrow escape from disaster – unlike the *Challenger* and *Columbia* crews in 1986 and 2003 respectively.

In 18 years as an astronaut, Hoot made five spaceflights, one as Pilot and four as Mission Commander aboard the Shuttles *Challenger*, *Colombia*, *Atlantis*, and *Endeavour*. His final space flight was the first mission to rendezvous and dock with the Russian space station *Mir*. He served as Deputy Chief of NASA Aircraft Operations, Deputy Director of Crew Operations and as NASA Chief

Astronaut. Leaving NASA in 1996 he became an airline pilot with Southwest Airlines.

Outside his career as a fighter pilot, test pilot, astronaut and airline pilot, Hoot was an also



'Hoot' Gibson at the T&A Banquet in 2016 with (l) Howard Cook and (r) Ft Lt 'Charlie' Brown

air display pilot flying his former Vietnam War adversaries, the MiG 15 and MiG 21 - although his greatest love was air racing. He raced for many years, initially in his own modified Cassutt Racer (which he still flies) and later in Hawker Sea Furies *Riff Raff* and 232, participating in the “fastest motorsport on Earth”. In 2015 he won the National Championship Unlimited Gold race at the National Air Races at Reno in the highly modified North American P-51 Mustang *Strega*.

What makes *Space Ace* exceptional is the mix of the elements of flight that many of us wish for, encompassing jet fighters, test flying, spaceflight, display flying and flying historic racing aircraft. It introduces so many incidents and experiences that are “bite-sized” for the reader – and it does whet the appetite for more. *Space Ace* is a riveting look at an extraordinary flying life in print for the first time: I couldn't put it down.

*Space Ace – a Combat Pilot's Journey from Vietnam to Beyond Space*, by Robert “Hoot” Gibson: published by BookPress Publishing ([www.bookpresspublishing.com](http://www.bookpresspublishing.com)) ISBN 978-1960259455; hardback, 288pp; £23.03 on Amazon

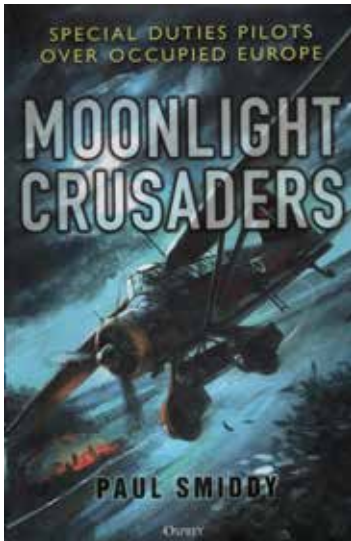
□



# REVIEW: MOONLIGHT CRUSADERS

BY PAUL SMIDDY

*Reviewed by The Editor*



Mention the name “Westland Lysander” and most who recognise it would probably respond “Special Operations in France”. With such immediate and widespread recognition already the norm, the task for any author embarking on a new book on the subject must be particularly challenging: what hasn't already been said or

published? That is a challenge which Liveryman Paul Smiddy has demonstrably conquered here in a masterly fashion – though clearly at the expense of a massive amount of research, as reflected in 28 pages of notes and a list of some 120 publications and other sources referenced in this book's bibliography.

After an introductory chapter on the genesis of the Lysander – complete with an erudite explanation of the too-often-fatal flaw in the design of its tailplane which could lead to an uncontrollable nose-up from a go-around – the book concentrates on the crews and operations of the flights (eventually squadrons) which operated that aircraft and others from 1940 to 1945. The story is, as expected, one of skill and bravery in operations in support of the Special Operations Executive (SOE) and others, with unarmed aircraft into often ill-prepared airstrips in enemy-held territory with few, if any of the aids available to pilots in other spheres of operation.

## UNEXPECTED OPPOSITION

What might not be expected is where all the opposition and hostility to these operations came from. It was not just the German and Vichy French forces, but politicians, civil servants and other military units on the Allied side standing in their way. Of those, two stand out: the Secret Intelligence Service (SIS) which seems to have been opposed to the very existence of SOE and demanded priority in the provision of aircraft operations; and AVM Arthur “Bomber” Harris, who resisted at every opportunity the allocation of even obsolete bomber aircraft such as the Armstrong Whitworth Whitley, Short Stirling and Handley Page Halifax for longer-distance

dropping of large numbers of agents into enemy-held territory.

