



Air Pilot

APRIL 2019 ISSUE 32





AIR PILOT

THE HONOURABLE
COMPANY OF
AIR PILOTS
incorporating
Air Navigators

PATRON:

His Royal Highness
The Prince Philip
Duke of Edinburgh KG KT

GRAND MASTER:

His Royal Highness
The Prince Andrew
Duke of York KG GCVO

MASTER:

Malcolm G F White OBE

CLERK:

Paul J Tacon BA FCIS

Incorporated by Royal Charter.

A Livery Company of the City of London.

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Diary

APRIL 2019

4th	GP&F	Cutlers' Hall
6th	Pilot Careers Live	Heathrow
11th	ACEC	Air Pilots House (APH)
24th	Lunch Club	RAF Club
24th	Cobham Lecture	RAF Club

MAY 2019

2	Court Lunch with the Poulters	Cutlers' Hall
16	Inter-Livery Clay Pigeon Competition	Holland & Holland
	GP&F	APH
	Court	Cutlers' Hall
21	Technical Committee	APH
23	Livery Dinner	Drapers' Hall

JUNE 2019

3	Pilot Aptitude Testing	RAF College, Cranwell
13	GP&F	APH
19	AST/APT	APH
27	T&A Committee	APH

VISITS PROGRAMME

Please see the flyers accompanying this issue of Air Pilot or contact Liveryman David Curgenven at visits@airpilots.org.

These flyers can also be downloaded from the Company's website.

Please check on the Company website for visits that are to be confirmed.

GOLF CLUB EVENTS

Please check on Company website for latest information

Cover photo: Our new abode - Air Pilots House, near London Bridge

A message from your Editor...

As our hard-working office staff have recently been reminded, the keeping of physical records has a penalty – they require a lot of sweat, tears, and possibly blood, when it is time to move them! Members will, I hope, join me in thanking them for their efforts in setting up our new home.

But in the absence of physical records I fear for the task of historians in twenty years' time: where will they find the source material that defines human interaction? Expressions of love and hate, war and peace, used to be chronicled in letters, and written memos. Piecing together the emotions of two people, or the opinions of nations, will be much more difficult if they were expressed at the time in texts, emails, or Snapchat or Whatsapp messages. And what chances would you give of your descendants being able to download your documents from the cloud? We have already seen how intransigent is Apple when it comes to even police forces accessing the memory of devices of the dead or those under investigation.

Why, you might wonder, am I ranting about this downside of web and mobile communications? In this issue Tom Eeles has reviewed the excellent autobiography of Sir Richard Johns, a former Chief of the Air Staff. Many former CAS continue to keep their own counsel, so, as Tom's review brings out, *Bolts from the Blue* is a valuable insight into the problems of high command, and our military thinking, in that recent era. In this issue I have reviewed an autobiography by one of our members, Bill Innes. His career was largely in the airlines, but again it gives good insight into one aspect of Britain's post-war civil airline development (the Highlands & Islands service). Tom also submitted a very amusing yarn from his Buccaneer days, which I am sure you will enjoy.

In my view it is vital that we set down our experiences in physical form (even if only for family consumption). By the same token I welcome other stories in the mould of Tom's. Once it appears in print in *Air Pilot*, it can never be forgotten!

Paul Smiddy - Editor



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News Round Up

NEW HOME, NEW CHAPTER

The move into the new property in Southwark is now complete and the office is fully functional in the new location. A new chapter for the Company begins.

It will still be some time before all boxes and general equipment have been unpacked and sorted and we are settled at the new premises in all respects. But, meanwhile, it is functional as a meeting location and members/visitors are welcome to call. Directions to find us are on the website at <https://www.airpilots.org/contact/>

If planning on visiting, it does help if you call ahead as the office can be quite a busy place, and so it is easier to accommodate visitors if we know about them in advance.

RUTH CUNDY



Mistress Denise, Ruth, Mistress Elect Vanessa

One afternoon in January the President's Room at the RAF Club was full – not just of Company folk, but of bonhomie, tinged with a touch of sadness. The reason for the party was to say farewell (well, sort of) to Ruth. A lady who has brought (not so quiet) efficiency to the office, and many laughs too. Most UK members will have had dealings with our formidable majorette domo at some stage, and cannot fail to have been impressed by her good humour, and encyclopaedic knowledge of the Company's affairs. The large attendance was testament to the affection in which she is held.

The Master, Colin Cox, presented her

with a ship's decanter, filled with port, on behalf of the Company. She will continue to carry out some work for us, mainly from home, and in areas such as the website. We wish her well – and many enjoyable hours with husband Barry on the water in their Moody 42, or in the air, ballooning.

CAA BREXIT ADVICE

At the time of writing there is no certainty as to whether or how Great Britain will leave the European Union at the end of March. It is perhaps worth remembering that the UK CAA has issued advice, to the degree to which it is able, which can be found here:

<https://info.caa.co.uk/eu-exit/>

RAY JEFFS CUP: GOLFERS - THE COMPANY NEEDS YOU!

You may or may not be aware that the Honourable Company of Air Pilots runs a charity golf day every year; the Ray Jeffs Cup. The event was started 18 years ago by the late Liveryman John Mason to raise funds for the Duke of Edinburgh's Award. It has established itself as a very enjoyable and sociable competition for Livery Companies as well as a successful charity event and in its first 18 years over £61,000 has been raised for this charity, helping 43 schools in the Greater London Area to set up or fund their schemes. Last year's event raised £3,300 for the cause.

The Ray Jeffs Cup is a 4-person team competition played over one round. The basis of the team score is the sum of the best two Stableford scores on each hole, played off full handicap up to a maximum of 23 for men and 28 for ladies. There will be prizes for the best three teams, the best three individual scores and nearest the pin on the four par-threes. (Current holders the Actuaries).

It is a very relaxed and enjoyable day's golf, and will once again take place at Hartley Wintney Golf Club on Thursday, 25th July 2019. The Club is very easily

reached by the M3, leaving at Junction 4A (approaching from M25), or Junction 5 if coming from the south west. The cost for a team of 4 players is £320 which includes a bacon roll and coffee/ tea on arrival, a buffet lunch and prizes. There is always a raffle to help with fund raising. Any help with offers of raffle prizes such as visits, vouchers would also be much appreciated – we have had everything from simulator visits, signed photographs of the RAFAT, to beautifully turned wooden bowls from a member of the Turners Company.

Over the past few years it has been very disappointing that the Air Pilots has continually struggled to field teams from within our Company for our own Charity Golf Day. There must be many golfers within such a large company as ours who would enjoy playing in the event in support of this very worthwhile cause.

If you are a golfer would you please give serious consideration to entering the event preferably as a team of 4 players (feel free to include guests in your team) or as an individual. Liveryman Rick Thomas will be happy to co-ordinate individual entries from the Air Pilots into teams of four. Please contact him by e-mail at rick747436@gmail.com if you would like to know more or enter the event.

The Honourable Company also has a golfing society which in recent years has seen a decline in membership. If there any Company golfers who would enjoy meeting with your colleagues for some enjoyable golf through the year please contact Rick who will pass your details to the Society Secretary, Danny Hendry.

PLASTICS ON AIRLINERS

The UK supermarket chain Iceland has taken the lead in its industry in driving down the use of single-use plastics and non-recyclable materials in its packaging. A recent long-haul flight (on British Airways) brought home to the Editor that the airline industry is shameful in this regard. By my own very rough

estimation, each passenger could be subjected to a blizzard of up to 100 grammes of plastic on such a flight. The passenger cabin after such a flight is a sea of detritus, and I wonder how much is properly recycled.

As aircrew and passengers fly over the world's oceans perhaps they should spare a moment to think about the aviation industry's contribution to their pollution?

THESPS AND MUSOS

The Editor recently noticed an article in *Flying*, the US magazine, by David Mamet, the noted US playwright and film director. He has become a new columnist for that magazine, and clearly is an aviator of some experience (IR-rated, and owns a F33). This stimulated a review of other creative types who share our passion.

In the UK the list would start with David Jensen ('Only Fools & Horses'), and one might I suppose include Lord ('Sur Alan') Sugar, as much of *The Apprentice* is ham acting. Not that I have ever heard either of their distinctive voices over the English radio waves. And chief muso pilot has to be Bruce ('Iron

Maiden') Dickson (ATPL).

But the list in the US is really surprisingly extensive; it includes: Angelina Jolie, Kris Kristofferson (ex US Army helis), Hilary Swank (post her appearance as Amelia Earhart), Dennis Quaid (post *The Right Stuff*), Tom Cruise, Morgan Freeman, John Travolta, Clint Eastwood, and Harrison Ford (infamously).

