A new title...

THE HONOURABLE COMPANY OF AIR PILOTS

...the same Livery Company
MARCH 2014
4  6th Technical and Air Safety Committee Meeting  Cobham House
13 11th General Purposes and Finance Committee Meeting Cobham House
13  6th Court Meeting  Cutlers’ Hall
17  Annual Company Service  St Michael’s Cornhill
17  AGM, Installation and Supper  Merchant Taylors’ Hall

APRIL 2014
1  Education and Training Committee Meeting  Cobham House
3  Lord Mayor’s Dinner for Masters  Mansion House
4  United Guilds’ Service  St Paul’s Cathedral
4  Lunch with Fan Makers’ Company  Skinners’ Hall
8  Instructors’ Forum  RAF Cranwell
15  Benevolent Fund Board of Trustees  Cobham House
23  Luncheon Club  RAF Club
23  Cobham Lecture  Royal Aeronautical Society
24  1st General Purposes and Finance Committee Meeting Cobham House

MAY 2014
1  New Members’ Briefing  Cobham House
1  Assistants’ Dinner  Cutlers’ Hall
6  Technical and Air Safety Committee Meeting  Cobham House
13  Environment Committee Meeting  Cobham House
15  2nd General Purposes and Finance Committee Meeting Cobham House
15  1st Court Meeting  Cutlers’ Hall
21  Livery Dinner  Mansion House

JUNE 2014
3  Education and Training Committee Meeting  Cobham House
12  3rd General Purposes and Finance Committee Meeting Cobham House
18  Trophies and Awards Committee Meeting  Cobham House
24  Election of Sheriffs  Guildhall

VISITS PROGRAMME
Please see the Flyers accompanying this issue of Air Pilot and previous editions of Guild News or contact Liveryman David Curgenven at visits@airpilots.org. These flyers can also be downloaded from the Company’s website.
A message from your Editor...

By the time this first edition of the newly titled 'Air Pilot' arrives in your letter box we will have received our Royal Charter and formally changed our name from The Guild of Air Pilots and Air Navigators to The Honorable Company of Air Pilots. A full report of the Guildhall Banquet which marked this very significant event will appear in the next issue, due out in April. Meanwhile you will notice some changes in this issue, as Richard and Helen Lewis of Printed Solutions and I continue to improve the layout and presentation of our magazine.

There is much of interest to be found in the following pages. The Master describes his Tour of the Regions, Past Master Doctor Ian Perry sheds light on the latest state of play concerning medical checks for pilots and Liveryman Peter Davis reports on Flying Club activities in 2013. Of great interest is an article giving details of a new revolutionary light aircraft, the 'eGo', designed and built in this country, which is undergoing its initial flight testing. It looks futuristic, appears to be tremendous fun to fly and embodies some very advanced construction techniques. Wing Commander Barry Dale, the Officer Commanding 72(R) Squadron at RAF Linton on Ouse and an Upper Freeman, has prevailed upon his Tucano display pilot for 2013 to write about his experiences both in the UK and overseas on the display circuit. A visit to RAF Linton on Ouse is planned for this summer.

Assistants John Davy and Diana Green describe an interesting mixed formation session in France and Liveryman Doctor John McAdam relates his visit to the Prize Giving event at the Worshipful Company of Pewterers, something quite different to aviation.

As Editor I try not to write too many inputs for our magazine, since I do not believe that is the Editor's role. My main task is to collect and check a variety of interesting articles for each issue, ensuring that they reflect the wide range of aviation activities that our members represent, and then to organise them with the help of Printed Solutions into a suitable format. However, it is always a struggle to fill each issue, and for this issue I have had to dive into my logbook again to write a short piece as a gap filler. After some five years as Honorary Editor my personal store of 'I learnt about flying from that...' stories is pretty much exhausted now, so I appeal to all readers, particularly those in the Regions, to consider writing something for 'Air Pilot'. There must be many stories out there worth the telling and with modern IT it is very easy to write and send these days. My great thanks go to my regular contributors but given the size of the Company they are few on the ground. It has been a great pleasure to have piloted Guild News over the last five years and I look forward to continuing to fly Air Pilot during its early years aloft.

Assistant Tom Eeles
Honorary Editor

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## Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>News Round Up</td>
<td>4</td>
</tr>
<tr>
<td>Letter from the Grand Master</td>
<td>6</td>
</tr>
<tr>
<td>The Master’s Message and Tour</td>
<td>7</td>
</tr>
<tr>
<td>The Master in Hong Kong</td>
<td>13</td>
</tr>
<tr>
<td>Automation and Flying Skills</td>
<td>14</td>
</tr>
<tr>
<td>Licensing the new EU/EASA way</td>
<td>15</td>
</tr>
<tr>
<td>Flying Club Annual Report</td>
<td>16</td>
</tr>
<tr>
<td>First Flight of a New British Aircraft</td>
<td>19</td>
</tr>
<tr>
<td>2013 Tucano Display Season</td>
<td>21</td>
</tr>
<tr>
<td>A French Formation Adventure!</td>
<td>24</td>
</tr>
<tr>
<td>Pewter Live and Gazette</td>
<td>25</td>
</tr>
<tr>
<td>Buccaneer Boys - a review</td>
<td>26</td>
</tr>
<tr>
<td>From the Desk of the Director of Aviation Affairs</td>
<td>27</td>
</tr>
<tr>
<td>Leaves from the Editor’s Log Book</td>
<td>28</td>
</tr>
</tbody>
</table>
As we headed off, the rain stopped and the crowds around! Lots more standing up all over again for the off. Lots more standing time to leave the warmth of the ship and form Livery Companies aboard HQS Wellington. The Guild’s intrepid three joined other modern Livery Companies about a third of the way from the front of the procession. On the stroke of 11, just as the procession started to form up from the surrounding streets, the rain started. Only the British would think of holding a “carnival” in November!

It was the author's first participation in the Show, unlike his two colleagues who were experienced hands and knew what to expect. The enthusiasm and cheerfulness of the crowd was infectious, and soon nothing was going to dampen the spirits of either the participants or spectators. Thousands of happy smiling people had turned out in spite of the cold, heavy rain. Even so, the procession proceeded at a surprisingly brisk pace, driven on perhaps by the thought of lunch, and somewhere warm to enjoy it.

The Guild’s intrepid three joined other modern Livery Companies aboard HQS Wellington moored at the Embankment for a glass of champagne and a sandwich. All too soon it was time to leave the warmth of the ship and form up all over again for the off. Lots more standing around!

As we headed off, the rain stopped and the sun started to break through, and the crowds were greater and noisier than ever. One advantage of participating is you get to see the best (ie least busy) places to spectate from in future. One disadvantage is that you only get to see the float or exhibit immediately in front and behind you.

However, it is easy to catch up on the day’s spectacle on TV when you get home, and as for being a spectator, why would I want to do that? It’s much more fun to be part of it!

**Assistant Denyer**

The Guild and the Rose originally stood opposite each other. However the Globe took the ascendancy and after Henslowe’s lease ran out in 1603 the Rose was demolished in 1606. Fortunately the theatre was rediscovered in 1989 during the construction of a new office block and now provides unique information about the layout of a playhouse, how Elizabethan plays were staged, and is the setting for modern interpretations of many old plays.

We then visited the site of the old Globe Theatre and were treated to a guided tour of the reconstructed iconic Globe. David brought the space to life with colourful stories of the 1599 Globe and the Rose originally stood opposite each other. However the Globe took the ascendancy and after Henslowe’s lease ran out in 1603 the Rose was demolished in 1606. Fortunately the theatre was rediscovered in 1989 during the construction of a new office block and now provides unique information about the layout of a playhouse, how Elizabethan plays were staged, and is the setting for modern interpretations of many old plays.

