## Guild Diary

**April 2013**
- 11 1st General Purposes and Finance Committee Meeting Cobham House
- 16 1st Technical and Air Safety Committee Meeting Cobham House
- 16 Benevolent Fund Board of Trustees Meeting Cobham House
- 17 New Members’ Briefing Cobham House
- 20 Flyer Show Sofitel Heathrow
- 25 Guild Luncheon Club RAF Club
- 25 Cobham Lecture Royal Aeronautical Society

**May 2013**
- 9 2nd General Purposes and Finance Committee Meeting Cobham House
- 9 1st Court Meeting Cutlers’ Hall
- 14 2nd Education and Training Committee Meeting Cobham House
- 28 Environment Committee Meeting Cobham House
- 29 Livery Dinner Mansion House

**June 2013**
- 5 Pilot Aptitude Assessment RAF Cranwell
- 13 3rd General Purposes and Finance Committee Meeting Cobham House
- 18 2nd Technical and Air Safety Committee Meeting Cobham House
- 24 Election of Sheriffs Guildhall
- 26 Trophies and Awards Committee Meeting Cobham House

**July 2013**
- 6 Charity Summer Ball RAF Museum Hendon
- 11 4th General Purposes and Finance Committee Meeting Cobham House
- 11 2nd Court Meeting Cutlers’ Hall
- 16 Benevolent Fund Board of Trustees Meeting Cobham House
- 16 3rd Education and Training Committee Meeting Cobham House
- 18 New Members’ Briefing Cobham House

**August 2013**
- 1 Pilot Aptitude Assessment RAF Cranwell

### GUILD VISITS PROGRAMME
Please see the Flyers accompanying this and previous editions of Guild News or contact Liveryman David Curgenven at guildevents@dcai.co.uk. These flyers can also be downloaded from the Guild website.

*Cover Photo: Freeman Chris Fopp gets airborne in the RAF balloon inside Earl’s Court, without having to cope with wind, weather, ATC clearances for flying over London and sorting out a retrieve party. The occasion was the 2012 British Military Tournament and a full report on this unique flying activity appears on page 17. Photo courtesy Sgt Jez Doak, RAF Halton*
CONTENTS

In this edition of Guild News

Page 4  News Round Up
Page 6  Gazette
Page 7  The New Master

Page 10  The Master's Message
Page 13  The Court List
Page 14  Regions - Hong Kong
          Revisiting Kai Tak
Page 15  EPST Course Report
Page 17  It's Far Too Cold Outside!

Page 18  Red Arrows Day
Page 20  Churchill – unsure of position

Page 21  Borneo Boys
Page 22  GAPAN Flying Club Programme
Page 23  Benevolent Fund
Page 24  From the DAA Desk
MASTER'S VISIT TO DUBAI. The Master giving his presentation in Dubai and I were recently invited to Dubai, as guests of Emirates, in order for the Master to present the RAeS (UAE Branch) lecture, held in the lecture theatre within the Emirates Training Wing. The lectures form part of a Continued Professional Development programme as well as being a social and networking opportunity for those in the local aviation community. The Master’s presentation was on his experiences of displaying Historic Aircraft, and the safety and training aspects associated with that type of flying.

We arrived in Dubai at about 20.00 hrs local after a very comfortable trip (we were both treated to First Class seats!). After settling in at the hotel, we were met by Liveryman Captain Alan Porter before, the next morning, going straight to the Emirates HQ where we made a courtesy call on Liveryman Sir Maurice Flanagan (Divisional Senior Vice President, Flight Operations), this was followed by a visit to the Operations Centre, and a further meeting with Sir Maurice over lunch. Alan Stealey then took us for a quick ‘sight-seeing’ drive to see some of the local area before returning to the Training Centre lecture theatre where the Master gave his presentation. Some ‘networking’ time then allowed for a brief introduction about the Guild to some of those present and the opportunity also to leave some leaflets and other information about the Guild with Alan. Thereafter, Captain Bob Nicholls, Alan Porter and his wife entertained us and a small group of others to dinner before returning to the support of the indigenous population with a ‘hearts and minds’ campaign - so that for transport, supplies and medical evacuation in mountainous tropical rain-forest, ground troops came to rely on helicopters, and their brave young aircrew.

These ‘Borneo Boys’, who included Court Assistant and Liveryman John Davy, beat hostile terrain, violent weather and withering Indonesian machine-gun fire, to contribute their experiences to the record - still highly relevant for the much smaller RAF as it fights today’s battles around the world. For a review of ‘Borneo Boys’ see page 21 of this issue.

The Master giving his presentation in Dubai

To download the App onto your device access the App Store and search for ‘Guild News’ - click on the link and download. The App is also available to android platforms (the Editor is unsure what an android platform is!). The App will be updated with each new edition of Guild News as soon as it is available. There is no intention to replace the printed version of Guild News with this electronic variety.

GUILD LUNCHEON CLUB. The Guild Luncheon Club met in the RAF Club on 13th February when, after some five years of organising these successful and popular events, Liveryman David Wilby handed over to Liverymen John Davy and Diana Green, who will have a very hard act to follow. Our thanks go to David Wilby for keeping such a well-liked event flying straight and level. Liveryman John Robinson presented the Master with a framed photograph of the first Luncheon Club Meeting signed by all those who attended, also a framed photograph of the Red Arrows which was presented to him on the Guild’s recent visit to the Team (see report on page 18). After lunch Guild members and their guests were entertained by a talk on flying Tornados in the first Gulf War, 1991, by Air Commodore Jerry Witts DFC.

BURMA SPITFIRES - AN INTERESTING FOLLOW UP. In a letter to the Editor, Upper Freeman Wing Commander Geoff Collins FRIN RAF (ret’d) writes:

Your article about Burma Spitfires in the latest News Round-up caught my eye. In particular, you mention the countries involved in the China-Burma-India Campaign. You omitted Canada but this is not unusual because, for many years, the two RCAF Dakota Squadrons (435 and 436) formed specially to support the British 14th Army hardly figured in Canadian government histories of WW2. 436 Squadron was formed at RAF Gujrat, India in October 1944 and flew their first operational re-supply mission on 15th February 1945. Their long distance flights across the mountainous “Burma Hump” became legendary. In the 8 months they were in theatre, 436 Squadron flew more than 36,000 hours and airtlifted 29,000 tons of supplies and 15,000 troops, casualties and passengers. The Squadron was awarded the Battle Honour “Burma 1944-1945”. The 436 Squadron badge is an elephant holding a log and their motto ‘Onus Portamus’ (we carry the load) is most appropriate for a transport squadron. 436 Squadron is alive and well at Canadian Forces Base Trenton, Ontario, were it has recently re-equipped with
seventeen new C130J model Hercules.

I served on 436 Squadron in the 1970s as an RAF exchange officer. Although there is no longer an RAF exchange officer with the Squadron, strong links with the RAF continue in the form of four RAF pilots on loan service to increase the experience level on the C130J.

Some time ago I noticed that 436 Squadron was not represented in the RAF Club gallery of badges and so, in December last, I presented the Club with the 436 Squadron badge. I attach a picture showing myself, Past Master Air Cdre Rick Peacock-Edwards, Vice Chairman of the RAF Club and Lt Col Art Agnew, Assistant Air Advisor at the Canadian High Commission.

Editor’s note: I am always happy to publish reader’s letters to the editor on any subject covered within the pages of Guild News.

A BUSY WINTER FOR THE GUILD’S PR COMMITTEE.

Freeman Steve Slater reports:

One might have expected things to lie fallow over the winter months, but the PR Committee has been kept remarkably busy with news stories reflecting the diverse activities of the Guild. There has been particular emphasis on offering Member expertise and comment.

The recent high-profile helicopter accident at Vauxhall in central London was without doubt the first major test of the PR Group “Guild Expertise” programme, which was initiated last summer to position the Guild as a source of expertise in aviation matters with news desks and writers across the media world. The Guild office and PR team co-ordinated multiple enquiries from media and sought to locate Guild members with the appropriate experience and interview skills.

The Guild DAA John Turner was one such ‘volunteer’ and following interviews by Huw Edwards for BBC TV News and separate interviews for BBC Radio, is now firmly on the BBC lists as an ‘aviation expert’. It was noted too that Liveryman Jeremy James, in his capacity as Secretary of the Helicopter Club of Great Britain, was contacted direct by the Press Association and interviewed by about 10 different news outlets on the day of the accident.

A different request for expertise was received from a BBC documentary team, to provide authoritative first-hand interviewees for a programme called “Jets and the Cold War”. A particularly positive response from a number of Guild members who agreed to assist has been well received by the BBC.

Other recent activities have included preparation of comments in association with the DAA on loss of control in flight, distribution of the Master’s comments on “Eroding Margins” in airline training and the preparation of draft statements on Pilot Selection and Training, supporting airline sponsorship of training, and on SE Airports and London Hub Capability, offering an unbiased pilot’s perspective, free of political and industrial pressures.

Recent news announcements have been as varied as the announcement of the 2013 Guild Scholarships and reporting the in-flight delivery of a bouncing baby boy, by a Rearcrewman, recently awarded his Guild Master Rear Crew Certificate, in a helicopter over the Orkneys. Another subject under review for a Guild news comment is the increasing use and danger of lasers to aircraft, and concerns that the CAA’s pressing for a specific legal offence

MOTH CLUB RETURNS TO WOBURN.

Moths Return to Woburn

de Havilland Moth Club International Rally Returns to Woburn Abbey
Saturday 17th and Sunday 18th August 2013

Call to vintage and classic car owners to join the old-time fun

1st February 2013

One of the most popular heritage events on the summer calendar, the de Havilland Moth Club International Rally, is set to return to its spiritual home of Woburn Abbey after a five-year absence.

In addition to delighting aviation enthusiasts, the event is also set to be a mecca for vintage and classic car fans. The August 2013 event will offer very ‘Best of British’ with some of the country’s top vintage cars and vintage aeroplanes showing off their style in a unique Garden Party environment.

The historic parklands of Woburn Abbey first played host to club members’ Tiger Moth biplanes and their brethren in 1983. For almost three decades, the event was a highlight of the summer season, combining flying displays, club flying competitions, vintage and classic aircraft and cars.

The 2013 event promises to be bigger and better than ever, while still maintaining an authentically old English atmosphere which encapsulates all that is great about Britain.

