## October 2013

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Pilot Aptitude Assessment</td>
<td>RAF Cranwell</td>
</tr>
<tr>
<td>10</td>
<td>6th General Purposes and Finance Committee Meeting</td>
<td>Cobham House</td>
</tr>
<tr>
<td>15</td>
<td>4th Education and Training Committee Meeting</td>
<td>Cobham House</td>
</tr>
<tr>
<td>22</td>
<td>Environment Committee Meeting</td>
<td>Cobham House</td>
</tr>
<tr>
<td>23</td>
<td>Trophies and Awards Banquet</td>
<td>Guildhall</td>
</tr>
<tr>
<td>26</td>
<td>Flyer Show</td>
<td>Sofitel, Heathrow</td>
</tr>
<tr>
<td>29</td>
<td>Benevolent Fund Board of Trustees Meeting</td>
<td>Cobham House</td>
</tr>
</tbody>
</table>

## November 2013

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>4th Technical and Air Safety Committee Meeting</td>
<td>Cobham House</td>
</tr>
<tr>
<td>8</td>
<td>Silent Change</td>
<td>Guildhall</td>
</tr>
<tr>
<td>9</td>
<td>Lord Mayor’s Show</td>
<td>Guildhall</td>
</tr>
<tr>
<td>11</td>
<td>Lord Mayor’s Banquet</td>
<td>Guildhall</td>
</tr>
<tr>
<td>14</td>
<td>7th General Purposes and Finance Committee Meeting</td>
<td>Cobham House</td>
</tr>
<tr>
<td>14</td>
<td>4th Court Meeting</td>
<td>Cutlers’ Hall</td>
</tr>
<tr>
<td>14</td>
<td>Scholarships Presentation</td>
<td>Cutlers’ Hall</td>
</tr>
<tr>
<td>28</td>
<td>Pilot Aptitude Tests</td>
<td>RAF Cranwell</td>
</tr>
</tbody>
</table>

## December 2013

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>5th Education and Training Committee Meeting</td>
<td>Cobham House</td>
</tr>
<tr>
<td>5</td>
<td>New Members’ Briefing</td>
<td>Cobham House</td>
</tr>
<tr>
<td>8</td>
<td>Silent Change</td>
<td>Guildhall</td>
</tr>
<tr>
<td>9</td>
<td>Lord Mayor’s Show</td>
<td>St Michael’s Cornhill</td>
</tr>
<tr>
<td>11</td>
<td>8th General Purposes and Finance Committee Meeting</td>
<td>Cobham House</td>
</tr>
<tr>
<td>13</td>
<td>Guild Carol Service</td>
<td>The Counting House</td>
</tr>
<tr>
<td>13</td>
<td>Christmas Supper</td>
<td>The Counting House</td>
</tr>
<tr>
<td>20</td>
<td>Guild Closes</td>
<td></td>
</tr>
</tbody>
</table>

## January 2014

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>Guild Opens</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>5th Technical and Air Safety Committee Meeting</td>
<td>Cobham House</td>
</tr>
<tr>
<td>15</td>
<td>Trophy and Awards Committee Meeting</td>
<td>Cobham House</td>
</tr>
<tr>
<td>21</td>
<td>Benevolent Fund Board of Trustees AGM</td>
<td>RAF Club</td>
</tr>
<tr>
<td>22</td>
<td>Environment Committee Meeting</td>
<td>Cobham House</td>
</tr>
<tr>
<td>23</td>
<td>9th General Purposes and Finance Committee Meeting</td>
<td>Cobham House</td>
</tr>
<tr>
<td>23</td>
<td>5th Court Meeting</td>
<td>Cutlers’ Hall</td>
</tr>
<tr>
<td>23</td>
<td>Court Election Dinner</td>
<td>Cutlers’ Hall</td>
</tr>
</tbody>
</table>

## February 2014

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>6th Education and Training Committee Meeting</td>
<td>Cobham House</td>
</tr>
<tr>
<td>13</td>
<td>10th General Purposes and Finance Committee Meeting</td>
<td>Cobham House</td>
</tr>
</tbody>
</table>

## GUILD VISITS PROGRAMME

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

---

Cover photo: A Pitts Special, photographed at rest on the ground during an Aerobatic Competition at Headcorn in 2012. Photograph courtesy Liveryman Paul Smiddy, who recently attended a CAA conference on the use of Class G airspace. His report, on page 11, will be of great interest to all GA pilots.
In this edition of Guild News

Page 4  News Round Up
Page 6  The Master's Message
        The Master Visits North America
Page 9  Trophies and Awards 2012 - 2013
Page 10 Gazette
Page 11 CAA Airspace Conference
Page 12 Moth Magnificence at Woburn
Page 13 Guild of Aviation Artists Exhibition
Page 14 North American Region - Giant Concrete Arrows
Page 15 Guild Gliding Scholarship
Page 16 Sir Sefton Branker's Private Pilots Scholarship 2013
Page 17 From the Desk of the Director of Aviation Affairs
Page 18 Bertie Vigrass - from Swordfish to Attacker
CAPTAIN JIM LOVELL USN IS TO BE PRESENTED WITH GUILD AWARD OF HONOUR. James Arthur (Jim) Lovell USN, who headed the crew of Apollo 13 to safety after an in-space explosion will receive the Guild’s premier award, joining aircrew across the whole spectrum of aviation at the annual Trophy and Awards Banquet in the Guildhall on 23rd October.

Captain Lovell initially served as a US Navy night fighter pilot and test pilot before being accepted as an astronaut for the Gemini programme. He flew as pilot on Gemini 7 in 1965 and was launched again as Command Pilot on Gemini 12. He is the only man to have flown to the Moon twice, but not landed on it. He orbited the Moon in Apollo 8, helping pave the way for Neil Armstrong’s first steps and as Commander of Apollo 13 his coolness under pressure gave us the immortal phrase known the world over, “Houston, we have a problem”.

The Apollo 13 spacecraft had lifted off on 20th April 1970 to land Captain Lovell and Fred Haise on the Moon, with Jack Swigert to pilot the service module. An oxygen tank explosion two days later crippled the spacecraft 200,000 miles away from earth, threatening to maroon the three men in space, far beyond the help of any human agency. Lovell and his crew, improvising under conditions of extreme hardship and pressure, brought Apollo 13 home safely, with Captain Lovell adjusting course by manually firing the lunar module’s thrusters and engine, using his watch for timing.

A complete list of all Trophy and Awards recipients is on page 9 of this issue.

GUILD LUNCHEON CLUB AND TYMMS LECTURE. The third 2013 meeting of the Guild Luncheon Club took place at the RAF Club on 26th September, when Guild members and their guests gathered to be entertained after Luncheon by Roger Annett, author of the recently published book ‘Borneo Boys’ which describes the story of helicopter pilots in action during the Indonesian Confrontation of 1962-1966. Roger Annett served with the RAF from 1959-1967 and has written on campaigns in Borneo, Burma, and Afghanistan.

This highly popular event was followed in the evening by the annual Sir Frederick Tymms Lecture, given by Group Captain Dominic Toriati, RAF Chinook Force Commander, the subject being ‘The Chinook Force on Operations, A Commander’s Perspective’. Thus the day was very much a day for rotary wing operations.

INTER LIVERY SKI CHAMPIONSHIPS. The Inter Livery Ski Championships is a great social occasion, held over two days in January in the Portes du Soleil resort of Morzine. The past four Championships have seen over 400 Liverrmen and Freemen from over 40 Livery Companies vie in friendly rivalry through Slalom and Giant Slalom courses for team and individual titles.

It is three years since the Guild entered a team but this year liverrman Caroline Gough-Cooper upheld Guild honour by regaining the position of Ladies’ Champion and next year a new trophy for the best ladies’ team is there to be raced for. So for all skiing ladies out there and up for a challenge, the gauntlet is down!

In addition there are prizes for the fastest overall team, the fastest Court team, the fastest team with 200 years’ skiing experience (age is positively encouraged!) and the Actuaries Handicap Cup as well as prizes for individual performance for ladies, Masters and in the men’s young, mid and veteran age groups.

The event will take place in Morzine on 24th/25th January 2014. The format is a parallel slalom on the Friday evening under floodlights followed by a Giant Slalom on Saturday morning with the Championship dinner and prizes on Saturday evening. The entry fee is yet to be confirmed but will be in the order of £125, which includes both races, wine and dinner, an aprés ski reception after the Friday evening race, the Saturday evening dinner plus a donation to the Lord Mayor’s Appeal.

