December 2013

- 3 5th Education and Training Committee Meeting
- 5 New Members’ Briefing
- 13 8th General Purposes and Finance Committee Meeting
- 13 Guild Carol Service
- 13 Christmas Supper
- 20 Guild Closes

January 2014

- 6 Guild Opens
- 14 5th Technical and Air Safety Committee Meeting
- 15 Trophies and Awards Committee Meeting
- 21 Benevolent Fund Board of Trustees AGM
- 22 Environment Committee Meeting
- 23 9th General Purposes and Finance Committee Meeting
- 23 5th Court Meeting
- 23 Court Election Dinner

February 2014

- 4 Luncheon Club
- 6 Combined Courts Lunch
- 11 6th Education and Training Committee Meeting
- 13 10th General Purposes and Finance Committee Meeting

March 2014

- 4 6th Technical and Air Safety Committee Meeting
- 6 Aptitude Testing
- 13 11th General Purposes and Finance Committee Meeting
- 13 6th Court Meeting
- 17 Annual Guild Service
- 17 AGM, Installation and Supper
- 25 Environment Committee Meeting

April 2014

- 1 1st Education and Training Committee Meeting
- 3 Lord Mayor’s Dinner for Masters
- 4 United Guilds’ Service
- 4 Lunch with Fan Makers’ Company
- 8 Instructor’s Forum
- 15 Benevolent Fund Board of Trustees Meeting
- 16 Aptitude Testing
- 23 Guild Luncheon Club
- 23 Cobham Lecture
- 24 1st General Purposes and Finance Committee Meeting

GUILD VISITS PROGRAMME

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

Cover photo: 17 December 2013 marks the 110th anniversary of the first powered, controlled flights by the Wright brothers at Kill Devil Hills, near Kitty Hawk, North Carolina. The longest flight of four that day lasted for 59 seconds, covering 852 feet, a feat not rivalled in Europe until the end of 1907. All modern aircraft derived their control systems from this truly epoch making aircraft. To commemorate this auspicious event the cover photo shows the memorial in place at the site of these first flights, with Orville Wright at the controls of the ‘Flyer’. It was provided by and is reproduced with the permission of Elisabeth Cox, wife of the late Liveryman John Cox DFC.
EDITOR’S MESSAGE
This issue of Guild News may well be the last of its kind. Guild members will be well aware of the expected forthcoming change of our Livery Company’s title. This change will lead to new-look letterheads, website and visiting cards, to mention just a few, and the next issue of this magazine, due out in February 2014, will bear a new title. As part of this ‘re-branding’ exercise Richard and Helen Lewis of Printed Solutions and I will be looking at ways we can improve the form and presentation of our magazine, which has not really changed much since I assumed editorial responsibility in 2009. To that end, could I encourage all readers who might have some bright ideas as to how our magazine should look and what it should include to contact me at my editorial email of teeleseeditor@hotmail.co.uk.

Turning to this issue, you will find a report on this year’s Trophies and Awards Banquet which includes abreviated citations of all the worthy winners. There is also a description of a recent Flying Club visit to the extraordinary airfield at Stow Maries in Essex, a time capsule from the days of the RFC and World War 1 and a report on how a Guild member organised a commemorative flight around the UK in a Catalina. Three of our recent Scholarship winners describe their experiences in training and the Livery Schools Link gliding scheme and the Guild’s involvement with it is outlined by Liveryman John Towell. There are other articles to entertain, amuse and educate you over the next two dark winter months; if by chance you are moved to contribute something yourself I am always happy to receive it. Finally, as we approach the Festive Season, may I and all at Printed Solutions wish you a very Merry Christmas and a safe and enjoyable flying year in 2014.

Liveryman Tom Eeles
Honorary Editor
THE HANNA TROPHY. A new award, ‘The Hanna Trophy’, has recently been offered to the Guild by the Hanna family in honour of Ray and Mark Hanna, and this offer was accepted with unanimous agreement by the General Purposes and Finance Committee. The Hanna family were particularly keen to see the trophy awarded for the first time during the current Master’s year, himself a very close friend of the family, and have also been closely involved with the suggestion for the first recipient of the trophy, namely, Livryman John Romain, a very well-known fighter display pilot and owner of the Aircraft Restoration Company at Duxford. Conscious of the fact that the views of the Trophies and Awards Committee must be taken into account for any award presented by the Guild, this was debated within the Committee and a clear majority were in favour of an immediate award to John Romain. Although too late to be included in the Awards booklet for this year, the trophy was presented at this year’s Banquet (see report on page 8). For the future, it is the family wish that the trophy be an addition to the list of annual Guild Trophies and Awards. They are happy that the Trophies and Awards Committee refines the criteria for the future award of the trophy at the January 2014 meeting and to leave all future decisions relating to the trophy in the hands of the Committee. The criteria used for the award this year was as follows: ‘To be awarded to an appropriate person for their contribution to the art of display flying in a historic, vintage or modern fighter aircraft’.

C130K HERCULES DELIVERED TO RAF MUSEUM COSFORD. Upper Freeman Geoff Collins reports that he was present at the handover of Lockheed C130K Hercules XV202 to the RAF Museum, Cosford, on 12th September. Guests were welcomed by AVM Peter Dye, Director General, RAF Museum. AVM Ian Corbitt, an ex Station Commander at RAF Lyneham, then outlined the history of the C130K in RAF service. He mentioned, in particular, how the role of the Hercules had changed in emphasis from long-haul in the Cold War days to in-theatre tactical transport in Iraq and Afghanistan. He also highlighted the outstanding relief work undertaken and the fact that the aeroplane had proved to be most adaptable. Livryman Sir Michael Marshall, Chairman of Marshall Aerospace, spoke of the long relationship between Marshall of Cambridge and the RAF C130 force. In particular he mentioned the urgent requirement in 1982 to fit the aircraft with a refuelling probe to be able to take on fuel in flight for the Falklands conflict. Sir Michael stated with understandable pride that the modification took just 19 days from the initial request to being cleared for service, a feat which would normally take at least 19 months! The C130K was originally expected to be replaced after 10 to 15 years. The fact that it has served for 46 years is testimony to the skill and professionalism of all those who have helped keep the aircraft airworthy and able to deal with new roles and tasks over those years. Finally Air Marshal North, Deputy Commander Capability and Air Member for Personnel and Capability, formally handed over the aircraft Log Book (Form 700) to AVM Dye (and mentioned in passing that there were a couple of snags needing attention!). Peter Dye expressed his delight at acquiring an example of the iconic and ubiquitous Hercules XV202 as the RAF Museum not only to celebrate the achievements of this very important type, but also to tell the story of those thousands of individuals who operated and supported the aircraft.

Upper Freeman Geoff Collins’s last flight in the RAF was as navigator in XV202 on 5th November 1986, from Gander to Lyneham. Geoff and Suzie receive the trophy

KING’S CUP AIR RACE SUCCESS. Livryman Geoffrey Boot and his wife Suzie flew to victory winning the King’s Cup Air Race at Shobden airfield in Herefordshire over the weekend of 17th and 18th August, racing their ex-Burkino Faso Siai Marchetti SF260W, a very pretty camoulflaged aircraft, speeding over the line at speeds of up to 230mph. Although their aircraft is the fastest currently racing of the 15 aircraft entered, the King’s Cup is run on a handicapped basis that means any aircraft capable of over 100mph is speed tested and handicapped accordingly, thereby levelling the playing field. The race finish was close, so close in fact that the finish photograph had 11 of the participating aircraft visible.

The race itself is run over 4 laps of a 20 mile course. The conditions for both the qualifying race on the Saturday, the Steward’s Cup, and the King’s Cup itself were considered good for racing with a fair amount of convective lift and good visibility. Geoffrey and Suzie have forged a winning combination over the last 14 years, winning many of the major Air Racing trophies and in 2000 and 2011 were European Champions and in 2011 won the British Championship, Suzie has additionally been Top Navigator for 3 of the past 4 years. Air Racing is run under the auspices of the Royal Aero Club Racing Rally and Record Association and further information can be obtained from www.britishairracing.com
SUPPER AT FISHMONGERS’ HALL. Master Elect Dorothy Saul-Pooley reports that the evening of 17th September at Fishmongers’ Hall was relaxed but elegant. The surroundings exude an air of confidence with magnificent décor and the breathtaking view of the Thames from above London Bridge. Who could fail to be impressed by the panorama from the upstairs reception room, where Guild members sipped pre-dinner champagne and admired the elegant surroundings. As befitting the Fishmongers’ Hall, the main course was fish pie! The food and wines were delicious and the company and conversation delightful. It was an evening to remember and thanks are due to Warden Chris Ford for making the superb arrangements.

GUILD LUNCHEON CLUB. At the recent meeting of the Luncheon Club the Master announced that there would be a change in its management. Liveryman John Robinson will be taking over and assisted with the administration by Ruth Cundy. The immediate change for members’ diaries is that the next meeting will be on Tuesday 4th February 2014 so reverting to the original schedule. A flyer will be published and circulated in this issue for this meeting giving details where to send applications and cheques.

It is hoped that in the future more Guild members will be giving the talks on their past experiences and personal anecdotes so everyone be warned!

LIVERYMAN JOHN COX. It is with regret that the death has been announced of Liveryman John Cox DFC. He was one of the first to be awarded the Bomber Command Clasp by the Prime Minister in March, the photograph of this event appearing in the October edition of Guild News.

Letters to the Editor...

UAV Operators - Are They Pilots?

Dear Sir,

I qualified as a PPL with the Thames Television Flying Club through the Fairoaks Aero Club in Surrey in May 1971 and became a pilot. Additionally, for 16 years I walked my black labrador around and across Richmond Park. Being an aviator, I persuaded him to join me on the flat lands just below the Ballet School where fathers and sons flew their model aircraft. They took off and landed and in between they performed all kinds of aviation tricks, guided by their radio controlled knobs and switches whilst staying firmly on the ground. As much as I admired their skills, I never did consider them as ‘Pilots’, simply because I sat in my aircraft and flew it into the great blue yonder and they stayed on the ground. Just because today’s young men and women do the same, flying their UAV aircraft down Helmand province from the safety of their armchairs in the USA or RAF Waddington, doesn’t make them ‘Pilots’. Their distances may be much greater and their aircraft much larger - but they are doing the same thing as those folk in Richmond Park and that doesn’t suddenly make them ‘Pilots’. Should one of these individuals be a qualified pilot, then the argument will assume a different vector - but that pilot will be guiding rather than piloting that UAV aircraft.

Yours Sincerely

Dr John McAdam, PhD, FRGS

Concrete Arrows Across America

Dear Sir,

The interesting article (Oct Guild News) referred to the concrete arrows dotted across the USA, and explained their use as visual navaids for the early US Postal Service aircrew.

Equally useful were the lights associated with the arrows. I seem to recall that the installation consisted of a clockwise rotating light, with a flashing light situated on top of it. As the rotating light passed through North, the strobe would flash. Timing the delay before the observer saw the rotating element would give one a bearing from the installation.

This was precisely the principle employed by the VOR navaid, which came along about 35 years later. (Or so Maxie Johnson told us…)

Regards,

Martyn Johnson,
Upper Freeman,
Captain
(long retired)

Editor’s Note: I welcome reader’s letters on any aviation subject or issue for publication in Guild News.
The Master's Message

HIS HONOUR JUDGE TUDOR OWEN

There are people it's enjoyable to meet, people who are interesting to meet, and a small number whom it's an honour to meet. Only very rarely does someone fall into all three categories: Captain James Lovell USN is one of those few. A charming and unassuming man; a genuine celebrity in an age when so many nobodies are regarded, for reasons beyond my comprehension, as 'celebrities'.

In common with other school-boys and girls of my generation, I got up in the early hours to watch television coverage of the various space missions in the 1960s and then whilst at university in 1970, in common with millions of others around the world, I watched anxiously to find out if the crew of Apollo 13 under Jim Lovell's command would return safely to Earth or remain for ever in space.

The wonders of the internet enabled me to track him down to his home in Illinois and I was delighted when he accepted my invitation to be Guest of Honour at our Trophies and Awards Banquet. Always a magnificent occasion, it was made even more special by his presence.

We all know the dramatic events of Apollo 13, but what a privilege to hear its Commander talking to us about it. You could have heard a pin drop as the packed Guildhall hung on his every word. The respect and awe in which Captain Lovell is held by fellow aviators was obvious from the enthusiasm and length of the standing ovations he received.

I am very grateful for the assistance of Liveryman Captain Dave Singleton who encouraged Virgin Atlantic to generously provide a 'Upper Class' tickets to Liveryman Peter Owen who provided accommodation at the RAF Club and to Liveryman Air Marshal Ian Macfadyen who kindly arranged for Jim and his wife to enjoy a VIP tour of the Tower during their very brief visit to London.

On a less happy note, I was very disappointed to learn after the Banquet that those sitting on the raised dais had great difficulty hearing the speeches and, in some instances, were unable to hear anything. Subsequent investigation revealed 'finger trouble' by Guildhall audio personnel; neither the Clerk nor I were aware of the problem at the time. I offer my sincere apologies to those affected. I understand how frustrating (at the very least!) it must have been to see Jim Lovell speaking but not be able to hear what he was saying.

I appreciate that it's small compensation but, fortunately, Captain Lovell’s speech was recorded and I have asked the Clerk to look into either providing copies of the recording or placing the recording on line. Transcripts of the speeches will be on the Guild website.