As in previous years, Bahrain were honoured to invite three veteran Chelsea Pensioners from the Royal Chelsea Hospital. This year they were Simon de Buisseret, Albert Willis and Barry Prior and they were hosted by the Crown Plaza Hotel and flown to Bahrain courtesy of British Airways. Throughout their stay they were given a tour of Bahrain, hosted by the British Club, and met local expatriates, visited the Grand Prix track and met local dignitaries. They were also hosted to the annual Poppy Ball. The main theme of their visit was to attend the Remembrance Day Service at St Christopher’s Cathedral for the evening service and wreath Laying. The following day, the Ceremonial Wreath Laying Ceremony was at the English Cemetery and this year the Guild’s wreath was laid by Captain Neil Purves of the Royal Flight. Also in attendance was Yvonne Trueman and new Guild member First Officer Christopher Dodwell of DHL Aviation. As in previous years it was fully represented by Ambassadors and members of the Armed Services, together with the team of Red Arrows pilots who came to give their usual exciting flying demonstration. After the Ceremonial activities, a curry luncheon was hosted at the British Embassy by HE the British Ambassador Mr Iain Lindsay. Needless to say, the sun shone throughout the whole proceedings.

**Assistant John Denyer; Warden Chris Ford and the Master Elect about to set off on the Procession.**

**LADIES DAY AT THE GLOBE THEATRE**

On a rather cold November day 30 ladies gathered in the Swan Bar of the Globe Theatre at the start of a fascinating day. Following tea and biscuits in the cozy surroundings of The Swan, we visited The Globe Exhibition, the world’s largest and most comprehensive exhibition devoted to Shakespeare and the London in which he worked and lived. Following an informative chat from Neil Constable, the Chief Executive of The Globe and incidentally the son of Liveryman Ernie Constable, our guides, Emma Brown and Collum Coates, explained the intricacies of dressing and the significance of clothings in Elizabethan society. This was enhanced by an informative costume dressing demonstration using impressive clothes from the Globe Theatre wardrobe and a stray visitor who had joined our group by mistake.

After many searching and pertinent questions we were handed to David Pearce, the resident producer of the Rose Theatre and also a guide for the Globe. David took us through the lanes behind the Globe for a guided tour of The Rose, Banksie’s fist theatre. Founded originally in 1587 by the theatrical entrepreneur Philip Henslowe and built on the site of a rose garden and brothel, a rose was both a noble emblem and a slang word for a harlot. The Globe and the Rose originally stood opposite each other. However the Globe took the ascendancy and after Henslowe’s lease ran out in 1603 the Rose was demolished in 1606. Fortunately the theatre was rediscovered in 1989 during the construction of a new office block and now provides unique information about the layout of a playhouse, how Elizabethan plays were staged, and is the setting for modern interpretations of many old plays.

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**REMEMBRANCE DAY IN BAHRAIN**

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**Freeman Dr Samantha Waller**
At the end of the Court meeting on 14th November 2013, Liveryman His Honour Harvey Crush addressed the Court as follows:-

"Past Master, I present Mr Philip Wingfield, Citizen and Inholder who is here to hand back the Guild the Certificate of Commendation presented to his father Lawrence Wingfield, holder of the Military Cross and the Distinguished Flying Cross. Lawrie Wingfield was the first flying lawyer, today there are lots of them - at least two in this room. He was probably the inspiration for the founding of the Guild, following a letter he wrote to the then President of the Royal Aeronautical Society in 1928 suggesting a City Company having a special relationship to aeronautics which might be called "The Company of Airmen." There was in fact also a regulatory need for some such body and meetings began later that year, continuing into 1929. Lawrie Wingfield was among those involved in the drafting committee, whose work led to the election of the Guild's Foundation Council on 10 April 1929 and he was appointed Clerk to that Council. His firm represented the Guild and others at an inquest and inquiry following the ditching of an Imperial Airways aircraft the following month, submitting successfully that pilots have the maximum professional discretion in choosing height and route.

The Environment Committee (EnvC) plans to be more proactive and anticipate topics on which it may in future be required to develop a view. A subgroup of the Committee discussed potential topics submitted by EnvC members to distil and prioritise those that merited the Committee's early attention.

The subgroup used two criteria to prioritise four topics to work on now. The first criterion is the ability of the Honourable Company to hold a unique view or offer a different perspective from other industry, government or academic bodies. This uniqueness may arise from the fact that the Company represents only pilots, from the breadth and experience of its membership (commercial, GA and military), from interaction with the Company's other Professional Committees, or from its international reach. The second criterion is the likelihood that the topic would, in the short to medium term, require the Company to hold a view, whether by government, by the press and media, or by other organisations.

Each topic subgroup will be coordinated by a member of the EnvC. They will act as the point of contact for their subgroup into the Committee, commissioning and guiding the work stream, and reporting progress back to the Committee. They would not (necessarily) be responsible for leading the subgroup.

We hope that these topics will be worked on by subgroups drawn from members of the EnvC, from the other Committees, and the broad and deep experience of the Company's members more widely. To this end we are looking for volunteers for the four subgroups. The four topics selected are:

• 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 Company discussion paper and, potentially, a position paper. (Committee Coordinator AVM John Arscott)

• 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. (Committee Coordinator Prof Marion Wooldridge)

• Transport environmental budgets. A scoping exercise to review 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 Company in responding to press, media and government to present aviation in a more balanced and hopefully positive way. (Interim contact John Denyer)

• Professional improvements. To produce a summary of the significant 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. (Committee Coordinator Kevin Morris).

The time commitment should not be large; we are aware of work that has already been done on each, so all the topics are likely to start off with a literature search and will probably involve initially collating existing facts. If you have expertise, or an interest in any of these areas, please contact the Honourable Company's Office (office@airpilots.org - 020 7404 4032); the coordinators will be delighted to hear from you.

Assistant John Denyer, Chairman, Environment Committee

The agreement includes the provision of FAI medals especially designed for the Red Bull Air Race, the inclusion of all races in the FAI Events Calendar, and the official approval by the FAI of the race Rules and Regulations. Furthermore, the FAI will provide a delegate - Mr Ben Ruiks from the Netherlands - who will attend all events to supervise safety aspects.

LIVERYMAN CAPTAIN RALPH KOHN

With regret, we announce the death of Liveryman, Capt Ralph Kohn, the instigator and author of the original 'So You Want To Be A Pilot?' and also 'So You Want To Be A Captain?' two documents produced by the Guild/Company (and earlier in conjunction with RAeS) which have made such a significant difference to so many individuals in pursuing their chosen career in aviation. His career-long dedication to professional flight training, and as a Liveryman of the Guild, was exemplary and he will be missed.

THE NORTH AMERICA REGION regrets to announce the deaths of a distinguished member and a prospective member. Upper Freeman Colonel David Casey USAF (ret) and Captain Alan Gaynor, an experienced B777 pilot, were fatally injured when David Casey's Morrisey 2150 aircraft crashed off the coast of Southern California. Captain Gaynor's application to join the Company of Air Pilots was being processed at the time of the accident. The North America Region has lost two gifted and dedicated aviators.
The following letter from the Grand Master was read by the Master to those attending the Banquet at Guildhall on the occasion of the Presentation of the Royal Charter; by the Patron, and formal change of title.

BUCKINGHAM PALACE

19th February, 2014

As Grand Master it gives me great pleasure to know that you are gathered here this evening to celebrate the Guild's elevation to Honourable status by Her Majesty The Queen.

As a family of aviators we have witnessed first hand the development of aviation over the years, this is another development.