GUILD VISIT TO DUXFORD FLYING LEGENDS. Some thirty Guild members gathered at Duxford on Friday 12 July, in glorious weather, to watch arrivals and practice display routines for the Flying Legends Air Display which took place over the following two days. Past Master Cliff Spink, Liverrman John Romain and Upper Freeman David Ratcliffe all flew a variety of warbirds during the display. The Editor, after helping prepare the marquees, gave conducted tours of the Imperial War Museum’s Buccaneer, which features in his log book. Other Guild members present on duty as members of the Flying Control Committee included Past Master Rick Peacock-Edwards and Upper Freeman Alan Lockwood.

Ability and age are no barrier to participation as the courses are set to accommodate a wide range of experience so all Guild members are welcome to take part, as are guests - for whom there is a special prize - and non-racing supporters are particularly welcome. A reduced fee is payable for supporters to cover the off-slope entertainment.

A team is a minimum of 3, maximum of 4 with the top 3 times counting towards the team trophy. There is no maximum number of teams a Company may enter.

If this whets your appetite for something to do to support the Guild during the winter months please contact Caroline Gough-Cooper at cashh.brown@ntlworld.com as she will be co-ordinating the Guild’s entry. Entrants will be responsible for their own travel and accommodation arrangements but the organisers do have an appointed travel agent who can organise this if you prefer.

BOMBER COMMAND CLASP AWARD. On 19th March Liverrman John Cox DFC was presented with the Bomber Command Clasp by Prime Minister David Cameron at No.10 Downing Street. That day the Prime Minister presented the very first awards, newly minted, to some Arctic Convoy survivors in the morning and to twenty four Bomber Command survivors in the afternoon. Many congratulations to Liverrman John Cox.
THE ROUND BRITAIN CATALINA AT OBAN.

Freeman Jeff Boyling and the Catalina flying boat arrived on schedule at Oban on Thursday 22nd August, commemorating the 100th anniversary of the attempt by Harry Hawker to circumnavigate Great Britain in a Sopwith Waterplane. There was great local interest in the aircraft, which unfortunately went unserviceable after a local flight on Friday 23rd when a bolt in the starboard landing gear sheared. This required an engineer to travel from Duxford to Oban, bringing a replacement bolt and the inevitable paperwork, to rectify the fault. This meant driving for 10 hours on crowded roads on a Friday afternoon prior to a Bank Holiday - not a welcome prospect! Nevertheless the fault was fixed and the aircraft departed onwards next day on schedule. A magnificent effort by all concerned. The Editor hopes to have a description of the whole expedition in a future edition of Guild News.

Wg Cdr Kenneth Wallis MBE
16th April 1916 – 1st September 2013
Wg Cdr Kenneth Wallis MBE, DEng (hc), CEng, FRAeS, FSETP, PhD (hc), RAF (Ret’d); the man who created and flew the gyrocopters used in the James Bond movie “You Only Live Twice” in addition to a distinguished Royal Air Force and engineering career, sadly passed away on Sunday 1st September. He was in his 97th year. Last year he received the Guild Award of Honour, one of the world’s premier accolades, from the Guild in acknowledgment of an extraordinary life in aviation.

Speaking in tribute, The Master said: “Wg Cdr Wallis will be remembered for his ingenuity, energy and perseverance over a lifelong involvement in aviation, and for his charming personality.”

WARTIME SURVIVORS FROM SPITFIRE TO DORNIER. A farewell tribute to the elegant VC-10 after 50 years of service and news of the embryonic Indian Air Force Vintage Flight form the programme for the 2013 HAA Symposium at the RAF Museum, Hendon Saturday 16th November 2013.

The Historic Aircraft Association hosts an Annual Symposium for aviation enthusiasts, engineers and pilots to meet and to learn from display pilots, restorers and fellow enthusiasts.

The Symposium has become noted for its spectacular line-up of speakers. These have included John Moffat, the last survivor of the Swordfish pilots to attack Bismarck, Tony Iveson, former Battle of Britain pilot and subsequently with 617 Squadron; Captain Eric “Winkle” Brown, perhaps Britain’s greatest living aviator and last year Martin Withers, the current Vulcan display pilot and of course the Captain of the Vulcan that completed the famed ‘Black Buck’ raid on the Falklands.

This year’s line-up of speakers at the Historic Aircraft Association Annual Symposium at the RAF Museum, Hendon on Saturday 16th November is no exception and continues this long tradition.

The confirmed programme;

• Sqn Ldr Dunc Mason and Chief Technician Paul Blackah of the Battle of Britain Memorial Flight will provide an account of the restoration and return to flight of the aircraft that has most recently joined the Flight, Spitfire LFXV TE311
• A first hand report on the successful recovery of the Dornier 17 from the Goodwin Sands from one of the RAF Museum team
• Sqn Ldr ‘Cat’ Thompson will recall both the civilian and RAF service history of perhaps Britain’s most beautiful airliner, the VC-10. With first-hand knowledge on the subject matter Cat will provide a fascinating insight in to the operation of this classic aircraft in its final - 50th - year of flying.
• Mike Edwards will provide an insight into the embryonic Indian Air Force Vintage Flight and how it has come together in today’s aviation world. Mike has been instrumental in assisting the Indian Air Force in establishing their Vintage Flight, selecting the aircraft and pursuing their restoration, some to flying condition.
• One of the event’s main sponsors, Cranfield Aerospace, will present a kaleidoscope of images from their hangars in the 50s and 60s - some truly historic aircraft many of which have survived to grace our skies today.
• There will be a tribute to the late Ken Wallis, who was to have been the headline speaker for this year’s Symposium.

Tickets for this fascinating day of rich aviation insight and history, cost only £20 for HAA members or £25 for non-members. For more information go to the HAA website www.haa-ak.aero or email our Membership Secretary, Wendy Hinchcliffe w.hinchcliffe@gmail.com.
The Master's Message

HIS HONOUR JUDGE T W OWEN

I
n my June Message, I reported that, in accordance with the unanimous wish of the Court, I had written to the Lord Mayor inviting the Court of Aldermen to support our Petition to the Privy Council for a Royal Charter in the name ‘The Honourable Company of Air Pilots’. I am now very pleased to tell you that on the 10th September 2013 the Court of Aldermen agreed to support our Petition.

I won’t tempt fate by presuming that our Petition will be successful but we are cautiously optimistic. As you are aware, Her Majesty graciously approved a proposal made jointly by our Patron and Grand Master that we should become an Honourable Company and, in anticipation of our Petition, Her Majesty’s view has been conveyed to the Clerk to the Privy Council.

If we are successful, we shall hold a special banquet in February or March to celebrate such a great honour being bestowed upon us. Our Regional Committees are one of the strengths of the Guild and, in August, I had the pleasure of visiting our North America Region, beginning in the Pacific Northwest and ending in Washington DC two weeks later.

I was delighted to have the opportunity to meet many of our members, to promote the name and fame of the Guild, and to discuss a wide range of current aviation issues with commercial and military pilots, affiliated units, airlines and manufacturers as well as the principal aviation organisations in both countries.

Maria and I were accompanied throughout by David Jurkowski, Chairman of the Region, who not only kept me on schedule with military precision but was also a delightful travelling companion and, with his wife Susan, a charming host at their lakeside home near Ottawa.

This visit was productive as well as enjoyable and would not have been the success it proved to be but for advance planning by David with the assistance of John Burley and Jonathan Dugdale in Canada, and Kent Johnson assisted by John Cox and Bill Pinney in the United States.

David has written a report about the primary aspects of the visit, but there has since been a development which I am very pleased to disclose.

One of the topics I discussed with Mr Raymond Benjamin, Secretary General of ICAO, was the potential for the Guild’s expertise to be utilised. Since that meeting, I have received a letter from the Chief of ICAO’s Flight Operations Section suggesting that the Guild should participate in the newly formed International Pilot Training Consortium.

The objective of the IPTC is to work together as an aviation community to develop international agreement on a common set of pilot training, instruction and evaluation standards and processes for the benefit of the industry worldwide and to contribute to the formulation of ICAO provisions.

The Court has already approved taking up ICAO’s suggestion and I have asked the DAA to liaise with the Chairman of our Education & Training Committee to form a working group specifically to contribute to this initiative. That leads me to a request: Whether or not you currently serve on one of our technical committees, please consider volunteering to help:

- Please don’t be deterred by not being able to attend meetings in London. In this electronic age, much can be achieved by email.
- Please don’t leave it to others to volunteer. The Guild needs your expertise.

If you would like to discuss this or any other topic, I welcome hearing from you. My role as Master is to serve you. My very best wishes, wherever in the world you may be reading this message.

The Master Visits North America

LIVERYMAN DAVID JURKOWSKI

A
ccompanied by David Jurkowski, Chairman of the Region, the Master connected with military, commercial and business aviation operators and just about all the top aviation regulatory and safety focused bodies in North America.