The T&A Committee yet again provided very worthy recipients for our trophies and awards. Full details are reported elsewhere so I'll resist the temptation to expand here.

I found presenting the awards both humbling and inspiring. In common with everyone present I felt inspired by the many accounts of outstanding skill, courage, determination, professionalism and service to others. I also couldn't help but wonder, when listening to some of the accounts of outstanding courage and pushing to the limits, what might have been the response if the mission had ended badly. Hero if you succeed and the subject of criticism if you don't?

When Captain Lovell accepted our invitation to receive the Award of Honour, he wrote that he 'applauded the Guild for its work in supporting pilots and promoting the highest standards of air safety' and considered it a privilege 'to be honored by an organisation which celebrates professionalism and excellence in flying.' Our award winners were naturally delighted to meet Jim Lovell, but the qualities many of them had exhibited were the very qualities he displayed more than three decades ago.

The achievements of all our the recipients, in different ways, run counter to the current culture that so often places individual 'rights' first and foremost and appears to attach little value to the concepts of duty or service. Society as a whole, as well as the aviation profession, is the better for the efforts of our award winners, and it is important that we, as the world’s leading pilots organisation, continue to publicly celebrate exemplary conduct.

The Guild was privileged to present a new trophy this year. The name Hanna is synonymous with the art of display flying in fighter aircraft, both historic and modern. Ray Hanna’s leadership of the Red Arrows took the team to new heights of excellence which earned worldwide acclaim and inspired countless young people to become pilots; his legendary Spitfire displays inspired yet more. Ray taught Mark to fly when he was 16, and he went on to become an outstandingly talented and highly respected display pilot.

Father and son epitomised the art of the display pilot. Neither showed off their own exceptional flying skills - they used their exceptional skills to demonstrate the qualities of whichever aircraft they were displaying.

I flew often with both (Mark and I shared a Harvard, and then a Yak 11) and, as a friend of the family for almost a quarter of a century, it gave me great pleasure to present the inaugural ‘Hanna Trophy’ generously donated by the Hanna family.

I am grateful to the inaugural winner, Liveryman John Romain, who generously agreed to donate a Spitfire flight to raise funds for charity. A silent auction raised £4747 to be donated to the London Air Ambulance. I thank all those who bid so generously, and congratulate the winner. I wish her a very enjoyable flight.

I was very pleased to hear from the Clerk that there will be nine candidates in the forthcoming Court election. I thank those who responded to my call to Liverymen to stand, and also those who considered doing so - there’s always next year! Our effectiveness, and future, as a modern ‘working’ livery company depends upon a constant flow of talented Assistants with expertise and experience in aviation matters.

As I write this from our Australia Region on a warm sunny morning it seems very strange to be thinking about Christmas, but it will soon be here. May I take this opportunity to wish you all a very Happy Christmas and a successful and prosperous 2014.

I look forward to seeing many of you at our Carol Service & Supper. Always a jolly event, it’s a perfect start to Christmas.

My very best wishes, wherever in the world you are reading Guild News. 

The Grand Master and Master enjoy a jolly moment at the Trophies and Awards Banquet
The Lord Mayor’s Energy to Transform Lives
ALDERMAN FIONA WOOLF CBE, THE RT. HON. THE LORD MAYOR OF THE CITY OF LONDON

I am honoured to be promoting the City of London this year as the 686th Lord Mayor (and only the second woman since 1189). I have been overwhelmed by the support I have received from the Livery and am looking forward to seeing you all in the coming year.

The Reference to Energy

I shall be continuing with the theme of The City in Society but my focus will be on “The Energy to Transform Lives”, which reflects my long association with the City as an energy lawyer specialising in global electricity industry reforms at CMS Cameron McKenna to bring cheaper and cleaner energy to more people. The title refers to my conviction that the City of London has the energy and talent for innovation necessary to serve the needs of society and the environment at a time that I call the “new normal”. All of my mayoral programmes are based on three themes which I feel are critical to our resource-constrained society: sustainability, diversity and charity. I hope that within these mayoral programmes there will be something of interest for everyone. If I have a single objective, it would be inclusiveness and Liverymen have so much to bring to the party.

Tomorrow’s City

“Tomorrow’s City” is a programme of events and dialogue which focuses on how the City can best ensure its future success as a “city of cities” and a “city for cities” by enabling long-term value creation for an increasing urban population that is conscious of the environment more than ever before. Through a series of evening and breakfast events, Tomorrow’s City focuses on a number of topics including regulation for the environment at a time that I call the “new normal”. All of my mayoral programmes are based on three themes which I feel are critical to our resource-constrained society: sustainability, diversity and charity. I hope that within these mayoral programmes there will be something of interest for everyone. If I have a single objective, it would be inclusiveness and Liverymen have so much to bring to the party.

Charity Leadership and Social Investment

My husband Nicholas, past Master of the Worshipful Company of Tax Advisers (2009/10), is heading The Lord Mayor’s Charity Leadership Programme, shining a light on charity chairmen and how they can be better supported. The programme, a first of its kind, starts with two lectures, one by William Shawcross, Chairman of the Charity Commission and the other by Sir Ronald Cohen, the founding-Chairman of Big Society Capital and a champion of social investment. There will be a one-day conference to connect leaders from the City with charities to gain better understanding of the non-profit sector and how they, as business leaders, can support it. The programme also supports existing Chairs in their own development and in recruiting and leading effective boards.

Diversity and Inclusion

Now more than ever the City depends upon being able to draw the best talent from an increasingly diverse and inclusive pool for the innovation that society now needs. I have put together a programme of breakfast seminars and two large conferences, titled “The Power of Diversity”, to highlight and discuss the critical steps that businesses must take to maximise the energy that diversity can bring to business. All proceeds from the programme will go to The Lord Mayor’s Appeal 2014.

A New Approach to the Lord Mayor’s Appeal

We have abolished the “shut down and start up from scratch approach” to the Lord Mayor’s Appeal by the creation of a permanent charity to provide a long-running platform for the Appeal. This will enable us to accept contributions in cash and in kind over more than one year and to promote giving to a wider audience. It also enables us to support smaller charities, particularly those that punch above the weight that their size might imply in terms of their impact and outcomes, and that is exactly my plan!

The Lord Mayor’s Appeal 2014 is supporting four community-based charities that all have “the energy to transform lives”:

• Beating Bowel Cancer greatly improves awareness and early diagnosis of the second biggest and yet highly treatable cancer killer and works to support all those affected by it;
• Princess Alice Hospice is developing a new model of hospice care to enable more people to be reached and supported in their own homes;
• Working Chance is a charity which places women ex-offenders into jobs with quality employers, enabling them and their children to cross the social divide from exclusion to contribution; and
• Raleigh International provides young people from underprivileged backgrounds with life changing experiences that contribute to their own personal growth and the development of communities in need around the world.

Fundraising is at the heart of the Appeal programme but there is also a strong commitment to mentoring, helping to raise the profiles of these charities and opening up new sources of funding for the future.

How You Can Help

We are always open to offers of help, so please contact my Lord Mayor’s Appeal team on 020 7332 1582 if you would like to be involved. There are lots of fun and affordable events and we are determined to reach a wider audience!

Fun for the Livery

• Join me for my Lord Mayor’s Christmas Party on the evening of 10th December 2013 where the mediaeval Guildhall crypts will be transformed into a magical Christmas Wonderland! There will be carol singers, magicians, music, tombola, a casino and Christmas market.
• For the first time the Appeal is holding a Lord Mayor’s Appeal Day on 16th May 2014 which I hope will engage City workers and all of the Livery Companies in widespread fun for my four very worthy charities.
• Enter a Livery Company football team for a day of football fun on 13th June 2014 in Guildhall Yard. Show off your football skills and beat your rivals all the way to the trophy.
• Join me for this special concert on the theme of “Strong Women” by world-famous soprano Nelly Miricioiu, the starry mezzo Nino Surguladze and the Chelsea Opera Group. The performance will be conducted by Gianluca Marcianò. It will be preceded and followed by food and wine in the Guildhall Old Library.
• The Lord Mayor’s Ball in the Guildhall on 21st October 2014 will be a unique opportunity for all of the Livery Companies to come together under one roof for a glamorous evening of food and dancing.

I hope you will join me on what are guaranteed to be memorable occasions!

For more information on The Lord Mayor’s Appeal 2014 or the Power of Diversity programme, including sponsorship opportunities, ticket purchases and to make a donation visit www.thelordmayorsappeal.org or call +44(0)20 7332 9308 (Registered Charity Number: 1148976).

For more information about the Charity Leadership Programme and event enquiries visit www.cass.city.ac.uk/LMCLP or call +44(0)20 7040 0901.

On Wednesday 23rd October the 2013 Trophies and Awards Banquet, preceded by a Court Meeting, recognised another year of outstanding achievements by both individuals and organisations in civil and military aviation. The Court Meeting, held in the Guildhall crypt, saw the Clothing of Edward James Spurrier, Richard Myton Thomas, John Patrick Towell, Selwyn Burchhardt, Charlotte Hounslow, Peter Turner, Basil Hugh Vracas, Lionel Anthony Edwards, Christopher Harvey Nicholls, Richard Charles Piper, Christopher George Applegarth, Geoffrey Clark Barber, Tin Yun Lam and William Ralph Pinney.

The Master also presented Master Air Pilot Certificates to Christopher O’Dea, Christopher Hancock, Karl Vette, Alexander Neumann, Sean Leach, Christopher Hearn, Barry Humphreys, Peter Hitchcock, Christopher Bourke, Gary Ogg, Alan Potter, Kevin Smith and Stuart Doyle.

The Court greeted the Clothing and Certificate presentations with acclaim.

After the Court Meeting Guild members and their guests enjoyed a Champagne Reception in the Old Library as uniformed personnel of the London Wing of the Air Training Corps set about their organisational duties with customary efficiency. The traditional Guard of Honour was provided by the Pikemen and Musketeers of the Honourable Artillery Company. The Guest of Honour at the Banquet was Captain Jim Lovell USN, Commander of Apollo 13.

Other senior guests included Air Chief Marshal Sir Andrew Pulford Chief of the Air Staff, Colonel M Whiteside Regimental Colonel Army Air Corps, Commander N May HMS Illustrious, Mrs L Agutter Master Fletcher, Mr D Woods Master Fueller, Group Captain G Bunn Immediate Past Master The Coachmakers’ Company, Group Captain P Wood Air Advisor Australia High Commission, Group Captain D Bentley Commandant Central Flying School, Colonel J A M Bigosette Air Advisor Canada High Commission, and Wing Commander N Olney Air Advisor New Zealand High Commission.
The Banquet was served in the magnificent medieval Great Hall; the Beadle, Mr E Prior, led in the Grand Master, the Master and the senior guests to the customary slow handclap. Music during the meal was provided by the Brass Quintet of the London Guards Association who played a number of spirited pieces, including an excellent rendition of the Post Horn Gallop that was greeted with acclaim by the diners. The Banquet concluded with a Sung Grace, the ceremony of the Loving Cup and Toasts to the Queen, the Royal Family and the Lord Mayor and The City of London Corporation. The Trophies and Awards were presented by the Guest of Honour; the recipient’s citations can be found on the Guild’s website, [www.gapan.org](http://www.gapan.org), and a selection of photographs and abbreviated citations of the recipients can be found at the end of this article. After the presentation of the Trophies and Awards the Master addressed the diners. He concluded by proposing the Toast to the ‘Award Winners and Guests’. The Guest of Honour, Captain Jim Lovell, responded with an outstanding speech that appealed to all in his audience, particularly the pilots. Full transcripts of the Master’s and Guest of Honour’s speeches can be found at [www.gapan.org](http://www.gapan.org), by accessing Aviation Matters/Guild Policy and Comment/Public Speeches. Both speeches were greeted with acclaim by all present.

The Master then invited all to join him in a stirrup cup in the Old Library, after which Guild members and guests made their way home, those staying at the RAF Club travelling by buses which got them to their destination before the Cowdray Room bar closed.

Photographs taken at Guildhall can be viewed and ordered on line direct from Gerald Sharp Photography. Visit [www.sharpphoto.co.uk](http://www.sharpphoto.co.uk) or telephone them on 020 8599 5070.
Trophies and Award Winners, 2012/2013

The following are the abbreviated citations that were read at the Trophies and Awards Ceremony. Full citations can be found on the Guild website.

GUILD AWARD OF HONOUR

CAPTAIN JAMES ARTHUR LOVELL USN (retd)

Forty four years ago pilot-explorers flew to the moon in spacecraft furnished with what is now the computing power of a child’s toy, and navigation tools that Captain Cook would have recognised. Their skill, ingenuity and courage will always be remembered and in history their names will rank not only with the Wright Brothers but with Magellan and Christopher Columbus.

Captain James Lovell is the only man to have flown to the moon twice, and not landed on it. His exemplary abilities as an astronaut on Apollo 8 helped pave the way for Armstrong’s first step and, as Commander of Apollo 13, his coolness under pressure gave us an immortal phrase known the world over: ‘Houston, we have a problem.’

A US Navy night fighter pilot Jim Lovell flew as an astronaut on Gemini 7 when it accomplished the first-ever space rendezvous in 1965, and as Commander on Gemini 12 he docked with another spacecraft manually after a radar failed - a significant achievement in those pioneering times.