As a Company we must set firm our head mark to be modern and relevant, to lead and develop, to make aviation better and safer for those that come after us, remembering those that have gone before and the deeds that they have accomplished, never losing sight of the trail they blazed.

I am confident that The Honourable Company of Air Pilots will continue to be leaders, pioneers and explorers, may it flourish, root and branch, forever.
The Master's Message

HIS HONOUR JUDGE TUDOR OWEN

As I write my final message as Master, I reflect upon a year which has passed almost unbelievably quickly. How very true it is that time flies when we are enjoying ourselves.

Like my predecessors, I have represented our Livery Company extensively in the City and in the aviation world, and have travelled many thousands of miles in the UK and overseas. It has been exhausting at times, but always stimulating and always enjoyable.

Today’s livery companies are not picturesque historic left-overs but living institutions. Our Company reflects the history and tradition of the City and its institutions, but it is also a modern working company which vigorously promotes the highest standards of air safety - an ongoing task which our founders began in the pioneering days of commercial aviation.

Continuing the valuable work our predecessors have done since 1929 doesn’t mean that we shouldn’t adapt to the modern world. To quote a well-known line from Giuseppe di Lampardi’s The Leopard: “If we want things to stay as they are, things will have to change.”

That is what livery companies have always done and it is what we must continue to do if we are to maintain our credibility and influence, and keep pace with the challenges presented by the constantly changing world of aviation.

Our professional committees play a vital role in the work of the Company; but we must make far greater use of the enormous wealth of talent within our membership.

In this electronic age, we have ready access to the experience and expertise of members who aren’t able to attend meetings in London during the working day, and even to those who don’t live in the UK. During my tour of our Regions I met several immensely able members willing to help with our work.

Small working groups tasked to look into specific issues don’t need to attend meetings in London. They can organise themselves and report their findings and recommendations to the professional committees.

I am very grateful to our Director of Aviation Affairs for his full support of this initiative. In conjunction with the professional committee chairmen, he will be restructuring the way we conduct this very important aspect of our work.

Charitable giving has always been a fundamental element of the Livery movement. We don’t have the great wealth of the ancient companies who are able to donate enormous sums to charitable causes each year but, as a company, we certainly punch above our weight, donating substantial sums every year.

By convention, the Master also nominates a charity to be supported during the year. I rather ambitiously nominated three. I am delighted to report that, thanks to the generosity of members at various events during the year, we have raised just over £17,000. A significant record!

The Master's Tour of the Regions

HIS HONOUR JUDGE TUDOR OWEN

As this report was written prior to the change of title, it contains references to ‘the Guild’, which have been retained, as they are/were correct at the time of writing.

Just 48 hours after the Trophies & Awards Banquet at Guildhall, Maria and I set off for New Zealand to begin the Master’s Tour of the Regions. The very long flights were made bearable, even enjoyable, by Cathay Pacific’s famed inflight service. Little wonder that they have won so many awards and plaudits.

The annual tour includes official duties and social occasions, both formal and informal. In combination, they help to preserve the effectiveness and fellowship of our Livery Company both within the Regions and between our Regions and London and, I’m told, serve to invigorate the Regions.

We were away for six busy weeks so it is not feasible to relate every meeting nor to mention all the members who were so helpful to us. I hope those I do not mention in this necessarily condensed report will understand and not be offended.

Appropriately, our first view of New Zealand as we approached from the North West was of the beach used as a runway in the early days of airmail services between Australia and New Zealand. Ninety Mile Beach looked every inch of its name - even though it is actually about 55 miles long.

We were met by Region Executive Committee member Bill Bennett who was an excellent host throughout our stay in Auckland.

The next morning, while Maria visited a 'quintessential New Zealand garden' with Liveryman Lyn Boyce, Bill and I went to meet a remarkable 80-year old aviation enthusiast.

Glyn Powell joined a group of enthusiasts who wanted to build a Mosquito, the ‘Wooden Wonder’ of WWII. By the time he had travelled the world collecting many thousands of drawings and photographs, the others had lost interest so he built it himself - making the wooden moulds for the fuselage in his workshop.

Glyn's first aircraft is now flying in America. A group has been formed to raise funds to secure his current project for the UK. I wish them success. I had the privilege of flying in the BAe-owned Mosquito T.III which was destroyed in a fatal accident in 1996. It would be a joy to see a Mosquito grace British skies again.

I was also very pleased that the Court supported my proposal that each new Liveryman should be invited to sign a legacy form, for a nominal amount if they wish, hopefully to be increased in due course. It will take some time to reap the benefit - I hope we all live to a ripe old age - but I am confident that this new process will continue to benefit our company long after we have passed on to heavenly blue skies.

I am very grateful for the enormous support I have received during my year. It has been an honour and privilege to serve you as Master and to spread the name and fame of our company.

Maria and I have enjoyed many splendid occasions and made many new friendships which will endure.

Given my professional background, it won’t surprise you to know that I have thoroughly enjoyed advocating our company’s objectives with Regulators across the world.

As my year draws to a close, I wish Dorothy Poole - my predecessor - all the very best in her year as Master of our company which is not only honourable by nature, but is now Honourable by name.
government officials. The Committee welcomed the prospect of having a younger member join them and I am pleased to report that Ben has accepted their invitation to do so.

The next morning we took an early flight to Wellington with Executive Committee members Wg Cdr Gordon Ragg, Captains John Martin and Mark Simich and Bill Bennett.

During the landing, I drew Maria's attention to a house in a residential street overlooking the runway, the top floor of which looked remarkably like a Control Tower. It was!

Nestled between rolling green hills and a picturesque harbour, New Zealand's capital city is renowned for its natural beauty and, as the 'Middle of Middle-earth', had a starring role in both The Lord of the Rings and The Hobbit trilogies.

We were joined by Leslie Brown who had arranged a busy schedule which began immediately upon arrival.

Leslie writes:

"The Master and his Lady, barely rested after their long trip from London, saw Wellington at its sunny best and windy worst as they flung themselves into a busy two days of engagements.

"First up was a meeting with the Director of Civil Aviation, Graeme Harris, accompanied by two General Managers. In addition to providing the now annual Master's update to the Director on the activities of the Guild, topical issues discussed included the review of the Civil Aviation Act 1990 being undertaken by the Ministry of Transport, the imminent introduction of controls concerning the import, sale and supply of hand-held laser devices, and the progress through Parliament of a Private Member's Bill which proposes making it a criminal offence punishable by a custodial sentence to be in possession of a hand-held laser without a reasonable excuse."

I was pleased to see that the Director acknowledges the Guild's expertise and welcomes submissions on aviation matters.

We next visited the Chief of the Royal New Zealand Air Force, Upper Freeman Air Vice-Marshal Peter Stockwell. We briefed him on progress towards our Royal Charter. A former navigator, AV-M Stockwell understood the reasoning behind the Court's decision to change our name.

I reassured the Chief that the Royal Charter would not affect our relationship with Affiliated Units. He values the relationship we have with the RNZAF, as do we.

Our final meeting that day was with CEO of the Aviation Industry Association and the CEO of Aviation New Zealand.

They gave us an up to date briefing on issues affecting commercial and we had a productive discussion about a range of topics including pilot training.

Whilst I attended meetings, Maria enjoyed exploring Wellington, including taking its famous cable car to the Kelburn Lookout which affords stunning views over the city and harbour.

The Dinner at the Wellington Club that evening was thoroughly enjoyable and enabled me to meet more Wellington based members and the Region's guests.

The next day began with a very productive meeting at the Ministry of Transport.