The Master made significant inroads with each of the regulatory bodies he met: Transport Canada, Transportation Safety Board of Canada, Canadian Business Aviation Association and, notably, ICAO in Canada; and the FAA, National Transportation Safety Board, Flight Safety Foundation and National Business Aviation Association in the United States.

He met many Region members and took the opportunity to encourage prospective members to join - including recruiting Lt-Gen Yvan Blondin, Commander of the Royal Canadian Air Force!

And, not surprisingly, he managed to do some flying - logging an hour at the controls of a Sea King helicopter with some additional time in the right seats of a Cessna 172, a Turbo Otter on floats and a Citation.

BOEING

Starting in Seattle, the Master visited the Boeing Everett Factory where he presented the Master’s North American Trophy 2012, awarded by the IPM to Boeing’s Training Systems and Government Services division for its meritorious contribution to aircrew and aviation maintenance training worldwide.

He was hosted by Gapan member and Boeing Test Pilot Paul Newton and enjoyed a VIP tour of the largest building in the world by volume - home to the 747, 767, 777 and 787 Dreamliner production lines.

VANCOUVER

The Master’s introduction to British Columbia began at a favorite haunt of pilots, the Flying Beaver Grill adjacent to Vancouver International, where we discussed the next two weeks’ busy schedule - with regular pauses while we watched seaplanes arriving and departing on the Fraser River.
The next day, the Master presented an Affiliation Certificate to 443 Maritime Helicopter Squadron RCAF at their home base on Vancouver Island.

After observing a low level training sortie from the rear door of a CH-124 Sea King helicopter, the Master was invited to log an hour at the controls under the supervision of Major Barry Leonard - culminating in an approach to a hover over a confined area helipad - before returning to base where he spoke to the assembled Squadron about the work of the Guild.

Many thanks to Maj Leonard, Capt Joshua Cleary (Co-Pilot) and Sgt Mark Douglas (Acoustic Sensor Operator) for giving us such an interesting and enjoyable flight.

Our flights to and from Vancouver Island, courtesy of Liveryman Peter Evans, President of Harbour Air Seaplanes, allowed the Master to experience the right seat of a DHC-3 Turbine Single Otter on floats, although this time as an observer.

The Master discussed flight safety and training matters and the work of the Guild with Peter and Harbour Air pilots. The Cumberbatch Trophy, awarded last year in recognition of HA’s outstanding contribution to air safety, was proudly displayed at their terminal in Vancouver Harbour.

A visit to Liveryman Barry Marsden’s Conair Group, the largest air tanker operator in the world, gave the Master an opportunity to learn about aerial firefighting. Conair uses some 55 aircraft of various types to fight forest fires including the Convair 580, Conair Firecat, Douglas DC-6 and Lockheed Electra and is in the process of converting the Avro RJ85, a derivative of the Bae-146, for airtanker operations.

After a tour of Conair’s home base at Abbotsford Airport, we flew to Kamloops in BC’s interior to visit the Provincial Air Tanker Centre, an impressive and efficient military-like command and control centre with excellent situational awareness of what’s happening across the Canada and US fire season scene.

Having enjoyed the luxury of Conair’s Citation on the outbound flight, the lure of an available right seat proved too tempting for the Master who joined Chief Pilot Andrew Robertson for the return flight.

An invitation to make a keynote speech at Abbotsford Aerospace Defence & Security Expo gave the Master a further opportunity to promote the Guild, during which he announced the 2013 Prince Philip Helicopter Rescue Award to the crew of 103 Search and Rescue Squadron RCAF.

With other dignitaries, the Master took part in the opening ceremony of the Abbotsford International Airshow, after which the Master and his Lady spent the day with members of the NA Region and met the RCAF Snowbirds Demonstration Team, an Affiliated Unit, who gave a magnificent display.

The Master was hosted in Toronto by Ed Davidson, Porter Airlines Vice President Flight Operations and a member of the North America Executive Committee. Currently flying Bombardier Q400 aircraft, Porter continues to expand and has ordered up to 30 of the new Bombardier CS-100 aircraft which will reach well into the southern US from its Billy Bishop City Airport located on an island in Toronto Harbour.

The Master had productive meetings with Martin Eley, Director-General Civil Aviation, Transport Canada and with the Transportation Safety Board in Ottawa. Mr Eley welcomed any submissions GAPAN might wish to make in relation to flight safety.

The TSB provided three Board members, the Chief Operating Officer, Director of the Air Investigations Branch and 12 Air Investigators to meet the Master. A very interesting discussion concluded in
agreement that, despite the many benefits of increasing automation, it is vital that flight crews maintain their hands-on visual and instrument flying proficiency so that they have the experience and confidence to deal with unusual situations.

A meeting with Stephen Quick, Director-General of the Canadian Aviation and Space Museum, resulted in a generous offer for GAPAN to use the museum’s facilities for meetings/conferences in Ottawa.

MONTREAL
The Master had a very productive meeting at ICAO with Raymond Benjamin, Secretary-General, who was accompanied by Vincent Galotti (Deputy Director, Safety Standardisation) and Mitchell Fox (Chief, Flight Operations Section).

The Secretary-General invited the Master to tell him about the role of the Guild. He was interested to learn of its expertise and its international dimensions. Discussion of various flight safety issues concluded in an invitation to submit papers on flight safety matters and a suggestion that the Guild might play a role in the newly formed International Pilot Training Consortium. (Editor’s Note: The Guild has since received a formal invitation from ICAO. See Master’s Message.)

The Master toured Bombardier’s Montreal factory and presented the Master’s North American Award for its leadership in global Safety Management Systems at a ceremony held at its Montreal headquarters.

WASHINGTON, DC
In Washington, we were joined by Liverymen John Cox (NA Executive Committee) and Bill Pinney. We met with the FAA, the National Transportation Safety Board (NTSB), Flight Safety Foundation (FSF) and National Business Aviation Association (NBAA).

Julie Oettinger, Administrator for Policy and International Affairs at the FAA, shares GAPAN’s view that there are clear flight safety benefits in harmonising global standards in several spheres of aviation. She agreed with the Master that the inevitable integration of manned and unmanned flight in the relatively near future provides just such an opportunity. The FAA welcomed any papers GAPAN might wish to submit on that and other issues.

On the first point, it is apparent that excessive reliance on highly reliable but complex aircraft systems, coupled with significantly decreased opportunity for hands on flying has precipitated a number of fatal accidents. While pilots in some countries cut their teeth on military or bush flying, for example, such opportunities to hand fly and develop airmanship skills simply do not exist for the large majority of budding commercial pilots in many parts of the world. Exacerbating this situation, the policies of many commercial operators preclude hand flying and instead, mandate autopilot flight immediately after takeoff through almost all of the remaining flight.

This worrying situation flows directly into the second point on how best to train pilots and to mandate more hands on flying in the commercial aviation realm. Seized with this problem, ICAO, Transport Canada, the FAA and FSF are contemplating enduring policies supporting training solutions to overcome this growing problem. A corollary to the pilot training problem is the looming shortage of pilots worldwide. Not only must new ways be found to train pilots on current systems, but also, pilot training capacity must be increased in an effort to compensate to the degree possible the pilot community over the near and medium term.

Finally, the UAS world is rapidly growing and moving towards their integration into unsegregated airspace around the world. Such issues as unmanned vehicle “pilot” qualification, situational awareness, system reliability, establishing common policies across national regulatory regimes and a host of other prickly matters are in need of urgent resolution: the growing imbalance between increasingly reliable technologies and human proficiency, the efficacy of current pilot training programs, and the inevitable insertion of Unmanned Aerial Systems into unsegregated airspace.

Deborah Hersman was appointed to the board of the NTSB by President Bush in 2004 and made Chairman by President Obama in 2009. She is currently ‘Acting Chairman’, pending widely expected U.S. Senate confirmation of the President’s nomination for her third term as Chairman.

U.S. commercial aviation system is experiencing an unprecedented level of safety but Ms Hersman is not complacent. She shared concerns expressed by the Master about the risks as well as the benefits of increased automation, the reduced opportunity for hand-flying, the need for pilot training to adapt accordingly, pilot fatigue, and fire risks.

Captain Kevin Hiatt, President and CEO of the FSF and Douglas Carr, V-P Safety, Security & Operations of the NBAA both welcomed a closer liaison with GAPAN.

The Master and his Lady met several members over an enjoyable dinner in Washington which gave him an opportunity to hear their views about the direction the Region should take to increase GAPAN’s influence in North America.

He concluded his visit with a personal guided tour of the National Air & Space Museum’s Udvar-Hazy Center, courtesy of Liveryman Bill Pinney who is a volunteer docent at the Center.

In addition to raising the profile and mission of the GAPAN amongst all offices visited, the Master discussed such multifarious subjects as upset recovery training, the prohibitive cost of training, variations in legal punitive measures for those convicted of flashing cockpit with handheld laser pointing devices, controlled flight into terrain and in-flight and post-crash fires.