In Apollo 8 he, with Frank Borman and Bill Anders, were the first human beings to leave earth orbit. As navigator, Jim Lovell used a sextant to measure the spacecraft’s position and calculate mid-course corrections. Apollo 8 was a pilot’s mission and its perfect completion is a source of great pride to its commander, but the world remembers Jim Lovell for another flight entirely. We have

Apollo 13 was brought home safely, with Jim Lovell adjusting course manually by firing the lunar module’s thrusters and engine, using his watch for timing.

Even among the select brotherhood of space voyagers, he is a legend. For his outstanding and enduring contribution to aviation, Captain James Lovell is awarded the Guild’s Award of Honour.

THE HANNA TROPHY

Before presenting our other awards, there is an additional award to be presented tonight for the first time. It has only recently been offered to the Guild, in fact, so recently that it doesn’t appear in the Awards Booklet. The Hanna Trophy has been presented by the Hanna family in memory of two legends of display flying who are sadly no longer with us - Ray, and his son Mark, Hanna - and the trophy is for an outstanding contribution to the art of display flying of fighter aircraft - in other words ‘warbird displays’.

John Romain has become renowned within the industry for his quiet, self-effacing, calm, professional and utterly dependable manner. John gained his PPL in 1984 and started display flying in 1986 on the Auster. After conversion onto the Harvard, trained by Mark Hanna, he then went on to fly the F4 Corsair, P51 Mustang and the iconic Spitfire, displaying these throughout the 90s. He has been a Display Evaluator since 1993 for all categories of vintage aircraft types. He has

amassed over 3,000 hrs in 100 different types - singles and twins - including the B25 Mitchell, the Catalina and, most recently, the world’s only remaining airworthy Me109E.

John Romain is the quintessential warbird display pilot and is tonight recognised for his outstanding contribution to this art by the inaugural award of the Hanna Trophy.

THE DERRY AND RICHARDS MEMORIAL MEDAL

Peter ‘Wizzer’ Wilson currently holds the key position of Chief STOVL Test Pilot, leading a team of 15 aircrew, in the development of the F35 Joint Strike Fighter. He is a first class ambassador, showcasing the talent that the UK can offer this cutting edge and high profile programme.

As a result of his exceptional knowledge base and adroit flying skill, he was granted unique USN approval to fly as a contractor pilot on the F35B’s first ship deployment, an environment typically the sole preserve of serving USN and USMC test pilots. He has had significant influence on working towards making the carrier approach and landing a much easier task and STOVL operations will soon become routine, with the legacy of his efforts being a safer operational environment for decades to come.

For his strong leadership and achievements on the F35 test programme, both of which have improved safety and enhanced reputations at an international level, Peter Wilson is awarded the Derry and Richards Memorial Medal.

THE SIR ALAN COBHAM MEMORIAL AWARD

Myriam Gardeazabal gained a scholarship and graduated from Madrid University before deciding on flying as a career. Her achievements during flying training were equally impressive with consistently high results in written and practical tests. However, it is her success on the FTE Jerez Student Committee that made her outstanding. She successfully exercised
demonstrated during his training for a PPL, James Johnston is awarded the John Landymore Trophy for 2013.

THE GUILD AWARD FOR AVIATION JOURNALISM

Pat Malone is an aviation journalist who writes with a passion for all matters aviation, that stems from being a current and long-time practising pilot, and qualified helicopter instructor. He writes a regular page for ‘Pilot’, the monthly magazine well known to general aviation pilots and enthusiasts, and a glance through his recent offerings shows just how well he communicates his love and zeal for light aviation. He has the knack of being able to engage the reader’s interest through his own particular personal style, honed from spending his initial years in employment as a journalist on the ‘London Evening Standard’. Pat is Editor of ‘General Aviation’ and also of ‘Rotor Torque’. In addition to historical articles and biographical profiles, including those of many Guild Masters, Pat welcomes, in particular, articles on epic long distance flights - many examples of which he has himself conducted.

Pat’s flair for bringing to life the written word makes him stand out as an aviation journalist who excels in his profession and who is a worthy recipient of the Guild Award for Aviation Journalism.

THE JOHN LANDYMORE TROPHY

This award is made to the outstanding candidate each year of a Guild PPL Scholarship.

From the initial impression that he made upon the scholarship selection committee to the approach he adopted during his flying training, James Johnston was exemplary. His ground school results were top class and his whole approach to the learning process and personal application required to be a proficient and able pilot were present from the outset. James’s enthusiasm and determination to achieve his goal was evident to his ground and flying instructors and his attitude was always positive.

As a result of his personal qualities and professional, competent approach to flying, the approach he adopted during his flying training, James Johnston was exemplary. His ground and flying instructors and his determination to achieve his goal was evident from the outset. James’s enthusiasm and personal application required to be a proficient and able pilot were present from the outset. James’s enthusiasm and determination to achieve his goal was evident to his ground and flying instructors and his attitude was always positive.

As a result of his personal qualities and professional, competent approach to flying, the John Landymore Trophy for 2013.

THE GUILD SWORD OF HONOUR

Peter Moxham learned to fly in the late 60s, after which he was employed as an operations assistant in business aviation. During this time he trained as a flying instructor, eventually going on to join CSE Aviation as General Manager at Stansted before becoming commercial director with Oxford Aviation Training. On leaving OAT in 2001, he was able to concentrate his efforts on the consultancy business which he founded in 1995 and, at this point, Peter’s involvement in international aviation safety promotion work intensified as well as his representation on many international panels and committees.

For nigh on 40 years, Peter Moxham has devoted his life to pilot training. His consummate skill at chairing conferences, working groups and seminars has earned him an international reputation in the field of professional pilot training, rulemaking and aviation safety. Much of his contribution to aviation has been conducted behind the scenes without reward of any sort.

For his lifetime contribution to General Aviation, and specifically professional flying training, Peter Moxham is a thoroughly deserving recipient of the Guild Sword of Honour.

THE MASTER’S COMMENDATION

The British Helicopter Team returned from the 2012 FAI World Helicopter Championships in Moscow, with the team Silver Medal, the best ever placing by a British Team at that level.

Helicopter competition flying is a little known activity within the UK, however, championship competitions, drawing competitors from as far afield as America and China, have been held since 1974. The current British team collectively built on its prior achievements over the past 7 years and their recent success has been achieved through a strong individual and collective team commitment, as well as a desire to build and improve year on year, allied with a real drive, desire and enthusiasm to win.

Constant practice sessions squeezed in amongst everyday life became the norm - a strong commitment to improve was required and, as such, the Team practised evenings and weekends to ensure that they built up the necessary hours and experience to hold their own against the very best Russian pilots who are universally recognised as being ‘the best of the best’ in the sport.

The Team’s success in this is now further recognised by the award of the Master’s Commendation.
On the night of 20 Sep last year, in the face of 20ft seas, near-zero visibility, driving rain, and icing conditions, Lt Cdr Vince Jansen, expertly commanded and piloted his US Coast Guard rescue helicopter, executing a non-standard, left-seat hoist to save four lives after a fishing vessel sank in the Gulf of Alaska.

After a brief search in torrential rain, the crew spotted a single flashing strobe-light bobbing in the sea. Lt Cdr Jansen executed a precision instrument approach to establish a stable hover over the survivors in the vessel’s life raft. With the aircraft precariously hovering 50ft above the raging 20ft seas, Lt Cdr Jansen alertly took control of the aircraft when the right-seat pilot became disoriented by the heavy rain and the strobe-light reflection on the water.

With the right-seat pilot incapacitated, Lt Cdr Jansen immediately assessed the situation and his own ability to conduct the hoist safely from the left seat, an unusual and difficult procedure. His extraordinary piloting skills, innovative and timely decision making, and superb crew leadership were vital to the success of this rescue, saving four lives.

Lt Cdr Jansen’s actions demonstrate extraordinary tenacity, presence of mind and the highest level of aviation skill. He is accordingly awarded the Master’s Medal.

**THE PIKE TROPHY**

Andy Dunstan has accumulated some 17,500 instructional hours out of a total of more than 20,000 flying hours. He holds, or has held, every possible instructor qualification, and several as an examiner.

Andy has always been capable of correctly diagnosing the problems of underperforming students and then bolstering their confidence, rectifying their failings and putting them back on track to a satisfactory standard, a rare but precious commodity. Andy relishes every opportunity to help others who may have difficulties with flight training. Over such a long instructional career, arguably at the forefront of the world renowned, high-quality UK flight training system, he has forged enduring relationships with his students. It is rare for Andy to travel on a UK airline without knowing or having taught one or other of the flight crew.

His outstanding lifetime commitment and contribution to aviation training standards and safety is singularly impressive and he is a most deserving recipient of the award of the Pike Trophy.

**THE CENTRAL FLYING SCHOOL GUILD TROPHY**

Since then, SARTU has been tasked with the training of all RAF helicopter crews in the fundamentals of helicopter SAR duties. Recently, SARTU has undertaken a significant broadening of its remit to include training of RN and national pilots. From providing day-only basic RA SAR and mountain flying training the Unit has developed, with a mixture of serving and ex RN and RAF instructors, and delivered a comprehensive multi-engine rotary course for ab-initio Royal Navy pilots destined for SAR duties, culminating in the award of their ‘wings’.

In other areas SARTU staff have broken new ground with the development of virtual reality training systems to provide enhanced winch operator instruction and to reduce the reliance on costly aircraft flying hours. From humble beginnings in 1962 as a CFS detachment of Whirlwinds, SARTU has developed an enviable international reputation as a centre for SAR training excellence. The Search and Rescue Training Unit RAF Valley is, accordingly, awarded the Central Flying School Guild Trophy.

**THE JOHNSON MEMORIAL TROPHY**

Squadron Leader Simon Mellor has made a selfless and sustained contribution to the success of the RAF’s Sentinel R1 programme. He has been pivotal to the success of the capability, utilising his experience and professional expertise to maximum effect. His personal contribution, has been far beyond what could be expected from a single
In recognition of 32 years of outstanding professional performance, and represented by Harold Walton, the Guild’s Australian Region Chairman, Emergency Management Queensland - Helicopter Rescue unit is awarded the Grand Master’s Australian Medal.

THE AUSTRALIAN BI-CENTENNIAL AWARD

Chris Sperou’s passion for flying started in 1956 when he joined the Royal Aero Club of South Australia and learned to fly in the Chipmunk. On getting his licence, he practised the part of flying he enjoyed most, unusual attitudes and spinning, and became proficient in all aerobatic manoeuvres allowed in the Chipmunk.

His passion drove him to go further with the sport, so he needed a more dedicated aeroplane, thus came his first Pitts Special. This aircraft opened up unlimited aerobatic potential which he exploited, flying known routines and developing new ones. His mastery of the sport developed so quickly that he had won his first national title before his log book was officially stamped for aerobatics. Between 1968 and 1987 he won the unlimited national aerobatic championship 13 times.

Chris Sperou has not only been a tremendous participant in sport aerobatic flying but a wonderful mentor to people entering the sport by passing on his knowledge and experience to them. For his on-going contribution to the art of aerobatic flying in Australia, Chris Sperou is awarded the Australian Bi-Centennial Award.

THE JEAN BATTEN MEMORIAL AWARD

Lew Jenkins is a quiet achiever. In training and leading professionals in his chosen discipline of air navigation services over the past 24 years he has created a legacy of innovation and the pursuit of excellence in this sector of the NZ aviation industry.

Following several years in the RNZAF, Lew assumed responsibility for managing the civil ATS Operations Unit in 1991 delivering design, procedures, training policy and standards of service delivery in NZ airspace. Promotion to Chief of Air Traffic services in 1995 saw him manage the certification of the Airways Corporation into the new Civil Aviation Authority ATS Rules regime and brought his talents for innovative improvement in Air Navigation Services to the fore.

Beyond the context of the normal demands and expectations of his career appointments, in which he has reflected credit on Airways New Zealand in the international aviation community, Lew Jenkins has without doubt made an outstanding individual contribution to NZ aviation. He is accordingly awarded the Jean Batten Memorial Award.

THE SIR BARNES WALLIS MEDAL

Nick Lappos has been at the forefront of the research and development of new aircraft, components, installed equipment, and associated advanced technologies for 40 years. He has contributed both as an experimental test pilot and in a variety of project engineer, project management and strategic management roles with Gulfstream, Bell and Sikorski. In so doing he has been instrumental in identifying, developing and testing a wide variety of advanced technologies which have made a major contribution to the expansion of civil and military helicopter capabilities internationally.

He joined the US Army in 1968, training as a helicopter pilot on the AH-1 Huey Cobra and serving in Vietnam before joining Sikorsky as a Flight Test Engineer and then Experimental Test Pilot, where he amassed 17 patents for inventions in helicopter engineering.

During 40 years of work in the aerospace industry Nick Lappos has become a legend. He has made an immense contribution, as a test pilot and as an engineer, to the development and application of advanced technologies for rotorcraft. For his exceptional and innovative contribution to the international rotorcraft industry, he is awarded the Sir Barnes Wallis Medal.
THE HUGH GORDON-BURGE MEMORIAL AWARD

On 13 April 2012, Lt Peterson USN was the Aircraft Commander for call-sign ‘Password 20’, a C-2A Greyhound conducting missions in support of the aircraft carrier ‘USS John C Stennis’. During an otherwise routine take-off, a mechanical failure happened as the launch catapult fired, resulting in ‘Password 20’ being pulled down the track slower than at the prescribed acceleration rate necessary for flying speed. In seconds the aircraft had reached a speed too fast to stop and too slow to fly.