Owners of Tiger Moths, other de Havilland types and invited vintage aircraft will operate from a specially prepared grass strip in the Deer Park of Woburn Abbey which was once part of a wartime runway onto which Stirling and Lancaster bombers were flown for dispersal amongst the ancient oak trees.

SPECIAL CLOSE-UP

The de Havilland biplanes and other classic types will be on show in front of the club marquees and classic car displays. The event will also allow a special ‘get up close hour’ each day, when enthusiasts can take photographs and meet pilots. There will also be club flying competitions on Saturday and an air display on Sunday afternoon.

“Vintage and classic cars were always a special part of the de Havilland Moth Club weekends and owners clubs are already putting the days in their diary” says Stuart McKay, secretary of the de Havilland Moth Club. “We anticipate gathering the vehicles on the hilltop to the eastern side of the runway from which vantage point it is possible to look down onto spectacular views of the lakes and the airfield, the characteristic features which make the setting of a Woburn Abbey Moth Rally so unique.”

Ticket prices on the day will cost £10 per person on Saturday, £15 Sunday, with accompanied under-16s admitted free. Discounted prices will be available for advance sales via the internet. Further details of all ticket prices, online sales and VIP Club Marquees will be announced shortly.

ENDS

Event organised by the de Havilland Moth Club Limited in association with Woburn Abbey.

Issued on behalf of the de Havilland Moth Club Ltd by Kingsley Media Limited. For further information or additional rights-free images, please contact Steve Slater at 01494 776331 or stv@kingsleymedia.co.uk
has removed courts’ abilities to give custodial penalties for the previous offence of “endangering an aircraft.”

Sadly due to pressure of work, two members of the Committee have been forced to stand aside for the moment. Our newest recruit Peter Benn has already added important expertise to the team and we were delighted too, that in addition to the IPM and Master, the Master Elect also attended recent committee meetings, prompting some new directions we intend to pursue in the coming year.

It certainly looks as if the PR team will be busier than ever this summer!

QINETIQ AND MOD CELEBRATE 70TH ANNIVERSARY OF THE EMPIRE TEST PILOTS’ SCHOOL

QinetiQ and the UK Ministry of Defence (MOD) are celebrating the 70th anniversary of the Empire Test Pilots’ School (ETPS) that is best known for training military test pilots and flight test engineers.

Established in 1943, the first of its kind in the world, ETPS trains graduates to lead experimental trials on all types of fixed and rotary wing civil and military aircraft.

“A key element of our courses is learning practical flight test skills in flight on representative aircraft types” said Cdr “Sparky” Macleod RN Commanding Officer ETPS. “Students are taught to identify deficiencies in flying qualities, performance, design and modern systems.”

This year, the school began flying the Avro RJ100, a new multi-engine platform, and another aircraft, the Avro RJ70, is planned to be introduced in 2014/15.

Other training platforms include the Agusta 109 helicopters, the SAAB Gripen and the unique fly by wire, variable stability ASTRA Hawk. A QinetiQ owned 6-axis full motion simulator is also used to complement practical flying training.

With the introduction of European Aviation Safety Agency (EASA) compliant courses in line with new European regulations issued last year, student numbers at the school continue to rise.

“We are very pleased with the major changes that we have introduced at the school over the last few years,” said the Programme Manager, Andy Furze. “We are positioning ourselves as the world-leading flight-test school.”

After the British armed forces, Australia is the largest customer of ETPS. This year, the school is hosting five students from the Australian Defence Force. Other international customers include Singapore, USA and France.

“We have grown considerably over the past 70 years and been at the forefront of developing and delivering relevant flight test training. We look forward to another 70 years of the same,” said Cdr Macleod.

Operating under the MOD’s regulatory and supervisory flying framework, ETPS is operated by QinetiQ as part of the Long Term Partnering Agreement (LTPA).

QinetiQ is ten years through the 25-year LTPA contract which is reviewed every five years.

QinetiQ and MOD successfully completed the regular five-yearly review of the existing LTPA and agreed terms for the provision of test and evaluation and training support services through to March 2018.

EDITOR’S NOTE: The subject of the 2013 Cobham Lecture is ‘The Empire Test Pilots’ School, From Founding Principles to Future Direction: 70 Years of Flight Test Training.’ It will be given by Commander M Macleod RN, Commanding Officer ETPS, at the RAeS, 4 Hamilton Place on 25th April.

WIN A PERSONAL DISPLAY OF THE LAST FLYING VULCAN. One lucky person could take 29 of their friends to a once-in-a-lifetime personal display of the Avro Vulcan if they win the top prize in a raffle being held by the charity that operates the last flying example of this aircraft. The other prizes in the new Vulcan to the Sky Trust raffle are equally impressive:

• Four individual tours of the facilities of Aston Martin, Aston Martin Racing and Prodrive.
• A Triumph Bonneville Motorcycle.
• An overnight stay for two at the Savoy Hotel in London including £250 of spending money.

Tickets cost only £4 each and can be requested from www.vulcanxh558raffle.co.uk, where more details can also be found. See also www.vulcanothestsky.org, Facebook community Vulcan XH558 and a Twitter feed @XH558.

Gazette

APPROVED BY THE COURT ON 28 FEBRUARY 2013

ADMISSIONS

As Upper Freeman

Flight Lieutenant David Alexander HAMMOND
Mr Peter David LEGG
Captain Gavin Matthew MORGAN (AUS)
Captain Andrew William POTTER
Captain James Raymond SMITH
Captain Emma TRUSWELL

As Freeman

Dr John David Arthur ROBERTS
Carl Ernest VAN AKEN Esq (AUS)

As Associate

Gilbert Patrick DOUGHERTY Esq MEng (GYM)
Richard Anthony GILBERT Esq (GYM)
Bibek CURING Esq (GYM)
Kraisimira SHTEREVA (GYM)

ACKNOWLEDGED BY THE COURT 28 FEBRUARY 2013

REGRADING

To Livery

Peter Joseph GREENYER

DECEASED

Douglas Radley BRYAN
Alexander Bowen CAMPBELL
Ivan Harvey SEACH-ALLEN

RESIGNATIONS

Ian John CRAIG
Antony ELLAMS
Hilda Joyce GIRDLER
Elva Mary NORRIS
David John HOCKINGS
Brian John LOUGHLIN (NA)
Scott Darren McCLEAN (NA)
Douglas Kenneth MICHAEL (AUS)
David Stuart MILLER
Vijay ODEDRA
Sir Stuart ROSE
Eldren Brett THUEN
Alban Peter John WATERS
David YEOMANS
The New Master
PAT MALONE, Aviation Journalist

The new Master has never been a professional aviator, yet he has made a good living from aviation. Never an airline pilot, he has flown jet transports; never a military man, he was trained by the RAF. His flying experience stretches across more types than most, including helicopters and warplanes, and he has flown the Atlantic in a piston single. He confesses to feeling overawed in the presence of some of the Guild’s illustrious members, yet they in turn defer to his knowledge and skill and acknowledge that through his work he has improved the lives of all aviators.

In a long and successful career, His Honour Judge Tudor Owen established a reputation as the go-to barrister in aviation legal matters, often taking on unpromising cases and winning them. While he earned his due representing corporate clients - airlines, aircraft manufacturers, insurers and the Ministry of Defence - the ‘Flying Lawyer’ as he became known frequently gave advice on a pro bono basis to pilots who could not afford to fight the cases against them. Tudor has always kept this quiet, but now that he has been elevated to the Bench - where he is known for his incisive and perceptive treatment of those who inhabit his dock - it ought to be placed on record, despite his wishes to the contrary.

As a judge he has continued to improve the lot of pilots, setting a precedent when he jailed two youths for aiming a laser light at a helicopter. His judgement was upheld on appeal, and it paved the way for other judges to mete out similar punishments to combat this growing menace.

The law and aviation have always tussled for Tudor’s affections, and the law has always won. Being able to combine both passions has been a godsend in his life. He has flown Moths with the Tiger Club, Harvards as a display pilot, King Airs full of newspapers on night runs, JetRangers on traffic patrol, Gazelles for fun. Through his multitude of friends in the pilot community he has found himself at the controls of some heavy and exotic aircraft. It has underpinned a legal career unique for its in-depth understanding of this complex and often counter-intuitive business.

A son of the Welsh valleys, Tudor gave no thought to flying until 1970 when reading law at King’s College London, where he applied to join the University Air Squadron. He was taught to fly on White Waltham and was left with an abiding loyalty to the RAF.

“The standard of training was superb,” he says. “We had the same training as students being sponsored through university by the RAF and going on to fly fast jets. I would have jumped at an eight or even twelve year commission but those options weren’t introduced until later. I would have been committed until I was 38 and, as I wanted to be a barrister, that was too long.”

Lured by the theatre of the courtroom and always determined to walk that stage, Tudor was Called to the Bar in 1974 and joined chambers in the Temple. It takes a minimum of five years’ hard labour to become a barrister, during which you were paid nothing in those days, so a young man without private means had to live frugally. He could have obtained a PPL by doing five hours cross-country at £15 an hour, but it was beyond his means. Career, marriage and mortgage took over, and when Tudor next looked up, nine years had passed. He wrote to the CAA asking what he needed to do to obtain a PPL. “They were very reasonable,” he says. “All I had to do was the ground exams, two qualifying cross-counties and enough flying to pass the GFT. That turned out to be just fifteen hours, thanks to the quality of the RAF training I’d received.” He went on to gain Night and Twin ratings.

Joining the Tiger Club, then at Redhill, Tudor flew the Moth and the Stampe and fell in with the truly exceptional warbird display pilot Stefan Karwowski. “My introduction to warbirds was flying in a Mustang with Stefan in a synchro display with the great Ray Hanna in his famous Spitfire Mk IX,” he says. He flew with Stefan to air shows in various warbirds and usually stayed on board during displays, in the days when they were more relaxed about such things.

Ray Hanna, the legendary former leader of the Red Arrows, invited Tudor to join what became the Old Flying Machine Company. Tudor and Mark Hanna, then flying the Phantom with Treble One Squadron, bought a Harvard and Ray offered them the same opportunity “If you prove yourself in the Harvard, you can fly the Spitfire”, but he realised he would never be able to devote enough time to reach the standard required for displaying high-performance warbirds. When not flying himself, he rode in the back of many famous fighters and on one memorable occasion flew to Sion in Switzerland in the back of the Kittyhawk with Ray Hanna, in formation with the Spitfire, Mustang and Me-109. They became good friends and Tudor gave the eulogy at Ray’s Memorial Service at St Clement Danes.