Leslie Brown writes:

"Principal Advisers John McIlwee and Bev Driscoll had asked to meet the Master to commence a dialogue about some aspects of the present review of the Civil Aviation Act - which is a mark of the respect in which the Guild is held by the Ministry. Of particular interest was what changes, if any, might be made to the appeal rights in the legislation."

Bev Driscoll writes:

"Both John and I enjoyed the round-table discussion on the range of aviation matters, and the opportunity to engage in a very useful discussion with Judge Owen. The Ministry welcomes GAPAN's further thoughts about any matters or issues covered in the Civil Aviation Act and Airport Authorities Act review prior to the formal consultation."

Wellington is the home of a unique aircraft manufacturer. The Vintage Aviator builds solely WW1 aircraft, engines and propellers, and does so to the original design and same exacting standards as they were made almost 100 years ago. Where neither original parts nor drawings are available, they reverse engineer - even manufacturing spark plugs to maintain absolute authenticity.

We were hosted by director Michael Stephens and Production Manager Gene deMarco whose knowledge of the engines and aircraft of the era is encyclopedic.

It was a privilege to see highly skilled crafts people producing 1914-18 era flying machines in a state of the art manufacturing facility which has gained a New Zealand CAA Manufacturing Organisation Certificate and ICAO Aircraft Manufacturing approval.

Conscious that Maria was the only non-aviator in the group, Gene very thoughtfully showed us a very different sort of flying machine. We discovered that 'Chitty Chitty Bang Bang' really does have folding wings!

Unfortunately, it was far too windy to explore its handling characteristics. The team only just managed to fly out before Wellington's famous winds and the channeling effect of the Cook Strait closed the airport.

The next morning, Bill Bennett and I visited Air Base Auckland at Whenuapai where we were welcomed by OC 485 Wing, Group Captain Kevin McEvoy.

Our excellent guide for the day, Flt Lt Haley Khrapkpo, began at No. 40 Squadron where she is an Air Warfare Officer. The squadron operates C130H Hercules and modified Boeing 757-200s.

I was very pleased to fly their Hercules simulator. After some general handling, I was invited to try one of the favourite sim exercises - flying at low level through the twists and turns of the Grand Canyon. Not being used to the inertia of a large aircraft, I found it challenging but it taught me the necessity to anticipate the turn - which was to prove useful later in my tour.

We then visited No. 6 Squadron which operates SH-2G Seaspire helicopters and No. 5 Squadron which is responsible for surveillance of New Zealand's maritime area which stretches from the Antarctic to the equator.

We learnt a great deal about the Air Force in general and Auckland Base in particular and had the opportunity to discuss the work of the Guild with both the OC and squadron pilots.

An interesting and productive week concluded with the splendid Annual Dinner at the Northern Club Auckland at which I was able to meet more members, brief them about our imminent change of status and name and present the New Zealand Region Master's Trophy 2013.

The Revd Dr Richard Waugh QSM received the trophy for his active aviation chaplaincy work over the past 15 years, his prodigious contribution to historical writing and his
outstanding achievement of establishing permanent memorials to record the human cost of early airline development in New Zealand.

We used the free weekend to visit my cousin and his family at their home on the banks of Lake Rotorua, enjoy a Maori cultural evening and explore the bubbling hot pools, geysers and volcanic landscapes.

And, on our last evening before flying to Australia, we finally succeeded in seeing Liveryman and Air New Zealand Training Captain Allan Boyce whose return from a sailing voyage of several months had been delayed by a mechanical problem on the final leg. Alan is an enthusiastic and active member of the Guild both in New Zealand and in London. Our visit was enjoyable and productive and we are very grateful for the help and warm welcome we received.

The Region struggles to recruit younger members. I hope that discussion with London's active 'Guild Young Members' group may help.

I have undertaken to assist with the Region's submissions relating to the Civil Aviation Act review but commitments in London, including our very special celebration, prevented me from accepting an invitation to return in February. I am confident that the Master-Elect will continue the work in hand during her Master's visit later this year.

After a three day break on the Great Barrier Reef - scuba-diving for me and snorkeling for us both - we began our tour of the Australia Region.

Brisbane

We spent our first day with Captain Buck Brookbank, Immediate Past Chairman of the Australian Region Executive Council, who was not only a delightful host but, after a long and distinguished career in aviation, a very useful source of information about civil aviation in Australia.

Aviation is a small world. I found a message from an old friend I hadn't seen for about 20 years waiting for me when we arrived at the United Service Club. Liveryman Keith Griffin was unable to attend the Queensland Dinner but, luckily, a free slot in the diary later in the week allowed us to spend a very enjoyable few hours with Keith and his wife Sushma at their home overlooking the Brisbane River and a delicious lunch at Keith's golf club. A former RAF fast jet pilot/QFI, Keith became a Captain with Cathay Pacific and is a Past Chairman of the Hong Kong Region. He has continued to fly professionally, in various roles, since moving to Australia.

At the annual Queensland Dinner, held at the United Service Club, I was delighted to present the 2013 Grand Masters Australian Medal to Emergency Management Queensland Helicopter Rescue which has made an outstanding contribution to the development of helicopter rescue services in Australia.

Deputy Chief Pilot Captain Phil Head and Chief Engineer Tony Hodgkinson attended to receive the Medal.

Acknowledging outstanding professionalism and achievements in aviation is an important part of our work. During my tour of the Regions I not only presented many trophies, awards and certificates but also had the opportunity to meet people who had been honoured in the past.

This year is the 25th anniversary of the Guild's Australian Bicentennial Award, which is awarded in recognition of outstanding individual contributions to Australian aviation. I had the privilege of meeting 11 of the 21 previous winners during my visit, including six at the Queensland Dinner.

At the request of Harold Walton (Chairman of the Australian Region's Executive Committee), my speech included an update of our progress towards a Royal Charter and, in particular, an explanation of the Court's decision to change our name. I answered questions following my speech and over the stirrup cup which followed the Dinner.

I noted that those who questioned the need for change were concerned about the loss of 'Guild' rather than dropping Air Navigators from our working name which has disappointed some of our members. By the end of the evening, the consensus appeared to be that the distinction of becoming an Honourable Company outweighed their affection for 'Guild'.

Accompanied by Queensland Working Group Chairman Captain Doug Stott, our ladies and Liveryman Peter Raven, I visited EMQHR's Brisbane base at Archerfield Airport.

We learnt about their work and safety management, and discussed the often difficult balance which has to be struck between saving lives and not jeopardising the lives of the rescue crews.

The professionalism, skill and tenacity of EMQHR crews has led to a series of outstanding individual and collective acts of bravery and saved many lives.

In February 2013, during the Bundaberg floods, 50 people were rescued on a single day. The winchman on duty was recently qualified. He performed his first and fiftieth operational winch during this single task! A further ten rescues were performed during the night by another crew.

Whilst in Brisbane we saw an admirable example of forward planning. 'Aviation High', Australia's first dedicated aviation high school, is one of ten schools participating in Education Queensland's innovative Aerospace Project.

Students at Aviation High study the usual core subjects but with an aviation focus where appropriate. Senior students can elect to study a range of subjects designed to prepare them for a variety of aviation careers - from flight attendants to pilots, meteorologists and engineers.

The aviation sector in Queensland currently employs an estimated 14,000 people, and is growing. Not surprisingly, the school enjoys the support and sponsorship of regional and international aerospace companies. It's facilities include flight simulators, a (non-airworthy) light twin and a cabin mock-up cabin.

We assured the Principal that our members would be pleased to assist and the feasibility of work experience placements is being explored.

Graeme Gillies, the highly respected Chief Pilot and CFI of Blue Tongue Helicopters at the Sunshine Coast Airport, shares the Guild's view that sound handling skills are crucially important.