A RENMINBI FOR YOUR THOUGHTS, SIR

Spare a thought for Chinese airline pilots. A passenger in that country was recently arrested and imprisoned for throwing coins into an engine intake prior to boarding an airliner. Presumably he thought it would bring him good luck – instead it brought him seven days in gaol, and a fine of GBP16,000 (for lost revenue)! The aircraft was owned, ironically, by Lucky Air.

KING OF ARMS

Congratulations to Assistant Air Chief Marshal Sir Stephen Dalton on his new appointment as King of Arms (of the Most Honourable Order of the Bath), in succession to Admiral Lord Boyce.

CESSNA / HERC ACCIDENT

The Company's fantastic season of visits, ably organised by David Curgenvin, is about to get underway. Several will be at RAF stations. Where possible the Editor, like many members, prefers to fly to visits taking place at an airfield, whether civil or military.

Members should therefore take note of a recent accident report. In July 2018 a Cessna Turbo Skylane suffered tip and multiple prop strikes at RAF Brize Norton. At the time it was about to do its power checks on a taxiway, when a C130 Hercules in front began a propeller overspeed check. The Cessna pilot believed he was 50–100 metres behind the transport aircraft, when in fact he was nearer to 25 metres. The slightly amazing aspect of this accident is that both captains were ATPLs (with more than 3,000 hours apiece), and indeed the Cessna pilot had spent most of his career flying large transport aircraft, including the Hercules (on which he was qualified).

So if visiting an RAF station this summer – keep well clear of heavies!



TOSSING AND RUNNING, OR IS THAT RUNNING & TOSSING?

It's that time of year again. The Poulterers organised their annual Pancake Race in the Guildhall Yard. Eloise from our office again put in a very strong showing. Whilst the Master and Master Elect seemed to be showing only suspiciously under-used trainers, and lots of white leg!



RYANAIR BOSS ATTACKED OVER €99M BONUS PLAN

Ryanair's unions have criticised chief executive Michael O'Leary after the company announced he could receive a bonus of up to €99m, depending on the group's share price performance.

Royal London Asset Management, a Ryanair shareholder, was reported as calling the potential award "wholly inappropriate....Asking shareholders to pay directors more than €100m for achieving a marginal improvement over its share price high in August 2017 is ludicrous".

AIRBUS A380 DECISION

On February 15th, as the DAA notes, Airbus Industries announced the cessation of production after cancellation of Emirates' order. Only another 17 jets will roll off the production line: 14 for Emirates and three for Japan's ANA.

If this is driven by a shift in airline demand for smaller aircraft more suited to regional airports, it does rather call into question Britain's Department of Transport's strategy to develop Heathrow (an archetypal hub & spoke airport), at the expense of the nation's regional airports. This, in the words of the (London) Times "will embed an expensive airport monopoly...And, thanks to the restrictions on night flights, it won't even be a 24 hour hub anyway".

HEATHROW IN 2018

Recorded revenues of £2.9bn (+3%), and pre-tax profits of £267m (+23%). Passenger numbers grew 2.7% to 80.1m. Revenue growth from retail grew almost 9%.

So, if the editorial abacus is working correctly, profit per passenger rose 20% to £3.33.

SOLO WORLD TRIP FOR RAFBF

From June to July this year Freeman Alexander Quessy is planning a solo circumnavigation of the world in a DA62 light twin in support of the 100th anniversary of the Royal Air Force Benevolent Fund (RAFBF). The project is called FLIGHT100 and promises to be an ambitious undertaking, which should represent a key fundraising activity in the RAFBF's centennial calendar. Alexander intends to make use of cutting edge navigation, communications, avionics and safety technology to ensure the flight is completed with the lowest risk.

The trip can be followed, and funds donated, via the following media:

www.flight100.org.uk

www.facebook.com/Flight100/

and Instagram:

https://www.instagram.com/rafbf_flight100/

We look forward to hearing Alexander's account of his trip when it is successfully concluded.

LAST FLIGHTS

We note the death of two different aviators in recent weeks.

David Hockings died in a light aircraft accident returning from Spain on 8 January.

David gained his PPL aged 23 and began a long period of restoring wrecked aircraft and acquiring insurance write offs for projects. He later went to work at the CAA in the newly formed Safety Promotion Unit with John Thorpe. There he excelled at presenting the well-known safety evenings all around the UK, became the editor of the GASIL publication and wrote a number of safety sense leaflets. He pioneered the GetMet publication with the backing of some of his former insurance colleagues. In 1994, having upgraded his BCPL to a CPL, David joined the then Guild of Air Pilots and Air Navigators, and later married Past Master Dorothy Saul-Pooley.

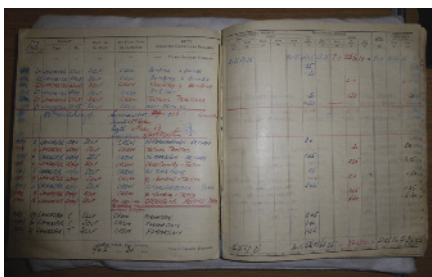
After leaving the CAA, he became an aircraft engineer, and will have been known to many aircraft owning members – first at Deanland, and latterly at Spilsted Farm.

Captain Douglas Evans DFC was a key founder member of our flying club.

In WW2 Doug completed a tour of 32 missions in a Halifax with 10 Sqn. When in London on leave he joined the Guild, and was later awarded his Master Pilots Certificate. He served in Transport Command in the Middle East after the war, and his airline career really started with BSAA. The latter part of his career was with BEA and Gulf Air.

RAF MUSEUM – NEW EXHIBITION

The Hendon branch has recently opened a new exhibition in tribute to the Dambusters Raid. The centrepiece is a new Virtual Reality (VR) experience where two visitors can don VR goggles, and assume the role of navigator or wireless operator in a Lancaster on Operation Chastise. The £300,000 project was created by All Seeing Eye, with help from the Arts Council and Innovate UK. The ten minute experience costs £10 per person. Alongside is a mock-up of Barnes Wallis' drawing office. Highly recommended.



Ft Lt Mickey Martin's log book showing flight trials for Op Chastise



A visitor enjoying the role of wireless operator on the VR experience



The cockpit of the RAF Museum's Lancaster

Profile of our new Master: Malcolm G F White OBE

By the Editor

Malcolm has been a member of the Company and former Guild since 2006, and a Freeman of the City of London since 2009. In 2017 he chaired our Working Group tasked to deliver the Air Pilots' Strategic Plan.

Born in Somerset, Malcolm spent his early years in Nigeria. On return to the UK he was educated at Milton Abbey in Dorset, before joining the RAF in 1971. Thirty years later he moved to the commercial aerospace sector and after 8 years with Northrop Grumman, became a consultant to Leonardo Marconi Westland – an appointment which he continues to hold today.

Following initial flying training in the RAF, Malcolm's operational flying was first on the Hunter and subsequently a career dominated by flying the Harrier, but one which also included the additional delight of flying the Chinook, Puma and Gazelle helicopters. He enjoyed exchange postings with the United States Marine Corps and the Royal Navy, and, just before retiring from the RAF, remembered to secure his PPL, and half completed a balloon pilot's licence.

The 2019 InterLivery pancake race



Malcolm in his Harrier days

As a staff officer he “flew” a desk in the Ministry of Defence as the Personal Staff Officer (PSO) to two Chiefs of Air Staff; the RAF's Command Headquarters at High Wycombe and finally, Rheindahlen in Germany, where he was the desk officer responsible for the introduction of the night attack Harrier GR7.

He commanded 1453 Flight at RAF Stanley in the Falkland Islands (twice); Number IV (AC) Squadron at RAF Gutersloh, and then became station commander at RAFG Laarbruch, (also serving as the RAF Harrier Force Commander). In addition to his Cold War and NATO commitments, he deployed on operations in Belize, the Falkland Islands, and the Balkans. He also travelled widely in support of various diplomatic, training and staff commitments, and served with the Royal Navy and the BAOR.

In his final two service appointments he was Commandant (Air) at the newly formed UK Joint Services Command and Staff College; he then moved to PJHQ Northwood, where he was tasked with the creation of the UK's Joint Rapid Reaction Force training structure. In 2004 Malcolm was appointed as a Trustee to the RAF Museum and in



*ACM Sir Richard Johns -
Malcolm's first squadron boss*

Is there a gainly way to mount a camel?



2010, Chairman of the Bomber Command Memorial Team responsible for the securing the funding for, and construction of, this important memorial which was opened in Green Park in June 2012. Later, he was selected to chair the Museum's RAF Centenary Development Committee, overseeing a £26m transformation programme which was opened to the public on 30 June 2018. He has since stood down as Trustee to become an Ambassador to the Museum.