Lt Peterson immediately directed the pilot at the controls to apply maximum available power on both engines and applied full flap to minimise aircraft stall speed. He grabbed the landing gear handle and prepared to raise the gear just as the aircraft approached the end of the flight deck.

‘Password 20’ was airborne and rapidly descending, indicating 90 kts airspeed. Lt Peterson raised the landing gear to reduce drag and to prepare for ditching. Knowing that the pilot at the controls would instinctively either conduct a clearing turn or try to raise the nose in this near-stall flight regime, Lt Peterson directed him to lower the nose toward the sea while keeping the wings level. With the flaps continuing to extend and airspeed increasing, the descent was arrested 20ft above the water and the aircraft accelerated to safe flying speed.

Lt Peterson demonstrated exceptional situational-awareness and composure in this situation - which all happened in a matter of seconds. His recognition of the catapult malfunction, instantaneous corrective action at the controls, and crew coordination as Aircraft Commander saved the aircraft from imminent danger and spared the lives of all 15 personnel. He is a thoroughly deserving recipient of the Hugh Gordon-Burge Memorial Award.

THE PRINCE PHILIP HELICOPTER RESCUE AWARD

On the night of 9 Feb this year, Rescue 912 of 103 SAR Sqn RCAF, was tasked to the aid of 3 individuals who had become stranded in a 16-foot aluminium boat in blizzard conditions, 40nm from Gander on the eastern Canadian coast. With expected accumulation of 40cm of snow and gale force winds up to 75 km/h, Rescue 912 departed Gander airport in conditions of less than a mile visibility and approximately 200ft cloud base, encountering icing conditions immediately after departure.

Due to the high winds, it took 30 minutes to make the 40nm flight. Upon arriving on scene, the crew found the narrow inlet still immersed in a blizzard. The aircraft was brought to a hover 100ft above the water, but as a result, the crew’s visibility in the storm conditions was limited. Moreover, due to the rugged topography the 3 hunters were now approximately 8 miles from Rescue 912, which would now be forced to navigate among islands into the narrow inlet to reach them.

Hover-taxiing at 5 kts proved to be extremely challenging with up to 80km/h winds on the tail of the helicopter, and severe topographical turbulence off the surrounding hills. With approximately 2 miles still remaining, and as a last-ditch effort to reach the hunters, the crew decided on an impromptu manoeuvre as the only hope for the distressed hunters. Capt Noble turned the helicopter 180 degrees - placing the nose into the storm - to provide a more stable flying platform. With Capt Groten on the map, and the remainder of the crew members at various positions within the aircraft, the crew successfully guided Capt Noble, hover-taxiing backwards for 2nm toward the hunters’ last known position.

Having taken longer than anticipated to reach the hunters due to the complexity of the manoeuvring (which is quite an understatement!), Rescue 912 was now at its estimated minimum fuel level required to make either its alternate, or its base at Gander. The crew decided that, as a last resort, they would rescue the hunters and land on the rugged shoreline.

With minimal references, Capt Noble fought to maintain a steady hover, while Sgt Hiscock and Master Cpl Vokey subjected themselves to the full scale of the storm and -22C wind chill. Fighting through the storm’s intensity, fierce rotorwash, and static electric shock from the aircraft, all 3 survivors were brought onboard.

At that point, a maximum-rate climb, on instruments, was made to clear the surrounding hills and, with the very minimum fuel level to reach Gander, and with the 3 hypothermic hunters needing medical attention as soon as possible, the crew successfully returned to base.

The courage, expertise, resourcefulness and quick thinking displayed by the crew during this rescue demonstrates remarkable professionalism and achievement under very trying circumstances, ultimately leading to the saving of 3 lives. The crew is accordingly awarded the Prince Philip Helicopter Rescue Award.
The 2014 Scholarships presentations took place after the meeting of the Court at Cutlers’ Hall on 14 November. The Immediate Past Master, Air Marshal Cliff Spink, presented the certificates as the Master was overseas on his Tour of the Regions. After the presentations members of the Court entertained the Scholars and their families at a buffet supper. The reports below will give readers an idea of how three of the Scholars fared during their training.

DAVID MARSHALL AND THE GUILD FLYING INSTRUCTOR SCHOLARSHIP

The journey started (as far as I can remember) at nine years old when my father took me on an Air Experience flight for my birthday from Inverness that stopped off at a picturesque grass strip known as Dornoch north of Inverness where a photograph was taken that I would end up keeping for the next twenty four years. This picture was to be the source of inspiration to help me along my journey, which at the time I never would have known would take so long.

To cut a long story short(er) the next eighteen years involved trying many avenues to chase my ambition of becoming a pilot. I joined the Air Training Corps at 423 Sqn Elgin where I made many friends and spent years preparing myself for a career as a RAF pilot. I attended OASC Cranwell on two separate occasions and was lucky enough on the first to be awarded a twenty hour flying scholarship which I flew back in 1997 at Tayside Aviation (of course at that time I could not have realised what significance Tayside Aviation was to have in my future!). The second occasion at OASC was for the award of a University Bursary where during the medical I discovered over the last year I had become myopic in my right eye and was no longer suitable for RAF Aircrew. Devastated but never one to give up I continued on to University to study for an Engineering degree and contemplate how to pursue my goal. I continued by writing directly to many aviation companies asking for advice, however this did not yield much luck and my British Airways scholarship application was cut short by the tragic events of September the Eleventh. Still undeterred I realised I would require somehow to raise the funds on my own. Then followed years of work first as an Engineer then after redundancy I became a Joiner and after that a Sign Maker. A slightly strange combination I know, but I was determined to do anything I could to follow my aspiration and each served its own purpose in the process.

Somehow through chance and where my work took me I ended up living near Dundee enabling me to once again visit Tayside Aviation where I flew my RAF Flying Scholarship ten years previous. So the PPL was finally started on a part time basis around my work in August 2007. The next few years I discovered the GAPAN FI(A) Scholarship and applied. I was lucky enough to be invited for the interview, but truly blessed and honoured when I learned I was to be awarded the Scholarship! There may even have been a few tears but I would like to maintain in a masculine fashion that there was something in my eye.

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I started my FI(A) training with Tayside in June this year and spent a highly enjoyable eight weeks obtaining my FI Rating with my flight instructor Pedro Ruisanchez. Ground School instructor Ken Welsh and Head of Training Lovat Fraser. It was a challenging task and it was really brought home how difficult and exhausting a Flying Instructor’s role is. Not only must he deliver flight exercises to a pupil but also simultaneously listen out on the radio, fly the aircraft and manage the cockpit environment and make judgements on how best to teach the pupil. Of course, the work does not stop once you

are on the ground with full Short and Long briefs presented on all topics. It feels sometimes like two sets of ears, eyes and hands are required! Although a difficult course with the correct teaching, support and motivation I achieved my FI Rating on the seventh of August 2013 with a great feeling of achievement and was lucky enough to be offered a position as an instructor at Tayside Aviation not long after.

I promised myself once I achieved my goal I would celebrate and put down another milestone, so I returned to Dornoch Airfield, flying the aircraft as PIC this time, and once again took the same picture, placing the aircraft in the same position as it had been twenty four years ago marking the completion but also the start of my journey. I hope my experience and story will also help others not to give up on their ambitions no matter how long it takes to achieve them.

A massive thank you to everyone who helped make this possible especially GAPAN who have enabled me to take the difficult final step.

JAMES MULVANEY AND THE GUILD PPL SCHOLARSHIP

Receiving the GAPAN PPL scholarship this year was an honour. I had heard about the scholarships a few times, but never thought I would be interviewed, let alone awarded one! After searching the internet, attending every expo and open day I could find and afford and reading through aviation magazines and flight training newspapers, I had the same passion for aviation as many others. Having joined the University Air Squadron and going up for flights whenever my degree would allow, I also definitely had the bug for flying. As many others in my position know, the passion alone is fairly fruitless. Without any form of financial backing, it is near impossible to begin a career in the industry as it stands currently. Having applied unsuccessfully for scholarships the year before, I didn’t think I had much of a chance. I applied anyway, counting it as good practice for the future if nothing else. News arrived a few months afterwards that I had been selected for interview and I was thrilled! On the interview day I was apprehensive since the other candidates seemed very experienced and talented. A board of 3 interviewed me, we were able to discuss matters of all kinds and it was enjoyable engaging with them on both a technical and personal level. I received an email a few days later telling me that I had been awarded the Air Safety Trust Scholarship, and I couldn’t believe it - It was amazing news! There had been one First Officer working for BA Citiflyer on the interview panel, Oli Russell. As it turns out, Oli was a graduate from Southampton University, where I was studying. Not only that, we both stayed in the same Halls of...
Residence in our time, were both involved in the University Military Units, and I ended up passing my PPL Skills Test 10 years after his, to the day! Oli was a first class professional and had an incredible amount of knowledge about seemingly every aspect of aviation. Coincidences aside, we had a lot in common, became friends and have stayed in contact since. Once I had been awarded the scholarship, Oli suggested a flying school which he thought would suit me well. It was a fantastic suggestion, Synergy Aviation was just perfect. Based at Fairoaks Airport, Synergy provided me with one of many high-quality instructors working there. My instructor, Andy Bishop, was very professional and insisted on a high standard knowing my career intentions, whilst maintaining a very positive learning environment and a good sense of humour. Needless to say, we became good friends, and still keep in contact even though Andy has since moved on from Synergy. My training with Andy started with the basics, which we progressed through in a few flights since I had some previous experience with Southampton UAS. My first solo was great fun - from the training, I was expecting all kinds of emergencies: engine failures, a flap failure, a radio failure and bad weather to name a few. When the time came however, it was a surprisingly normal circuit which seemed relatively very low stress and I could relax and enjoy it! After a number of solo circuits, we then progressed on to navigation and before I knew it, I was going cross country south from Fairoaks to Goodwood, then east to Lydd and back to Fairoaks via Sevenoaks. Some highlights included going over a low-flying Hercules when departing from Goodwood, having to avoid a huge plume of thick smoke to the west of Lydd Airport and hearing a formation of 9 Hawk aircraft on the radio and realising it was the Red Arrows! When I wasn’t in the air, I was studying for the ground school exams which I enjoyed and which tremendously helped my understanding of aviation. The ground school definitely allowed me to appreciate every little detail in the air a whole lot more. As it now draws closer to winter, getting more rainy, cloudy, colder and the nights are creeping closer, I can’t help but think back to the wonderful times I had with all the amazing people this summer, and wish I could be doing it all over again. A lot of work happens in the background for all this to be made possible. I would like to thank everyone at the Guild, an organisation which truly is second to none. Firstly, because of the kindness, help and support offered by the people you meet along the way and secondly because the scholarship’s true value extends far beyond just the PPL. It is a prestigious award and an association with a spectacular organisation that I hope will stay with me for years to come. I look forward to one day being able to give back the same help and support offered to me, and I’ve made it my long term goal to encourage others into the world of aviation, to allow them to also enjoy the fantastic things I am lucky enough to have experienced. If I were to name everyone who has helped me or contributed to the Air Safety Trust Scholarship, the names would probably fill the entire page, so I would like to thank you all as one, for enabling a very lucky young man to start really getting involved in the fantastic world of aviation and start what will hopefully be a long career as a Pilot.

**HELEN COONEY GYM GLIDING SCHOLARSHIP REPORT**

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 hanger, cleaned them and towed them to the airfield. The days began with 3 winch launches in the morning, where I practiced my landing 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 and the glider was able to thermal much better 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.
The Livery Schools Link (LSL) gliding scheme has had a very successful summer and a record 172 students have experienced a flight in a glider this year. Very good weather conditions, increased funding and the introduction of a second gliding club combined to allow us to more than double the previous record number of students flown.

The scheme was started in 2004 by Captain John Mason and the major support for the programme over the years has been provided by the GAPAN Benevolent Fund (GAPBF). More recently other supporters including The Dyers Company, The Basket Makers and The Guild of Air Pilots Flying Club have joined the scheme. It is likely that other livery companies will join soon. The London Gliding Club at Dunstable has been very supportive and popular for many years and Lasham Gliding Society joined the scheme this year, also with excellent feedback. The British Gliding Association gives guidance to the LSL and the gliding clubs to ensure that we all work to industry best practice. The real strength of the scheme comes from the excellent foundations created during the early years, from the very generous support from GAPBF and other sponsors along with the commitment shown by the gliding clubs and several role model teachers.

When managing the scheme the same areas tend to cause difficulties every year. The obvious problem area is weather cancellations which cannot always be rebooked. The operation relies strongly on working with committed teachers who make it work. We are lucky that we have several teachers that we know we can rely on who have been taking part for several years and this year we have also started working with some other excellent teachers for the first time. Without this support we cannot offer the opportunity to students and so several schools without these committed teachers miss out. Less effective teachers do not manage to work around timetable, health and safety or transport issues. As an example this summer two schools withdrew at a late stage with issues that should have been addressed earlier. For some years High Flight, a charity linked to British Airways, has committed money which allows a degree of overbooking to help cover the probability that there will be some cancellations. This overbooking facility is excellent and this enabled us to use up the funding despite cancellations and we did not need to call on High Flight for any monies.

The LSL gliding scheme is given lots of very positive verbal feedback but much less is written by the students. The prizes I am offering are itunes vouchers which might tempt some entries which would be useful to help promote the scheme? So far the response has been poor with a closing date of October 1st.