Tudor had learned to fly the Harvard from a farm strip in Texas under the aegis of Lefty Gardner and Lloyd Nolan, founders of the Confederate Air Force. After ten days working at Warner Brothers Studios in Los Angeles, representing the actor Jack O’Halloran who had been injured...
while filming Superman II in England, Tudor came home via Texas where he spent a week with friends who had emigrated there. Nolan insisted upon one condition: Check out in his Stearmans first. “Lloyd explained, almost apologetically, that I needed to get used to handling a big piston. Condition? I couldn’t believe my luck! I spent the week flying two classic aircraft from morning till dusk.”

Later he was due to fly the Harvard as a camera ship during the filming of the TV series Piece of Cake, but a last-minute change to his court schedule made it impossible for him to fly. “I can’t remember what the case was now,” he says, “but that’s the way it’s always been - my legal work had to come first.”

In 1990 Tudor flew the Atlantic with Liveryman Graham Horder in a Siai-Marchetti piston single and suffered an unfortunate ‘moment’ in mid-ocean when the engine stopped. They ran the ferry tank dry as planned, but switching tanks didn’t solve the problem; going through the checks again as they glided down revealed that they had neglected to switch on the fuel pumps. “It went very quiet” says Tudor. “We laughed about it later but it wasn’t funny at the time.”

At the same time, through a Chief Pilot friend Dai Heather-Hayes, he was flying the King Air as ‘pilot’s assistant’ on newspaper delivery runs to Copenhagen, Rotterdam and Bergamo after work on Fridays and Saturdays. Most of the pilots were more than happy to let a keen stick time. And until it was prohibited following 9/11, he flew in jumpseats with airline pilot friends to gain knowledge of the flight safety. That can’t happen when pilots under investigation know they are at risk of being prosecuted if they admit doing anything which might amount to an offence.”

Tudor regularly prosecuted very serious criminal cases but always appeared for the defence in aviation cases. “I didn’t want to prosecute pilots but, under the Bar’s ‘cab rank’ rule, I would have had to do so to the best of my ability if the CAA had chosen to engage my services. Fortunately, they didn’t. They saw me as a defender and that suited me very well.”

Although he continued to do some criminal cases, Tudor specialised in High Court civil actions in which being a pilot was an advantage. When a detailed knowledge of aircraft ops would assist, he flew or flew in the aircraft type whenever possible. When representing the Ministry of Defence following a fatal accident, he flew on Search & Rescue training sorties in an RAF Sea King. Preparing for another fatal accident case, he flew in a microlight of the type which had crashed. “It was
useful for the case”, says Tudor, “but I didn’t come away with an urge to do it again!”

In conversation, Tudor talks of his legal cases the way a test pilot talks of great flights, relishing the twists and turns and deriving satisfaction from the fact that others who followed could profit from his precedent. His understanding of aviation has enabled him to successfully represent many pilots and companies. He has always taken every opportunity he can to fly with professional pilots. “Learning from professionals improved my own flying and helped enormously in my legal work. It gave me an understanding of what they did and why, which was often very useful when cross-examining witnesses. I always loved cross-examining, that’s what I missed most when I became a judge.”

On one occasion, he cross-examined a Senior Inspector of the AAIB in a fatal accident case arising from the crash of a commuter airliner. “We were introduced a few months later at Duxford but he didn’t recognise me until I said we’d previously met across a crowded courtroom and I was wearing a wig. He said he remembered thinking my first question was incisive and when I asked him another he thought, this barrister has been well briefed. He added for good measure that I was useless. My friends took great delight in pointing out that his mental health problems obviously weren’t. It meant Tudor became available for a case he thought he’d be unable to do. “I’d lost count of the number of murder cases I’d prosecuted or defended over the years, but what turned out to be my last case was in a magistrates court, which was very appropriate in some respects. I’d cut my teeth around the magistrates courts as a young barrister so it took me back to where I’d started. The expert witness was Past Master Jock Lowe whom I’d first met when representing BA and we went on to do several cases together. And because I was representing a pilot accused of low flying in a vintage jet. Winning that last case gave me as much satisfaction as winning my very first, 33 years earlier. The icing on the cake came later. I had 45 minutes flying a Hunter, under supervision obviously. Wonderful!”

Judge Owen set a precedent in 2008 when he jailed two youths who had aimed a laser at an aircraft. The Court of Appeal not only upheld his sentence but repeated his warning that people caught pointing lasers at aircraft should expect custodial sentences. (As an aside, since that case the CAA through the DfT has created a specific offence of aiming a laser light at an aircraft but, inexplicably, the maximum sentence is a fine.)

In addition to his Court work, Tudor also sits as a judge on the Parole Board, deciding when ‘Lifers’ are ready to be moved to open prisons or released on licence, and on the Mental Health Review Tribunal, a challenging job which entails deciding if Broadmoor patients are fit to be transferred from very high security conditions or even discharged into the community. The judge’s role is to evaluate evidence as only a legal mind can, and act upon the conclusions.

Stephen Spence thinks Tudor made the right decision, back in 1973. “By doing so, he has managed to contribute far more to aviation in the UK than if he’d spent his life in the front seat of an F4 or the left seat of a 747, and along the way he has had only marginally less fun.”

For all his achievements, in the company of top pilots Tudor stands in awe. “I questioned if it was appropriate for me to be Master when it was first suggested,” he says, “but was told quite firmly that was to misunderstand the ethos of the Guild. Different Masters bring different expertise and experience to the role, that’s one of the strengths of the Guild, and I’m by no means the first private pilot. I cannot consider myself an equal in flying terms with the professionals but I like to think I have some skills to contribute and, given the calibre of my predecessors, it’s a humbling honour to serve the Guild as Master.”
**The Master's Message**

**HIS HONOUR JUDGE T W OWEN**

Most members of our Guild are, or have been, professional pilots. Many of you spent your entire careers in aviation and others are currently doing so. Many of you have risen to high rank or seniority in the aviation profession and others are on their way to that status.

Although I worked very closely with the aviation industry for many years as a barrister specialising in aviation cases, I have never been a professional pilot so it is with great pride, tempered by profound humility and no little trepidation, that I approach the opportunity you have given me to serve the Guild. Those feelings are heightened when I consider my distinguished predecessors who have served as Master over the past 84 years.

None more so than the Immediate Past Master who had to deal with some rather challenging issues during his year which sometimes stretched even his renowned charm, and which called upon leadership skills he had finely honed over many years. We owe Cliff our gratitude and our congratulations upon his successful year. It has been my privilege to serve as his Master Elect and I look forward to the benefit of his wisdom during my year.

It gave me great pleasure to install Captain Chris Spurrier as our new Warden and to welcome back Captain Peter Horton as an Assistant after a short break. Little did I think, many years ago, that I would be installing the ‘hangar rat’ (his description) who sometimes rode in the back of the Harvard with me at Duxford as an Assistant. Sqn Ldr Nick Goodwyn has contributed greatly to the work of the Guild and has also recently been elected Chairman of the Education & Training Committee.

One of the strengths of the Guild is that our Past Masters continue to play an active role on the Court. We benefit from their wisdom and experience but we must also ensure that we recruit working pilots as Assistants and to our professional committees. It is they who can tell us first-hand about the current issues faced by pilots in the constantly changing aviation world, and it is from their ranks that future Masters emerge.

We are a working company with a large membership, yet there were only four candidates for four places in the recent Assistants election, and just one was entirely new to the Court. It is more difficult for members in full-time employment, often with other demand upon their time, to spare the time to become Assistants or work on the professional committees, but it’s not impossible.

Are there any changes the Guild can make to the way it operates which would make it easier than it is at present?

A specific obstacle, mentioned by many members, is that Court and committee meetings take place during the day. Others think changing the times wouldn’t make any difference. Please let me know what you think.

It gave me great pleasure to install Dorothy Pooley as Master Elect. We have only limited numbers of women members and we are therefore delighted to see one elected to this high office. Perhaps Dorothy’s appointment will encourage other women to become more involved in our work? While the low number of females in the Guild reflects the proportion in aviation, we are still only attracting a relatively small number of women pilots. Why is this and how could we go about improving this situation? Please let me know what you think.

Aviation faces huge challenges in this difficult economic climate, and the problems are often exacerbated by false claims about the impact of aviation upon the environment. The Guild must play its part in explaining the importance of aviation, spelling out the facts, and exposing the fictions, to opinion formers in government.

Our PR group has very made good progress in recent years but there is more to be done to ensure that the Guild is seen as the obvious source for informed comment and advice upon aviation matters.

We frequently have ‘experts’ expressing opinions in the media when they are clearly not.

Would you be prepared to help the Guild in your area of expertise? Please don’t be shy. We need volunteers.

We have an active Young Members group. One of the objectives of my year is to ensure we convert that enthusiasm into a long identification with our Guild. Members of the GYM will be our leaders in the future.

Charitable giving has been a fundamental principle and activity of the Livery movement since its inception many centuries ago, and it continues to be so. We don’t have the great wealth, either as a Guild or individually, of the ancient companies, but we can play our part.

I hope you will support our Charity Ball on the 6th July. It will be held at the RAF Museum where, after a champagne reception, you will dine surrounded by the Lancaster and other famous aircraft, listen or dance as the mood takes you to traditional and modern music and enjoy the ever-popular dodgems - whilst raising funds for charity. There will also be a charity auction. One of the lots will be a flight in a Spitfire - an experience of a lifetime. More information about the Ball will be sent out shortly.

The charities I have nominated for my year are London’s Air Ambulance, the Mission Aviation Fellowship and our own Air Safety Trust. There are several charity funded air ambulance services but, as a Livery Company of the City of London, it is appropriate that we should support the London service.

MAF pilots fly across hostile terrain to reach small strips in remote and isolated areas where people would not otherwise receive help. Those who do the work are Christians; those they help may have a different religion or none. It is the largest humanitarian airline in the world and relies entirely upon charitable donations.

I shall also be asking the Court to approve a process whereby each new Liveryman would be invited to sign a legacy form - with a minimum of as little as £1. Over time, they may wish to increase the amount. If the Court approves the principle, we shall explore the practicalities. The benefits would not be seen for some time, but we have a responsibility to look to the future.