An experienced Grade 1 Instructor, Graeme believes strongly that there is an enormous difference between training someone to be a highly professional and employable pilot and simply teaching a student the bare minimum to get through a flight test.

Although most students tend to train in the Robinson R22 these days, Graeme believes that a few hours flying the venerable Bell 47 makes a safer pilot and finds that many employers agree. The Bell 47 does not have a governor or correlator so the student has to learn to coordinate all collective and throttle inputs.

I flew a Bell 47 under Graeme's supervision and readily understood his point. Coordination is far more challenging than in the JetRanger and Gazelle with which I am more familiar.

He also showed me helicopter-mustering techniques, demonstrating with consummate skill and precision that the style of flying which too often leads to accidents is wholly unnecessary.

After a flight in a Robinson R44 (much easier to fly than the Bell 47) along the spectacular Sunshine Coast with instructor Dave Lawrence, Maria and I enjoyed a traditional Aussie barbecue. A useful and very enjoyable day.

A free day before beginning our visit to Sydney, allowed us to (just) fit in a 24-hour visit to the arid Red Centre in the Northern Territory which included a helicopter flight over Ayers Rock/Uluru and the Olgas/ Kata Tjuta. Far less exhausting than our walk around part of Ayers Rock in the 39 degree heat!
Liveryman Sandy Howard, has long been an active member of the Guild in Sydney and in London when, as a Senior Training Captain on Qantas' 747 fleet, he was able to represent the Region at Court meetings.

Sandy and Marj made us very welcome at their home in the beautiful Northern Beaches region of Sydney. Dreadful weather on the day set aside for the now traditional Master's day aboard their catamaran was disappointing, but Sandy's guided tour of the hills and stunning coastline North of Sydney and lunch at his yacht club was a most enjoyable substitute.

The NSW Luncheon held at the Kirribilli Club overlooking Sydney harbour enabled me to meet many local members. I presented Master Air Pilot certificates to two very experienced and highly respected airline pilots: Upper Freeman Captain Richard Hodder and Captain Richard Woodward AFC who readily accepted an invitation to become a member. Captain Woodward is renowned for his technical expertise and will be an asset to the Region.

I had the great pleasure of spending time with Past Master Frank Dell and his wife Isabel who emigrated to Sydney seven years ago. Frank, who retired as Chief Technical Pilot of British Airways, started his long career in aviation as a wartime RAF pilot.

While flying a Mosquito in the RAF's Light Night Striking Force, Frank was forced to bale out over Germany in 1944. I look forward to reading his book 'Mosquito Down!' which will be published in May.

Sandy and I spent a fascinating morning at the NSW Police Air Wing. The Wing operates five 'Polair' helicopters and one fixed-wing. The fleet is fitted with a range of hi-tech thermal imaging equipment, onboard computers, real-time video feeds to ground stations, search lights and rescue winches.

It provides a range of services including targeting serious crime, counter terrorism operations, search & rescue, and the investigation of aviation fatalities across New South Wales.

I was very fortunate to be allowed to accompany a crew on a sortie over the city which, in addition to being very informative, gave me wonderful views of Sydney's famously beautiful harbour.

Sandy and I also drove to Camden Airport to visit Captain Peter Holstein, Chairman of the Region's Education and Training Committee. Peter has been heavily involved in the Instructor Rating world for many years and, not surprisingly, places great emphasis upon the importance of sound training at all levels.

I was pleased to see his Master Air Pilot certificate in pride of place amongst his other awards and qualification certificates.

**Canberra**

We were greeted on arrival by Gp Capt Peter 'Norf' Norford and his wife Jane, Mike 'Wombat' Cleaver, Deb Osley, wife of Air Vice-Marshal Kym 'Kos' Osley and Liveryman Sue Ball who joined us from Adelaide. Australia Region Chairman Harold Walton flew from Adelaide to join us on the second day.

After a tour of the very impressive Australian War Memorial and Museum, I began two days of meetings that afternoon while Deb and Jane kindly showed Maria around Canberra.

I couldn't have wished for a more informed team for our very productive discussions with the Director of the Civil Aviation Safety Authority, the Secretary of the Department of Infrastructure which is responsible for aviation transport, the Chief Commissioner of the Australian Transport Safety Board and the Executive General Manager Air Traffic Control at Airservices Australia.

The Minister for Infrastructure had announced a review of aviation safety regulation in Australia just days before we arrived. I was pleased to learn that Court Assistant Roger Whitefield is one of the three members of the Review Panel.

A demanding schedule was relieved by many moments of mirth between meetings - it is impossible not to laugh in the company of Norf or Deb. Our enjoyment of Canberra was greatly enhanced by staying with Kym and Deb who made us very welcome in their home.

I was pleased to attend the first formal dinner of the Australian Capital Territory Working Group. It was a great success and I'm sure will not be the last.

**Melbourne**

We stayed with our good friends John and Andrea Escott at their home not far from Melbourne. John is the Australian Region Treasurer.

Highlights of the visit included the annual Victoria Lunch organised by Chairman John Whittington which enabled me to discuss Guild matters with local members, and a visit to Coldstream where we received a very warm welcome from Rev Dr Bruce Searle, CEO of the Australian Centre for Mission Aviation and Captain Marcus Grey, CFI of the Mission Aviation Fellowship Flight Training Centre.

The Guild makes regular donations to MAF in the field so it was especially interesting to learn how their pilots are trained. After an interesting and very informative discussion, Marcus flew me to a training strip in the hills to show me the type of terrain in which MAF pilots frequently operate.

The 'strip' had been created by repeated use for training. It was on a narrow ridge - barely wider than the undercarriage of the C206 - and with a 11 degree slope!

John Escott writes: 'I was impressed by the professional approach to training and preparation of the pilots and their families to live and operate in remote areas. The dedication of the pilots and their families was even more notable considering the financial support they need to become qualified and then to live in the field. In this day of consumerism and consideration of self before others it was humbling to be shown such selfless service.'

**Adelaide**

We were met on arrival by Liveryman Rob Moore, Chairman of the South Australia Working Group who looked after us extremely well.

The next day, while Sue Ball kindly took Maria to the Clandon Conservation Park, Harold Walton, Rob Moore and I visited Flight Training Adelaide which specialises in training cadets for major airlines.

The visit gave us an excellent opportunity to discuss several aviation topics, especially those relating to training. We were pleased to note that upset recovery training is regarded as an important aspect of the syllabus, and is required by many airlines.

Robert Moore and Michael Wallis (FTA) with the Master

Word had travelled that this year's visiting Master flew both aeroplanes and helicopters. I was pleased to accept an hour's training with Captain Alan 'Mac' McCarthy, CFI Rotary Wing, in a Schweizer 300 CBI.

I was delighted to make three presentations at the annual South Australia Dinner which was very well attended. Renowned aerobatic display pilot Freeman Chris Sperou won the 2013 Bicentennial Award for his long and continuing contribution to the art of aerobatic flying.

The Master with Senior Pilot Keith Stewart
Captain Gordon Browne, a highly experienced and much respected pilot with Cobham Aviation Services Australia, was awarded a Master Air Pilot certificate.

And last, but by no means least, I had great pleasure in presenting the Master's Australian Award 2013 to Liveryman Susan Ball. Sue invigorated the Guild in Australia while Chairman of the Region and, before that, made outstanding contributions as Chairman of the Education and Training Committee.

In stark contrast to the IPM last year, I did not distinguish myself in the annual spot landing competition at Aldinga Airfield the next day.

Sue Ball reports:

"The Master's enjoyment of the event was to enjoy the scenery (sea on one side, hills on the other) while he flew the two circuits ... errrr well, it was supposed to be just two circuits. He was having such a good time that he forgot the full stop, did a touch and go and a third circuit...."