Of particular note, a clear and common understanding of a number of evolving issues were evident, the three top priorities of which were in need of urgent resolution: the growing imbalance between increasingly reliable technologies and human proficiency, the efficacy of current pilot training programs, and the inevitable insertion of Unmanned Aerial Systems into unsegregated airspace.
The following are the awards approved by the Court of the Guild for 2012 - 2013. The recipients will be formally presented with their awards at the Guild’s Trophies and Awards Banquet to be held at Guildhall, London, on Wednesday 23rd October.

LIFETIME CONTRIBUTION TO THE AEROSPACE INDUSTRY
The Guild Award of Honour
Awarded to an individual who has made an outstanding lifetime contribution to aviation.

Captain Jim Lovell USN

FLIGHT TEST
The Derry and Richards Memorial Medal
Awarded to a test pilot who has made an outstanding contribution in advancing the art and science of aviation.

Peter Wilson, BAE Systems

TRAINING
The Sir Alan Cobham Memorial Award
Awarded to the most meritorious student pilot graduating from a college or school of civil or military aviation and nominated by the Principal or Commanding Officer. Particular consideration will be given to the candidate’s progress during the course, including qualities of character, leadership, involvement in sport, recreation and voluntary service, in addition to flying and academic achievement.

Ms Myriam Gardeazabal.,
Graduate, Flight Training Europe

The CFS Guild Trophy
A periodic award to an individual, group or organisation that, in the opinion of the Court of the Guild and with the endorsement of the Central Flying School, has made an outstanding contribution toward the achievement of excellence in the delivery of military flying training or instructional standards.

RAF Search and Rescue Training Unit

The Pike Trophy
Awarded to an individual who has made an outstanding contribution to the maintenance of high standards of civil flying instruction and safety, taking into account working conditions and opportunities.

Mr Andy Dunstan, CAE Oxford

The John Landymore Trophy
Awarded to the outstanding candidate of that year for a Guild PPL Scholarship.

FLIGHT OPERATIONS
The Sir Barnes Wallis Medal
Awarded in recognition of an exceptional and innovative contribution to aviation.

Mr Nicholas Lappos

The Grand Master’s Medal
Awarded to a pilot under the age of 30 for outstanding achievement and endeavour in any field of flying activity.

Not awarded

The Master’s Commendation
Awarded at the discretion of the Master for commendable achievement in any sector of aviation.

The British Helicopter Team

The Brackley Memorial Trophy
Awarded to an individual, a complete aircraft crew, or an organisation, for an act or acts of outstanding flying skill, which have contributed to the operational development of air transport or transport aircraft or new techniques in air transport flying.

Not awarded

The Johnston Memorial Trophy
Awarded to an individual, a complete aircraft crew, or an organisation, for an outstanding performance of airmanship, for the operation of airborne systems or for the development of air navigation techniques and equipment.

Squadron Leader Simon Mellor, RAF

SAFETY AND SURVIVAL
The Sir James Martin Award
Awarded to an individual, a group, team or organisation, which has made an outstanding, original and practical contribution leading to the safer operation of aircraft or the survival of aircrew or passengers.

Not awarded

The Cumberbatch Trophy
Awarded to an individual, a team, group or organisation for an outstanding contribution to air safety, whether by the development of techniques contributing to safer flight, by improvements in ground equipment and services or by improvements in aircraft and component design.

Not Awarded

FOR OUTSTANDING COURAGE OR DEVOTION TO DUTY IN THE AIR
The Grand Master’s Commendation
Awarded at the discretion of the Grand Master for an act of valour or outstanding services in the air.

Not awarded

The Hugh Gordon-Burge Memorial Award
Awarded to a member or members of a crew whose outstanding behaviour and action contributed to the saving of their aircraft or passengers.

Lieutenant Bryan Peterson USN

The Prince Philip Helicopter Rescue Award
Awarded to an individual member of a helicopter crew, a complete crew or the crews of multiple helicopters, for an act of outstanding courage or devotion to duty in the course of land or sea Search and Rescue operations.

103 Squadron SAR RCAF Rescue 912

The Guild Award for Gallantry
Awarded to an individual, or crew of an aircraft, in any field of aviation for an outstanding act of gallantry. It is intended that this should be awarded on rare occasions for any act considered worthy of the award as soon as the facts of the event are clear. Awarded at the discretion of the Master and on the advice of the Trophies and Awards Committee.

Not awarded

GUILD ONLY
The Guild Award of Merit
Awarded for meritorious service to the Guild.

Not awarded
REGIONAL AWARDS

The Grand Master’s Australian Medal
Awarded to an individual, a group or organisation involved in any branch of aviation in the Australian Region or to Australian nationals abroad, who or which has made a meritorious contribution to any aviation activity, either by displaying technical excellence or by the development of a procedure or operational technique of an outstanding nature.

Emergency Management Queensland Helicopter Rescue

The Australian Bi-Centennial Award
Awarded as an ongoing commemoration of the Australian Bi-Centenary, to recognise an outstanding individual contribution to Australian aviation.

Mr Chris Sperou

The Jean Batten Memorial Award
Awarded in memory of the late Liveryman Miss Jean Batten, to recognise an outstanding individual contribution to New Zealand aviation.

Mr Lewis John Jenkins

AVIATION MEDIA

The Guild of Air Pilots and Air Navigators Award for Aviation Journalism.
Awarded to an individual journalist, publication or organisation for an outstanding contribution to the promotion or public awareness of aviation in general or of any important aspect of aviation activity.

Mr Pat Malone

THE MASTER’S AWARDS

The Master’s Medal
Awarded to any person in aviation, at any time, for an act or other achievement in aviation considered worthy of the Medal, as soon as the facts of the event are clear. This is intended to be an immediate award, made at the discretion of the Master and on the advice of the Trophies and Awards Committee.

Lieutenant Commander Vincent Jansen USCG

Sergeant Rachael Robinson RAF

Gazette

APPROVED BY THE COURT ON 12 SEPTEMBER 2013

ACKNOWLEDGED BY THE COURT

12 September 2013

REGRADE

To Livery

Adriano CORVIZZI
Peter TURNER
Basil Hugh VRACAS

To Upper Freeman

Benjamin Steven Dewey CHAPMAN

To Freeman

Daniel John BURMAN
Iain James ELLIOT
Susan Mary INGLE
Luke Bradley ROBERTS
Daniel Michael TYE
William Andrew James WILLIS

REINSTATEMENT

To Upper Freeman

Captain Charles Edward COOK

ACCEPTANCE OF NOMINATED ADMISSION

Freeman

Leslie KNIGHT (NA)
John SESSIONS (NA)

DECEASED

Ian CORNELL
Frederick GAZE (AUS)
Robert FULTON
Gordon MACRAE (AUS)
Peter SWAIN

RESIGNATIONS

Sonny BLINKINSOP (NA)
Michael BRUCE
Matthew CASH
Michael DARKE
John EAGLES
Alan FOSTER
Brian HANNAN (AUS)
Michael HARWOOD
Walter JOHANSON (AUS)
John McCORMICK (AUS)
Brian MILTON
Dominic PEARSON
Robert Clive RICKWOOD
Gerard STREET (AUS)
John WAGSTAFF
Catherine WOODS

ADMISSIONS

As Upper Freeman

Captain Michael Richard CRAFT
Captain Brian John CROFT (NA)
John Patrick DURNAN Esq
Captain Adrian Francis IRWIN BSc(Eng)
Geoffrey Alan LEDGER BAvn DSC AM (AUS)
Colonel Michael James MIXON USAF (retd)
(NA)
Guy Donald STORY Esq
Captain David John TRIBE

As Freeman

Richard Jeremy James BROWN Esq BA MBCS
David Anthony JELLY Esq
Alexander Juri KIRICZENKO (AUS)
Christopher Peter SPEROU Esq (AUS)
Paul TRETWEWEY Esq AFM
John TRIBE Esq BSc(Eng)
Paul Anthony TYRRELL Esq BA (AUS)

As Associate

Paul Alfred James HURST Esq
James SHRAGER Esq BA(Hons) MA ACA
Benjamin James WARD Esq BA(Hons)
Back in mid-July the CAA hosted a conference at the RAeS to bring together all interested parties to discuss the future of Class G airspace as part of its Future Airspace Strategy (FAS). It was led by the Chief Executive, Andrew Haines, and its Director of Safety and Airspace Regulation, Mark Swann. The CAA is to be applauded for its initiative creating this forum, and indeed for rationalising those parts of its empire that deal with GA into what is now called the Safety & Airspace Regulation Group (SARG).