Malcolm and Vanessa live in London. Vanessa has worked at the RAF Museum for more years than she will admit, but they share a passion for the RAF and rugby (union), Malcolm having been told in his mid-20's: you have a choice, you can play rugby, or you can fly – but you can't do both! He chose the latter. And then there is cooking! They have 3 children, 3 grandchildren and a cocker spaniel.

Both look forward to the privilege, challenge and joy of their year together as Master and Mistress of our Honourable Company.



Bomber Command Memorial

Showing granddaughter his aircraft





Navigator and Wireless Operator - detail of the Bomber Command Memorial



Up close to the Harrier



The beloved Harrier

Profile of our new Warden: Captain Jonathan P. Legat

By the Editor

Jonathan was stimulated towards an aviation career by a visit to Heathrow as a very small boy. At school he excelled at running and music, but joined the Army section of the CCF, as he wanted to be in the Corps of Drums. This made him ineligible for a RAF Flying Scholarship, but the Royal Navy obliged by offering scholarships to both Naval and Army cadets. He completed his 30 hours flying at Carlisle, and seven months later, after A-levels, finished his PPL at Roborough. He carried on with some private flying at Biggin Hill, working in the flying club part-time and labouring on the M23/M25 interchange to supplement funds, until starting his cadetship at the College of Air Training, Hamble.

After graduation no flying jobs with BA were available, so he was coerced into becoming cabin crew for a while. Following six very instructive months at the rear, he found a job on an Aztec at Hull, and then a Citation at Heathrow as First Officer. His only real (rather tenuous) claim to fame on the Citation was when the George Harrison asked

for his autograph!

A year and a half later he moved to the fledgling Air Europe on the B737, charged with the task of teaching new joiners the company's flight deck management and checklist philosophy; one day sitting in the aeroplane on the ground in Palma, Majorca, eating lunch before boarding the return passengers, a drunk seaman came up the steps claiming he had a gun and demanding to be flown to Marseille. As Jonathan called ATC, the captain managed to talk him off the aircraft; the event was subsequently recorded by the CAA as an attempted hijack. After six and a half years as a FO flying around Europe, he moved to Hong Kong to join Cathay Pacific as a FO on the 747 Classic. After seven years he transferred to the B744, and was soon promoted to Training Captain.

After nearly 25 years in Hong Kong he returned to the UK, still with Cathay, based once more at Heathrow, and having completed more than 27 years on the jumbo transferred to the B777 as training captain. He retired from



professional flying at the beginning of 2018 having flown almost 25,000 hours. He joined the Guild 20 years ago, becoming liveryman in 2014; the following year he was elected to the Court as an Assistant. Jonathan currently serves on the committee of the Air Pilots' Flying Club, is chairman of the Aviation Careers and Education Committee, and represents the Company in the Livery Schools Link.

Jonathan and his wife Dominique live in a small village outside Winchester, where he serves on the local Parish Council, with responsibilities for the website, whilst also being chairman of the Winchester Conservative Association.

His hobbies include skiing, (for some years being a leader for the Ski Club of GB and later gaining a BASI qualification), cycling, motorbike riding, as well as beekeeping, music and chess.

Master's Message

By **Malcolm GF White OBE**

It is an absolute privilege to have been elected Master of our Honourable Company. Vanessa and I look forward to the challenge with some trepidation, but excited by the opportunity to promote the values, vision and tradition of a City Livery which could not be more relevant than it is today.

Colin and Denise Cox have led a splendid year as Master and Mistress. And on your behalf I would like to thank them for everything they have done and achieved. A year when the Honourable Company secured its own home at Air Pilots' House, and a time when I have learned that if you want informed advice, you had to meet Master Cox in the Boot & Flogger, which is conveniently close to 52A Borough High Street. No coincidence there!

Our Past Masters provide a wealth of experience and understanding which is fundamental to securing our heritage and to informing our future. I hope to be able to rely on their counsel in the year ahead. Equally, without the Learned Clerk – our Chief Executive Officer – and the Secretariat (Angie, Anna, Eloise and James) in our office, we could not function effectively. This team makes the difference; and in the last year they have moved office twice, yet kept the show on the road, and in the air.

The GP&F is a sound board, but the support of our wider membership is vital to our success and as a colleague put it to me: there are those “Who Do”, and those “That Don’t”. Those “Who Do”

can often be taken for granted, but they provide the backbone to the portfolio of activity which we seek to cover, deliver and support. Their contribution cannot be overstated and each deserves our wholehearted thanks for everything they do.

Our Editor Paul Smiddy has kindly included my profile which also makes reference to the Strategic Plan 2017 – so I won't dwell on either. But may I add some specific thoughts:

As a Livery we are part of an industry which is fundamental to business, defence, leisure and fun.

It is akin to a smart phone – most would be lost without it. But it is complex: one at the forefront of technology yet challenged by shareholder interests, set against safety where the Boeing 737 Max is a recent example, and then there is the threat of terrorism set against user satisfaction. This is the challenge and the opportunity.

We are an independent “Place to Go To” on aviation matters. We have experience, expertise and through our regions – global reach. And in my view, it is our duty to bring both together to inspire and inform the current and next generation. It is a privilege to be involved in our profession. But I reflect on those who make it possible: only 10% of those involved in commercial, general and military aviation are pilots. The remaining 90% comprise industry, aerospace engineers, air and ground staff, and regulatory bodies – to name but a

few. These are our customers, partners and stakeholders.

The unmanned world is also part and parcel of the future – and as a Livery Company we have embraced that, albeit live with the hooligans who closed Gatwick and disrupted the lives of many. And then there is space.

There is so much which our Company does and which is rich and relevant to the future. We are a modern livery and we should look forward, while keeping an eye to our heritage. But to remain successful in the years ahead, we need more people ‘Who Do’ as to stand still – we risk becoming less relevant.

Finally, I have been asked if given the chance I would follow my career path again: absolutely was my reply. Flying for me has been a vocation and not a job – it has been fun. It has provided a perspective of the world which we are privileged to enjoy. I have met and made many friends and we are a family of friends and professionals. We get it – because we share the same ethos, language and values.

Vanessa and I come as a duo and share a respect for the history, traditions and vision of our Honourable Company. It's Past, the Present and our Future. This business is in our DNA and we promise that we will do our utmost to represent the Honorable Company in every way we can. And if we are getting it wrong then please pick up the phone and tell us. We don't do Facebook.

Finally, I forgot to mention Brexit – so probably a good point to finish. I will say no more.



The Company's Annual General Meeting, 25th March 2019

By the Editor

Malcolm White was installed as Master for the Company's 90th year, in succession to Captain Colin Cox, with IPM Chris Spurrier joining the back benches. Malcolm's full profile can be found on page 7. Warden John Towell therefore becomes Master Elect, and Captain Jonathan Legat was elected to become the new Warden; his profile is on page 8.

After the annual service at St Michael's Cornhill, conducted by our Honorary Chaplains, the congregation repaired to Merchant Taylors' Hall for the AGM and Installation ceremony. Master Colin Cox presented his annual report (to be found on the Company website) – his year had been another Master's Year dominated by

the challenge of withdrawing from our temporary head office building, and concluded – just – with moving to our permanent new home (which will be opened by our Grand Master on September 17).

The Hon. Treasurer, Liveryman Nick Goulding presented his report:

The Honourable Company's financial result for the year ended 30 September 2018 was a small operating deficit whereas in the previous year, there had been a modest operating surplus. This reduction and movement from surplus into deficit arose from additional "one off" costs connected with the move out of the former premises and into serviced accommodation together with consultancy costs relating to development of a social media

presence as part of the outcome of the Strategic Review and Business Plan. In the absence of this expenditure, the deficit would have been a slightly larger surplus than arose in 2017.

Total income in 2018 was only fractionally less than 2017 of which some 50% arises from Quarterage and Livery Fines, with the balance received from the Gladys Cobham Trust, investment income and from functions and ceremonies although there are direct costs arising against this latter category which are included in total expenditure. The individual levels from each category of income were very similar to the amounts recorded in 2017.

On the expenditure side, total operating costs were approximately 3% higher than in 2017 but included one off costs which, if excluded, would have led to a modest reduction in

The new Master and his Wardens





Master Malcolm White



Master Elect John Towell

recurring operating expenditure.

Little variance occurred in ongoing cost levels in each category of expenditure between 2017 and 2018 with the major items of 2018 expenditure comprising staff costs (43%) and accommodation and administration expenses (28%). The other major items were AirPilot (11%), advertising and promotion (6%) and the net cost of Functions and Ceremonies (4%). Expenditure in the remaining cost categories were all much smaller individually and aggregated to less than 8% of total costs.