LSL are keen to involve other Livery Companies in the scheme which is an excellent way for any Livery Company to help educate and motivate young people. It is a relatively low cost way to make a difference - £370 will fund a school party for a day of gliding including aero tow launches at a top British Gliding Club. The gliding clubs reduce their fees to the absolute minimum of just covering their costs and the instructors are all volunteers because they believe in helping to develop interest in aviation. If you have any contacts with Livery Companies that may be interested in joining LSL Gliding please let us know at jptmoth@gmail.com. I will be happy to manage the operation and the communications between the sponsors, the schools and the gliding clubs. Just to see the positive effect that a day in the environment of a Gliding School has on young people is very motivating.

These photos show pupils of the Sir J Cass Redcoat School enjoying their day of gliding at Dunstable. From the top, they are Romari Thomas, Khadija Begum and Manhatia Doha.
From the desk of the Director of Aviation Affairs

LIVERYMAN JOHN TURNER

Introduction
The ever-changing nature of aviation is an enduring theme. There is significant consolidation in the air display area, evidenced by the British Air Display Association (BADA) and Military Airworthiness Authority (MAA) holding joint training and symposia for civil and military display crews. Next February, BADA, MAA, GAPAN and the CAA will hold a combined pre-season conference on the Defence Academy campus at Shrivenham. For the first time, pilots and organizers involved in the UK air show circuit will be able to learn together and meet each other at a single event, rather than attending different events on multiple dates. As the Guild is a partner our members will be able to attend the conference for free.

Elsewhere, CAA internal reorganization already signals the increased appetite to devolve administration of (if not primacy in) regulation of Annex II General Aviation (GA) aircraft. This raises the opportunity for a single entity to work in the best interests of those who own and/or fly and/or maintain UK GA aircraft, though this may prove particularly challenging for our many disparate UK organizations that have an interest in GA from the historic, light-, training-, or air display-aircraft perspective. The General and Commercial aviation communities often have divergent (if not mutually exclusive) agendas, despite each providing much skilled resource for the other. Perhaps reflecting the strength of character and passion that aviators have for their craft, even within a single sector we have evolved a number of different representative organizations that often speak with different voices. In time of change it becomes increasingly important that aviation is represented as coherently and consistently as possible to achieve the levels of awareness and influence within the wider community that aviation deserves.

SKYbrary Trial
Our trial period with SKYbrary (www.skybrary.aero/index.php/Main_Page) continues and volunteer reviewers have increased from 13 to 22 since the last News. We reviewed 6 articles in September and endorsed 3, with one still in work pending discussion at the next Technical and Air Safety Committee meeting of the multiple terms used when describing the aerodynamic stall. We did not feel able to endorse two of the September articles. SKYbrary holidays delayed dispatch of articles to us in October but we were still able to review and endorse two of those before the end of that month. The review exercise is proving fascinating; it has forced many of us to think in some detail about concepts with which we have long been familiar but not necessarily currently. I have resorted to texts from test pilot school on at least one occasion! I now have a further 6 articles for review in November. Each article is converted to Word format and sent separately to three reviewers who embed their comments in the Word document before returning it to me for consolidation into a single response on behalf of the Guild. All transactions are by email so we can work very effectively with reviewers from all over the world (which was proven in September by a reviewer lying beside a swimming pool).

As ever, the more members willing to do reviews the easier it is to spread the load and target articles at those with the right specialization. Longer term we may share the consolidation task too, rather than have everything hit one desk towards the end of each month. If you would like to offer your expertise and help, please contact me at daa@gapan.org.

Education & Training Committee (E&T)
For the second time, October E&T was blessed with two cameos, on the UK Military Flying Training Service and the EASA processes behind legislation relating to Flight Crew Licensing, Operations, Airworthiness and Air Traffic Management. Committee discussion included the potential for wider use of Angle of Attack (AoA) sensors, noting they are now in use on the British Airways fleet, and on whether stick and rudder skills or improved automation logic (or a combination of both) would most effectively address Loss of Control - In Flight (LOC-I). Instructor sub-committee will consider the training implications of wider use of AoA indications and, more fundamentally, whether with the uptake of automation spreading to even basic training aircraft, we need to embrace a new style of flying entirely.

Other topics included careers advice and Pilot Aptitude Testing. The Guild believes impartial aptitude testing is an essential for anyone considering a career as a commercial pilot; we run assessment sessions at the RAF facility at Cranwell after which our team of volunteers provides advice to the candidates. Advice can be extremely varied, depending on a candidate’s performance. This is another area where members with the requisite experience of selection and/or training are particularly useful. Again, if you would like to volunteer your services, please contact me at daa@gapan.org.

Unfortunately, progress towards a viable Professional Pilot Apprenticeship remains stalled with no airlines expressing interest in progressing the scheme. Some forecasts suggest a global requirement for approximately 23,000 new commercial fixed wing pilots each year, with the training schools only likely to produce 44% of that at the requisite quality. In contrast to the aerospace industry that has recognized the shortage of skilled engineers and established and obtained funding for expanded apprentice schemes, the UK aviation industry seems unable to implement a coherent skills development strategy of similar stature, despite contributing more to the UK economy than aerospace.

Environment Committee
In August, technical committee chairmen agreed we should proactively establish work-streams to guide committee activities as well as react to issues as they arise. In September, an Environment Committee subgroup met to identify priority areas for work and agreed on the following:

- Operational and procedural improvements. A think-piece describing a range of possible changes to air traffic management, airport and airline operations that have the potential to reduce environmental impact. The output would be a Guild discussion paper and, potentially, a position paper.
- Wind farms - impact on aviation. To produce guidance for pilots on the impact of on-shore and off-shore wind farms in respect of, for example, radar coverage and turbulence.
- Transport environmental budgets. A scoping exercise to present the environmental impact of aviation compared with other means of moving people and freight around the world. The output would be a set of facts that can be used by the Guild in responding to press, media and government to present aviation in a more balanced and hopefully positive way.
- Past achievements. To produce a summary of the environmental achievements of aviation in the past, through technological and other improvements. Perhaps printed on a wallet-sized card for all members, this could provide key facts for use in speeches, meetings, and general conversation with those outside the community.

October’s full Environment Committee
agreed the subgroup’s proposal together with revised Terms of Reference to be incorporated into a consolidated set for all three Professional Committees. Meetings will now be held bi-monthly, in line with the other two Professional Committees. Prof Marion Wooldridge, who had prepared much of the ground for the subgroup’s earlier deliberations, was appointed unanimously as Deputy Chairman of the Committee, pending Court endorsement, and at the end of the meeting the Chairman Elect, John Denyer, noted that this was Prof Green’s last meeting in the Chair and thanked her for her leadership and hard work over her time in post.

Technical & Air Safety Committee (TASC)

At the September TASC, Mark Greenfield of Ultimate High gave a cameo on the controversial topic of Upset Training, which he felt had much to offer those in commercial aviation in increasing awareness, understanding and preparedness for unexpected in-flight upsets. Committee deliberations on the most effective corrective measures to reduce the likelihood of loss of control in-flight (LOC-I) continued. The November committee meeting will consider airspace change proposals sponsored by NATS and Gatwick airport that introduce inter alia advanced navigation systems (PNS) routing including the adoption of ‘Point Merge’ systems for all Gatwick arrivals in place of the traditional vertical ‘stacks’. These changes offer the potential to reduce CO2 emissions of aircraft using Gatwick and London City by up to 70,000 tonnes annually. Point Merge is a system by which the aircraft in a queue to land fly an extended flight path around an arc instead of holding in circles, or being vectored to extend their flight path at low altitudes. They fly along the arc until the next slot in the landing sequence is free, at which time Air Traffic Control will turn the aircraft off the arc into the landing sequence. Extending the flight path in this way means that aircraft queue one behind another, rather than one on top of another in a holding stack or in unpredictable patterns at low altitudes. Implementation of Point Based Navigation (PBN), Point Merge and some route repositioning also gives the opportunity for continuous climb departures which offer the greatest savings in fuel efficiency and emission reduction, even if flight paths are extended to achieve it. This is the first phase of changes planned for the whole of the London terminal airspace and the consultation poses fundamental questions raised by the capability of modern navigation systems to position aircraft with increased accuracy such as:*

* To what extent should aircraft unable to comply with PBN routes be accommodated?
* Which should take preference - minimising over-flight of sensitive areas by flying a longer route around them, or flying direct route overhead the area to keep the route shorter and minimise fuel burn and CO2?*

* Should fuel for the Point Merge arcs be considered part of the contingency fuel uplift, or part of the flight plan fuel uplift?*

* Please indicate the extent to which you support or oppose the objective of providing a future arrival system based on Point Merge. Why?*

* Please indicate the extent to which you support or oppose the objective of providing respite routes, given that it potentially impacts more people in order to offer respite. Why?*

* Please indicate the extent to which you support or oppose the objective of reducing overall fuel burn across the fleet by as much as possible even if it means (some aircraft on) some individual routes may be less fuel efficient as a consequence? Why?*

News from North America shows ‘satellite-out’ training, where Forces practice operations while being denied access to modern navigation information, is becoming more prevalent in recognition of the potential for an enemy to disrupt modern navigation systems. It seems inevitable that TASC will need to consider the conundrum between increased capability and susceptibility to denial (or countermeasures to denial) of modern navigation systems for some time.

Gazette

APPROVED BY THE COURT ON 14 NOVEMBER 2013

Steven Thomas FARNWORTH
Yu Ting Tina FONG (HK) (GYM)
Calum Robert GALLOWAY (GYM)
Myriam GARDEAZABAL (GYM)
Jordan Louis GOODWIN (GYM)
John Michael Jacquest Groves (GYM)
James William Edward JOHNSTON (GYM)
Chak Lam LEUNG (HK) (GYM)
Ronald Hiu Yeung MAN (HK) (GYM)
David William MARSHALL (GYM)
Chloe Victoria SEYMOUR (GYM)
Giles TUPPER (GYM)
Henry Chung Wei WONG (HK) (GYM)

REINSTATEMENT
To Freeman
Kenneth LYNDON-DYKES

ACKNOWLEDGED BY THE COURT
14 November 2013

REGRADE
To Livery
Christopher Stuart APPLEGARTH
Captain Geoffrey Clark BARBER (HK)
Graham Stuart FOSTER
John Robert ISABEL
Captain Steven Aubrey JOHN
Captain Tin Yun LAM (HK)
Captain Christopher Harvey NICOLLS
Captain William Ralph PINNEY (NA)
Richard Charles PIPER

DECEASED
John Llewelin Cox
David Brian Gillespie (AUS)
Lionel Griffiths (AUS)
Neville George Halligan (AUS)
David Munro Weir

RESIGNATIONS
Hugh Bissett
Stewart Bradley
Ron Elder
Keven Gambold (NA)
Andrew Gossage
Malcolm Hammans
Simon King
Gareth Littlechild
Mark Mosley
David Vaughan Nockels
Richard Oliver
Arthur Roberts
Yvonne Vincent
Peter Roland Williams (NZ)
Ross Williamson

FORFEIT ALL BENEFITS
Daryl Mackie
Gary Murphy
Mark Wilson (HK)
The 2013 Sir Frederick Tymms Lecture, 26 September 2013
THE CHINOOK FORCE ON OPERATIONS, A COMMANDER'S PERSPECTIVE
by Group Captain Dominic Toriati OBE MA

The Master opened proceedings by welcoming Group Captain Toriati the Station Commander, RAF Odiham and Chinook Force Commander, and also the Masters and other members of 20 City Livery Companies who had come to the 2013 Sir Frederick Tymms Lecture. He gave a short outline of Sir Frederick Tymms' background, mentioning that he was Master of the Guild from 57-59, before handing over the floor to Group Captain Toriati.

Group Captain Toriati began by observing that he had spent some 23 years of his service career at RAF Odiham with the Chinook Force and acknowledged the support that the Guild had given over these years. Since 1982 the Force had been involved in almost continuous operations in every corner of the world, starting with the Falklands campaign when the well-known Chinook 'Bravo November', sole survivor of the helicopters lost with the 'Atlantic Conveyor', proved its unique value in the subsequent re-taking of the islands. After showing video footage about 'Bravo November', he reported that the helicopter continued in service to this day, being upgraded steadily over the years and being the helicopter with which no fewer than 4 Distinguished Flying Crosses have been awarded.

He stated that over 31 years the Chinook Force had been involved in almost every conflict and humanitarian relief operation world-wide, including the Falklands, Beirut, Northern Ireland, Gulf Wars 1 and 2, Turkey, Bosnia, Albania, Kosovo, Sierra Leone, Pakistan, the Lebanon and of course currently Afghanistan since 2006. The Force will be in action here until the end of the UK's presence in theatre. He covered the Chinook Force's role in Afghanistan in considerable detail, describing Medical Evacuation (MEDEVAC), re-supply and assault operations. The Chinook was seen as a critically important asset, it was an immensely capable and flexible platform, well able to cope with the harsh conditions and the extreme temperatures of summer and operating equally well by day or night. The challenge of maintenance in such harsh conditions was considerable; for example, it was common to extract some 800 to 1000 kgs of sand from the aircraft during third line servicing. He described the vital support provided by the Army Air Corp's Apaches that provided top cover, giving a graphic example of this by outlining how an Apache was used to provide navigational assistance using its sophisticated suite of navais as lead aircraft in the zero/zero conditions of a major sand storm during a vital MEDEVAC sortie; the supporting video was quite amazing.