Now I am well aware that the issue of Class G airspace polarises opinion (like few others) between the various constituencies that compose the Guild’s membership. I make no apologies for reporting on proceedings from a personal perspective, that of a GA practitioner.

First up was Air Marshal Sir John Allison - with a logbook that includes all significant fast jets in the RAF stable up to his retirement in 1999, and plenty of warbirds and permit aircraft since then, he is extremely well qualified to give an informed view. A vociferous and very knowledgeable proponent of the GA lobby, he pointed out that GA contributes £1.4bn to the national economy. He highlighted that, within the broad church that is GA, business aviation is little affected by the proposed changes, whilst microlighters for example, will on the other hand potentially suffer a lot - “what hope has non-commercial aviation got against such vested interests?” He sits on FASOG (the CAA sub-group working on the Class G re-design), and has been arguing vehemently that clothing the changes in a safety reason is unrealistic, since GA operates to different (i.e. lower) levels of acceptable risk than does Commercial Air Transport. Allison is a pragmatist, and is therefore depressed about how in the US, planning is always made to a known traffic environment, inside CAS - “an increased risk of airborne conflict”.

He reported that his pilots live in a “bubble” - a known traffic environment, inside CAS - and they like their bubbles. Further, the cockpits of Easyjet’s A319 and A320 fleet are not designed for the see & avoid flying necessary in Class G; pilots tend to interact with their Flight Management Systems rather than looking outside. Moreover (and this is my personal view) many of the young pilots now on the flight decks of low cost airlines have not had years of GA experience, as might have been the case a decade ago. They have come through fast track training at a PTO, and spent a lot of time in sims. They feel uneasy in class G.

He stressed how Easyjet evaluates the safety case for potential new routes. Here a dichotomy was exposed by one questioner: if Easyjet has concluded that say operations from Southend would be safe (in Class G), why is it now lobbying for Class D? Southend appeared to be an understandable touchstone for the audience’s grievances. From another viewpoint, “why are the low cost airlines operating in see-and-avoid airspace if they can’t see and avoid?” It seemed that Easyjet would fully support any measures that created a totally transponding traffic environment in its area of operations.

One glimmer of light emerged from the extensive QA sessions: NATS is investigating the development (and subsidy) of a lightweight portable ADS-B transceiver.

My overall impression from the conference was that GA will struggle to influence the CAA against the weightier interests of CAT. What continually escapes the CAA is that every incremental layer of regulation, every change (which is almost invariably inimical to GA) reduces safety. The simple reason is that it all adds costs for the private pilot. Rare is the man that has an infinite budget for his aviation. Every regulatory change has to be paid for from his relatively inflexible budget - so he flies less. He is less current when he flies - which means he is less safe.

In Class G the lighter end of GA looks destined to suffer the most. Sir John Allison concluded that we are in “a fight for survival here with little room for compromise”. He wins my vote! 🦅
Moth Magnificence at Woburn
DE HAVILLAND MOTH CLUB INTERNATIONAL MOTH RALLY
LIVERYMAN STEPHEN SLATER

Blustery winds and the threat of rain showers didn’t deter arrivals by either road or air, as the de Havilland Moth Club’s return to Woburn Abbey and Park proved a success with pilots and public alike. The 28th International Moth Rally attracted visitors from as far afield as the United States, Canada, Australia and New Zealand, as well as Belgium, France, Germany, Netherlands, Iceland, Switzerland, Scotland and Wales.

Visitors from closer to home ensured a full spectator area on Sunday, when some of the 80-plus assembled vintage and classic aircraft gave a spirited air show, culminating with the ever-popular “Tiger 9” display team, assembling nine Tiger Moths in close formation.

In addition to types celebrating 100 years of de Havilland aircraft designs and guest displays including Peter Holloway’s Fieseler Storch and the sole surviving Miles Hawk Speed Six, Kings Cup air racer, a new addition to the programme was the “Flying Dutchmen” from Seppe in the southern Netherlands, which despite the vagaries of air turbulence maintained an impeccable formation of a Piper Cub and two Tiger Moths. The team’s title was actually a misnomer, as the display was led by a lady pilot; Dr. Kirsten Schugard.

Light relief was added by a new twist to “Captain Neville’s” Flying Circus, who celebrated England’s victory in the Ashes tournament by staging a cricket match on Woburn’s grass runway, with the balls being bowled from low-flying aircraft, to brave batsmen Mark Stasiuk and Joe Wright!

Earlier in the day, a little piece of history was made when Henry Russell, Marquess of Tavistock, son of the event’s hosts the Duke and Duchess of Bedford, made a flight as passenger in a Tiger Moth. He became the fifth generation of the family to fly in a de Havilland aircraft, a precedent first set by the Flying Duchess, Mary, Duchess of Bedford in 1928.

In addition to the aircraft, over a hundred vintage and classic cars attended, with the unique “Reavell Special Rover” based on a pre-war Rover 12 chassis, winning the Bonhams Trophy for the motor car best summing up the “Spirit of the Event”. The award was received from Henrietta, Duchess of Bedford by Sharon Langford of Harwell in Oxfordshire, whose father bought the car from its first owner in 1959.

The equivalent Bonhams Trophy for aircraft was won by the 1930 de Havilland Racing Moth G-AAXG, owned by Simon Kidston, which had been flown into the event from its base in Norfolk by New Zealand lady pilot Jan Chisum.

The “Flying Duchess Trophy”, the de Havilland Moth Club’s premier Concours d’Elegance Award, was won by Tiger Moth G-AIXJ, owned by father and son, David and Duncan Green from Pulborough in Sussex.
The Guild of Aviation Artists held their Annual Exhibition from 22nd to 28th July at their usual venue, the Mall Galleries, located in the Mall just inside Admiralty Arch. As it transpired, their chosen first day was the Met Office recorded ‘Hottest Day of the Year’, as I presented myself in my woollen suit [My summer suits don’t seem to fit these days] and Guild Tie. A medical doctor present duly announced that the President had agreed that “Gentlemen may remove their ties”, in the name of heat exhaustion. Being the stoic and stupid boy that I am I declined, but did remove my woollen jacket to expose my bright red braces, which were standing sentry like either side of my Guild tie.

An estimated 400+ aviation art connoisseurs joined me on this special opening day and as we admired and marvelled at the works of art, we were well served by charming young ladies with tray after tray bearing wines, water and soft drinks for our consumption and relief. It was recorded that 446 aviation paintings were hung by 140 exhibiting artists. Interestingly, painting No: 446, entitled “Amelia’s First Air Show”, depicting a DH Moth with Vintage Bentley, was an historic painting by Edmund Miller FGAvA, exhibited at the invitation of the Chairman. Unfortunately this was one of only four works of art ‘Not for Sale.’

Mr Graham Cooke, MBE, GAvA, The Chairman of the Guild of Aviation Artists, gave a warm welcome to all the specially invited guests and thanked all the sponsors for their continued generosity. He also thanked the many helpers for their hard work and dedication in preparing the venue and hanging all the 446 works of aviation art. Mr Michael Turner, FGAvA, The Guild President, then introduced Air Chief Marshal Sir John Allison, KCB,CBE, RAF (Rtd), who would open the Exhibition and gave a short resume of Sir John’s flying career and reminisced on their friendship over the years, illustrated with amusing personal anecdotes, including the time he himself was learning to fly Chipmunks. Sir John then approached the lectern and regaled us with tales of his flying Phantom fighters as well as his association with the Shuttleworth Collection before declaring the Annual Exhibition open. This final subject was particularly appropriate to their Guild, as it was where they had held their AGM earlier this year and where they plan to hold it in 2014. To paraphrase Wordsworth, I then “Wandered lonely as a cloud” viewing painting after painting of aircraft from ‘String-bag to Concorde,’ totally engrossed. I spoke briefly with Guild of Aviation Artists’ Patron, Air Chief Marshal Sir Glenn Torpy, on the exhibition. I asked him if he had a favourite this year and he agreed with me that the standard was so high it was difficult to make a judgment - he had so very many favourites. All my life I have observed the birds in the sky and tried to identify and compare each species with their man made counterpart - aircraft. This came very much to mind when I gazed on paintings no’s: 125 & 105: both of Sunderland Flying Boats, the former circling over RAF Seletar, Singapore, by David Ellwood GAvA just like a large seagull and the latter of nature’s own white swan, ‘1930s Luxurious Lifestyle’ by John Peter Cutts, AGAvA.

Down on the ground I was emotionally moved by Graham Turner’s ‘Into the Hands of Fate’, showing the crew of a 59 Squadron RE8 dressing for a bitterly cold flight over the WWI trench lines.

There were a further 444 paintings for me to enjoy and the Mall Galleries was hosting the Guild of Aviation Artists Exhibition for a further week. I would heartily recommend all art lovers and especially all members of the Guild of Air Pilots and Air Navigators to visit this Art Exhibition next year and hopefully enjoy the visit as much as I certainly did.