The other items included in the Income and Expenditure account which do not form part of the operating results relate to the Honourable Company's investments managed by JM Finn. The accounts record realised gains or deficits on disposal of investments together with unrealised surplus or deficit on revaluation of the investment portfolio at each 30 September. A small deficit on disposals arose in the year but calculated by reference to valuation in September 2017. There were substantial increases in unrealised gains in both the 2018 and 2017 years due in part to the general increases in investment markets. The general fall in investment values late last year has led to the portfolio having a slightly lower valuation today than in September

2018. However, the investments are held for the long term and it is the income generated by them that is of more immediate importance.

The net assets shown in the Honourable Company's balance sheet increased in value by almost 5% in the year (although the subsequent decline in general investment values has reduced some of that increase). Following the purchase of Air Pilots House in September 2018, the Investment portfolio having previously accounted for over 90% of the assets now comprises some 75% with the Honourable Company's investment in Air Pilots House representing a further 20% and the balance represented by working capital balances.

Outlook for 2019

Although the ongoing negotiations around Brexit have created uncertainty especially in financial and investment markets, the costs associated with the regular activities of the Honourable Company are dependent more on specific factors including general inflationary cost increases. Therefore, despite these uncertainties, a small operating surplus has been budgeted and is anticipated for 2019 although no prediction can be made investment portfolio values in these uncertain

times.

The results of the Court Elections were announced: Liverymen Simon Brailsford, David Singleton, and Dacre Watson were re-elected; and the Court welcomes Liverymen Richie Piper and Pat Voight newly elected members. In the case of Richie that should perhaps be "half-new". The new Court was sworn in, the appointments of the Company's Honorary Officers were confirmed, and the new Master, Malcolm White, was installed. Afterwards Malcolm and his wife Vanessa greeted members and guests at a champagne reception before dinner in the Great Hall.

Malcolm praised PM Chris Spurrer for his efforts in securing our new office. He encouraged participation in the Company from a broader cross-section of our membership. He concluded his speech with the Company's traditional toast - **"The Honourable Company of Air Pilots, may it flourish root and branch forever."**



Master Malcolm White and Vanessa



Denise Cox hands over the mistress' Medal to Vanessa

From the Desk of the Director Aviation Affairs

Liveryman John Turner

The Royal Air Force has now retired its Tornados after almost 40 years in service. Meanwhile, the Boeing 747 (B747) is approaching its 50th year of passenger carrying. These periods are in stark contrast to Airbus 380 (A380) production that will cease barely ten years after passengers were first able to explore its cavernous interior.

Some commentators suggest this accentuates just how quickly air travel can change and that it heralds the end of major hub airports. The A380 was designed to increase hub airport capacity as passenger numbers were increasing rapidly by moving passengers in larger numbers without increasing flight numbers, which seemed a logical next step for hub and spoke air operations. Unfortunately, its entry to service was delayed just as passengers increasingly started to demand direct flights to regional airports. So, while A380 looked to extend what the B747 started, much smaller wide-body designs with twin-engine fuel efficiency were coming on-line, and global investment in new airports left only Heathrow at maximum capacity.

As we have observed before, airlines responding to passenger demand drives the air transport network, not airport owners nor governments. Perhaps, 'hub and spoke' will emerge again as space travel develops and atmospheric transport take passengers from spaceports out to regional aerodromes?

The A380 (courtesy Airbus Industries)



DISCLOSURE OF EVIDENCE GATHERED FOR AIR ACCIDENT INVESTIGATION

In 2016, the UK High Court¹ opposed an attempt to force the Air Accident Investigation Branch (AAIB) to give witness statements and expert reports that had been gathered as part of an AAIB investigation into a Hunter accident at Shoreham to the police. However, the Court did allow disclosure of footage from a GoPro camera in the cockpit because it was installed by the pilot for personal rather than accident investigation purposes, with the caveat that the footage be treated on a strictly controlled and confidential basis. Then, at the start of the Hunter pilot's trial in Crown Court on charges of manslaughter by gross negligence, the BBC and the Press Association asked the judge to approve broadcast as part of their trial news coverage the same GoPro footage that had been shown to the jury in open court. Secretary of State for Transport, as the minister responsible for AAIB, and the British Airline Pilots Association (BALPA) asked the judge to deny that application. This culminated in a day-long hearing with the Trial Judge on 23rd January and a twelve-page Approved Judgement², the text of which illustrates how something we might feel is self-evident is dissected and balanced when it is a matter of law.

The judge considered *inter alia* Civil Aviation (Investigation of Air Accidents and Incidents) Regulations 2018, SI 2018 No. 321 ("the 2018 regulations"), Annex 13 (Aircraft Accident and Incident Investigation) to the Chicago Convention ("Annex 13") and EU Regulation 996/2010 as well as the previous 2016 judgement¹ and a Court Martial Appeal Court and Divisional Court ruling³ that makes clear that, "*It is an undoubted principle of the common law that material presented in open court should generally be released to members of the public, including journalists.*"

According to the written judgement:

Mr Justice Edis (sitting as a Judge of the High Court, rather than as the Trial Judge)

saw the question as whether disclosure of the Go-Pro footage to the media would produce benefits which outweigh the adverse domestic and international impact it might have on any future safety investigation, recognising that the footage was being used in a public court as evidence in support of 11 manslaughter allegations and had been played to the jury in open court. Therefore it was the additional adverse impact of disclosure to the media that must be weighed against the benefits of disclosure.

He was not convinced by concerns that disclosure of the footage would stop pilots from using GoPros but he acknowledged that, "*I should not forget that the issue concerns, to an extent, the attitude and behaviour of pilots. I accept that there is substance in the first concern. It is important to the maintenance of effective air safety investigation that pilots understand that material they supply to the AAIB will remain with the AAIB, and that there is likely to be a strong reaction among pilots to this material being played on television and newspaper websites and thereafter available forever on the internet. This is an adverse impact which needs to be weighed against the benefit of open justice.*" He found the evidence concerning the national and international "just culture" and the need to sustain the international standing of the AAIB much more persuasive. He recognised that air accidents commonly involve events which may have taken place across several national borders, that effective international co-operation is vital, that it was important to maintain the reputation of the AAIB internationally and that lessons should be learned from accidents wherever they took place.

To summarise, he considered that the evidence did show that widely published disclosure of the GoPro cockpit footage would probably have an adverse impact and was not satisfied that the benefit of disclosure to the media outweighed the adverse impact on future safety investigations it will have. The judgement closes as follows: "*It is a matter of real importance that the international air investigation world accepts that the UK complies with its obligations under Annex 13, and treats those obligations seriously. For these reasons, I refuse the Press Association and BBC Part 8 claim for*

disclosure under Regulation 25(5) of the 2018 Regulations.”

Thus, the status quo for UK treatment of accident investigation material remains in accordance with the principles laid out by the International Civil Aviation Organisation, and now further supported by case law.

As many will already be aware, the jury found the pilot not guilty of negligence. The inquests will be later this year and will provide a broader examination of events. The coroner’s preliminary decision on the scope of the inquest stated:

“To investigate the circumstances that led to the death of 11 individuals following the crashing of a Hawker Hunter T7 Registration G-BXFI onto the A27 Shoreham bypass whilst performing an air display at the Shoreham Airshow on 22nd August 2015.

“This should include but is not limited to:

- 1.The licensing and control of Air Shows and the safety of civil display flying at such events.
- 2.The organisation, planning and running of the Shoreham Airshow in 2015.
- 3.The safety measures and risk assessment that were put in place to protect those attending the Shoreham Airshow, those observing the Airshow outside the perimeter and those in close proximity to the Airshow on the A27 bypass.
- 4.The management and control of the flying display.
- 5.The training and previous experience of the Pilot to carry out the flying display.
- 6.The actions of the Pilot in the day.

LASERS

On the first day of trial at Northampton Crown Court on 29th January, Voyslav Dimitrov, aged 29, admitted endangering a police helicopter by targeting the cockpit three times with a laser pen. Imprisoning him for six months, Judge Marcus Tregilgas-Davey said that Dimitrov had risked a "fatal and catastrophic" outcome by targeting the helicopter with the laser, adding that he hoped it (the sentence) would serve as a

"deterrent". Under the Laser Misuse (Vehicles) Act, introduced in May, people caught targeting pilots with laser pens in UK can be jailed for up to five years **and can be handed unlimited fines**. The BBC covered the story on-line and is now asking if it can have (and broadcast) a copy of the police video footage that identified Dimitrov, at the same time as the pilot was recovering to a safe flightpath. Hopefully in this instance the media will help to spread the message about the criminal nature of and penalties for irresponsible and dangerous use of laser pens.