He also covered operations within the UK, which included Counter Terrorism, Search and Rescue, Police support, post-crash aircraft recovery, assistance to flood affected areas, assistance to farmers during the foot and mouth disease crisis and aid to the farming community in Northern Ireland during the extreme snowfalls experienced over Easter 2013.

He concluded by stating that from its earliest days in service the Chinook had proved itself to be an immensely adaptable and flexible aircraft, capable of operating from the freezing snows of the Arctic to the baking heat and sand of the desert, both from ashore and embarked at sea. As for the future some £1bn was to be invested to upgrade the fleet with new capabilities which would bring all aircraft up to the latest state of the art. The Chinook Force would eventually consist of 60 aircraft. The latest version, the Mk 6, will have a new glass cockpit and on-board work station, a new mission planning system, a digital AFCS, integrated sensors, a new communications fit, Forward Looking Infra-Red (FLIR) and a new approach to simulation. The first 3 new aircraft were currently on test with the manufacturer, Boeing, and the first is expected to be delivered by the start of 2014; an Initial Operating Capability is expected in January 2015. On current plans the Chinook was expected to remain in service until late 2040.

Group Captain Toriati finished his fascinating presentation by noting that the strengths of the Chinook Force were legion and invited the audience to ask questions. There then followed some 40 minutes of lively, intelligent and occasionally controversial questions, all of which were answered with accuracy and honesty. Warden Peter Benn concluded the proceedings with a Vote of Thanks which was greeted with acclaim. Following this, Guild members and guests enjoyed an open air reception on the balcony of 4 Hamilton Place which afforded a spectacular view of night-time London.
the jet engine, Robert Watson-Watt's ingenuity inventing radar and Christopher Cockerell inventing and developing the hovercraft. Today, the UK aviation industry still leads the world with home grown aviation industries such as Airbus, British Airways, BAE Systems, Easyjet, Rolls-Royce and NATS. NATS manages the most complex airspace in the world in southeast England. It controls the air traffic at the world's busiest dual-runway and single-runway airports, namely London Heathrow and London Gatwick, and is recognised all over the world, with contracts in more than thirty countries, for its expertise in squeezing the most capacity out of constrained resources - and doing it safely. NATS is recognised as the leader in air traffic management and plays a central role in the United Kingdom in helping in the development of UAS. He remarked that the acronym UAS did not even exist ten years ago, yet today the creation of the NAC, which is dedicated to furthering this technology, was being celebrated. NATS has actually been controlling remotely piloted or unmanned air systems for more than 40 years and there were UAS's flying as early as the 1920s. Most of the early aircraft were propeller-driven drones used at low level for military target practice.

Last year, QNETIQ, working with NATS, helped to establish a new flight test area on behalf of the Welsh Assembly Government, based at Aberporth, in west Wales. This is new airspace and, uniquely for the United Kingdom, with a floating area from 10,000 - 22,500 feet, stretching from the Irish Sea in the west to close by the border of controlled airspace in Shropshire. It covers an area of over 2500 square miles for testing UAS's over both land and water. More importantly, NATS is instrumental in integrating them with civil aircraft on a regular basis. Manned aircraft operate in this Class 'G' airspace on the basis of 'See and Avoid' - something that UAS are currently unable to do. At the moment UAS are not within solid radar cover where they can be seen along with everything else in the vicinity so any interaction can be controlled. Initial separation criteria were 10 miles laterally and 2000 feet vertically; this has now been reduced to 5 miles and 1000ft, the same as procedures for civil aircraft in controlled airspace.

The Chief Executive Officer of the NAC, Ray Mann, explained how his company had given the United Kingdom a major advantage to establish a lead in the development of UAS and their associated technologies, enabling the country's aerospace industry access to a global autonomy market worth £265 billion annually. Describing the two centres of West of England, he first described WTA. Its 1200-metre runway gives access to an area of over 2000 square miles of the Irish Sea from the surface to unlimited and 500 square miles over land from the surface to Flight Level 225. The Aberporth site is currently used by the MoD, Thales and Selex ES where Beyond Visual Line Of Sight (BVLOS) flights are undertaken on a daily basis; this acronym also means operating from one country to another. NQY can boast an even longer runway at 3000 metres with full Air Traffic Control and instrumentation on site. It has been allocated 3000 square miles over the Atlantic Ocean with airspace from 5000 feet to Flight Level 660. It offers accommodation on AEROHUB, in England's only Aerospace Enterprise Zone - delivered by Cornwall and Scilly Local enterprise Partnership, with Government and European funding. In tandem with the military division, the NAC is particularly interested in developing UAS's for the commercial sector. Examples of such applications can be found in monitoring pipeline, power line and railway line sections, all covering hundreds of miles. Air Sea Rescue, agricultural and environmental situations, fire fighting and fisheries protection are all keen to utilise UAS's, especially from a cost consideration and environmental basis calculated to be worth £100 billion a year. International shipping lines are currently spending $133 billion a year on security whilst sailing from the Horn of Africa to the Cape of Good Hope and are seriously considering deploying UAS's as part of their security strategy and economic consideration. Global air cargo companies currently transport 64.4 trillion worth of goods annually, which accounts for 35% of world trade and this figure is steadily rising.

Following these superb presentations there came a very enthusiastic 'Question & Answer' period and I observed that a very high percentage of the questions related to the commercial use of UAS's rather than their military applications. At the close of this presentation we were fortunate to have drinks and a chance to network and I chatted to a very senior police officer who was very keen to utilise UAS's in crowd control situations. He felt they could be used both economically and effectively in both football matches, where rival team supporters were involved and of course 'Protester' riot situations. I added that they could also be used very effectively in motor car/cycle high-speed chase situations where safety factors on the ground were of the utmost importance. Because I am from Lakeland farming stock, I was very interested in the stories of Lakeland sheep farmers who were deploying small UAS's to locate their flocks prior to lambing, shearing and winter housing. These Lakeland sheep farmers may well have very efficient sheep dogs to round up the flocks of sheep, but firstly the flocks have to be located in an area possibly covering thousands of acres of remote and inhospitable fell territory. Once located, then the dogs can be transported thus and do their job both effectively and economically.

My own view is that UAS's are here to stay and just as '…..from little acorns, mighty oak trees grow', they will continue to develop and spread their branches in many directions. I do not foresee them ever replacing the fighter pilots of today, but in the role of aerial surveillance and reconnaissance, especially over vast ocean, desert and mountain ranges, could find their own niche and prove their true worth. 

The Beech 80 VH-CMI after its wheels up landing

Connair had bought the Beech 80 in May 1970 to use on passenger and freight runs around the Northern Territory. While CMI was on it's first revenue flight, it blew an engine at a remote cattle station. There was no spare engine in Australia at the time so a new one was flown in from the U.S.A., then to Alice Springs, and out to the cattle station with accompanying engineers to get the aircraft serviceable again. When repaired, it had only operated a couple of months, when it was decided to send it to the Beechcraft agent at Bankstown, near Sydney, to have the aircraft modified to full airline standard. This required changes to the autopilot and some extra
Another view of the wheels up landing

instrumentation fitted. A few weeks later, Roger Connellan went to Bankstown to ferry CMI back to Alice Springs. Over the Blue Mountains, West of Sydney, the aircraft lost all of its electrics, which was bad enough, but at the time Roger was flying Instrument Flight Rules through a line of thunderstorms. He managed to get the aircraft back to Bankstown for repairs and when the weather cleared he decided to fly Visual Flight Rules back to Alice Springs and organize repairs there, using Connair’s own engineering section.

Roger test flew the aircraft, after repairs, on a Wednesday morning with the intention of putting it into RPT (Regular Public Transport) service between Alice Springs and Ayers Rock on the Friday. Thursday afternoon I was working in the Tower (Alice Springs had only a one man tower in those days), when Roger gave me a call to say he would take CMI up for one final check before putting it into service. He asked if any of the aerodrome staff would like to go for a ride. I couldn’t go, (one man tower remember), but I passed on the message, and he got a couple of passengers. CMI taxied out about 30 minutes later and Roger took the aircraft out to one of the designated training areas. Entering the circuit on the way back for landing, Roger told me he had a problem, and with a beeping in the background of his transmissions, (engine throttled back with the undercarriage up), he advised that the landing gear would not come down.

While burning off fuel, Roger tried everything to get the undercarriage down. He even got one of those on board to chop through the floor with a fire axe to get to the gear mechanism, but it wouldn’t budge. He eventually made a wheels up landing without problems. (The main wheels of a Beech 80 protrude below the engines even when fully up). Roger was even able to use the brakes on landing. Props were bent and a couple of square feet of skin under the rear fuselage was damaged, but that’s all. The most expensive damage was done when cutting through the floor when they put an axe to it. The floor is stressed as part of the overall structure of the aircraft. It was months before they got the aircraft airworthy again.

A pilot friend of mine, who was flying for the Department of Health in Alice Springs at the time, told me over a beer one day, that he used to fly CMI some 2 to 3 years before, when it was owned by a Western Australian charter company. He said that they had constant trouble with the aircraft and that only 2 company pilots were allowed to fly it, because the engines were difficult to handle. (2 x 380 hp Lycoming engines). He also said that while the company owned the plane they had 2 or 3 engine fires or warnings. They eventually sold the aircraft to a company called Jetair. This company was going to try to be Australia’s third major airline, however they went out of business only a couple of weeks after buying CMI. It was from them that Connair bought the aircraft.

Connair eventually got the aircraft airworthy again and put it into regular service between Alice Springs and Ayers Rock (now called Uluru). About three or four months later (November 1971), I was walking down to the Connair hanger-office complex to buy a sandwich from their canteen. I bumped into one of Connair’s Chief Engineers and asked him how CMI was going. He told me that there had been a Connair Board meeting a couple of days before and the Board had failed to arrive for their flight. The pilot offered him a ride so he asked the Company if he could go along. In the meantime, the engineer’s daughter-in-law and 2 year old baby had come out to the airport to “see daddy at work”. They were also offered seats. As the controller on duty, there was nothing I could do but witness the event.

I was in mild shock for a few days. Out of this whole tragedy, however, the person I really felt sorry for was that engineer. Could you imagine how he felt?

The jinx of this aircraft and the people associated with it did not end with the crash of the aircraft. 18 months later, Roger Connellan, along with some other airline staff, were killed when a disgruntled former pilot with Connair, stole a Beech Baron and committed suicide and murder by flying it into the Connair offices at Alice Springs Airport.
The two visits during the Summer and Autumn of this year to the Stow Maries Aerodrome by Guild Flying Club members and their guests, were without doubt the most delightfully captivating surprises enjoyed in recent times. Those who flew to Stow Maries were not all aware of how much Russell Savory and his team of business partners, contractors and highly important volunteers had achieved with the site in a few years. If there is one aerfield that can prove that it is possible to survive anything, it is certainly Stow Maries in Essex. Today to see how it has been transformed from farmer’s fields back to a living aerodrome, is to appreciate what a fantastic achievement it is in itself, but to have accomplished that as a restoration heritage project, is truly outstanding.

Stow Maries aerodrome was one of those, and built on land requisitioned from the Turner family at Edwins Hall, and the Jones’ farm at Old Whitmans. Permanent brick structures began to take shape and by the time the first flying unit arrived in 1916, there were workshops and operations rooms, with airmen accommodated in barrack blocks on the western edge of the main site, and catering facilities provided by an officers mess and a large canteen for other ranks.

The first aircraft to arrive at the new aerodrome in September 1916 were BE-2, BE-12 and Sopwith 1½ strutters belonging to “B” Flight, 37 (Home Defence) Squadron, Royal Flying Corps. Aircraft were accommodated in canvas-covered Bessoneau hangars, almost to the same design as being used today by the RAF in Iraq and Afghanistan during recent campaigns! The Squadron was charged with the eastern aerial defence of London. The Headquarters Flight moved into “The Grange” Woodham Mortimer. ‘A’ Flight was despatched to Rochford (now Southend Airport) and “C” Flight to Gardeners Farm, Goldhanger. The Squadron suffered mixed fortunes under the command of 19-year-old Captain Claude Ridley, their first commander. (There is a realistic life-sized mannequin of Captain Ridley, on display at Stow Maries). The first mid-air collision of the war was recorded at Stow Maries, but the last Zeppelin shot down during the war was also ‘bagged’ by 37 Squadron in June 1917. Interestingly in 1918, Stow Maries became the first British airfield to accept US Army Air Corps squadrons.

After the end of the First World War, the need for airfields lessened, and Stow Maries was closed in 1919. The site returned to agriculture and its use as an airfield was all but forgotten although the site was considered for re-development as an airfield later on during the Second World War. However it was deemed unsuitable as a WWII airfield due to the clay soil. Even though not re-opened it played a role nonetheless, being bombed by the Luftwaffe who identified it incorrectly as an active fighter airfield! It was also used as an emergency-landing site by a damaged Hurricane that had to get on the ground rapidly, so it could be said it was not totally inactive.