The Guild is a truly wonderful organisation and I feel privileged to be given the opportunity to serve you as Master. Maria and I will do our best to match the high standard Cliff and Caroline have set. If we don’t succeed, it won’t be for the want if trying.

I look forward to meeting more of you during my year and to visiting our regions to learn more about the issues faced by our members there. As I’ve moved closer to the chair during the past four years I have sought and been generously given the advice of Past Masters, Wardens, Assistants and Guild staff. I’ve taken soundings and listened to suggestions and shall continue to do so throughout my year. Please feel free to contact me at any time: master@gapan.org.
The New Warden

CAPTAIN CHRIS SPURRIER

Captain Chris Spurrier studied Aeronautical Engineering at Imperial College, London, graduating in 1965. He joined the Royal Air Force in November that year, training on Chipmunks, Jet Provosts and Varsities. On completion of his training early in 1968 the Hercules was just coming into service with the RAF and he was fortunate to be sent on the 7th OCU course at Thorney Island before joining 47 Squadron at Fairford. The entire squadron was new to the aeroplane - indeed 7 Course arrived at Fairford before the Squadron Commander. Being part of the team introducing a new aeroplane and new techniques while still a first-tour co-pilot proved both challenging and very rewarding. The Hercules provided a rapid learning experience, from low-level tactical work dropping paratroops or supplies to long-range operations worldwide. There was no Officers’ Mess at Fairford so the single officers lived at South Cerney, near Cirencester. Chris was somewhat bemused to return from a trip and discover he had been made Mess Entertainments Officer, probably due to his proficiency in building champagne cascades. His other claim to fame in those years was being issued to the squadron’s USAF Exchange Officer to show him the way round England, both literally and figuratively. This officer expressed surprise at his co-pilot’s technique of navigating the low-level routes of southern England entirely by reference to village pubs. After one tour at Fairford Chris gained command on the Hercules, moving to 36 Squadron at Lyneham. In 1973 defence cuts and a contracting Royal Air Force persuaded him to leave the RAF and join BOAC to fly the VC10. Unfortunately, due to rising fuel costs the VC10 was withdrawn from service in 1980, leading to a break in his flying career. He spent some time teaching Maths and Physics and then withdrawing from service in 1980, leading to a break in his flying career. He spent some time teaching Maths and Physics and then programming computers for the British Airways Operations Research Department. In 1983 he returned to flying on the Boeing 737 and became the fleet’s Flight Technical Officer, helping to bring the 300 and 400 series into British Airways service. This involved some time at Boeing in Seattle, accepting, testing and delivering the new 737-400 aircraft. He then went to Gatwick to fly the DC10 until leaving British Airways at the age of 55. GB Airways seemed happy to take him as an aged 737 pilot and he spent a happy five years there until finally hanging up his helmet in 2004. During that time he had introduced a course encouraging better standards of public address in announcements from the flight deck. In the Guild, Chris served for some years on the Technical and Air Safety Committee where he chaired the working group which produced the Guild’s paper on Security following the events of 9/11. He subsequently moved to the Benevolent Fund as Secretary and will take over as Chairman in April. He was also a member of the Royal Charter and Name Change Working Group. His spare time is spent fly fishing, playing golf - he has just retired as Captain of the Guild Golf Society - and tinkering with things in his workshop. He also enjoys writing grumpy letters to newspapers. Chris has been married to Paula for rather more than forty years. Their son is a Royal Air Force surgeon and is also a member of the Guild.

The Guild's Annual General Meeting, 11th March 2013

BY THE EDITOR

The Guild’s 84th year sees the new Master, His Honour Judge Tudor Owen, taking over from Air Marshal Cliff Spink, who becomes the Immediate Past Master. The new Master has had a distinguished career in the Law, becoming a Barrister in 1974 and a Circuit Judge in 2007. He lists his other interests as flying, racing historic Grand Prix cars, travel and his local church; his career profile appears on page 7 of this issue. Warden Dorothy Pooley becomes Master Elect and Assistant Captain Chris Spurrier is the newly elected Warden.

The transition from old Court to new took place on 11th March, with the Master, Master Elect, Immediate Past Master, Wardens, Learned Clerk and Chaplain processing the short distance from Merchant Taylors’ Hall across Cornhill to St Michael’s Church for the Annual Guild Service. Here around a hundred Guild members and their guests had assembled and the Guild’s Honorary Chaplain, Liveryman the Reverend Peter Mullen, conducted the Service in his uniquely inimitable style. The Director of Music was Jonathan Rennert MA(Cantab), Past Master The Musician’s Company. A motet, based on Psalm 21, which was composed by William Byrd in honour of the first Queen Elizabeth, was sung by the choir to commemorate the sixtieth anniversary of the coronation of Her Majesty Queen Elizabeth II. The sermon received universal praise and will be reproduced in the next issue of Guild News.

Afterwards in Merchant Taylors’ Hall, non-members listened to a talk entitled “Getting the best out of elite pilots and sportsmen” by Dr Danielle Bryant, Human Performance Specialist, RAF Central Flying School, whilst Guild members assembled in the Parlour for the Annual General
Meeting and swearing-in of the new Court. The Master’s Annual Report, previously distributed with February Guild News and available on the Guild website, recorded another very successful year for the Guild. The Report focused on all areas of the Guild’s activities, ranging from the Regions, the work of the Committees, the Benevolent Fund, Guild Visits, Promotional Activities, Social, Aviating and Sporting Activities and the Guild Young Members. He concluded his Report with a special word of thanks to the Guild’s office team for the immense amount of work they did behind the scenes with a minimum of fuss and a ready smile, and thanked them personally for the support given to him during his year as Master.

The Guild’s Hon Treasurer, Freeman Nick Goulding, reported that “The Guild’s financial result for the year ended 30 September 2012 was a satisfactory surplus of which a little under 75% had been transferred to the capital reserve. Fees, quarterage and Livery fines increased by some 3.5%. Investment income rose by 8%. Total income in the year was 18% higher than the previous year, but this was substantially due to an additional windfall payment from the Gladys Cobham Trust. Expenditure had increased by 25% in 2012, but this had been substantially due to a resumption in the payment of scholarships which had been temporarily suspended in 2011.

An unrealised gain arose on the Guild’s investments in 2012 representing a little over 10% of their value. After taking this into account, the Guild’s net assets increased by some 12%. The financial result for the year can therefore be considered to have been very satisfactory especially given the uncertain economic conditions. Nevertheless, careful monitoring of income and expenditure against the budget continues so that appropriate action can be taken if necessary.”

The Treasurer indicated that the outlook for 2013 would remain challenging. Overheads charged to the Guild of Air Pilots Trust and the Air Safety trust were again to be reduced slightly to allow these connected charities to enhance their ability to maintain the ir charitable activities. As a result, the Guild budget for 2013 envisaged a very modest surplus in the absence of any special donations from the Gladys Cobham Trust, and before any investment gains or losses.

In conclusion, the Treasurer expressed his grateful thanks to the Clerk and his team for their willing help and support throughout the year. He also thanked the other members of the General Purposes and Finance Committee for their helpful contribution and thanked the Auditor for his professional assistance.

The results of the Court elections were announced; Captain P W Horton and Squadron Leader A N Goodwyn were elected and Captain J B Robinson was re-elected. The new Court was sworn in, the appointments of the Guild Officers were confirmed and the new Master, His Honour Judge Tudor Owen, was installed. After the Annual General Meeting the new Master and the Master’s Lady greeted members at a champagne reception which was followed by the AGM supper in the great hall.

In his inaugural speech, the Master confessed to the sin of Pride - at being elected Master - but tempered by great humility given the long list of his distinguished predecessors over the past 83 years. He paid tribute to his immediate predecessor and his lady, commenting that he had been left a very hard act to follow. After congratulating the new Warden and Assistants on their successful election he went on to highlight the significant contribution that Past Masters made to the affairs of the Guild, observing also that in his view the Guild needed to do more to recruit more working pilots as Court Assistants and members of the professional committees. He felt that whilst progress had been recently made with respect to communication by the Guild both within aviation and with the wider public more work needed to be done in this important area. He added that the Guild also needed to encourage more of its career-focused high-achieving women with a passion for aviation to attend events and become involved with the Guild’s work; fortunately next year the Guild would have its first woman Master. After commenting on some other strengths of the Guild, such as the Regions and the Guild Young Members, he stated that charitable giving was a fundamental principle of Livery Companies. He outlined a proposal that would be put to the Court whereby each new Liveryman would be invited to sign a legacy form - with a minimum of £1 - which over time they might wish to increase. He announced that his choice of charities for his year were the London Air Ambulance, the Mission Aviation Fellowship and the Guild Air Safety Trust. He concluded by stating that it was a privilege to be given the opportunity to serve as Master and proposed the Toast ‘The Guild of Air Pilots and Air Navigators of London, may it flourish root and branch for ever.’

Photographs taken at the AGM reception and supper can be viewed and ordered online direct from Gerald Sharp Photography at www.sharpphoto.co.uk
The Court list for 2013/14

Grand Master HRH The Prince Andrew, Duke of York KG GCVO

Master His Honour Judge T W Owen FRAeS

Immediate Past Master Air Marshal C R Spink CB CBE FAIM FRAeS

Master Elect Mrs D J Pooley LLB (Hons) FRAeS

Wardens Squadron Leader C J Ford MBE
   Captain P Q Benn
   Captain C J Spurrier BSc(Eng)

Assistants Squadron Leader J W Davy MRAeS

Commodore C L Palmer CBE BSc FCMIFRAeS RN
   M G F White Esq OBE
   R O Whitefield Esq FRAeS
   Captain A J Boyce JP BAv MBS(Hons) FRAeS AFRIN
   Captain C A Cox FRAeS
   J A Denyer Esq CPhys FinstP FRAeS BSc(Hons)

Group Captain T Eeles BA FRAeS
   Professor D M Green CBE BScEcon PhD Econ FRSADUnivDL
   G C Hackemer Esq BSc
   Air Marshal Sir Rob Wright KBE AFC FRAeS FCMIFRAeS

Captain P W Horton FRAeS FRIN
   Squadron Leader A N Goodwyn RAF
   Captain J B Robinson AFC* FRAeS
   Captain D R Watson FRAeS

Left: The Court Assistants
Right: The Office Staff
Below: The Master, Wardens, Clerk and Beadle
Revisiting Kai Tak

Letter to the Editor

Tom, I believe you were copied in on my initial approach on the subject of Kai Tak memories, (sent 07 Dec last), and prompted by the fascinating four-page read from Phil Parker in Guild News issue #195, (having the Air France Concorde completing its turn at the checkerboard at Kai Tak).