In mitigation, I can only say that the scenery was stunning!

I was very lucky to fly with Guild member Steve Nelson in his beautiful Baus RV. Given that the aerobatic capabilities of the aircraft far exceeded my own very rusty aerobatic skills, I opted for a demonstration by Steve after a few very basic manoeuvres.

Did I enjoy the experience? The post flight picture is worth a thousand words.

After enjoying another Aussie barbecue in excellent company, Sue kindly took us through the McLaren Vale wine region on our way back to Adelaide.

A perfect final day in Australia before departing for Hong Kong early the next morning.

I was impressed by the professionalism of members I met in each state I visited and pleased to see that the Working Groups in Brisbane, Canberra and Adelaide are active and growing.

Maria and I are both very grateful for the considerable effort which had been put into arranging an excellent visit and for the help, support and very warm welcome we received throughout.

Harold Walton will be a hard act to follow as Chairman of our Australian Region. Fortunately, he has kindly agreed to continue until a volunteer can be persuaded to take on the role.

It appears that his suggestion that I should explain the reason for our change of name in my speeches at each Dinner and Lunch was shrewd advice. The Executive Committee has since recommended that the Region should adopt the Court's recommendation.

Hong Kong

As we had been throughout our entire tour, we were warmly welcomed by members of the Region's General Committee, and indeed by all the many members we met during the week.

I am conscious that members of the Committee have written an article about the excellent social events so I'll focus primarily upon official visits in the hope of avoiding duplication.

On the first evening, we attended a Cocktail Party held in the World Trade Centre complex at Hong Kong International Airport.

The friendly and extremely enjoyable atmosphere throughout the evening was an indication of things to come.

I had the great pleasure of presenting the Fanny Li Youth Flying Scholarship to Ho Long Yin who was visibly moved by the applause he received.

I then attended the Committee meeting which enabled me to brief members on progress towards our Royal Charter and new name, and to learn more about the Region's work. Their commitment and enthusiasm was inspiring.

Tony Fung, a Boeing 777 Training Captain, gave me a guided tour of Cathay City the next day. Region Administrator Ian Fogarty had a very pleasant surprise for me: The Director of Flight Operations, Liveryman Captain Richard Hall, had authorised a session in the Airbus 340 simulator.

Having been in the jump-seat on two occasions for landing at the old Kai Tak airport, I had been very disappointed that, unusually, neither was the famous Checkerboard approach. I was pleased to discover that it is still in the Airbus simulator programme, and absolutely delighted to be given the opportunity to try flying the challenging approach myself.

I am indebted to Ian and to Chris O'Dea, Cathay's Simulator Training Manager, for the time they devoted to ensuring that my hour in the sim was not only very informative but thoroughly enjoyable.

Chris was a G/A Grade 1 instructor and a Qantas 747 pilot in a previous life, and Ian was an A1 QFI at the Royal Australian Air Force Central Flying School. Notwithstanding the sophisticated automation in modern airliners, they both strongly support the Guild's view that basic flying skills continue to be of crucial importance.

Tony, Ian and I had a very useful working lunch hosted by Captain Gus Larard, Chief Pilot Boeing fleet. We discussed a variety of topics relating to issues facing airline pilots and the work of the Guild to promote and enhance flight safety. I was pleased to recruit a new member who, I'm sure, will be an asset to the Region.

That afternoon, we attended a meeting with Norman Lo, Director General of the HK Civil Aviation Department, accompanied by divisional heads responsible for Airport Standards, Air Traffic Control in the HK FIR, Air Services, Flight Standards and Airworthiness.

Tony and Ian raised matters of local concern in a full and frank discussion, and we suggested possible changes. It was very clear that the Region has an open and productive relationship with the regulator.

We were given a tour of CAD's Education Path, a walk-in facility for the public to learn about aviation matters, and the new ATC centre with state of the art acoustics and communications systems.

Having concluded the business aspects of our visit, we all enjoyed a delicious Chinese dinner at one of Hong Kong's finest restaurants hosted by the Director General and his colleagues. I won't pretend that aviation featured much in conversation over dinner - probably to the relief of Carmen Fung and Maria who joined us at the restaurant. It was a thoroughly enjoyable evening.

The following day, Tony, Carmen, Maria and I were collected by helicopter from Hong Kong
island and treated to a wonderful aerial tour of Hong Kong, over the New Territories and up to the border with mainland China courtesy of the Government Flying Service.

We were given a tour of the headquarters at Chek Lap Kok on Lantau Island by Captain Michael Chan, Controller of GFS, and his departmental heads and then discussed its operations. An internationally renowned paramilitary flying organisation, the GFS provides a 24-hour service using a fleet of ten fixed-wing and rotary aircraft.

One of its major responsibilities is to provide SAR cover over most of the South China Sea up to 700 nautical miles from Hong Kong, although operations are within 400 nm. Its other operations include medevacs, fire-fighting, police air support and anti-terrorist operations.

I was very impressed by what I learnt and pleased that the Court agreed to invite the GFS to become an Affiliated Unit, an invitation which was immediately accepted.

Accompanied by Tony, I visited the Hong Kong Observatory in Kowloon where I learnt about its history and current facilities from the Director, Shun Chi-ming, and his Assistant Directors.

Established in 1883, it was renamed the Royal Observatory when it obtaining a Royal Charter 1912 and reverted to its original name in 1997. As the designated meteorological authority, the Observatory and its Airport Meteorological Office at Chek Lap Kok provide weather services for international air navigation.

I was particularly interested to learn about the advanced technology used to warn of windshear and turbulence.

When there is rain and/or thunderstorm activity in the area, a Terminal Doppler Weather Radar continuously scans the runway corridors to detect windshear and microbursts.

When there is no rain, two Light Detection And Ranging systems (one for each runway) measure headwind profiles along the glide paths. In addition, data from surface wind sensors at and around the airport, from anemometers on the airport and on an island to the east and from weather buoys is analysed to predict windshear.

All data is fed in real time to the Windshear and Turbulence Warning System which automatically generates ‘up to the minute’ alerts.

In the tradition of generous Hong Kong hospitality, the visit was followed by a superb dim sum lunch at a top class restaurant in Tsim Sha Tsui, generously hosted by the Director.

The programme allowed a free day, but I took up Ian Fogarty’s suggestion of an informal lunch with some of the young members of the Region. We went by ferry to Mui Wo, a fishing village on the eastern coast of Lantau Island so that Maria and I could experience rural Hong Kong. I was repeatedly impressed by the effort the Region puts into encouraging and mentoring young members.

At the hugely enjoyable formal Dinner, I was pleased to honour two members of the Committee.

I presented the Master’s Trophy to Dr Lily Fenn for her exceptional contribution to the very successful Youth Flying Scholarship programme and for her valuable legal advice which greatly assisted the Region through the processes necessary to achieve Incorporation.

The Region has an active social programme with regular and varied functions. On their behalf, I was pleased to present Social Committee Chairman Jeremy Russell with a copy of the History of the Guild of Air Pilots and Air Navigators in recognition of his outstanding work.

Our week in Hong Kong was the perfect finale to our tour of the Regions. I was very pleased to have the opportunity to see for myself how active and vibrant the Region continues to be. I am delighted that the membership not only continues to grow but continues to attract young pilots. It is from their ranks that future Chairmen and Masters will emerge and, from what I saw, there is clearly no shortage of talented candidates for either or both those positions.

As Tony Fung comes to the end of his term as Chairman, I thank him for all he has done and for his enormous assistance and great kindness during my visit. Each Chairman has left his successor a hard act to follow, and so will Tony. I have no doubt that Lily will also be a great success and, in due course, leave the her successor with the same challenge.