The Guild of Aviation Artists hold their annual exhibition in the Mall Galleries every year in late July and I can heartily recommend our members to visit and enjoy, just as I do. Additional information on the Guild of Aviation Artists can be freely obtained by E-mail at admin@gava.org.uk or visiting their Website: www.gava.org.uk.
Every so often, usually in the vast deserts of the USA’s southwest, a hiker or backpacker will run across something puzzling: a large concrete arrow, as much as seventy feet in length, sitting in the middle of scrub-covered nowhere. What are these giant arrows? Some kind of surveying mark? Landing beacons for flying saucers? Earth’s turn signals?

No, it’s the Transcontinental Air Mail Route. On August 20th, 1920, the United States opened its first coast-to-coast airmail delivery route, just 60 years after the Pony Express closed up shop. There were no good aviation charts in those days, let alone any electronic nav aids, so pilots had to eyeball their way across the country using landmarks - a skill now hardly ever used by aviators. This meant that flying in bad weather was difficult, and night flying was just about impossible. The US Postal Service solved the problem with the world’s first ground-based civilian navigation system, a series of lit beacons that would extend from New York to San Francisco. Every 10 miles pilots would pass a bright yellow concrete arrow. Each arrow would be surmounted by a 51 foot steel tower and lit by a million-candlepower rotating beacon. A generator shed at the tail of each arrow powered the beacon. Now mail could get from the Atlantic to the Pacific not in a matter of weeks, but in just 30 hours or so.

Even the dumbest of air mail pilots, it seems, could follow a series of bright yellow arrows straight out of a Tex Avery cartoon. By 1924, just a year after Congress funded it, the line of giant concrete markers stretched from Rock Springs, Wyoming to Cleveland, Ohio. The next summer, it reached all the way to New York, and by 1929 it spanned the continent uninterrupted, the envy of postal systems worldwide.

Radio and radar are, of course, infinitely less cool than a concrete Yellow Brick Road from sea to shining sea, but I think we all know how this story ends. New advances in communication and navigation technology made the big arrows obsolete, and the Commerce Department decommissioned the beacons in the 1940s. The steel towers were torn down and went to the war effort. But the hundreds of arrows remain. Their yellow paint is gone, their concrete cracks a little more with every winter frost, and no-one crosses their path much, except for coyotes and tumbleweeds. But they’re out there.
I am delighted to report I have completed my scholarship at the London Gliding Club, Dunstable Downs and I am writing to you in order to thank you for awarding me the scholarship and to provide a report of the fantastic opportunity that you and GAPAN have given me.

The week was extremely exciting for me as I managed to launch every day, totalling 24 launches in the week using both aerotows and the winch. The instructor was excellent and due to his patience and clear teaching methods I was able to launch, fly and land the glider with relative ease. In addition to this, by day 3 I was thermal soaring and spinning which was a fantastic experience. Due to the opportunities the scholarship has given me I am now well on the way to gliding solo.

I was extremely lucky in the 5 days that I took my scholarship as the weather was perfect. Warm weather, brilliant sunshine and a few cumulus clouds provided thermals throughout every day. I was amazed at the visibility, especially on day 1 as while gliding back to the airfield my instructor and I could see London’s skyline over 40 miles away!

Jordan Goodwin and I were taught by the same instructor Ryan Berry using the ASK21 glider KEJ. Over the 5 days we brought the gliders out of the hangar, cleaned them and towed them to the airfield. The days began with 3 winch launches in the morning, where I practiced my handling and coordination of the glider using the elevators, ailerons and rudder to control the direction of the glider. Over the first couple of days my coordination skills greatly improved however my instructor was surprised when on day two I did a spectacular aerobatic left turn by pure accident! During the morning launches I did a small amount of thermal soaring, gliding over the nearby towns of Leighton Buzzard and Dunstable. However in the afternoon the thermals were much more prominent the glider was able to thermal at higher knots therefore I was able to glide further and higher which allowed me to see more of the beautiful surrounding countryside, increase my skills in thermal soaring and coordination and to explore the feel of the glider in sink and in thermals. In addition I learnt how to fly the glider efficiently in order to achieve the maximum distance and height.

One of the main highlights of the week for me was the winch launching. The power at which the glider is pulled into the air is phenomenal! Over the week I did 19 winch launches and during this time I was able to perfect launching the glider using the winch. It all happens very quickly and maximum concentration is required but it was exhilarating and I enjoyed every second. On the 4th and 5th day I was launching the glider without any help from the instructor which greatly improved my confidence and therefore my gliding ability. Another highlight of the week had to be flying inverted! My instructor took control and looped the glider into the inverted position whereby we flew upside down! The experience was fantastic and has fuelled my passion for flying and gliding further.

The members at the London Gliding Club were very welcoming and friendly and supported and advised me throughout the scholarship which was a great help in improving my gliding technique.

I thoroughly enjoyed my time at the London Gliding Club and I am very pleased with how much I have learnt. I will continue to glide and go solo as this scholarship has brought me very close to achieving this. I have really caught the ‘bug’ for gliding. Thank you once again for awarding me this scholarship and for giving me the opportunity to experience so much in the 5 days; I am very grateful.
Being awarded the 2013 Sir Sefton Branker PPL Scholarship has certainly been a life changing experience. The opportunity to spend eight weeks of the summer, in an aviation specific environment, flying nearly everyday is one that does not come around all that often!

I was absolutely delighted when I got the email congratulating me on being awarded one of the coveted PPL scholarships that GAPAN offer; it definitely took a while to sink in! I was placed with the Cotswold Aero Club at Gloucestershire Airport to undertake my training. With three runways, full Air Traffic Control and the fact that the airport is the busiest general aviation airport in the United Kingdom, all led to a challenging but very rewarding flying experience. The club itself has the prestigious honour of being one of the oldest flying clubs in the United Kingdom and is a very professional operation, with excellent instructors and a fleet of modern, well-equipped Robin aircraft. I hope to remain affiliated with the club in years to come.

I found that by immersing myself into the course, I was able to retain a considerable amount of information from previous flights. This coupled with being able to reference aspects of the written exams, which I was taking in conjunction with the flying course, all made for a very successful and efficient learning environment. A few weeks after starting the course, it was time for my instructor to jump out leaving me to eagerly head out on my first solo, probably the most memorable experience of any pilot.

Every flight was designed to build on my previous experiences but each time pushing me a little further. Following my first solo was out of circuit operations which led to solo airfield rejoins, followed by landaways, which were complemented by solo landaways and with all the ground school exams passed and my Qualifying Cross Country completed, I found myself embarking on my skills test. Fortunately everything went very smoothly and I am now the proud owner of a Private Pilot’s License.

The scholarship has given me so much more than a PPL; it has given me the opportunity to meet many like-minded people at varying stages of their flying careers who all share a common interest of flying, all of whom have been able to offer me a valuable insight into the world of aviation.

As my PPL course has come to an end, I now look forward to commencing a BSc Air Transport Management degree at Loughborough University, where there are plenty of opportunities to get involved with aviation through numerous flying related clubs and societies.

I’d like to take this opportunity to thank everyone at the Cotswold Aero Club for their expertise in flying training, general encouragement and supportiveness. And finally, I am extremely grateful and proud that GAPAN awarded me this scholarship as gaining it has been the first step towards my ambition of becoming a commercial airline pilot.
DAA Activities
Since last issue I have met with Andrew Brooke of the Air League, attended an Industry Round Table session at Department for Transport (DfT) on changes proposed to the EASA Basic Regulations and Single European Sky Phase 2+, collated and updated the Master on topics that currently concern our technical committees prior to his tour of North America, attended a PR Group and an E&TC meeting and held a new meeting with all the Technical Committee Chairmen. Background activities have included preparation for the above, cameo coordination for future meetings, some riveting background reading in preparation for the DIT Round Table and reviews of CAA, EASA and Airport Commission communications.

The DIT Round Table was perhaps most notable for BA’s request that future regulations should provide for airlines to be compensated financially for poor airport or air navigation services performance, which is perhaps a sign of the times. It also revealed a plan to drop 'Safety' from the EASA title, making it the EAA in line with ‘normal’ EU nomenclature and uncannily similar their US counterpart’s title. I’m sure that the general media will make much of the removal of Safety from the EU aviation regulator’s title in due course.

Unfortunately, time has not permitted me to analyse the relative flood (100+) of responses to my survey sent out to all members and repeated in the last edition of Guild News. Time permitting, I hope to have this available by the next Court. In contrast, the Technical Chairmen Meeting proved so useful that all asked it be held annually in future. It provided a chance for the chairmen to discuss the structure, terms of reference, areas of coverage and outputs of our technical committees away from the pressures of actually running a meeting. We were also able to examine where we worked well and where we did not with the aim of investigating how and how we could be more effective in future, which I’m sure will be the topic of future News articles.