What a gold-mine of detail that has proven to be. Not only did it take me back over the span of the 39 years I enjoyed arriving and departing, but gave me further insight into the actual dates of the endless works in progress, always a feature of this most challenging of airports through the ages.

However, there was one surprising omission from this piece of history of the earlier post war operations, for those of us that flew the big pistons and turboprops of an earlier time, until the 707/DC-8/Convair 990 arrived, (1961 in Qantas’ case); and the initial years of the 747 into the ’70’s. Wondrous days of DC 6’s and 7’s, Lockheed Super Constellations and Electras, Bristol Britannias, Curtiss Commandos, et al, all very common.

Before the commissioning of the IGS (on the 7th Jan 1974, thank you Phil Parker), I see the article touches lightly on approaches to RW 13 being facilitated by PAR from the Cheung Chau starting point, but no mention made of the traditional manner in arriving at the threshold of R/W 13 in VMC, either in gin-clear conditions or after cloud break in the Cheung Chau pattern. Phil spells out what subsequently evolved once the IGS was commissioned, with the quite drawn-out PAR procedure, but how was it done before? The really exciting stuff for pilots of all ages?

This was achieved in one of two ways.

(1) From the South West; Visual approaches, using sequential lights gates from Cheung Chau NDB (380 Khz) south west of the main island, Victoria; Motoring along in the cloud bottoms and possibly horrendous haze at 815′ from memory, OR (2). From the south east in VMC conditions, via the dramatic arrival of the ‘Harbour Approach’ where, having threaded one’s way through the Lei Yue Mun Gap at the eastern end of the Island, (light #14 on the map), backtracking via the Tatong Point VOR/NDB, or via the ILS when installed on this runway. Once visual inbound, one broke off short of continuing straight ahead for a downwind landing on RW 31, again at 815′ to 1,000′ from memory, then drove west up the harbour, Victoria and all its business district to the left (and above), and Kowloon and the Star Ferry to the right.

Passing abeam the Star Ferry, heading west, the next manoeuvre called for a quick RH 180° reversal back to the Checkerboard, throwing out gear and flaps at the same time, to complete the final bit of what became the IGS last segment from Stonecutters Island to the threshold of RW 13.

Oh how passengers and crew enjoyed this last bit of pilotage, until the IGS came along and took most of the fun of this arrival into HKG.

I have only seen one mention in print of the delights of the Harbour Approach, in colleague Capt A David Howell’s memoirs, ‘From Sea Furies to Jumbo Jets’. Like me, he took every opportunity to prize agreement out of the approach controller with “Request Harbour Approach for arrival”. There would be a pause and, if lucky, then “Harbour Approach Approved”. “Whoopie everyone. Ladies and Gentlemen... get yourself into a window-seat if you can. It’s showtime!”

Again, as Phil has mentioned the Legacy Companies took great care with Operational Requirements at this port. As a brand new 707 Captain in 1969 Qantas denied a commander access to HKG services until 2 years of unblemished performance had passed, and so exactly 2 years later, in 1971, I was sent as a F/C passenger to HKG for my ‘Kai Tak Endorsement’. Following the morning arrival of the daily service, along with my Senior Check Capt sent up to supervise, I was given the otherwise-parked 707 the following day to do the required minimum three approaches as required by law. This was done during a quiet period, mid-morning from memory.

The first approach was the standard ILS into the NW for RW 31, from Tatong Point/Waglan Island... eee-pesey... overshooting from minima and flying through the curved go-round accurately, escaping the threatening high ground immediately ahead, and retracing one’s steps to Cheung Chau NDB in the SW.

Having reversed direction back into the NE at the Cheung Chau non directional beacon this next approach was an entirely visual affair, achieved by looking for the sequential directional lights, step by step and ready to break away out on the escape route to the north west, should the sequence be broken by low cloud and the next light unseen.

Now this I’d done many a day in my early Electra and 707 days as a copilot during the period 1960 –’71, aforementioned. Most of the inbound traffic from the west through south to the east would be directed to this Cheung Chau pattern initially, should RW 13 be the duty runway, in stepped altitudes, and then descended in turn to cloud break to approach into the north east via the lights.

I have included the Civil Aviation Dept’s AIP plates for 1971, showing the lights facilitating entry to the final curve over the Kowloon peninsula and around the Checkerboard for 13. Leaving the bottom of the holding pattern at CC on 800′, on a heading of 045° with the tracking aids of #1 ADF tuned to Stonecutters ‘SC’, (404 Khz), ahead, and retaining ‘CC’ on the #2 ADF behind, one would track the ‘twin locator’ guidance whilst the eagle-eyed copilot peered out the window for confirmation of the first of the guidance strobes on Green Island, (#1, red, flashing every half second), located at the western edge of the Island. See the AIP plate of July 1971.

‘Lose sight of the red strobe and an immediate climbing turn left into the north
west took one safely out of harm’s way ahead.

Abeam Green Is, still at 800’, and the next gate should be in sight, the flashing white strobe on the remnants of Stonecutters Is would beckon you on, with the hundreds of sampans in the typhoon shelter taking sanctuary in the waters between the island and the Kowloon Peninsula.

By this time, configured for landing with gear down, landing flap, and checks complete, time to start downhill to 700’ as one crossed the coast at the first of three white ‘approach strobes’, #3, at Shamshuiapo.

By now, the famous ‘Checkerboard’ was directly ahead, still serving its valuable navigational purpose, should the rain be falling from the overcast and the wipers pounding away.

Track over the next two white strobes (#’s 4 & 5) and roll gently but firmly into the 47˚ curve, heading for the sports stadium directly ahead. Now no-one ever mentioned this as a navigational aid, but it was clearly visible in daytime conditions, or at night was brilliantly lit if a game was in play or a jet black hole surrounded by high-rise otherwise. Pass right over the sportsground at 400’ descending and one would be presented with the threshold of 13 directly ahead, straight down the centre. Roll the wings level, with an allowance for the inevitable drift from right to left in the sea breeze, and voila! In time the newly installed VASI / PAPI would confirm one had got it all right.

Here, I would state, that should the fierce cross winds be in force, as in one occasion of a typhoon lashing the coast and the

LOUISE IVESON

Although the primary aim of my trip to Utrecht was to advance my piloting skills, I found I learned several extra skills including: the importance of bike roads and not to drive down them in a car!; the use of canals as ice skating rinks; and phrases such as Dank je wel, eet smakelijk, houdschput and doe!

I began my flying career while studying Aeronautical Engineering at the University of Liverpool, and felt a real thirst for a piloting career after joining the University Air Sqn flying from Woodvale. I subsequently took an engineering job at AgustaWestland for 2 years before taking the plunge and started my flying training at FTE in Jerez. I graduated from FTE in April 2012 and have since been looking for the GAP AN scholarship with the knowledge that it would be a high quality course and would ensure I stood out from their peers.

The course at EPST requires that the students hit the ground running. Day 1 ensures the pre-pack material was thoroughly understood by means of an oral test which at first seems daunting, but the benefits of a good result are reaped later in the course. A rigorous 6-day ground school follows with a further written test at the end of the course to ensure you have taken in all the information.

At this point you breathe a sigh of relief! The flying starts with an introductory sim allowing you to get a feel of the aircraft and practise your scan flows/SOP’s. I had been in the 737-800 before during my time at FTE but, given the preceding 6 days tuition, the expected ability level going into sim one at EPST was noticeably higher. Fortunately, the solid ground work put in during the previous weeks now came to fruition.

I was partnered with my fellow GAPAN scholar, Cameron, for the first 7 sims which worked well and allowed us to get to know each other’s flying style. An advantage we both had from the start was our English language skills which aided us throughout the first sims. The first 7 sims concentrate on MCC and CRM skills whilst teaching the use of the autopilot and good structured failure management.

The second 7 sims were more challenging due to the change to manual flight for the entire sim. This was the most demanding part of the course as my manual handling skills were tested intensively. Capacity levels drop dramatically when handling the aircraft making simple tasks far more difficult.

With practice, and some excellent coaching from the instructors, I improved my handling skills and felt my capacity growing throughout these sims. My final sim check was a challenging flight with fuel leaks, bird strikes and engine vibration issues, but all was managed in a calm and structured manner due to the consistently high quality of training received.

We had a variety of instructors from KLM, Martinair, BA and Transavia, all of whom maintained the high EPST standard whilst adding a touch of their own personal style. Gunter and Elly, some senior cabin crew alter egos, were definite highlights!

For me, the advantages of completing this JOC are abundant with the key benefit being improving my handling skills of a large jet. Often an MCC course can give you very little ‘hands on’ time which doesn’t prepare you well for a sim check. This course ensures you have the best possible chance of securing the job you want while also teaching you an array of skills, both technical and non technical, that are invaluable for your future.

I would like to thank EPST for their hospitality, especially Eric, Angela and Mahalia.

I would also like to thank the instructors for their time and effort and finally to GAPAN who made this possible.

An excellent course and experience that I am privileged to have completed.
I was privileged enough to be selected for the GAPAN JOC Scholarship 2012. The Scholarship involved joining a course at EPST in Holland for their Airline Jet Foundation Course (AFJC); 49 hours in a 737-800 simulator.

It started in November 2012 with a ‘pre-course pack briefing’ presented by Eric Duijkers the Managing Director of EPST. He outlined what we could expect on the course and alluded to the things that should be revised and learnt before attending the course.

In January 2013, I headed to Holland to begin ground school. The first day of ground school consisted of a ‘Mock-up’ test; a short 10 minute test to ensure that company SOPs and standard Boeing Scan Flows had been learnt. (Don’t leave it until the last minute, the Dutch guys on the course we joined had the previous two weeks sitting in the mock-ups to practice!) The rest of ground school then followed, 6 days of presentations on Met, CRM, Human-Aviation Factors etc etc.

On the last day of ground school there was an exam, the majority of questions being based on the ground school material with a few questions on the 737-800 itself (limitations, speeds etc - all of which was in the pre course briefing folder.) The exam was non-multiple choice, with a pass mark of 85%, a slight shock after ATPL exams!