DRONES

Marking further progress, UK government has announced⁶ that following recent consultation (and the grounding of 1,000 flights from Gatwick) it will extend the drone no-fly zones around airfields, including extensions at each end of the runways. Of equal importance for the longer term, the announcement also outlined plans to do more to educate drone users on the new requirements⁷. In parallel, the Home Office will extend police ‘stop and search’ powers to help counter the malicious use of drones. Recent figures show that large numbers of drone/manned aircraft conflicts occur above 400 ft above the ground, which is the maximum legal height for routine drone flying in the UK. There is still much to do to address what is no longer an ‘emerging issue’!

UK TECHNICAL COMMITTEE UPDATE

The UK Technical Committee held its last meeting in our temporary London home on 26 February; future meetings will be at Air Pilot House, 52A Borough High Street, London. Warden Nick Goodwyn gave a presentation on a pilot Pilot Peer Assistance Network (P PAN) project targeted at pilots (and in due course all others in aviation with a safety-critical role). The UK CAA-sponsored programme followed a European Union Aviation Safety Agency (EASA) Task Force recommendation to implement a pilot support and reporting system and resultant new EASA rule requiring all Commercial Air Transport (CAT) operators to have a P

PAN in place by August 2020. The UK system will be entirely confidential with a degree of independence from the operator and regulator, and an independent governance structure. At its heart is a team of ‘peer group’ of trained councillors – Captains, Senior First Officers and Junior First Officers – supported by aviation psychology specialists. The origin of the EASA Task Force will be obvious to many but P PAN is not designed for the suicidal or those with criminal intent; they will still need professional intervention. Instead, it will support people under stress at home or work, from family and wider events. Some UK airlines are well ahead of the legislation and already have schemes running for their employees. British Airways and Easyjet P PAN access portals at www.speedbirdpan.com and www.ezypsp.com also explain more about their programmes and how they work.

As the committee reviewed the ongoing work on Fatigue, MAG2TRU, (lack of) GNSS resilience, Skill Refresher Aid and Unmanned Air Vehicles and the new areas where we would like to do more in future, it was apparent that there are significant links between some topics. As an example, it will be difficult to really address airspace issues while there are concerns over GNSS resilience or to address a potential pilot shortage without a view on how technology and the advent of passenger-carrying drones and the public’s acceptance of flying ‘without a pilot’ might send airliner design in a totally new direction. Equally, the aspiration of generating a ‘known’ air traffic environment by equipping every drone with ADS-B will need to be balanced with whether the resulting mass of data can be handled by current and planned surveillance systems. The committee is also challenged by the amount and diversity of material it has to cover; possible remedies will be discussed in preparation for the next meeting.

AVIATION 2050 – THE FUTURE OF UK AVIATION

The January Technical Committee did not have time to discuss the UK Government’s proposed longer-term strategy for aviation. Consultation on the

Department for Transport (DfT) document closes on 11th April 2019.

Even if you have no intention in responding personally, the consultation is well worth reading, if only for the plethora of statistics, including the importance and value of aviation and aerospace to the UK economy. It encompasses many aspects, including slot allocation, airspace change and recent legislation development, including that on laser and drones. It makes much of the decision on a 3rd runway at Heathrow and how that will increase capacity in the southeast of UK (albeit annual passenger numbers are actually growing faster in other areas of UK). However, it does not explain how the difficulty that the proposal will face with the UK planning approval process, beyond noting, “we need a long-term

plan for sustainable growth to ensure the (aviation and aerospace) industry’s continued success.” It recognises the importance of and need to support General Aviation, though with no suggestion of removing VAT from flying training (which would place the DfT in conflict with the more influential Treasury). It recognises the need for UK to be well positioned to take advantage of the expected changes to the global economy with increased connectivity to economies such as Brazil, India, Indonesia, Mexico and China and for internal connectivity but does not recognise that, with limited capacity, any increase in international slots means a reduction in regional slots (and vice-versa); if the rapidly expanding Chinese airlines want landing slots in UK, where will they find them? Drones and

automation are mentioned, but there is no attempt to describe what changes they might drive, and how those might be best accommodated or exploited safely.

Chapters two to eight are each followed by eight or nine specific questions, Annex A contains a further nine and there is one at the end of Annex D on Public Service Obligation criteria. I planned to respond on behalf of the Air Pilots, at the end of March but the consultation has now been extended to 20th June 2019. I would be happy to receive Air Pilots’ comments by email to daa@airpilots.org, preferably as answers to specific questions but also as general comments that I can consolidate into our submission.

¹ Chief Constable of Sussex Police v. Secretary of State for Transport and British Airline Pilots Association [2016] EWHC 2280 (QB) – <http://www.bailii.org/ew/cases/EWHC/QB/2016/2280.html>

² The British Broadcasting Corporation and the Press Association v. The Secretary of State for Transport and The British Airline Pilots Association [2019] EWHC 135 (QB) <http://www.bailii.org/ew/cases/EWHC/QB/2019/135.html>

³ in R v. Marine A and others, etc. [2013] EWCA Crim 2367 <http://www.bailii.org/ew/cases/EWCA/Crim/2013/2367.html>

⁴ https://www.westsussex.gov.uk/media/11219/coroner_ruling_on_scope_of_shoreham_inquest.pdf

⁵ Laser man jailed for risking ‘catastrophic’ helicopter crash <https://www.bbc.co.uk/news/uk-england-northamptonshire-45865348>

⁶ New drone safety partnership with business launched as government sets out plans to limit drone misuse https://www.gov.uk/government/news/new-drone-safety-partnership-with-business-launched-as-government-sets-out-plans-to-limit-drone-misuse?utm_source=97c241bf-0e88-4dd6-8cec-ce2f53651015&utm_medium=email&utm_campaign=govuk-notifications&utm_content=immediate

⁷ <https://dronesafe.uk/restrictions/>

⁸ <https://www.gov.uk/government/consultations/aviation-2050-the-future-of-uk-aviation>

GAZETTE

APPROVED BY THE COURT 7 MARCH 2019

ADMISSIONS

As Upper Freeman

Craig Digby Graham BLACKWELL (HK)

Roy Douglas COBB (HK)

Michael Stuart EVANS (HK)

Christopher Lee FREEZE (NA)

Gavin John HASLEMORE (HK)

Andrew James RAWLINSON

Ronald James THACKER (NZ)

As Freeman

Alexander James GURR

Wendy Anne PURSEY

As Associate

Joshua John BISHOP

William Antony Finucane HILTON

Tony JOHNSON (AUS)

ACKNOWLEDGED BY THE COURT

7 MARCH 2019

REGRADE

As Upper Freeman

Robert Jones (HK)

To Freeman

Udhana ABEYSEKERA (AUS)

DECEASED

Bruno SCHRODER

RESIGNATIONS

Christopher BUNCHER

Gordon DOBBIE

Sir Peter HARDING

Tony LAM (HK)

Maurice KNOWLES

James REED

Michael RIGG

Peter SANDERSON (HK)

Richard STANLEY (HK)

FORFEIT ALL BENEFITS

Luca SPANGHERO (OS)

The Air Pilots Team at the Inter-Livery Ski Championships, Morzine January 2019

By Upper Freeman Sam Rutherford

This year was my fourth at this great event, but more importantly this was the very first year we were able to enter a Ladies team for the Air Pilots (an aim that had eluded me until now). We fielded nine racers and set-to against 34 other livery companies (it is now the biggest inter-livery event of any kind).

With three team silvers we built on last year's success to achieve our greatest ever results. Second places for Best team and Best (age and gender adjusted) team were both improvements from last year's bronzes. Our third team silver was

produced by Caroline Gough-Cooper, Taniya Morris and Beatrice De Smet – who made up our very first ladies' team and what a great start. There is already the inevitable discussion about how to make gold next time.

This was also the year we provided our own trophy to the championships, the Air Pilots' Trophy – “best rate of climb”. This is presented to the person making the greatest improvement from the previous year. Won, very deservedly, by our own Jon Hill – cries of ‘fix’ being quashed by the Actuaries who calculate

all the results!

Caroline, Taniya, Alex Reynier and Will Fanshawe also deserve additional mention for their slew of individual medals.

We'll be heading back for the next edition, the 11th, 22-24 January 2020. I am still on the lookout for pilots on planks – so do please get in touch if interested. Mark McCullins joined us this year from Alabama – so there really is no excuse!



Jon Hill with 'our' trophy

Editor's Note: The trophy, which I sourced with the help of Assistant Dacre Watson, is of a Hurricane atop a piston from a Merlin engine. Though I say it myself, it would grace any trophy cabinet, especially that of a pilot.