In July, I offered our assistance to the UK Airports Commission, pointing out that no one on the Commission or its Panel of Expert Advisors had experience of operating commercial aircraft or knowledge of safety of flight issues. The Commission has now responded, saying that they rely on the CAA for such matters when it is necessary. The Guild’s ‘Short and Medium Term’ input to the Commission was reported on the Commission’s website. Some of you may have noticed that our ‘Long Term’ input is not referenced on their website, despite being submitted well in advance of the deadline; I am investigating this with the Commission’s administration!

SKYbrary Trial
SKYbrary www.skyclibrary.aero/index.php/Main_Page is an electronic repository of safety knowledge related to air traffic management and aviation safety in general. It is also a portal, a common entry point, that enables users to access the safety data made available on the websites of various aviation organisations - regulators, service providers, industry. SKYbrary was initiated by EUROCONTROL in partnership with ICAO, the Flight Safety Foundation, the UK Flight Safety Committee, the European Strategic Safety Initiative and International Federation of Airworthiness with the aim of developing a comprehensive source of aviation safety information and making it available to users worldwide. I recommend a visit to their website.

The Guild is currently involved in a trial as a provider of review/commentary for up to 6 SKYbrary articles each month. At the beginning of September SKYbrary provided me with 6 documents for the Guild to review and these were allocated and distributed to the reviewers the same day. Currently, there are only 13 volunteers (including me) from amongst the 1300+ UK membership willing to carry out reviews. As each document must be reviewed by 3 different people, the volunteers have been allocated 1 or 2 papers and asked to complete their reviews in time for me to consolidated responses (or resolve differences of opinion) prior to sending a response to SKYbrary by the end of the month. Guild coordination and correspondence will be primarily by email.

Unfortunately, it has not permitted me to analyse the relative flood (!00+) of responses to my survey sent out to all members and repeated in the last edition of Guild News. Time permitting, I hope to have this available by the next Court. In contrast, the Technical Chairmen Meeting proved so useful that all asked it be held annually in future. It provided a chance for the chairmen to discuss the structure, terms of reference, areas of coverage and outputs of our technical committees away from the pressures of actually running a meeting. We were also able to examine where we worked well and where we did not with the aim of investigating how and how we could be more effective in future, which I’m sure will be the topic of future News articles.

In July, I offered our assistance to the UK Airports Commission, pointing out that no one on the Commission or its Panel of Expert Advisors had experience of operating commercial aircraft or knowledge of safety of flight issues. The Commission has now responded, saying that they rely on the CAA for such matters when it is necessary. The Guild’s ‘Short and Medium Term’ input to the Commission was reported on the Commission’s website. Some of you may have noticed that our ‘Long Term’ input is not referenced on their website, despite being submitted well in advance of the deadline; I am investigating this with the Commission’s administration!

Environment Committee
With the August stand down, the Environment Committee has not met since last Court. In advance of the next meeting scheduled for October, a smaller gathering is planned in September to examine specific topics for the Committee to address in the future, with the aim of identifying topics that either are likely to be in the public eye or, through our promotion, would benefit the cause of the aviation industry.

Technical & Air Safety Committee (TASC)
Following the August stand down, TASC meets on 10 September when Mark Greenfield of Ultimate High will present on the controversial topic of Upset Training. Other topics will include GPS vulnerability to jamming, threats from space weather and laser attacks and RA2. New business will include the Asiana B777 accident and, more generally, crew response to (and knowledge of) flight deck alerts. Understanding the fundamentals behind Loss of Control In-flight (LOC-I) and, perhaps more importantly, the most effective corrective measures to reduce the likelihood of LOC-I in all types of aviation will continue to be at the forefront of this committee’s work.

From the desk of the Director of Aviation Affairs

LIVERYMAN JOHN TURNER
Bertie Vigrass - From Swordfish to Attacker

AN EXTRAORDINARY CAREER IN NAVAL AVIATION - FIGHTING THE FRENCH IN ONE OF THE WAR’S "HIDDEN" COMBINED OPERATIONS

LIVERYMAN PAUL SMIDDY

92 years young - and still involved in Naval Aviation! Commander Bertie Vigrass OBE VRD, and Liveryman of the Guild, had an illustrious career in WW2 and beyond, in which the carrier of that name featured large. He participated in some interesting and little-known actions, retaining to this day a strong interest and active involvement in flying.

For the last 16 years 2002 Bertie has been Controller of Operations of the Naval Gliding Scholarship Course programme of the FAAOA Aviation Scholarship Trust. This gives gliding tuition to solo standard to up to forty young students each year. They also have powered aircraft experience in light aircraft of the FAA’s earliest fixed wing aircraft (the Swordfish).

Bertie supports the programme as it sustains the notion of Naval Aviation in air-minded youth, but budget constraints prevent direct funding. One of Bertie’s tasks is therefore to raise funds each year from corporate and individual sponsors to enable the scheme to continue.

Two years ago Bertie had a welcome invitation to RAF Cottesmore for the last Taranto Night dinner of the Harrier Force before its disbandment. He attended this event with some poignancy - a lament for the last fixed wing carrier aircraft (at least for some time) - and Bertie had operated one of the FAA’s earliest fixed wing aircraft (the Swordfish). Even more appropriately, he had joined the Navy on the day of the Taranto raid - 11 November 1940.

Having enlisted at the age of 19, with the firm objective of wanting to be a pilot, Bertie decided upon the Royal Navy because he believed that flying from ships at sea would be more varied and far more interesting than flying with the RAF’s Fighter or Bomber Command. But first a two month course at HMS St Vincent (at Gosport) saw him learning sailor-like skills such as Morse, semaphore, knots & splices, and “boat pulling” round Pompey Harbour. Half his course was checked as they did not take this phase sufficiently seriously. Bertie adopted a more studious approach, as he had no desire to spend the rest of the war in bell bottoms.

Initial flying training was at Elmton (then a grass field, now the site of Birmingham Airport) on Tiger Moths. He was sent solo after 5 hours by RAF Sergeant Jameson, after an unseasonal run of good winter weather. Less fortunate colleagues were checked if they had not gone solo after 10 hours. It was an interesting environment: the Tigers were non-radio, the airfield was downwind of the Birmingham industrial clag, and enroute for German bombers attacking the city. There were no useful line features in the vicinity, and Bertie recalls that the trick was to locate the Hams Hall power station by its resident towering cloud, and fly from it on a pre-determined course to the airfield.

After that 50 hour course, the choice for advanced training was Luton or Canada. Volunteering for the latter, he joined 27 other young naval airmen who embarked at Liverpool with a much larger group of RAF students for the passage to Halifax. The supervising RAF officer thought Bertie and colleagues were part of the ship’s crew, and consequently gave them no duties. All this changed when they were rumbled two days out from Nova Scotia!

They arrived at Kingston, Ontario: advanced training, as became a pattern through the war, was in clapped out types that had far from saved themselves on operations, in this case the Fairey Battle, only one or two of which had been converted to dual control. The instructors were all RAF pilots who had managed to survive the Battle of France. Some who had been shot down were understandably “twitchy”. Taxiing on the first flight was a challenge, since none of the course members had encountered foot brakes before, and Bertie’s instructor had forgotten to brief him on them!

He survived the Battle, and was rated above average for flying and nav, the latter possibly because he had developed the art on the naves of reading the name of railway stations which were in very large letters on station roofs throughout Ontario.

On return to the UK, Bertie was awarded his wings and commissioned as a Sub-Lt, before being despatched to the Royal Naval College at Greenwich for 3 weeks of learning how to hold a knife/fork/spoon, and other officer-like skills. The next posting was to 785 Sqn at Crail for operational training. Like most of his Kingston colleagues, he had been selected as a torpedo/bomber/reconnaissance pilot. Those who had chosen the Luton route mostly ended up on fighters, possibly due to the type of training aircraft available to them there (the Harvard).

He was happy with his lot, considering the role of a TBR pilot more interesting. At Crail he flew Swordfish and the less popular Albacore. Much of the time was spent on learning the difficult trade of dropping torpedoes accurately. The requirements for a successful torpedo drop in a Swordfish were very precise: 86 kts IAS, 50’ above the water, in perfectly level flight with no skid; release at 1000 yards from the target with the correct deflection to allow for the target’s speed - which could be considerable given the slow transit of the torpedoes.