Once it was established we had passed the exam it was time to move on to the simulator!

The flying section of the course is broken into two. The first 8 details make up the MCC and the second half the AFJC. For the MCC I was paired up with Louise Iveson, fellow GAPAN scholarship winner. The MCC took us through basic aircraft handling and introduced us to Line flying, Failure Management and most importantly CRM and operating as a crew. This cumulated in a ‘check’ flight to ensure we had grasped all of the concepts.

The AFJC focuses on manual flying, with no automatics used at all. Crews were switched and I was paired up with one of the Dutch students, Frank Wokke. This was a great experience as it meant we had to immediately apply all we had learnt in the MCC, and highlighted the importance of the company SOPs we had had drilled into us during ground school. The very nature of flying with someone different whose English, although excellent, isn’t their first language was a great introduction to what can be expected once working for an airline.

The staff and instructors at EPST cannot be faulted. Their experience and professionalism made the course not only enjoyable but hugely educational. They were always approachable and happy to answer any questions. All sim sessions were thoroughly briefed and de-briefed. The fact that all of the instructors are current airline pilots meant the instruction was informative and relevant, with plenty of good stories!

It wasn’t all hard work however. EPST own a house about a 15 minute drive from the school where we were put up free of charge, and we were also given the EPST car for our exclusive use. Absolutely fantastic as long as you don’t mind driving a car plastered in aeroplane pictures and ‘so you want to be a pilot?’ slogans! The city of Utrecht was a 10 minute drive/bus journey away and was a ‘mini-Amsterdam’. There was plenty of time off in between sim sessions to explore the local area and realise that the Dutch really don’t know how to pour a pint! (50% foam!)

All in all, a fantastic 5-6 weeks. I would like to thank everyone at GAPAN and EPST for giving me the opportunity to complete the AFIC. I am truly grateful and would recommend the course to anyone trying to secure their first airline position.

Working in the B737 simulator

EPST Course Report
CAMERON BROWN
A few years ago Chris Ford wrote about retrieving one of my first Hot Air Balloon flights off the side of a snowy mountain in Austria and last month you saw him enjoying himself in Italy. We fly the Royal Air Force Halton balloons all over the country at various meets and air shows and have done some amazing flights, such as the 2011 World Record for the greatest number of hot air balloons to cross the English Channel together (Dover to Calais landing on the Balloons). But ballooning is very much limited by the weather and in the UK that has recently meant we’ve done very little flying. In 2011 the British Military Tournament borrowed our spare basket to hang from the ceiling of Earls Court to flying. In 2011 the British Military represent a ‘spotting balloon’ in a historic organiser regarding how big Earls Court balloon inside the building away from the cold windy weather, saw us invited to fly the four 2012 performances in December. Calculations showed that we would have between 2 and 10 ft clearance from the top of our Lindstrand 32,000 cu ft ‘hopper’ balloon and the various speakers and lighting booms so gamefully we turned up for dress rehearsal! While the organisers were as excited as we were, it has to be said that the Health & Safety officers from Earls Court were a little surprised when I arrived. Oddly, telling them I had a couple of hundred litres of propane and was going to set fire to my craft did little to calm them but we found the main man was ex-Navy so enough banter distracted him until our turn in the arena came about. With numerous speakers hanging from the ceiling and a large centre projection system in the middle of the arena we had a large 80yds C shaped route to fly in. Recruiting some helpers from the Portsmouth Gun Team we laid out and inflated under the watchful eyes of the H&S mafia who seemed to have amassed in numbers and were sporting video kit. After flying throughout the arena advising each other of the height limitations we found that we could reasonably accurately fly around the ‘track’ with a combination of bouncing, burning and pushing with our feet! This might not sound very attractive but with the completely still air inside it was possible to free fly (or hover taxi if you wish!) for 10 yds at a time and by anticipating opposing pushes could steer quite easily. Amazingly we found out no one had ever flown a hot air balloon inside Earls Court before and it seems that most indoor inflations are tethered, never free flight!

Having successfully proven our inflation and flying was safe we then had to deflate the balloon. For the performances we would be doing this in about 5 mins with our new helpers. However the first deflation wasn’t quite to plan! After all this has never been done before so we’re learning as we go along. Usually we allow the balloon to cool slightly and then ‘rip-out’ the top parachute section of the balloon to allow the hot air to escape. Again usually when free flying there is a little wind which naturally leans the balloon over aiding the deflation. Inside with no wind it was a little trickier and our first ‘rip-out’ had the hot air escape vertically to the roof which (unknown to us) was covered in lightweight false ceiling tiles between 2 and 3 metres long. Needless to say we learnt that the balloon needs to be almost horizontal before deflation to stop the ceiling tiles being blown out - we only dislodged about five!

Onto the real performances we flew for over an hour before each of the shows as the public arrived and took their seats. As we got more experienced (or should that be on the last show when they couldn’t throw us out) we would fly up to and put our feet on the top of the barrier between the arena and the front row of seats, thereby putting the majority of the balloon over the crowd. Everyone seemed to really enjoy seeing it, a few ex-servicemen bantered us about the current financial cuts replied with us being the new heavy lift capability - downwind only!

So Chris Ford, three others and I are now the only pilots to have ever flown a hot air balloon inside Earls Court 1. And even more interesting was to learn that gas balloons had been flown inside the arena before: all of London’s Wartime Barrage Balloons were made there and tested. So the RAF’s Balloon Command flies again! And inside the London TMA without Special Approval from NATS, well it’s not as if we were in the airspace and there was no way we could have gone anywhere but they have been very helpful in the past when we’ve inflated in places most people wouldn’t.

So, an experience not to have been missed and I heartily recommend the 2013 British Military Tournament as well as Hot Air Ballooning in general. Of course we are very weather dependent but we’ve now found a way of cheating that restriction, and what throwaway comment did I leave them with this time? Well, I think we can fit more that 40 inflated balloons inside Earls Court 2 and that would be a world record... Watch this space.

(Ed: Since writing this Chris has already been invited to fly the balloon inside the NIA at the Birmingham Military Tattoo in Nov!)
Mike Glover had kindly arranged a Guild visit to the Red Arrows on 6 February, 2013; this was to RAF Cranwell since the runway at RAF Scampton was in the process of being resurfaced.

It was cold, bitterly so, and the north wind was blowing a gusty 35 knots bringing biting showers of sleet and snow; we had just been informed that the Red Arrows Team whom we had travelled up to visit would not be flying that day. Disappointing, but eminently sensible.

However, very much in the RAF tradition, the Red Arrows team manager, Squadron Leader Ruth Shackleton, had arranged an alternative programme for us which promised to be much warmer and for some of us just as interesting.

First stop was a lecture theatre where Flight Lieutenant Mike Child (Red 9 and in his second year on the team) gave us an illustrated history of how it all came to be.

Some 50 years ago, back in the 1950s and 60s, just about every Squadron and Flying Training School had an aerobatic team, especially the fighter squadrons all of whom gave regular performances to thrill the crowds which regularly flocked to see them; most of us will remember the Black Arrows of 111 Squadron with their 16 Hunters or the Lightning’s of 74 Squadron. Not only were those austere times lit up by those displays but they also inspired many young members of the public to join the RAF.

But all this was proving to be very expensive and the decision was made to disband them all and replace them with a single full-time team. In fact two teams emerged initially, first the Red Pelicans flying the Jet Provost from the Central Flying School (CFS) at RAF Little Rissington in 1964 and in the same year the Yellowjacks operating five Gnats from RAF Valley. Interestingly, the latter team was led by Flight Lieutenant Lee Jones who was next posted to CFS the following year where the Red Arrows team was formed with him as leader. Initially the team flew seven Gnats until 1968 when the number of aircraft was increased to nine. The Gnats themselves were retired in 1979 to be replaced by the Hawks we see today.

Flight Lieutenant Child was at pains to point out, though, the Red Arrows are not just a team of pilots but in fact a complete Squadron numbering some 120 individuals of highly skilled and dedicated men and women providing the backup in all the disciplines such as servicing, refuelling, maintenance, safety equipment, dye team and road support; then there is the “circus” (Blue Team) who accompany the pilots to venues in order to provide immediate support at a display. The whole team are carefully selected not just for their professional skills but also for their ability to work together in whatever role they occupy.

It was an interesting briefing and a background to the Squadron which is not commonly known. It was followed by a second talk delivered by Flight Lieutenant Chris Lyndon-Smith, Synchro 1 for the 2013 season and having been Synchro 2 the previous year. Using a whiteboard he gave an excellent breakdown of how the Synchro Pair (the Synchro 2 for this year is Flight Lieutenant James McMillan) prepare for a show in order to provide maximum thrill for the crowd with safety uppermost. Though he made it sound straightforward (well, he would, wouldn’t he?) the words “stopwatch, maths and fudge” came up frequently but I suspect this was as a result of modesty and professionalism as much as anything else.

It seemed logical then to be introduced to the engineering aspect of the operation so we were taken to the hangar where the nine Hawks were safely out of the weather and briefed by the Junior Engineering Officer (JEngO), Flight Lieutenant Adam Littler, on the routine and problems of keeping the Hawks maintained to a sufficiently high standard of serviceability to keep the heavy flying programme on the
road throughout the year. It was interesting to note that the team were flying some of the original Hawks delivered to the RAF as the demands on airframe fatigue life were not as great as on the training aircraft at RAF Valley.

By lunchtime everyone was ready to have a break and the opportunity to meet and chat to the team members. Bearing in mind they do a great deal of PR work and talking to groups of visitors, they were both charming and enthusiastic, answering our many questions as if they were hearing them for the first time and they came across as outstanding ambassadors for the RAF.

With lunch over and the weather outside as cold and windy as ever, we were introduced to Squadron Leader Andy Thomas (Ret’d) who gave us an excellent tour of the main College building and its history.

Oddly enough Cranwell’s association with aviation stems from the days of WW 1 when in 1915 the Admiralty were seeking a suitable place to establish a single unit at which officers and ratings could be trained to fly. The story goes (somewhat apocryphal, I suspect) that a young naval pilot was sent off to fly about the country to find a piece of land that was both large and flat enough for the purpose; he flew over the fields at Cranwell, thought “that will do” and reported accordingly. Later that year some 2,500 acres had been requisitioned and on the 1 April, 1916 RNAS Central Training Establishment was commissioned.