The successful Ladies Team

The Team



Activating a Nato Forward Operating Base

The 12 Squadron Detachment To Stornoway, 13-28 September 1972

By the Chairman of the Buccaneer Aircrew Association, aka Liveryman Tom Eeles

Sometime in the summer of 1972, I'm not sure when, a 12 squadron Buccaneer caught fire after an uncontained engine failure during take-off from Lossiemouth. The take-off was successfully abandoned, the crew ran away and the Buccaneer, which was loaded with Lepus flares, burnt a large Buccaneer-shaped hole in the main runway, putting it out of action for some time. Thus with only the secondary runway being useable, space at Lossiemouth for visitors was very limited. When the big autumn maritime exercise, Strong Express, was due in September, it was decided to deploy 12 Sqn to the NATO FOB at Stornoway on the Isle of Lewis rather than Lossiemouth, something that had never been previously attempted.

Stornoway's facilities were rather primitive. There was a small resident RAF unit, commanded by a flight lieutenant engineer that looked after the Radar Bomb Site used by the V force and the few other buildings belonging to the RAF. These consisted of a large Gaydon hangar, home to a huge number of seagulls who used it copiously as an

indoor public convenience, and a collection of rudimentary huts which served as sleeping accommodation for junior officers but were unfurnished. The interiors of these huts had dividing breeze block partitions, enclosing a space for three or four camp beds in each, but they did not extend up to the roof of the hut. Thus the loud snoring in one bed space was audible to all the hut's residents. There was a single useable 6000 ft runway 18/36, with the prevailing wind generally westerly 20kts generating a challenging cross wind and a radar that could provide a non-precision approach. Given the Buccaneer's propensity to suffer hydraulic failures, it was decided to install a portable Rotary Hydraulic Arrestor Gear, flown in by a C130. With Lossie unavailable, the nearest diversions were Kinloss or Leuchars - both a fair distance away. Messing facilities were provided by a field kitchen, and marquees were erected as messes for officers, SNCOs and other ranks. Camp beds and sleeping bags were issued and were essential. All in all it looked like being something of a hard-core camping holiday.

Before deployment we were carefully briefed on the local sensitivities and the political situation at Stornoway. No fast jet squadron had ever been there to disturb the peace of the Western Islands. We were told that the locals were very god-fearing and unused to the high-octane life style enjoyed by the air and ground crews of the Buccaneer community in the Seventies. Sundays were absolutely sacrosanct and nothing happened apart from long church services. Additionally, there was an active peace movement called Keep (or was it Kick ?) NATO Out (KNO) who were likely to mount vigorous protests at our presence. There would be no flying on Sundays and all personnel would be confined to camp where there was nothing by way of entertainment facilities. Given these local sensitivities and 12 Squadron's recent unfortunate reputation for doing things their own way (and its accident record), Honington's Station Commander, Group Captain Peter Bairsto, known to all as 'The Bear' because of his fierce and aggressive style of leadership, was appointed as Detachment Commander.

The burnt out Buccaneer



The Bear (on left) in unusually relaxed mode



He managed to get his staff car, an Austin 1800 (a model generally known as the Landcrab) and his driver, flown in by C130 for his personal use – I bet you couldn't get away with that today.

The squadron flew in on 13th September, myself in Buccaneer S2B XT 276, an aircraft I had flown in the FAA. Despite the islander's supposed reputation for inhospitality towards irreligious noisy Sassenach incomers, we soon found ourselves down town in the Cabarfeidh Hotel at a civic reception in our honour, hosted by the great and the good of Stornoway, which included the town's dentist who turned out to be something of a hard core bon viveur. The event went riotously well, I particularly recall the dentist's enthusiasm for whisky – and made a mental note never to have toothache on the Isle of Lewis. There was no sign of anyone from the KNO campaign, just the occasional poster stuck on a wall. I note I did not fly the next day, which happened to be my birthday.

It was not long before the Air Officer Commanding (AOC) 1 Group, Air Vice Marshal Peter Horsley, a distinguished Mosquito pilot in WW2, was flown in by Hunter to visit the detachment and stay overnight. On arrival he was entertained at lunch in the mess tent by those of us not flying. He related a sad story of how, the previous night, his pet cat had wandered out into the main road through Bawtry and was squashed by a passing truck. We all expressed suitable sympathy. After lunch the AOC and the Bear left to go into town to meet and take a dram with the Procurator Fiscal. Travelling in the Landcrab, they were led into town by the flight lieutenant engineer in his Landrover. Between the airfield and the town, passing a row of crofts, a cat ran out and was squashed by the Landrover. 'What should I do?' asked the Bear's driver. 'Drive on' said the Bear. 'Stop' cried the AOC, still suffering from the previous night's trauma, 'We must find out who is the owner.' The Bear's driver, holding the corpse by its tail, and

accompanied by the AOC, knocked on a few doors in an attempt to establish ownership, without success. The cat was then flung over a wall – and the convoy continued on its way into town.

As I had a reputation of being a 'yachtie' I had been fingered by the Bear to take him and the AOC out for a sea fishing trip after their visit to the Procurator, using the local RAF unit's motor boat. My passengers arrived in fine spirits, there must have been quite a few drams offered by the Procurator, so off we went full of enthusiasm. Just as we reached the end of the sea loch and the start of the open waters of the Minch, the engine spluttered and stopped. I tinkered with it for a while but was unable to revive it. So, without a radio or life jackets, there was no other option than for the Bear and I to man the oars and row the heavy motor boat back, with the rapidly sobering up AOC sitting unhappily in the stern. He never offered to help and no fish were caught that day.

At some point during the same day one of our officers, who fulfilled the role of Squadron Adjutant, was detailed to make sure that the squadron's silver and special table mats were available at a Dining In Night for the AOC. The subsequent turn of events is a bit hazy after 47 years, but there are different versions of what happened next. The Adjutant still claims that he purchased some fresh lobsters for his personal use, only to have the Bear offer them to the AOC. Others claim that the Adjutant himself offered to get some fresh lobsters for the AOC. That evening the Dining In Night was held in the Mess Tent for the AOC at which, unsurprisingly, alcohol flowed. The AOC was due to leave by Hunter next morning. Again, there are two versions of what happened that morning. The Adjutant claims he handed over the lobsters to the AOC (already strapped into the Hunter), standing on the dispersal pan in the keening Hebridean wind, clad in a flying suit worn over his natty pyjamas, with smart red leather

slippers on his feet. The other variation has the aforesaid officer, standing by the Hunter, clad in pyjamas, a Paisley pattern dressing gown and smart red leather slippers, explaining to the AOC that there were no lobsters because he had overslept. We may never know the truth of what happened, the AOC is dead and the Adjutant is unlikely to tell us.

What of the flying? There was a lot of it going, mainly long-range sorties with AAR, many very far down into the South West Approaches, which raised the question of why we had not been deployed to St Mawgan, a much more comfortable FOB closer to the action. But it would not have been so much fun. This was before the days of the great 8 aircraft co-ordinated attack profiles, so the sorties were generally pairs or four aircraft formations. I note from my logbook that I flew 13 sorties out of Stornoway, the longest being 3 hrs 40 min, a total of 28 hrs. Add to that another 2 hrs Hunter flying at Honington, and my monthly total was 30 hrs (despite 12 days leave at the start of the month). Not bad for 3 weeks, and unlikely to be matched by today's front-line squadrons. Not all the flying, however, was in support of Exercise Strong Express. One of the squadron navigators provided this memory, which I quote in full.

"The Bear and I took a photo montage of the Stornoway Golf Course with the photo crate. I spent about three hours cutting and pasting and then framing the final product after we landed. We then presented the framed photo (about four feet by six feet) of the whole course to the Club Captain that evening who in turn presented the Bear with a bottle of malt. I got nothing. What was rather humorous, as we taxied back to dispersal after the sortie (and we had broken a few rules to get pictures of every fairway and green in the right direction), there was a posse of about ten police with a couple of police dogs waiting at the chocks. The Bear thought his end had come. He said to me (in that rather high-pitched voice he could muster on the tannoy during Taceval) 'Bob, I need to brief you. At no time during this sortie did we

deviate from the Flight Plan, (what Flight Plan ? I thought to myself) neither did we, at any stage, fly over land below 250 feet nor over any populated area below 1000 feet. Got that?' 'Yessir'. I was first down the ladder (the Bear still trying to silence the last engine and no doubt jazzing his worry beads). The flight lieutenant station commander said 'Bob, we are delighted that the Lewis police force are visiting the station today and would love to be shown over the jet.' At that point the Bear came down the ladder looking like death warmed up, but quickly ascended into Air Marshal mode when he realised the local bobbies were on a day out. 'We've had a most wonderful sortie today over your delightful country. Bob and I just love Harris.' I interjected 'Lewis, boss, Lewis'. "

Off duty, the Cabarfaidh Hotel proved to

be a welcome watering hole and the Bear generously allowed his driver to run us around the island in the Landcrab on sightseeing expeds. I also have a recollection of a swimming competition held on the beach adjoining the airfield on one of the no-flying Sundays. All I can remember is that the waters of the Minch were very cold in September.