On-board cameras recorded the data on each drop - the resultant charts are still pasted in Bertie’s logbook. The CO at 785 was Major Oliver Patch, the Royal Marine who had won the DSC for his role at Taranto, and later the DSO for other Mediterranean ops. The more Bertie learned about the details of the Taranto mission (when he later joined the Illustrious, many of his colleagues were Taranto veterans), the more he was impressed by their skills in dropping their torpedoes in a confined harbour, with shallow water, and under intense enemy fire.

After two months at Crail, he moved to Arbroath to learn the dark arts of deck landings and dive bombing by day and night. Here the runways were treated as a carrier deck, one runway complete with wires. A “deck landing control officer” aka a batsman, was also on duty most of the time.

Whilst on leave at Christmas 1941, he learned he had been posted to his first front-line operational squadron - he joined 829 NAS with its Swordfish at Eastleigh on his 21st birthday - 11 January 1942. With two other Swordfish squadrons (810 & 825) which were also forming up it moved to Lee-on-Solent, and Bertie spent many an hour dropping torpedoes on the Stokes Bay range.

825 Sqn under Lt Cdr Esmonde, was despatched in February 1942 to Manston to prevent the German Navy’s famous “Channel Dash” - where all aircraft were lost and Esmonde received a posthumous VC. 829 and 810 flew to Macrihanish as they were about to embark on the Illustrious, which was in the Clyde. On the way up to Scotland 829 stopped at Tern Hill for fuel, but were halted by the weather. Some of the more far-sighted 829 pilots unclamped their bicycles from their Swordfish’s torpedo racks, and cycled to the mess - to the astonishment of their RAF hosts.

Once departed from Tern Hill, the squadron
The 4-5 hour patrols were arduous - the usually a complete lack of visual references. would topple after take-off, and there was loaded with weapons, the gyro instruments consistently terrifying aspect of his career: takeoffs in a Swordfish were the most were expendable. He reckons that night- navigation had to be precise, with frequent wind checks. Bertie then realised that "we their ship. Flying by compass alone, usually at no more than 800 feet, dead reckoning navigation had to be precise, with frequent wind checks. Bertie then realised that “we were expendable”. He reckons that night-takeoffs in a Swordfish were the most consistently terrifying aspect of his career: loaded with weapons, the gyro instruments would topple after take-off, and there was usually a complete lack of visual references. The 4-5 hour patrols were arduous - the Swordfish lacked effective rudder trim and the pilot typically ended the patrol with a very sore left leg. At least at those latitudes the draughty Swordfish did not provoke frostbite - he “cannot imagine what work on the Russian convoys was like”. The force arrived in theatre with precious little intelligence, other than some aerial reconnaissance by the SAAF. When the invasion started, the task was to take the harbour of Diego Suarez, and the town of Antisaranana at the island’s northern tip. It was known that a squadron of Vichy French Morane-Saulnier 406 fighters was based at Diego’s airfield. The Marines made a successful night landing on the north west coast, but were later held up by some strong French opposition. The TBR squadrons of Illustrious and Indomitable (recently joined from the Eastern Fleet) were flown off before dawn. All the aircraft on the first missions dropped leaflets designed to persuade the French forces to defect to the Allied cause “French naval comrades - show that the French fleet is with the country in contributing to the liberation of the homeland” etc. After these were dropped, if the French then opened fire Bertie and five other craft could drop their torpedoes. His other colleagues were carrying depth charges or bombs. A little unfair, in Bertie’s view, that the French were allowed the opening shots. They flew off before dawn at 0500, approaching in battle formation, before breaking for their individual attacks. Bertie successfully dropped his “fish” at the “biggest thing I could see”, but does not know whether it was his that scored a hit. Bertie remembers heavy AA fire (his logbook laconically records that the “French threw lots of red ping pong balls about”). Two submarines and three ships were sunk or wrecked; several French aircraft were shot down, and the airfield badly damaged. The tempo continued for 3 days, but the land forces were making little headway as French shore defences were good. Major-General Robert Sturges, of the Royal Marines, decided more drastic action was required. He and Syfret hatched a plan: 50 Marines from Ramilles, the aging battleship, would transfer to the destroyer Anthony which crossed Diego Suarez harbour at speed to land them on the quayside at Antisiranana. As the Marines ran up the High Street firing in all directions the Swordfish of 810 dropped parachutists (six a piece) behind the French lines. If you thought six paratroopers was beyond the capability of a Swordfish, you would be right - they were merely boiler suits filled with sand, and attached to a parachute, and thence to the bomb rack! The plan worked perfectly and the French surrendered. The invasion had cost the British 105 killed and 283 wounded; the French lost 171 and suffered 343 casualties. The strategic interest of the Japs in the island was shown in dramatic fashion: Bertie recalls seeing the wake of two torpedoes pass HMS Indomitable (the other carrier). They had been fired by a Japanese two man midget sub; one damaged Ramilles, the other sank a tanker. The midget crew were captured. After Madagascar the Illustrious joined the Eastern Fleet in operations off Burma, with 829 being merged into 810 to form a squadron with 18 aircraft. Whilst within range of Japanese fighters, 810 chose to operate only at night - the Channel Dash episode having demonstrated the Swordfish’s vulnerability to a fighter attack in daylight. These night ops carried obvious other dangers. The Navy continued with its policy of strict radio silence, whilst the dark ship policy added to the hazard of night recoveries. The pilots turned onto finals guided just by the phosphorescence of the wake. The batsman was grudgingly allowed to show dim lights for the last 200’ of the aircraft’s approach.
In March 1943 the Illustrious took 829 back to Scotland, where it was to re-equip with the Fairey Barracuda. (The Commander Air had informed his superiors that the squadron would not go to war in Swordfish again). The squadron was given only six weeks for the task. Bertie and colleagues had to spend a week on monoplane conversion training (on Miles Masters and Hurricanes) at Errol. They flew newly minted Barracuda IIs from Lee-on-Solent for a month. This was a step up in performance with torpedo runs done at 200 kts and 500'. But many crews of other squadrons had fatal accidents due to the type's idiosyncratic handling. The torpedo procedure was to dive at 260kts (with airspeed restrained by flaps), level off, select flaps in, but this last action took 7 seconds, which then produced a mammoth nose-down trim change. Dangerous for the uninitiated at torpedo-dropping heights. Bertie was tasked with returning to the ship two days ahead of his colleagues to do catapult and arrester wire trials with various payloads of bombs and torpedoes.

Lusty then sailed to Norway in a combined US and Royal Navy mission (Operation Governor) to try to lure the Tirpitz into battle. Its next task was to escort the Queen Mary - with Churchill on board - across the Atlantic for his meeting with Roosevelt in Quebec.

Illustrious then returned to the Med, to take part in Operation Avalanche, the invasion of Italy at Salerno. On one flight Bertie and colleagues found themselves flying a patrol around the Italian fleet on their way to surrender at Malta. In Autumn 1943 Illustrious returned to the UK, and Bertie left the ship and squadron after a period of two years. He was appointed to 769 NAS as deck landing instructor at Easthaven; after six months he was promoted to Lt-Cdr and given command of 767 another deck landing training squadron at Easthaven. By May 1945, having just completed the Advanced Air Strike course at the School of Naval Air Warfare at St Merryn, he was given command of 818 - an 18 aircraft Barracuda squadron. His task was prepare it to serve on the Colossus Class carrier with the Pacific Fleet. After decommissioning the squadron, Bertie returned to civilian life. But the draw of naval aviation remained strong: in March 1949 Bertie completed a jet conversion course, as which operated the Firefly. Two years later Bertie completed a jet conversion course, as 1833 was to be re-equipped with Attackers. 1844 then switched to Avengers.

Bertie was awarded the OBE in 1954 for services to aviation. Of the 25 types flown, the one which gave him the greatest pleasure was the Gloster Gladiator, followed swiftly by the Seafire 17. However he also maintains the Seafire 17 was the most difficult of all aircraft to operate from a carrier - before the days of the angled deck - because of the lack of forward vision, and its violent swing on take off. These days what gives him greatest pleasure is to witness a 16 year old complete a first solo on one of his Naval Gliding Scholarship courses. From Swordfish to Attacker - Bertie has enjoyed quite an aviation career.

He required his aircrew to fly 3 out of every 4 weekends most of the year, as his squadrons were required toi carry out periods of continuous training every summer, either embarked in an aircraft carrier or in Malta, so they had to be up to speed. Bramcote became a centre of excellence for reserve flying. But this came to an abrupt halt after the 1957 Defence Review - the Sword of (Duncan) Sandys had fallen. Surviving officers of the MAD still hold an annual dinner in the Mess at Bramcote (which is now the home of the Ghurka Signals Regiment).

Bertie was awarded the OBE in 1957 Defence Review - the Sword of (Duncan) Sandys had fallen. Surviving officers of the MAD still hold an annual dinner in the Mess at Bramcote (which is now the home of the Ghurka Signals Regiment).