However, in 1917 a committee set up by the War Cabinet recommended that the armed forces should have an air arm separate from the other two and thus the RNAS and RFC were amalgamated on the 1 April 1918 to form the Royal Air Force with ownership of Cranwell then passing to the fledgling air force. In memory of his role as Chairman of the Air Organisation Committee mentioned above, there is a fine portrait of General Jan Smuts in the main entrance hall of the College.

Another portrait is of Sir Hugh Trenchard, Chief of the Air Staff after WW 1 and who was instrumental in establishing the College for future Officers and leaders of the RAF and thus the world’s first military Air Academy was opened at Cranwell on 5 February 1920. In 1922 the decision was made to replace the naval wooden huts with permanent College buildings with the Royal Hospital, Chelsea, providing the inspiration in style. The main building was completed in 1933.

A fascinating tour and thus ended a most extraordinary day which, despite the disappointment of not seeing any flying, proved to be one of the most interesting visits the Guild has been on.
Churchill... unsure of position

PAST MASTER ARTHUR THORNING

In January 1942, shortly after the USA had entered World War 2, Churchill went to the USA for a conference with Roosevelt. He was accompanied, inter alia, by Sir Dudley Pound, the First Sea Lord, and Sir Charles Portal, The Chief of the Air Staff. They returned to Britain via Bermuda, where Churchill needed to encourage the government and people there to welcome American air and naval bases. It was a perilous time after the Japanese attack on Pearl Harbour and the loss of two British capital ships off Malaya. Churchill recorded ‘Formidable events were happening in Malaya; we all ought to be back at the earliest moment.’ A new battleship, HMS Duke of York, was standing by at Bermuda with a destroyer escort for the journey to Britain.

They flew to Bermuda in a Boeing 314 flying boat. Churchill was most impressed by this capacious aircraft and asked the Captain, Kelly Rogers, if it had the range to fly him to Britain. The answer was yes, given a favourable wind (which seemed likely) and a reduced payload. Pound and Portal expressed some concern at the possible hazards of such a flight. Churchill said it was that or running the risk of being torpedoed by a U-boat and was reluctant to loose time. Thus, fully fuelled and with a reduced party they took off for what was a 20 hour flight. The rest of their party and paperwork went by sea.

It is most interesting to read the story of the end of this flight as told by Churchill in his book ‘The Second World War’:

‘I woke just before dawn, and went forward to the controls. The daylight grew. Beneath us was an almost unbroken floor of clouds. After sitting for an hour or so in the co-pilot’s seat I sensed a feeling of anxiety around me. We were supposed to be approaching England from the south-west and we ought already to have passed the Scilly Islands, but they had not been seen through any of the gaps in the cloud floor. As we had flown for more than ten hours through mist and had only one sight of a star in that time, we might well be slightly of course. Wireless communication was of course limited by the normal war-time rules. It was evident from the discussions which were going on that we did not know where we were. Presently Portal, who had been studying the position, had a word with the captain, and then said to me, ‘We are going to turn north at once’. This was done, and after another half-hour in and out of the clouds we sighted England, and soon arrived over Plymouth, where avoiding the balloons, which were all shining, we landed comfortably.

As I left the aircraft the captain remarked, ‘I never felt so much relieved in my life as when I landed you safely in the harbour.’ I did not appreciate the significance of his remark at the moment. Later on I learnt that if we had held on our course for another five or six minutes before turning northwards we should have been over the German batteries in Brest. We had slanted too much to the southward during the night. Moreover, the decisive correction which had been made brought us in, not from the south-west, but from just east of south - that is to say, from the enemy’s direction rather than that from which we were expected. This had the result, as I was told some weeks later, that we were reported as a hostile bomber coming in from Brest, and six Hurricanes from Fighter Command were ordered out to shoot us down. However, they failed in their mission.

To President Roosevelt I cabled, ‘We got here with a good hop from Bermuda and a thirty-mile wind’


Author’s note: Plymouth experienced 59 occasions on which it was bombed in WW2. At least once the bombers timed their raid to coincide with the arrival of flying boats in Plymouth Sound.

CHURCHILL

EDITOR'S NOTE: Liwerryman Brian Powell flew Churchill on a number of occasions. He recalls the following incidents, both of which took place after the Second World War.

“I was privileged to fly him as a passenger when Lord Beaverbrook lent him the use of his DC 3 aircraft. Churchill enjoyed sitting in the co-pilot’s seat, usually in bedroom slippers for comfort. Before landing ‘Beaver’s’ butler, Knockes, would bring him a newly-polished pair of shoes and a new cigar. He never appeared in public without a new cigar.

Two occasions spring to mind - when I had to get special clearance to land him at airfields which were otherwise forbidden to civil aircraft. The first was at Northolt, then the exclusive airfield for British European Airways. Northolt was a sacred cow - nobody was allowed to use it except BEA. I had to go to Director level to get permission. On landing we found all the top brass of BEA led by Sir Peter Masefield waiting to greet Churchill. He knew of the troubles I had had in obtaining permission to land there. I opened the door and deployed the steps. Churchill turned to me and enquired loudly ‘Tell me, Powell - does anybody except us use this airport ? ’ I liked his sense of humour.

On the second occasion he had been staying at Beaverbrook’s house in the South of France. At the end of his holiday
he wanted to land at RAF Biggin Hill, being the closest airfield to his home at Chartwell. Churchill was also the Honorary Air Commodore of 615 Squadron, Royal Auxiliary Air Force, then based at Biggin Hill. Unknown to us, the ‘Red Carpet’ treatment had been prepared. There, to welcome us, was the Air Officer Commanding in Chief of Fighter Command, in his number one uniform, accompanied by a Guard of Honour and a Royal Air Force band. Two airmen, spotlessly attired in white overalls, marshalled me to park on specially-painted marks on the tarmac exactly matching the width of the undercarriage wheels. Having stopped the engines I went to open the door and deploy the steps. Churchill was seated in the day cabin. As I passed he said - with a mischievous grin - ‘Powell, you’ve got four stripes around your arm. I want you to inspect their Guard of Honour!’ Me?! In all my time in the Air Force I had only achieved the dizzy height in rank of Flight Lieutenant! I hadn’t even inspected a Church Parade! But I had to do as bid.

I opened the door. The AOC in C sprung to attention - and the band struck up ‘The General Salute’...but no Churchill. He had remained seated out of sight in the day cabin. I explained my orders to the AOC in C who replied ‘So we’d better go ahead and do as bid!’ I went down the first rank, stopping at intervals for a chat, as I thought protocol demanded. Meanwhile Churchill had descended and was following us in Homburg hat and wielding an umbrella obviously in high good humour at the embarrassment he had caused. Later, having supervised the unloading of his luggage into the staff car, as I went to say goodbye he grinned and said ‘After all your efforts you deserved your day!’ I think I could well have done without it!’

A Reminder of a Forgotten War
BORNEO BOYS by Roger Annett

REVIEWED BY FREEMAN STEVE SLATER

With the ever-increasing percentage of rotary wing operations in modern battlefields, it is sometimes easy to forget that not too long ago such use of helicopters was regarded as pioneering. It also seems that one of the earliest such theatres of operation, in Eastern Malaysia and Borneo, had till now been forgotten. Roger Annett’s new book, Borneo Boys remedies both situations, and is a fascinating read too.

When post-war operations in the former Malaya are mentioned, most people will immediately recall British action against communist terrorists in the 1950s. What seems less well-remembered is that from 1962 to 1966, British and Commonwealth forces fought a bitter conflict on the island of Borneo as allies to the newly-formed Malaysian government, against the numerically much larger forces of Indonesia which, under President Achmed Sukarno, had pledged to destroy the new Federation.

The challenge of combatting insurgency along the 1,000-mile Borneo frontier with Indonesian Kalimantan which bisects Borneo was immense. On the ground, units such as the Gurkha Rifles and British, Australian and New Zealand infantry regiments faced a tough combination of tropical rainforest and mountainous terrain. Air mobility proved pivotal in their ability to ‘hold the line’.

“Borneo Boys” records the story of the helicopter crews which flew in the theatre during the conflict. It tells the story, not just in terms of strategic history, but also the first-hand experiences of the rotary-wing crews who flew there. These include the Wessex and Whirlwind crews of 845, 846 and 848 Naval Air Squadrons, the Army Air Corps units, who found their lower-powered Sioux and Scout helicopters a particular pilots’ challenge in the hot and high conditions. They were supplemented by Alouettes of the Royal Malaysian Air Force and a heavy-lift capability provided by the occasionally cantankerous twin-rotor Belvederes of 66 Squadron RAF, which nonetheless remained ‘on station’ throughout the conflict.

However the book focusses on the exploits of the four RAF Whirlwind Mk 10 squadrons which operated in the theatre, Nos. 103, 110, 225 and 230. They too battled the weather, the terrain, poor radio coverage and inadequate mapping as much as insurgent ground fire. However their crews marked a sea-change in RAF helicopter pilot recruitment.

Until the early 1960s, as helicopters were not at the top of the RAF list of priorities, the majority of aircrew were older pilots, who had gained seniority if not promotion. Then, with a new demand for rotary wing pilots, younger officers, including those only newly awarded their wings were increasingly allocated to helicopters.

These “Tern Hill Tyros” began to arrive in theatre and rapidly learned their trade. Here there is a strong Guild connection. Liveryman John Davy arrived at Tern Hill in January 1964 for initial training on the Bristol Sycamore and Whirlwind 10. By August he was in the Far East and heading up-country. Aged just 19 years and 11 months, he became one of the youngest-ever “Borneo Boys.”

Roger Annett’s book also demonstrates the contrast between the success of the operations in Malaysia with those going on at the same time for America and her allies in Vietnam. While the scales of the two conflicts are very different, the Malaysian and British forces successfully contained all the attempted Indonesian insurgencies and the helicopter force was a key player.

In addition to the helicopters providing troops with flexibility of movement and immunity from jungle ambush, the Whirlwinds also provided vital casevac and search-and-rescue capabilities. Not just for the military too.

The use of the helicopters to aid sick and injured civilians was paramount in winning hearts and minds. This ensured that village elders and tribal headmen denied assistance to the insurgents and thus provided a winning edge on the ground, as well as saving lives too.