In the 1920’s and onwards the WWI airfield buildings were used initially to store grain and farm vehicles but over time they fell into disuse. Although mostly intact with the original windows and doors still in place, they gradually disappeared under brambles and hedges until businessman Russell Savory acquired the site in 2008. To his amazement more and more buildings appeared from the undergrowth, and since that time he and a team of volunteers have excavated and painstakingly renovated a true time-warp collection of genuine WW1 buildings. Russell was quick to realize the site has immense historical significance, as the only WW1 airfield with original buildings standing. Of these remaining buildings 24 were recently added to the Statutory List of Buildings of Architectural or Historic Interest achieving Grade II* status. These include the original Officer’s Mess, the Pilot’s Ready Room, aircrew and other ranks Mess, Reception Building and Squadron HQ, the Blacksmith’s Forge and Ambulance Station.

The Guild Flying Club pilots and guests who made the flights from their home base airfields to Stow Maries on the 15th August and 14th September were all very grateful to Russell Savory for giving so much of his time, and for the down-to-earth manner in which he presented the facts, whilst passionately telling the story of how Stow Maries is being “brought back from the dead”! He left us in no doubt that the Stow Maries restoration project was well on the way to becoming an important heritage site that will ultimately be high on the public’s “must visit” list of places in Britain especially next year during the commemoration of the outbreak of the Great War.

This year, Russell’s efforts were boosted by the presentation of a prestigious English Heritage ‘Angel Award’, described as the “Oscar award of the heritage world” and in October this year, the Stow Maries Great War Aerodrome Trust was awarded a £1.5 million grant by the National Heritage Memorial Fund. The Trust will now restore the airfield to its wartime condition and open a museum commemorating the men who flew there.

In wishing the Stow Maries Project good luck with the future developments, the Guild Flying Club encourages more of our Worshipful Company to pay a visit. When the WWI replica hangar is completed, and more 1914-18 period type aircraft are based there, Stow Maries will definitely be the place in 2014 where people should go to appreciate the authenticity of a Royal Flying Corps Aerodrome, and learn why it featured so prominently in the defence of Britain during the Great War.

The Flying Club visitors outside one of the historic buildings.

Russell Savory, saviour and owner of Stow Maries.
Who in their right mind would attempt a flight of 1500 miles over water with eight water landings at Control Points in a brand new aircraft with an untried engine, a licence not even a year old and no seaplane rating? The incentive was a prize of £5,000 for the Circuit of Britain Race put up by Lord Northcliffe, proprietor of the Daily Mail. Back in 1913 that was the type of spirit to be found amongst the early aviation pioneers and one pioneer was a boyish looking chap standing just over 5 feet tall. His name was Harry George Hawker; the man who would give his name to aviation. Born in Melbourne in 1889 he had trained as a bicycle mechanic but set his sights on aviation. With two similarly minded mates (Harry Kauper and Harry Busted) he headed for England in 1911. By 1912 they were all working in the fledging aviation industry. By 1913 Kauper was foreman of works at Sopwith Aircraft Company and Hawker had been taught to fly by T O M Sopwith at Brooklands. He was to become Chief Pilot but was a talented engineer and designer too.

Fast forward 100 years and the opportunity to commemorate this great Australian's achievement could not go unnoticed. Freeman Jeff Boyling, an Aussie and shareholder pilot of the IWM Duxford based Catalina G-PBYA operated by Plane Sailing Air Displays Ltd, set to work and gathered a crew and worked out the logistics of flying a similar route. Many things had changed in 100 years so the challenges of airspace, ATC, where to land and finding fuel had to be resolved. Could the Circuit of Britain flight be completed and benefit any charities?

The CAA came up trumps with David Grove producing the Airspace Co-Ordination Notice (ACN) while George Duncan and Matthew Hill approved the seven air displays. Dumping a 70 year old in salt was considered too great a risk and air displays to show this historic aircraft off to the public seemed a much better idea. The flight plan from Duxford to Southampton Water (the original start point) involved flight through the London Class A airspace to celebrate the Sopwith factory at Kingston, Hook where Hawker is buried and Brooklands where Hawker learnt to fly and tested many aircraft. Jon Buckler of NATS produced the Temporary Operating Instructions (TOI) to facilitate this on the route out and back! Day 1. Wednesday August 21st. Departure from Duxford could have been a delayed affair due to the interest shown by the press and the surviving Hawker relatives. However, Rod Brookings sitting in the left hand seat drew upon his 35 years experience of flying to ensure that was not to be. The Catalina left on time and within the hour was on the ground at Southampton setting down invited guests. After refuelling, the Catalina left accompanied by a chase aircraft for some air to air photography over Netley, Calshot, East Cowes and Portsmouth. It was then down to work for the crew with an orbit at Rustington (RAFBF Sea Cottages), a flypast at Shoreham and displays at Ramsgate, Gorleston-on-Sea and Scarborough. Seeing a Hawker relative on the beach at Gorleston-on-Sea waving an Aussie flag was a great sight to behold. An unscheduled flypast at Durham Tees Valley was undertaken prior to landing at RAF Leeming where there was a welcome party of Station Commander Group Captain Steve Reeves and Flt Lt Phoebe Rossiter. Crew Chief Shaun Jarvis soon secured the aircraft with the assistance of the RAF ground crew.

Day 2. It was somewhat grey leaving RAF Leeming but Group Captain Steve Reeves and Flt Lt Phoebe Rossiter were there to say farewell. With Jeff flying the Catalina departed on time and headed to the racecourse at Redcar before turning north. The forecast was not great. An orbit at Seaham where Hawker had put down was abandoned due to low cloud. Beadnell was spotted through a gap in the cloud and an orbit was made. Heading further north, RAF Leuchars was covered in fog as was Montrose, the latter another place Hawker had landed at. By this stage the left PTT button had failed so Rod took over the flying while Jeff dealt with the radio and navigation issues. Approaching Aberdeen the plan of flying a display over the sea just north of the harbour followed by a flypast at the airport was reviewed and abandoned. Aberdeen is the home of the world’s surviving WW2 VC holder (John Cruickshank, 17-07-1944 210 Squadron Catalina) and not to have done something would have been a great shame. ATC knew the score and came to the rescue by clearing the Catalina to 4000 feet and putting it in a wide downwind pattern while the busy North Sea helicopter traffic was dealt with. Cleared to the ILS the aircraft broke through at about 900 feet and continued for a missed approach. During this, the coast became visible off to port which allowed a turn towards it and the air display was completed. It was then back into the murk to follow the coastal route! RAF Lossiemouth became visual on base and the Catalina landed. The local RAFBF team soon had a banner up and photos taken while Jeff was busy with Group Captain Gale laying a RAF wreath at the base memorial. It was then on to Cromarty, another Control Point; a great sight with “haar” on the hills either side of the Firth. With air display over it was time to fly down the Great Glen at low level. RAF Lossiemouth had stopped any fast jets and those on scenic launches wondered what was happening as the Catalina flew past, low and slow. Oban was reached in time for the closing of the Highland Games but the harbour had a surprise waiting; a huge cruise ship was in the display area! Back to Oban airport and then a mini Kai Tak approach onto Runway 19. Two nights were planned for Oban and this permitted a change of Captain and Crew Chief.

Day 3. The “rest” day on Oban started with an air display over the harbour flown by John Warman. The cruise ship had slipped out during the evening! The weather was deteriorating again and the afternoon local flight was brought forward. A circuit of Kerrera Island was flown by Jeff and then it was back to Oban Airport for the aircraft to be open for inspection. The veterans came out of the woodwork with many eagle eyed spectators. One of the latter queried why the starboard landing gear ram was hanging loose. Alas a bolt had sheared after the last landing and the Catalina was grounded. The good news was there were five crew on hand to weigh up the options. A call to Duxford soon had the Chief Engineer driving north with a replacement bolt plus tools.

Day 4. Chief Engineer Garry Short assisted by Crew Chief Shaun Jarvis soon had the landing gear ram bolt replaced and the paperwork signed off. In fact they ensured the Catalina departed Oban on time. Jeff flew the departure and on the climb out flew over the local cemetery where floats
were lowered to pay respect to an airman who died the day before receiving his Bomber Command Clasp. A simple task but greatly appreciated by the airman’s family. Past Kiells and Larne (Hawker landed at both) and it was on to Loughshinny. It was here that Hawker and Kauper came to grief in 1913. The Catalina was not on a re-enactment flight! Jeff flew an orbit over the harbour to the delight of the locals who had their own celebrations planned. John flew another air display (Dun Laoghaire) before a landing at Weston for a brief comfort stop. Greetings and photos over the Catalina departed heading back to the coast and flew south to Rosslare. The next waypoint was Pembroke Dock. Not quite on Hawker’s route but a Catalina in US markings had not been seen for 70 years and what a crowd was waiting! On the dock, and lining the bridge - even the local cricketers cheered. They had won the local championship and requested a flypast. Turning south again it was on to Newquay/RAF St Mawgan and the Classic Air Force. The smile on the face of Sqd Ldr Spud Taylor DFC (93 years young) after his local flight said it all.

Day 5. The crew stayed overnight with Wing Commander Phil Lamb and his family. Batteries recharged after breakfast it was back to the aircraft. Crew Chief David Legg supervised refuelling prior to the crowds rolling up to see inside. Departing at 1300 it was a case of keeping to schedule with a 20 knot headwind and mixed weather. Another display at Falmouth and it was a coastal journey past Dawlish and Poole. A camera ship joined at the Needles for some more air to air photography. The original finish line was at Netley and an orbit was flown prior to a flypast at Southampton. It was then back to the London TMA. John was flying while Jeff navigated and spoke with Heathrow Special. At Brooklands it was evident Heathrow was on easterly departures so would Hook and Kingston be possible? Yes and passing Hook floats were lowered for Hawker and the watching crowd. It was obvious NATS had come up trumps with a “Check All” as we turned over the Sopwith building in Kingston. Another pass below the top of the Shard and then over Tower Bridge brought the home straight into view. After a smooth landing back at Duxford the welcome from the crowd was overwhelming.

On reflection, it was absolutely fabulous to have completed the Circuit of Britain Race 100 years after the attempt by a fellow Aussie. It would not have been possible without the help of many along the way. A special thank you to the following: CAA, NATS, the crew of G-PBYA “Miss Pick up” and all those who sponsored the flight. The RAFBF and IWM Duxford were the chosen charities and fundraising for them continues until the end of the year. To read more about this historic flight and support the charities go to www.projecthawker2013.com

Harry Hawker’s four grandchildren & three great grand children see G-PBYA depart Duxford 21st August 2013

Day 2. Supporting the RAFBF at RAF Leeming.
Centre rear Project Hawker 2013 Organiser Jeff Boyling beside Station Commander Group Captain Steve Reeves and Flt Lt Phoebe Rossiter.

Day 3. Oban crew changeover. Crew Chief David Legg takes over from Shaun Jarvis while Jeff Boyling drives on with Captain John Warman taking over from Rod Brooking.

Day 4. Newquay Cornwall Airport/RAF St Mawgan. Top cadet Sam Davies after his local flight in G-PBYA.

Day 5. G-PBYA flies past the finish line at Netley on Southampton Water.
How To Run A Small Air Display

BY THE EDITOR, PHOTOS COURTESY OF P M BARKER

A few years ago, after serving an apprenticeship as a member of the Duxford Flying Control Committee (FCC), I was asked if I would be willing to take on the duties of Flying Display Director (FDD) at a fairly low key Air Display at Old Buckenham in Norfolk. Having seen the depth of organisation required for the Duxford Air Displays I was initially unwilling, but eventually became persuaded by the argument that it would be nothing like as onerous a task as Duxford and actually quite good fun. So I accepted. That first Air Display led me to being FDD at a number of other similar events as far apart as Whitehaven, Norfolk and Somerset.

The first thing to do is to get oneself approved as a FDD by the CAA. In my case the CAA seemed content with my service flying background, which did include some display flying and my experience as a member of the Duxford FCC. There then followed a visit to the display airfield and a meeting with the organisers to find out what their aims were. Whilst they went away to organise a list of participants I got hold of ‘CAP 403 Flying Displays and Special Events: A Guide to Safety and Administrative Arrangements’, to find out exactly what I was legally required to do and how to go about it. Some 3 to 4 months before the event a list of potential participants hopefully becomes available so the next step is to arrange them into a suitable batting order that will entertain the public and keep them watching for the whole length of the show. Flexibility is very much the key here. The order I want may not meet individual participant’s needs, as many find themselves booked to perform at more than one event on the same day, some may not want or may not be able to operate from the display airfield and some may not be able to confirm their participation until the last moment. Thus a fair amount of horse trading goes on. Thanks to the internet, e mails and mobile phones this is made much easier than it must have been in the pre-digital era. I have discovered that there is no point in finalising a flying programme until the week preceding the actual event. I have also found that it is prudent to allow a reasonable gap of 5 minutes between individual events, as the plan never runs to time on the day; how the Duxford FDD, Jeanne Frazer, manages to get her displays to run virtually seamlessly I will never know!

Official permission to hold an Air Display must be sought from the CAA. This involves a fair amount of form filling to be done and a substantial cheque to be despatched to the CAA at least 120 days prior to the event. The CAA will then issue the ‘Permission’ as an official document which the FDD must have with him on the day to show to the organisers and participants. Normally the ‘Permission’ is sent out to the FDD by post and e mail well before the event, however, this year there were a number of occasions where the ‘Permission’ was sent out only a day or so before the event, causing a fair amount of stress to the FDD and event organiser. Any error in it would have been difficult to rectify in time. The final piece of staff work to be done is to produce the Pilot’s Brief. Here again the Pilot’s Brief for Duxford Air Displays sets the standard and I model mine on this. With a basic template stored in the laptop it is fairly straightforward to produce and to e mail to the display pilots in the week preceeding the display. I also run off some hard copies for those who arrive without it or claim not to have received it.