As we flew home, I reflected upon how fortunate we are to have our Regions. Although we are a Livery Company of the City of London, our objective of establishing and maintaining the highest standards of air safety is international.

In each country, I was impressed by the high regard in which the Guild is held by the aviation authorities who acknowledge the extensive and independent expertise we are able to offer.

I am enormously grateful to each Region for all the work they put in to making my tour productive and for making us both feel so welcome.
December 2, 2013 saw the beginning of the annual Master's visit to the Hong Kong Region. Judge Tudor Owen began his visit at a Cocktail Party we held at the World Trade Centre at HK International Airport with a sweeping view of the threshold of Runway 25L, and presided over our monthly General Council Meeting.

He briefed us on the latest Guild news. From increasing membership numbers to being granted a Royal Charter and receiving the title Honourable Company it was an inspiring and happy meeting to say the least.

On 4 December, 20 HK Region members met with the Master and his Lady at the Happy Valley Race Course. Past Chairman John Li secured us a Steward's Box, a very nice location with fabulous food and drink – right above the finish line.

The Region's humble Secretary gives himself a monetary limit to lose on this type of event, and as usual, was successful – at losing! Others were more fortunate and at any rate, Tudor, Maria and everyone in attendance had a wonderful time.

While we are a group that promotes aviation, on 5 December we participated in an older mode of transport. The iconic Vintage Red Tram is a unique way to see the city at night.

With the weather cooperating, we had a leisurely 3-hour round trip along the north shore of Hong Kong Island enjoying snacks and beverages – to many stares of bystanders who were no doubt thinking we were having far too much fun! And so we were!!

The Flying Judge and our Flying Lawyer Lily Fenn got on like a house on fire and Lily took the opportunity to present the Master with a signed copy of her book 'Aircraft Accident Investigation: Human Factors and Legal Challenge'. She is generously donating the proceeds to charities.

At this point it must be pointed out that none of the week’s fine festivities would have occurred save for the hard work of our Social Committee Chairman, Jeremy Russell. He has done such a great job for many years.

The Annual Dinner at the Park Lane Hotel in Causeway Bay was a magnificent occasion with a wonderful atmosphere.
Having presented awards to others during the week, the Master was delighted when Captain Michael Chan, Controller of the Government Flying Service, presented him with an aerial photograph of Hong Kong.

For the first time ever at our annual dinner, when the Master had concluded his speech, after much laughter and even hysteric on two occasions, as he began to sit down, the younger members especially started wolf calling "We want more, We want more", followed by the old mob as well.

Ian Fogarty had to threaten people with having to wash dishes if they didn't leave the dining room. We repaired to the bar downstairs, which was about to close, so we did a cash-a-round and bought the bar for another hour.

The Master's visit was a great success for our Region. Every 'official' meeting was highly successful and it was a great pleasure for all who were able to attend the social functions and chat with Tudor. We were overwhelmed by his charm and he entertained and informed with his rich oratory.

As all good things inevitably come to a too-soon end, we bid the Master and his Lady Maria, a fond farewell.

It was our great pleasure to have them here and we'll make sure they are well looked after anytime they re-visit.

With the Chinese New Year now ushered in, we'll take the spirit of the Year of the Horse - a constant effort of self-improvement - and do so with our new name, the Honourable Company of Air Pilots!

The Master and Ian Fogarty relax

Automation and Flying Skills - a topical issue

LIVERYMAN IAN FOGARTY, ADMINISTRATOR HONG KONG REGION

During the Master's visit to Hong Kong, by kind permission of Captain Richard Hall, Director of Flight Operations, and Chris O'Dea, Manager Simulator Training, he flew an Airbus A340 for an hour - in a Cathay Pacific Airways flight simulator.

Modern large transport aircraft offer an increasing amount of automation all too often effectively provide crews less opportunity for manual flying. There is a widespread flight safety concern that, consequently, pilots will not have the necessary skills to react to failures in automation, programming errors or a loss of situational awareness.

The fear is that flying highly automated aircraft leads to a loss of manual flying skills and pilots may respond inappropriately to failures. There is evidence that has happened, in some instances with tragic consequences.

During the Master's session in the simulator I allowed him to observe the flight safety benefits of automation but, without realising it, he illustrated the importance of basic flying skills.

After a brief explanation by me about where to look on rotation, the Master took off. I deliberately left him it to him choose the visual attitude.

Later, when I selected the flight director, the pitch he had chosen visually, without instruction, was exactly where the flight director placed the aircraft.

When we got to a safe altitude, hand flying all the way to about 7,000 feet, by which time the Master had gleaned a feel for a wide body jet, I invited him to do whatever he liked to see if the jet would let him kill us. Maximum aileron input, pitch up or down, maximum thrust or zero thrust, try to go upside down, try to stall the aircraft, whatever he wished.

The systems allowed a maximum of 67 degrees of bank, except when he pulled G when the maximum reduced automatically to 45 degrees. When he went to idle and tried to stall, the nose lowered against his opposing input and applied maximum thrust.

**Upset Recovery**

I then disarmed some flight computers so that we could fly unusual attitudes, even upside down if he wanted to. I put him into such a situation, handed control to him, and told him to recover.

He instinctively did this promptly and correctly, which told us that he had had very good basic instruction in the past. (The Master was trained by the RAF in the London University Air Squadron. Ed.)

**Kai Tak**

The Master's dream challenge was to conduct an IGS (Instrument Guidance System) approach to Kai Tak, the old Hong Kong Airport. The IGS is like a curved ILS, but requires early visual acquisition prior to the final leg. I directed him as he flew the first approach which was daytime, with quite a nice landing.

The Master then did it again, this time at night. The Master does not have an Instrument Rating and I noticed he was struggling a bit with the plethora of instrumentation presented in the PFD (Primary Flight Display), so I told him to look outside, "There's the runway off to your right. Land on it!"

The only instruction I offered was encouragement to apply just a little more bank to achieve the extended centre-line. His approach was copy book. He landed smoothly on the centre-line in a 10kts cross-wind, slightly long because he didn't close the thrust lever completely to idle until prompted. The touchdown was a greaser, exactly on the centre-line, at a little past the ideal distance in, where we like to touchdown at 1,500 feet!

Chris O'Dea ran the sim panel, while I was in the LHS with Tudor. We discussed the session later and agreed he must have had some sound 'old school' basic instruction in his past. Both of us feel, quite frankly, that there's a battle to fight against too much attention being placed on computer skills, instruments and automatics. Yes they are essential disciplines, but at the expense of the basics and consolidation thereof: unacceptable!

On the positive side, when talking of the basics, we now say 'P+P=P' (pitch plus power = performance) vs. the old adage 'P+A=P' (power plus attitude = performance).

Why? Because pitch is far more important than power. Even with no power, if the pitch is good, you're good, until lady terra firma arrives that is.

Our bottom line view is that, when automation fails or if complacency is unfortunately permitted in the cockpit, provided the pilots have robust basic flying skills, those skills will get them home - almost regardless of the technical or environmental scenario.

Had the A330 Air France crew selected the correct pitch instinctively, actually requiring a very small input, and even if they had done nothing else when they lost certain automatics (which are designed to disconnect if certain computation, especially air speed, fails) then they would have had minimal flight disruption and returned safely, probably with the passengers feeling nothing but environmental turbulence.
I am writing this from a medical viewpoint, as there is a great deal of confusion around and about, concerning who needs what sort of medical certificate and when. I have had a number of unusual discussions with various club CFIs, who themselves have got confused about the various types of licence. A few of them have said that I am wrong, something I would accept if I was, but I am not. I hope by the end of this short piece to have clarified the situation for all of you.