Another striking aspect of Smiddy's researches is the small size and limited resources – including of pilots – in the flights and squadrons conducting the Lysander and lesser-known Lockheed Hudson operations. Across the main operating units (419 and 1419 Flights and 138 and 161 Sqns) just 43 pilots undertook 263 pick-up missions by Lysander; 45 by Hudson and one by an Avro Anson, with the losses of 10 of those pilots, nine passengers and 15 Lysanders. The highest number of operations flown by any one of those pilots was 35, and the average success rate of operations (the flight completed with the planned number of deliveries and pick-ups) for the Lysanders was 70% and 85% for Hudsons, the latter having the advantages of twin engines and navigators against the single-pilot, single-engine Lysander. Even at the height of operations in 1944, 161 Sqn had just 12 Lysanders and five Hudsons on strength, with two Lysanders and one Hudson in reserve.

This is not just a book of statistics, however. Smiddy describes the individual operations as they happened, with details of the landing field, weather conditions and in most cases the identities of the passengers carried in each direction, often with substantial biographical details of those passengers and further details of the operations in which they were engaged. The subsequent lives of the pilots and some of the other *dramatis personae* postwar are also detailed, along with an analysis of the causes of all losses of Lysanders across all spheres of operations which underlines the significance of the flawed tail design.

The writing style is fluid, with the narrative unfolding in a logical flow, marred only slightly by some chopping and changing between some pilots' proper names and their nicknames. It is perhaps understandable, given the clandestine nature of the operations covered, that there are only 17 photographs, all black-and-white and gathered in one section in the middle of the book, but at least they are in good definition on high-quality photographic paper in contrast to the main text paper stock. Commendably, the text, appendices and bibliography are backed up by a comprehensive index.

*Moonlight Crusaders: Special Duties Pilots Over Occupied Europe*, by Paul Smiddy; published by Osprey ([www.ospreypublishing.com](http://www.ospreypublishing.com)); hardback, 384pp; ISBN HB 9781472873477; £25.00

□

# INTO THE OVERSHOOT

*A round-up of less-formal items which have caught the Editor's eye*

## PRIVATE CELLAR?

Has the Air Pilots branched out into wine-making? Office Administrator Angie Rodriguez highlights the appropriate logo outside the restaurant of the Ashling Park Estate vineyard in Sussex where, as reported in the Master's Message (p10), the annual Master's Court Lunch took place in April. □



## GOING FOR PROMOTION

Assistant Glen Ficker writes: In the year to date, the Promotions and Aptitude teams have reached out to an audience of over 3,500, at some 14 different events, ranging from schools visits with one or two volunteers, to the largest of the events such as Pilot Careers Live at Heathrow on 18<sup>th</sup> April where a team of 20 Young and old(!) Air Pilots most ably fielded enquiries from wannabee pilots and hopeful parents! Other events have included the usual Guildhall livery schools event on 2<sup>nd</sup>/3<sup>rd</sup> March (pictured), and Croydon Airport's open day on 3<sup>rd</sup> May.

The aptitude testing at Air Pilots house has been relatively quiet, with just two sessions so far this year. I am expecting things to pick up in the wake of Pilot Careers Live. Our Future Pilot assessment days are going well, with stand-alone events and a breakout room at Pilot Careers Live: a big "THANKYOU" to all involved!

Looking ahead, we have a couple of new bookings: Careers Day at the Farnborough Airshow on 24<sup>th</sup> July, and the LAA rally at Leicester on 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup> September, as well as repeat events at the BA fly-in, Wycombe Air Park, 4<sup>th</sup> August and the RAF air and space camp Syerston on 20<sup>th</sup> August. If you happen to be at any of these events, please drop by and say "hello!" □



## WHEN THE CHIPS FLY...

The De Havilland DHC-1 Chipmunk, beloved of so many Air Pilots, is 80 years old this year, and to celebrate that, 42 of them turned out at May's VE Day airshow at IWM Duxford – with 18 of those taking part in a formation flypast. Liveryman Jeff Cleary, who ferried the Shipping & Airlines Chipmunk to the show and flew as the last aircraft in the practice flypast the previous day, says: "Our poor Chippy was brown when we landed – the oil from 14 Chippies in front just coated us!" (Mike Bannister) □