We all flew back to Honington on 28th September and, as far as I am aware, 12 Sqn never deployed to Stornoway again. One benefit to the islanders was that now Stornoway had been established as a viable fast jet FOB any buildings within 3km of the airfield qualified for free double glazing. The canny islanders built a lot more houses and opened businesses within this footprint.

Looking at Stornoway airport on Google Earth today, it does not appear to have changed much. The Gaydon hangar is still there, used by the Coastguard SAR helicopters. The huts have disappeared and there is a smart new terminal building and car park. I believe there was a plan to provide a Hardened Aircraft Shelter site there, but the end of the Cold War must have killed that project. The road where the cat was squashed has a lot more modern houses beside it. The Cabarfeidh Hotel is still in business - but I doubt the drunken dentist is still in this world. Bob tells me he is still remembered in Stornoway today with great affection. Happy days, but I doubt anything like this happens in these more serious times.



Stornoway in the 1960's....

...and today



Retirement of the Tornado

By the Editor

So the sword will now be turned into ploughshares. The Tornado has finally retired from RAF service. As I write the former crews are amassing at Marham for the quaintly-named FINale party. The Tornado entered service in GR1 form in 1979, and earned its combat spurs in Gulf War 1 (1990-91). The type was very intensively used in both Gulf Wars, and in the Afghanistan campaign. The RAF says that it amassed a total of 185,603 flying hours up until it ceased flying on Op Shader in January this year, with the detachment of eight GR4 aircraft returning to the UK the following month. (The Typhoon only just managed to become Brimstone-capable in time). In fact the Tornado saw an amazing evolution of its munitions over its lifetime – from WE177 nuclear bombs, through JP233 cluster bombs, to finally Brimstone, Storm Shadow and Paveway IV.

The Marham squadrons mounted a 3 ship formation for a farewell tour of UK bases and locations associated with the type. When viewed by the Editor and his predecessor, we judged that formation-keeping could do with improvement! Some very senior officers were on board, apparently. However the last major event was a nine-ship from Marham to overfly a graduation parade at RAF College, Cranwell. From the media footage this looked immaculate.

Many members with military service will have had the pleasure of flying the swing-wing marvel, formerly known as the MRCA. I cajoled Warden Nick Goodwyn into giving his recollections:

Flying at 500 feet, at night, in a valley, at a mountain and with the auto pilot and TFR taking you up into cloud and over the terrain was truly exhilarating. Supersonic over the north sea at low level, just over 100 feet and 600 knots on detachment at Goose Bay,

dropping live BL755 on exercise or strafing targets.....or part of operational missions in a package of in excess of 90 other aircraft to prosecute air power. The Tornado GR1/4 was a versatile, hugely capable and enduring warfighter, respected and endeared by those who flew and operated the jet. It was a privilege to have experienced life as a strike/attack and recce pilot and electronic warfare instructor on the mighty 'Fin'. The Tornado has earned its place in history as a great aircraft.



(courtesy of Nick Goodwyn)

Fin fans can of course continue to marvel at the Tornado in Italy, Germany, and Saudi Arabia, for the time being.





Photos of the final flypasts courtesy of the MOD/Crown Copyright

In passing it is worth noting that, in the Editor's opinion, the Station Commander at RAF Marham, together with his squadron commanders and media team, did an excellent job in communicating the farewell events to the public, and helping those who wished to observe the final sorties.

Hangar Doors

by Denise Cox (Immediate Past Mistress)

Tuesday March 12th was an atrocious day weather-wise as Storm Gareth pounded the British Isles. Sixteen of us ladies braved the elements to take advantage of a visit to Hampton Court Palace and the Royal School of Needlework's exhibition 'The Embroidered Home'. The exhibition reflected on how homes have historically been decorated with embroidered pieces and featured pieces from the RSN's unique collection.

Meeting up at the main entrance gate outside the Palace ahead of the tour's start time of 1100 was the plan, but with the weather the way it was, arrangements went slightly awry. Certainly, one of our

group never made it (due to train issues) and those that did were glad to get inside the building and finally get some respite from the wind and the rain.

Although not over-subscribed on this occasion, from what I've heard, and weather aside, everyone enjoyed the visit; and those that made lunch in the warmth of the Tiltyard Cafe had a jolly good chat. If nothing else these visits do allow members' spouses and partners to get together and meet up at different venues from the norm. They also have a charitable purpose and a contribution was able to be made to the Master's Charity Fund. As for myself, I can take a



back step from my duties as a Mistress, and look forward to supporting the incoming Mistress, Vanessa White, as she picks up the baton. I trust you will support her in her endeavours as you have mine. Thank you.

Book Reviews

FLIGHT FROM THE CROFT

(Liveryman) Bill Innes

Whittles Publishing, 2019

Reviewed by the Editor

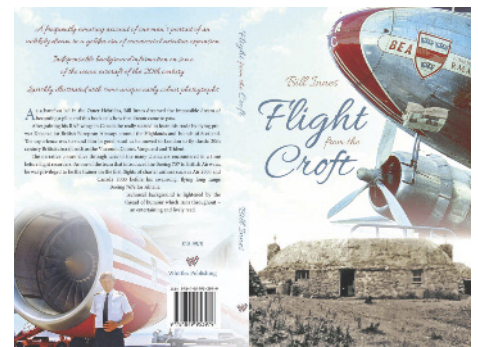
Bill why did you leave it so long to write your autobiography? The author is a ripe old 85. This book therefore covers an era that stretches way back further than most hitting the presses today.

His upbringing was unusual by pilot standards – fostered with a family in South Uist in the Outer Hebrides. But, like so many of us, he caught the aviation bug early on, and was fortunate to be accepted by Glasgow UAS (where his Chippie was one digit removed from the one I used to fly on my UAS)! In passing one should note that Bill slightly over-eggs the current state of UAS flying ‘training’.

But this experience meant that when National Service beckoned he could do it as aircrew training with the RAF. He was fortunate to be shipped to the big skies of Canada for tuition on the Harvard and then the T33. A charmed time. After National Service he joined

BEA and their DC3 fleet. Soon he hopped over to the Dragon Rapide so that he could service his old hinterland of the Highlands. Unsurprisingly this comprised a lot of ‘real’ (VFR) flying – there are anecdotes aplenty. One of the more amusing ones concerns how a BEA captain acquired his nickname: ‘Rooftops’ Johnson skippered a DC3 that landed on the roof of a house in South Ruislip – as you do, or rather, used to do. There are copious good quality illustrations – some of BEA Herons took my eye in particular. He progressed to Vanguards, Tridents and 757s before leaving BA for Air 2000 and some associated businesses. Evidently he remained a stick & rudder man at heart, as he was one of the early members of (and display pilot with) the Tiger Club, at a time when bravado was a competitive sport between these alpha males.

In the last quarter of the book a flaw



emerges. As often is the case with small publishers, there are signs of very light touch editing. Bill begins to repeat himself: he “pressed the eject button” several times (to switch fleets or employers). He clearly realises that he is doing it since many tales or statement are prefaced with “As mentioned earlier”. The writer should really give more credit to the reader’s short-term memory!

One minor quibble (or perhaps major, if one works at Aviation House): one might expect an ATPL who has practiced his skill from a British base for almost all his career to know that our art, sport, and work is not governed by the “Civil Aviation Agency”!

Notwithstanding these niggles, the book is well written, with lashings of humour, and will no doubt prove very nostalgic for those many members who started their commercial career in the piston era.