As the display day approaches, I keep a careful eye on the weather forecasts, hoping for fair weather and light winds, not only for the flying participants but also for the show organisers, who are keen to get maximum attendance, especially as most of the events where I have been FDD raise money for local charities, such as the East Anglian Air Ambulance and Macmillan Nurses. On the day itself, I set off early, hopefully in
The unscheduled NOTAM ignoring C17

The Spitfire taxis out

Spitfire 9 MH434 was the star of the Old Buckenham show

The JPS was displayed enthusiastically

The unscheduled NOTAM ignoring C17

The unscheduled NOTAM ignoring C17

The unscheduled NOTAM ignoring C17

The unscheduled NOTAM ignoring C17

possession of an entry pass and an airside pass, with a fully charged mobile phone, the CAA Permission, CAP 403, a file full of relevant paperwork, a long list of contact numbers, briefing material, a laptop and projector, camera, power cables, foul and fair weather clothing and an attitude of optimistic enthusiasm. On arrival on site, after convincing the car park attendants that you are not a punter but a critical asset for the success of the day, the first task is to find the principal organiser who at this moment is probably running around like a headless chicken. He hopefully will allocate somewhere for the all important pilot’s briefing to be held. This can vary from a smart suite of offices (Old Buckenham) to a draughty tent (Seething) or the open air using a mobile phone (Whitehaven). I then try to get hold of the latest weather forecast and airfield actuals, a hand held VHF radio and a friendly air traffic controller (ATCO) assuming one is available at the site. For air displays of 12 items or less there is no need for a seperate Flying Control Committee as the FDD can also undertake these duties, but if a suitably qualified individual is available I will always use him or her - thank you Dave Evans ! During all this preparation the phone is probably in pretty constant use with calls mainly from pilots operating away from the site. The briefing itself should not be too long - all display pilots will be aware of the limitations on manoeuvre placed on them by the CAA, so there is really only a need to have a time check, brief the weather, any local ATC procedures, local hazards and avoids, display lines, holding areas, then run through the display programme to make sure everyone is happy with the sequence of events. I usually finish with the following sermon, borrowed from the Duxford briefing: “If conditions marginal, or you are inexperienced, there is no pressure to display. Maintain height or energy. For solo break-out from formation, re-establish normal manoeuvre criteria. Misjudged manoeuvre/positioning - continue and correct for next manoeuvre. A transmission of STOP STOP STOP indicates safety concerns. Acknowledge, break off and hold until advised. Following a STOP call or any incident, meet with FDD or FCC after landing, or phone in.” (Thank you, Jeanne).

The Spitfire 9 MH434 was the star of the Old Buckenham show

There is also a need to find a suitable location from which to manage the display. This also can vary widely. At Old Buckenham I spend the display in a redundant RAF runway control caravan, well equiped with radios and with two ATCOs on hand. This gave a good view of the ‘live side’. At Seething I was given a scaffolding tower about 20 feet high with a ladder to a rather small platform about 12 feet up. This I shared with an ATCO. It was fine until a very active thunderstorm arrived in the middle of the show, with lashing rain, hail, 40kt gusts and lightning strikes all around the airfield. We felt very vulnerable and got very wet ! At Whitehaven I had only a hand held VHF, so walked out to the end of the inner harbour arm, which was the the end of the area behind which spectators could be. Beyond it, on the outer harbour arm, the live side, were a bunch of local tough looking men fishing. I walked up and explained that an air display was about to start and would they mind coming back behind the safety line, as I was responsible for the safe conduct of the event. They refused, so I told them that I could call the police to have them removed. “ You do that, sonny;” (a compliment!) one said. “There’s never been an air display here and anyway this is where we always fish.” The boys in blue marched them away some 5 minutes later, just before the first display aircraft arrived.

After briefing and finding where to be during the display there is usually time for a quick bite to eat before the start. Some ten to fifteen minutes before the first event I get settled into position, radio on, phone on hand, clutching my clipboard with the latest version of the flying programme on it, hoping that the weather will be kind. Then it is simply a matter of monitoring the flying activity, keeping a check on how the programme is running, making the occasional transmission to clear a pilot to start his or her display and keeping an eagle eye out for any random transit aircraft that may not have made note of the NOTAM concerning the restricted airspace. This year at Old Buckenham, just as one aircraft had landed and the next was moving forward to take off, the unmistakeable shape of a large C17 transport aircraft hove into view, passing directly over the airfield at an estimated 1500 - 2000 ft. A quick call to Norwich confirmed the height and airfield of origin. A number of calls to this base were made, eventually finding a person who understood my concern. It transpired that the base had got the NOTAM but either didn’t really understand it or the crew ignored it.” Believe me, sir,” said the transatlantic voice at the end of the phone “ There will be a degree of re-training for that crew when we get hold of them again.” So far I have never had to make a STOP STOP STOP call, but I have been close to it on occasions.

Finally, when the last aircraft has landed or departed, I breath a sigh of relief, pack up all the kit, perhaps find a quick beer whilst the crowd disperses and seek out the organisers to find out how the day went from their point of view. Hopefully they will be satisfied and will want to do the same thing again next year. There only remains the drive home and the transmission of a round robin e mail to all participating pilots, thanking them for their contribution to the day’s success. Being a FDD at a small Air Display has been a fascinating and enjoyable experience and I hope to continue doing it for a while yet. If there are any lessons to be learnt, they are as follows:

Flexibility is the key to Air Display success.

Indecision is the key to flexibility.

No Air Display plan withstands first contact with the actual event.

Keep Calm and Carry On! 🦅
LIVERYMAN STEVE SLATER

In recent years, the increased availability of high-intensity laser ‘pen’ torches has created a serious and still-growing threat to aircraft and air crews. Misguided, mischievous or plainly criminal targeting of night-time low-flying aircraft has accelerated dramatically.

In the UK in 2006 there were just eight such attacks reported, in 2007 there were 30 and in 2009, 306. The past two years have seen between 1,500 and 1,900 laser attacks per year reported to the CAA.

These attacks are being made on a wide range of aircraft from general aviation types to civilian and military helicopters and airliners. Of particular concern is the targeting of airliners in the late stages of approach, at low level and when visual contact with the runway is critical.

In recent months, Birmingham, Manchester, Liverpool, East Midlands, Bristol, Heathrow and Gatwick airports have featured prominently. In September, it was reported that a Boeing 737 at Birmingham had suffered five separate attacks on a single approach.

There is also serious disquiet that an intervention by the UK CAA has unintentionally made the problem worse. In past years, offenders have been convicted of Endangering the Safety of an Aircraft, an offence which carries a custodial sentence.

An important precedent was set in 2008 when our Manchester base, Tudor Owen, sentenced two defendants to 6 months in custody for endangering a police helicopter. When they appealed against their sentences, the Court of Appeal rejected their claims and gave guidance on the appropriate sentences for such serious offences.

"Incidents of this sort have increased rapidly in the last three years and, in particular, the use of the green laser pen causes the most trouble and distraction for pilots. In our judgment the learned judge was right to make clear that custodial sentences will usually follow when offenders committing this offence are caught."

However in 2010, the DfT introduced a new offence, which it felt would make it easier for offenders to be convicted. The new offence, Article 222 of the Air Navigation Order 2009, states: “A person must not in the UK direct or shine any light at any aircraft in flight or on the runway for observation. In the latter case, a purchaser is liable to a fine of up to £5000”. The use of green lasers was specifically prohibited.

"The worry is that the maximum penalty under the new law is merely a fine, not exceeding £2.500. It means the courts have no power to impose a custodial sentence. While the authorities still have (and do still utilise) the option of charging a misconception with "Endangering an Aircraft", it is perhaps natural that they take the easier route. However as fines are likely to be based on an offenders’ declared income, the deterrent is proving minimal.

In February 2010, a 16-year-old admitted to shining a laser pen, which he had purchased on eBay for £8, into the cockpit of an easyJet flight from Belfast to Liverpool. He was fined £250.

In addition, the large curved plexiglass windscreens of helicopters form an additional hazard, as when hit by a laser the light refracts in all directions, flooding the cockpit with potentially blinding glare. One pilot has described the effect as “having someone fire a flashgun in your face.”

"Laser effects on pilots occur in four stages of disorientation, and incapacitation. Given the many misuses and there are signs now that these more powerful ‘blue lasers’, bought over the internet from China, are coming into increased use."

HELICOPTER TARGETING

One particular cause for concern is the targeting of both lower and higher-powered lasers on helicopters. Particularly those used by the police for surveillance.

While the Metropolitan Police reports that most offenders are either pranksters who did not realise the seriousness of their actions or residents annoyed at the helicopter’s presence, there is disquiet that some are now carrying lasers in an attempt to distract helicopter crews who may be helping apprehend them.

While the effects of any laser attack, flooding the cockpit with bright light and potentially causing flash-blindness, after-image and loss of night vision pose a significant flight safety hazard, it is particularly critical when emergency services helicopters are operating at low level over cities and other conurbations.

In addition, the large curved plexiglass windscreens of helicopters form an additional hazard, as when hit by a laser the light refracts in all directions, flooding the cockpit with potentially blinding glare. One pilot has described the effect as “having someone fire a flashgun in your face.”

A GLOBAL PROBLEM

These attacks are of course, a global problem. Laser attacks being reported as far afield as Australia, North Africa and Asia.

The use of high-intensity laser pointers is banned in the United States, as it is in Australia where perpetrators can be jailed for up to 14 years. However, prosecutions have so far been limited.

In 2011, the US Federal Aviation Administration followed the CAA route by announcing that it would fine laser violators up to $11,000. That strategy has clearly failed too. In the United States, reported attacks have risen by 1100 percent over the past decade. In the whole of 2005, the FAA data recorded 283 such incidents. This January alone, 346 cases were reported and numbers are set to pass 3,000 in 2013.

There are questions as to whether the FAA followed up this increase, whether it has power to fine, whether the maximum penalty is $11000 and whether there is a custodial option.

That may however be set to change. In October, after a spate of laser attacks on airliners flying into New York’s La Guardia airport, the FBI announced that it has assigned its Joint Terrorism Task Force to lead a probe of laser attacks. Their powers, under the “Patriot” Act, are much tougher than those offered by the FAA.

THE CUSTODIAL OPTION

In the UK, there are also signs that prosecutors, aware of the limited power of the CAA-driven legislation, are reverting to the charge of “endangerment” which carries the custodial penalty. In October, a 20-year-old man was sentenced at Manchester Crown Court, to four months in a young offenders’ institution.

The court heard that he had targeted the Essex Police helicopter, which was hovering at around 1,000ft over Sissingbourne in April this year. After identifying the general area from where the laser was being shone, thermal imaging was used to direct officers on the ground to the offender’s home. The offender it transpired, also had previous convictions for theft, common assault and possessing a prohibited weapon, a stun gun.

It was notable that the defence lawyer’s plea that he was merely “a young man being very foolish and playing around in his bedroom rather than a malignant intent” cut little ice. In sentencing, Judge Harrington said: “Martin Jeffery, you have no doubt whatsoever that this offence is so serious that a non-custodial sentence cannot be justified. Those who commit this kind of offence must be aware that severe sentences will follow.”

If the judiciary seem to have this opinion, why is it then that the CAA do not take note?

ATTACKED! WHAT TO DO.

BALPA has published the following guidelines to pilots, if targeted by a laser.

"Laser effects on pilots occur in four stages of increasing seriousness - distraction, disruption, disorientation, and incapacitation. Given the many incidents of cockpit illuminations by lasers, the potential for an accident definitely exists, but the fact that there have been no laser-related accidents to date indicates that the hazard can be successfully managed."

- Shield the eyes from the light source with a hand or a hand-held object and avoid looking directly into the beam. It is possible that a laser successfully aimed at the flight deck will be presaged by unsuccessful attempts to do so; these will be seen as extremely bright flashes coming from the ground and/or visible in the sky near the aircraft. Treat these flashes as a warning you are about to be targeted and prepare to shield the eyes. Do not look in the direction of any suspicious light.
- Do not rub the eyes.
- Alert the other crew member(s) to determine whether they have suffered any laser-related effects. If the other front seat pilot has not been affected, he or she should immediately assume or maintain control of the aircraft.
- Maneuver to block the laser, if possible and subject to ATC. If on approach, consider a go-around.
- Engage the autopilot.
- After regaining vision, check flight instruments for proper flight status.
- Turn flight deck lighting to maximum brightness to minimise any further illumination effects.
- Immediately report the laser incident to ATC, including the direction and location of the laser source, beam colour and length of exposure (flash, pulsed and/or intentional tracking). Do not look directly into the beam to locate the source.
- As soon as flight safety allows, check for dark/disturbed areas in vision, one eye at a time.
- If incapacitated, contact ATC for priority/emergency handling. Consider autoland.
- If symptoms persist, obtain an eye examination as soon as practicable.
- File an MOR. In the UK, ATC will notify the Police. When possible, write down all details for the Police.
- If the police have reason to believe that the laser was coming from a location further east in Ilford, Essex

The picture was taken during last year’s Olympic Opening Ceremony in Stratford, East London by a PC aboard the Met’s Support Unit helicopter. The high-intensity ‘blue laser’ was being shone from a location further east in Ilford, Essex

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