Borneo Boys by Roger Annett (ISBN 978 1 7859 010 2) is published by Pen and Sword books. www.pen-and-sword.co.uk
# Guild of Air Pilots and Air Navigators
## FLYING CLUB Programme 2013

### APRIL
- **Sunday 28th**: WLAC, White Waltham
- **Tuesday 30th**: Shobdon
  - ‘Freddy Stringer Memorial Lunch’
  - ‘David Corbett Memorial Lunch’

### MAY
- **Sunday 6th**: WLAC, White Waltham
- **Wednesday 8th**: Gloucestershire Airport
- **Thursday 16th**: RAF Cosford
- **Friday 24th**: Le Touquet
- **Tuesday 28th**: Bicester
  - ‘Start the Season Lunch’
  - Guild Visit
  - Visit the RAF Museum
  - Lunch
  - Visit Chiltern Aviation

### JUNE
- **Monday 3rd**: Scilly Isles
- **Tuesday 4th**: Bruntingthorpe
- **Wednesday 19th**: Oaksey Park
- **Wednesday 19th**: Buochs, Switzerland
  - Guild visit to Pilatus Aircraft Ltd.
- **Thursday 13th**: Old Buckenham
- **Friday 28th**: Le Touquet
- **Sunday 30th**: Compton Abbas
- **Sunday 30th**: Old Warden
  - Pooley’s Air Day
  - Guild Visit

### JULY
- **Saturday 6th**: Goodwood
- **Friday 12th**: Duxford
- **Saturday 13th**: Seething/Shipdham
- **Wednesday 17th**: Middle Wallop or Wattisham
- **Friday 26th**: Le Touquet
- **Tuesday 30th**: Compton Abbas
  - Joint Visit with the GYM
  - Guild Visit
  - Visit Ken Wallis. Overnight Stop
  - Visit the Army Air Corps
  - Lunch
  - Lunch

### AUGUST
- **Sunday 4th**: WLAC, White Waltham
- **Wednesday 7th**: Haverfordwest
- **Thursday 15th**: Stow Maries
- **Tuesday 20th**: RAF Scampton
- **Friday 30th**: Le Touquet
  - Summer Lunch
  - Overnight
  - Museum
  - Lunch
  - Lunch

### SEPTEMBER
- **Monday 2nd**: Isle of Man
- **Monday 9th**: Les Mureaux, France
- **Monday 9th**: Shoreham
- **Thursday 19th**: Le Touquet
  - Possible visit to the Ariane Rocket Factory
  - Visit ‘Pooley Swords’
  - Lunch

### OCTOBER
- **Sunday 6th**: WLAC, White Waltham
- **Sunday 6th**: WLAC, White Waltham
- **East Kirby & RAF Coningsby**: AGM
- **Sunday 6th**: ‘End of the Season’ Lunch
- **Sunday 6th**: Guild visit to the BBMF. Overnight stop
This year marked the retirement, at the January AGM, of Captain John Robinson, Treasurer and Secretary of the Benevolent Fund for many years and Chairman since 2010. Captain Robinson had done much work for the Fund and it was in no small part due to his efforts that it now stands on a firm financial basis. There will also be a second vacancy for a new trustee in April, when Warden Squadron Leader Chris Ford is due to retire. Following an appeal for new Trustees several candidates offered themselves for election. Liveryman Captain Robin Keegan was elected to join the Trustees at the AGM in January and Liveryman Paul Smiddy to become a Trustee in April. These nominations were confirmed by the Court at the January meeting. The positions of Chairman, Treasurer and Secretary are confirmed at the first meeting of the Fund in the new session. It is expected that Captain Spurrier will take over as Chairman, Squadron Leader Davy will remain as Treasurer and Captain Keegan will become Secretary. At that meeting Air Marshal Cliff Spink will relinquish his Ex-Officio post as Master and be replaced by HH Judge Tudor Owen. Warden Dorothy Pooley will take up her Ex-Officio post as Master Elect. There will be another vacancy for a new Trustee in October, when Mr Ron Bridge is to retire. The Fund also welcomed Mr Gary Sinclair, the new SSAFA representative.

During this year the Board has dealt with four new and reviewed eight existing cases. The global financial situation had been expected to produce an increase in applications for assistance but, happily, this has not been the case.

That financial situation did, however, impact on the Fund’s finances. At the end of last year Captain Robinson reported that the investment portfolio had fallen in value below the level set to ensure that the Fund could continue to meet its primary objective - the relief of poverty in those who have been professionally engaged in aviation and their dependants. Fortunately the generosity of members in response to the 2012 appeal produced a significant increase in income. It was intended that every member who contributed should receive a personal letter of thanks. It is with regret that I must apologise. The sheer weight of numbers prevented me, as Secretary, responding to you all and for that I am sincerely sorry. The Board is very grateful for your generosity and it has produced a very positive result. There remain, though, about one thousand members whose donation letters are residing at the bottom of their in-trays. Further copies are available from the Guild Office if this has prompted a twinge of remorse.

The good news is that the increased income stream from this appeal coupled with excellent returns from the investment portfolio, ably managed by our Financial Adviser Mr Andrew Haskins, has enabled us to reinstate a Flight Instructor’s Scholarship for 2013. Grants were also made to the Ray Jeffs Gliding Scholarships, run by Commander Vigrass via the Fleet Air Arm Officers Association and to the Inner London Schools Gliding (ILSG) Programme run by Captain John Mason. Captain Mason is to retire from his work in this most worthwhile sphere and will be replaced by Captain John Towell. The ILSG offers a gliding experience to disadvantaged young people. The reports all point to this being an enormous help in boosting confidence and broadening the horizons of these youngsters.

The Fund’s Financial Adviser, Mr Andrew Haskins, who had been suffering some health problems, has now retired from Cheviot Asset Management. Cheviot have amalgamated with Quilter to become Quilter Cheviot. Our new Financial Adviser, Mr Tom Lahaise, was welcomed at the AGM in January. It is hoped that under Mr Lahaise’s guidance the improvement in the Fund’s finances will continue in the coming session and that the Board will be able to reinstate more scholarships.

In closing I once again thank all those who contributed to the appeal and remind everyone that the Benevolent Fund is here to assist. Those in need can find details of how to apply on the Guild’s website. All applications are examined carefully and sympathetically. 🌊
From the DAA Desk

LIVERYMAN JOHN TURNER

February’s Technical and Air Safety Committee (TASC) included a superb and highly illuminating cameo by the Guild’s medical adviser, Liveryman and Professor Mike Bagshaw, on the “Health Effects of Contaminants in Aircraft Cabin Air.” For many, this was a useful reminder of some of the basics of aviation medicine they covered as part of their military flying training whilst others came to these important subjects concerning human physiology in the aviation environment for the first time.

We learnt that concerns were raised as early as 1999 over the potential effects of organophosphates in cabin air after a number of crewmembers felt unwell after experiencing oily smells in the cabin air. We also learnt that it was quite normal for other members of the same crew, suffering the same exposure, to have no ill effects whatsoever. There have been instances of people handling chemicals accidentally ingesting high doses of the toxic ‘ortho’ isomer of TriCresylPhosphate (TCP) and suffering impairment of neuromuscular and peripheral nerve synapse function. However, Prof Bagshaw explained that aircraft engine oil contains a small percentage of TCP which itself contains an even smaller percentage of the toxic isomer and went on to show that it was biologically impossible for the isomer to pass from the air, through the lung alveoli membranes within into the bloodstream.

He also explained that so-called ‘AeroToxic Syndrome’ was miss-named as, because it presented in so many different people in so many different ways that themselves could often be explained quite straightforwardly in many separate ways, it did not meet the medical definition of a syndrome. He noted that while some people might be completely unaffected, others could find the smell of oil to be an irritant that may well lead to a headache. Subsequently, they and others might worry that the smell could indicate a health danger and that worry would inevitably lead to increased stress levels and one of the human reactions to stress is to hyperventilate. Hyperventilation, which is breathing faster than necessary to sustain the correct equilibrium of gases in the bloodstream, occurs frequently in students undergoing flying training and is something that military instructors are taught to monitor for in their students. Of course, that is easier to do when the student is breathing rapidly and loudly into an oxygen mask! Hyperventilation leads to tingling fingers, reduction in mental agility, panic, fear, which all form part of the various elements reported under ‘AeroToxic Syndrome’. When people are removed from the source of the smell their symptoms subside rapidly and subsequent medical tests show nothing unusual. This quick onset of symptoms and rapid reduction in symptoms when removed from the source are both indicative of a reaction to sensory stimuli rather than to a more sinister underlying onset of ill-health. There has been a resurgence of interest in ‘AeroToxic syndrome’ recently and in response, Prof Bagshaw has updated his paper on the topic. This is reproduced as a Discussion Paper on our website and should be compulsory reading for all members wishing to be fully informed of the physics and physiology associated with this important subject. We plan for Prof Bagshaw to return to TASC late in the year to address other issues, including fatigue and Flight Time Limitations, that time prevented us from covering in February.

Sometimes the introduction of ‘better’ design has unexpected consequences; the Avro C19 (pictured) benefited from main wheels that only retracted partially into their engine nacelles. With the gear retracted, the main wheel brakes still operated normally. Therefore, although not the best solution in terms of drag reduction in the cruise, the pilot could steer the aircraft after a wheels up landing (and when landing back on after engine failure during the rather long period between landing gear retraction and reaching single engine safety speed), a feature we do not see in today’s light twin piston! With the emergence of highly accurate GPS-derived navigation, autopilots and Flight Management Systems, all airliners started to fly exactly along airway centrelines, so they became separated only by height; the ‘big sky’ suddenly became much smaller. TASC has long been urging regulators to permit crews to off-set their flight paths (to the right) from airway centrelines, thus restoring the degree of randomness that the relative accuracy of tracking to/from navigation beacons provided and provide increased separation. After a lengthy wait, all committee members were delighted to learn in February that ICAO had drafted an amendment to PANS ATM that would allow crews to apply micro-offsets to their planned routes with a proposed implementation date of 2014.

At January Environment Committee, energetic and then detailed discussion started to consolidate committee member views on another important topic, namely the need to sustain an international hub airport within the UK. This is critical not only to support the status of UK aviation but even more importantly to support the UK economy by providing the connectivity necessary for the UK to remain both attractive as a location for global business and also to connect UK business to established and emerging global markets. An initial draft Position Paper was presented to the Court at the end of February; once further work is completed it will be published and form the basis of a Guild submission to the Airports Commission later this year.