BOLTS FROM THE BLUE, From Cold War Warrior to Chief of the Air Staff

Liveryman Air Chief Marshal Sir Richard Johns GCB KCVO CBE FRAES

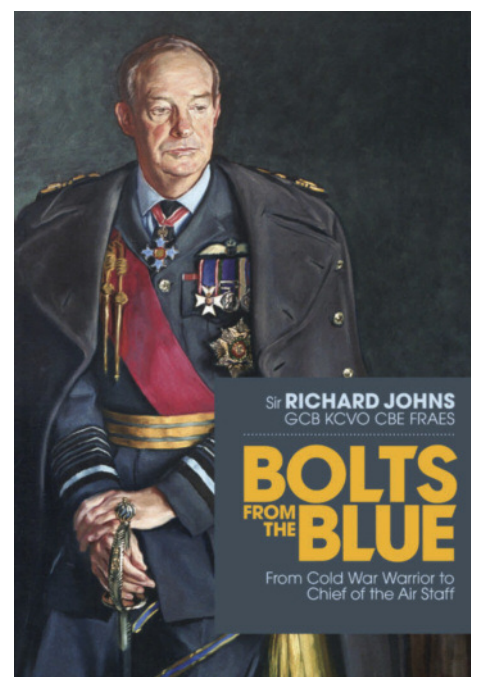
Grub Street

Reviewed by Liveryman Gp Capt Tom Eeles (RAF Ret'd)

Do not be put off by the rather pensive portrait of Sir Richard Johns as Chief of the Air Staff (CAS) which forms the front cover of this book, reflecting probably his concerns at the difficult time experienced by the RAF when he was the professional head of the Service. This book is a cracking good read, covering Sir Richard’s extensive experience as a

fast jet pilot in his early years through to his appointments as a senior commander in both RAF and NATO, as well as his time spent navigating the labyrinthine corridors of power in the MoD and Whitehall.

After covering his family background (which had no connection with aviation), Sir Richard describes his



training as a flight cadet at RAF College Cranwell in the late 1950s, before he moved on with a commission as the first 'ab initio' pilot to fly the mighty, albeit quirky, Gloster Javelin all weather fighter. Subsequent tours saw him as ADC to the Commandant at Cranwell, a Hunter fighter recce pilot in Aden, a Gnat flying instructor, HRH The Prince of Wales's flying instructor at Cranwell, the inevitable year at Staff College followed by appointment as Principal Staff Officer (PSO) to the AOC in C of RAF Near East Air Force in Cyprus.

He then moved on to command 3 (F) Squadron, flying the Harrier in Germany. Sir Richard progressed to the MoD, first in the Directorate of Forward Policy (RAF) and then on promotion as the Director of Air Staff Briefing (DASB) – in effect CAS's briefing officer. He eventually escaped back to the front line in Germany as Station Commander, RAF Gutersloh and Harrier Force Commander. Sir Richard's skill and enthusiasm for fast jet flying, particularly in the Harrier, are vividly described in the book's early chapters.

There then followed a number of demanding high profile operational staff appointments in both Germany and the UK with the RAF and NATO. Comments on Gulf War 1 and subsequent activities in the Balkans (including Kosovo) and the Middle East present valuable and informed knowledge of the RAF's contribution to operations ranging from high intensity conflict to humanitarian relief. Following command of Allied Forces North West Europe, newly formed in the wake of the

Cold War, he was appointed CAS in April 1997 – somewhat to his surprise as he had reached the age of 58, the normal retirement age for officers of his rank. This was a particularly difficult time for the armed services, especially the RAF, with politicians and civil servants eagerly seeking a Peace Dividend, whilst still demanding a high tempo of operational activity overseas with much reduced forces and budgets. Sir Richard does not mince his words concerning his political masters and their civil servants, nor for that matter in his dealings with the Royal Navy, the Army and NATO allies. In the round it is powerful stuff which makes the potentially dry subject matter of these later chapters considerably more lively and controversial.

The concluding chapters that cover Sir Richard's time in high command are quite liberally peppered with the many acronyms beloved by the armed services which might puzzle the reader unfamiliar with military jargon, but there is a comprehensive list of abbreviations provided towards the end of the book. Sir Richard's time as CAS was not an easy ride, with the RAF facing many internal and external challenges. As he says in Chapter 28, 'my return to the RAF was not an experience always illuminated by sweetness and light.' His battles with ministers and Treasury officials are well described, and will leave the reader in no doubt that he led the RAF through some very challenging times as financial management continued to take precedence over the identification of strategic priorities. There were, however, lighter moments, and some scary ones as

well while flying with foreign air forces. During a formal visit to the Romanian Air Force he had to endure a low level aerobatic display in the back seat of a Mig 21 of doubtful serviceability – which culminated in a high speed pass, inverted, at 100 ft, leaving him in 'an untidy heap somehow distant from the seat pack with my head banging around the canopy' as a result of poor strapping in to an unfamiliar seat, lack of a negative G strap and loose shoulder harness. He survived intact to be presented with Romanian Air Force wings.

To conclude, Bolts from the Blue is an outstanding story of a distinguished airman's career during the days of Cold War confrontation and the following years of defence reorientation and cut backs but continuing regional conflicts. Well illustrated with many colour and black and white photographs, it is written clearly, precisely, with humour and a wonderful recall of people and events. Whilst the epilogue provides a thoughtful overview of the gradual decline in our national combat power, the sting in the tail is an appendix written by Sir Richard's colleague Air Marshal Sir William Wratten, titled 'Eyeballing Ratko.' It's an amazing description of a serious confrontation between senior British, French and American commanders in NATO and the Serb General Ratko Mladic, the Chief of Staff of the Bosnian Serb Army. They counted themselves lucky, and surprised, to return from his lair unharmed. This book brings back many memories for me and I cannot recommend it highly enough.



Luncheon Club, 12th February 2019

Flying in Father's Slipstream

By the Editor

Liveryman Tom Eeles addressed the 56th meeting of the luncheon club in the newly re-named Sovereign's Room of the RAF Club. The title of his talk echoed his recently published autobiographical volume, which seeks to draw parallels between his father's and his own careers. Proceedings got underway after Liveryman John Robinson suddenly remembered he had been deputed to say Grace!

As we have only recently finished celebrating the RAF's centenary it gives one pause to consider that Air Commodore Harry Eeles, and Group Captain Tom Eeles' joint careers covered eighty percent of the service's life to date! Tom joined up in 1960, and this failed to overlap his father's career by 2 years; Harry joined in 1929 and retired in 1958.

Tom gave us an overview of his (recent) family history, and how his father was inspired to join the world of aviation: the alleged inspiration for 007 – one Jim Bond – played a part in this. There were plenty of insights into how small is the world of British service aviation: Harry's instructor at Cranwell was the father of Liveryman Air Marshal Sir Ian Macfadyen.

Once into his own training, Tom pointed out that he had no flying instruction during his first year at Cranwell (there was little sympathy in the audience given how much fun he appeared to have later in his career). Flying was limited

(from the second term) to weekly air experience flights in the Chipmunk. Given he had already blagged air experience flights as a CCF cadet in Meteors and a Canberra (BZ for that), this must have seemed a little tame. Thereafter Tom enjoyed a 'straight through' JP course of 180 hours over 2 years. After Bulldogs Harry went onto a first tour on Siskins, whilst Tom's was to RAF Germany on the Canberra B8. Harry then enjoyed a stint as ADC to AVM Cyril Newall, during which he flew his boss around the Near East in a Fairey IIIF (including a 5:50 sortie). Tom's second tour was an eventful one with the FAA flying the Mighty Bucc with 801 NAS on HMS Victorious. A highlight was participating in a flypast of 55 aircraft from 2 carriers. Harry became a QWI at 5 FTS at Sealand in 1935, enjoying five different types. Tom singled out his father's air/ground sortie in a Hart. He contrasted this with his own next tour at 4 FTS at Valley on the Gnat. We were treated to a diversion on the benefits of the integrated flight instrumentation of Folland's pocket rocket. Tom had some excellent photos of the Thirties RAF, and outlined the early experiments in fighter control.

Harry returned to serve Newall as his PSO in 1939-40, when the latter was CAS. This must have provided an extremely interesting window for Harry into the nation's defence strategy. Nonetheless during this period he managed to maximise his own flying (did

someone say 'like father like son'?!), and delivered the first production Westland Whirlwind from Martlesham to Drem. Tom showed a terrific photo of his father's wedding in 1940, almost matched by another great photo, this time of himself in front of a Hunter with the RAF Aerobatic Team at RAF Greenham Common. Harry later became Station Commander at the beautiful RAF Thorney Island, where he managed to accumulate time in his beloved Vampire Mk 1. Tom's plum posting for picking good rides was as OC Examining Wing at CFS where of course he had to 'standardise' the Reds.

Tom joined the Flying Control Committee of Duxford in 2003, where he noted it was "difficult sometimes dealing with heroes of the civil display community"! Harry became Commandant of Cranwell in 1953, and Tom pondered why on earth the RAF had procured the Balliol as an advanced trainer around this time. By the same token, when Tom became Station Commander at Linton (initially using the JP5), he did not become a signed-up member of the Tucano fan club.

Tom regaled us how he managed to extend his RAF flying career by becoming a FTRS CFI of Cambridge UAS, and later fell in rank further to Flying Officer on Tutors with the co-located 5 AEF, until he was forcibly removed from the cockpit having hit age 65.

Altogether a well-illustrated, and very entertaining talk.