Let us start in a very simple way, think of the EU/EASA medical certificate business as running in four classes, plus a UK local one.

An EU Class One Medical Certificate is for the professional pilot who wants to earn a living flying anything from an Airbus 380 to PA 28 air taxi. This system remains basically unchanged. The medical examinations can only be carried out by UK CAA approved Authorised Medical Examiners (AME) only some of whom are permitted to carry out Class One Medical Examinations.

A Class Two Medical Certificate is for private pilots who wish to fly any type of EASA aircraft they can qualify on, anywhere within the EU Community, by day, by night or by instruments if they are so rated. I am not going to discuss IMC or any other type of instrument certification, that is another can of worms best left to those who really understand it.

Under the new EU/EASA Medical Class Two rules you can also instruct using this type of medical certificate. You do not necessarily need a Class One. Some clubs and companies may still require a Class One medical certificate to instruct, but this step down is a major change for the UK CAA. France has always allowed their PPL instructors to fly on a Class Two medical certificate. Class Two Medicals are carried out by UK CAA approved medical examiners. A Class One AME can also carry out Class Two examinations, but not the other way round.

Now we come to the confusing bits.

There is an EASA Class Three Medical Certificate, but this is only for the Air Traffic Controllers and no one else. Some Senior AMEs can carry out this type of medical examination, but not all. So now we arrive at the new EASA license, the LAPL, the Light Aircraft Pilots License, call it a Class Four medical certificate. It is different for a number of reasons. The acceptable level of medical risk is increased from 1% to 2%. It is valid for single engine piston EASA and UK non EASA aircraft up to two metric tonnes including helicopters, with up to 4 persons on board, VFR etc. for use EU wide, plus you can use it in Switzerland, Iceland, Norway and Liechtenstein. Touring motor gliders are also included in this group. If you have a UK National PPL, which is the one that your GP signed a medical declaration for, you will have to convert this type of license by 8th April 2015 to a LAPL, unless you only wish to fly non EASA aircraft in the UK, under 2 tonnes.

This means that the majority of UK National PPL holders will have to convert to a LAPL. Anyone with a valid EU/EASA Class Two Medical Certificate does not have to convert to this lower form of license. This is where there has been a lot of confusion between a UK National PPL (GP medical declaration) and a normal CAA/JAA/EASA / EU PPL (Class Two medical done by an AME).

A UK CAA authorised GP can carry out a LAPL medical, not all GPs as before. The medical is now computer based and there are forms to be filled in, and EU certificate to be issued. Any UK authorised AME can do a LAPL medical, and authorised GPs will have to refer a range of medical queries to an AME in the first instance and not to the UK CAA.

This will all result sadly in an increase in costs, as few authorised GPs will carry out this more involved type of medical examination free of charge, as opposed to a medical declaration. Any referral to an AME will also incur a cost. It is forecast that most GPs will give up this type of declaration/medical, as it will involve much more time and work than before. It will all then have to revert to an AME, as happens everywhere else within the EU. There is no UK GP equivalent in the rest of the EU, where every type of aviation medical can only be done by an AME. On page 30 of the CAA’s periodical “Clued Up” in the Spring/Summer 2013 edition, there is a whole page on license/rating medical validity. This has been done as there are now a number of types of license, where the validity might seem confusing. The best way to remember it is to ask which type of medical certificate is possessed. The higher the Class the more types of license it will cover. One and Two are easy, as they will be valid for most types. Three has nothing to do with anything unless you are an air traffic controller, but when you get to a Four, it is not valid for very much other than a LAPL, which is however now accepted across the EU community. A UK National PPL (GP declaration) is not acceptable outside of the UK or by night or on instruments. If your aircraft type becomes EASA recognised you will have to change. To summarise very briefly, if you fly on a license issued after your GP signed a medical declaration, and you want to go on flying after April 2015, and the aircraft that you fly is now an EASA recognised aeroplane, you will have to get a LAPL by April 2015, either done by the new breed of UK CAA approved GPs or by any UK authorised AME.

It was just as complicated in those days. An example of early oxygen equipment, 1917.
MEMBERSHIP

Club Membership has been increasing year on year and at the end of November stands at 133.

FLYING PROGRAMME

This was Gerry Gerrard’s first season as the Events Co-ordinator for the Club and, despite the generally good weather during the summer, he was unlucky in whenever there was a poor day it seemed to coincide with a Club event. In particular the ‘Last Friday in the Month’ lunch trips to Le Touquet were badly affected. On only a couple of occasions did anyone manage to arrive.

OAKSEY PARK

In June the annual visit to Oaksey Park was its usual success. The Club is well represented at Oaksey and the five members and their partners were on hand to set up coffee and biscuits for the expected arrivals. By lunchtime nine aircraft had arrived and 30 people were then ferried up to the Wheatsheaf Pub in Oaksey village for lunch. Three other members were frustrated by poor weather at their home base or an unserviceable aircraft. The Learned Clerk attended his first Club event, having been flown in from Fairoaks by Graham Foster in his Cherokee Archer. After lunch John Denyer took Paul for a flight in the RAE Chipmunk in which he and Kate had arrived from Middle Wallop; Paul had completed his early training on Chipmunks at Middle Wallop and believes that he had flown this very one.

GOODWOOD

A new venture this year was a joint visit with the Guild Young Members. The venue was Goodwood where Richard Piper invited the Club to view the collection of aircraft that he keeps there. These include, a Harvard, a Stearman and a Stinson together with Chipmunks and Piper Cubs. Richie also arranged a visit to Boulubee Flight Academy who, apart from also having a Chipmunk and Harvard, has a Tiger Moth and, above all, a dual seat Spitfire TR.1X on its fleet. Boulubee provides a series of courses on their aircraft up to, for those with ‘deep pockets’, the Spitfire. Club Members who have enjoyed the Spitfire experience are Alan Tipper and Ron Cox. One objective was for Club members to provide flying opportunities to the GYM and several of the GYM took advantage of the chance to get airborne.

STOW MARIES

An airfield was established at Stow Maries in September 1916 for the Royal Flying Corps but closed in 1919. However the airfield buildings are still mostly intact, with even the original windows still in place, and the airfield is now being restored to a state in which it would have been found in 1919. The visit, ten Members and guests, was considered by many to be one of the most delightful surprises the Flying Club has enjoyed in recent times. From farmers fields to the newest aerodrome in the UK would be a fantastic achievement in itself, but to have accomplished it as a restoration heritage project is an outstanding achievement. Unfortunately once again the weather had intervened and Members planning to fly in from anywhere west of Farnborough found themselves grounded. A later visit was organized but on this occasion the weather was even worse and only two Members arrived, and that by car, to be faced with a chocolate cake provided for the anticipated twelve visitors!

COMPTON ABBAS

The first lunch scheduled for Gerry Gerrard’s home airfield of Compton Abbas fell foul of one of the wettest days of the year when even those planning to drive cried off. However a month later three aircraft flew in and nine Club Members and friends sat down to lunch. Unfortunately technical problems meant other Members either cancelled while still on the ground or had to turn back after getting airborne.
Again this year Past Master Robert Pooley invited Club Members to visit 'Pooley Sword' at Shoreham. Weather, yet again, meant that only Ian Whittle, with his IR was able to fly in. However six more Members arrived by car to be met by Robert over coffee in the bar. The visitors then crossed to the workshops where, following a presentation on swords and their history, they were able to see the swords being constructed from the component parts then etched as required, before being nickel plated. Robert had arranged for the party to visit another of Shoreham's small businesses where a marine diesel engine is being developed for use on Royal Navy launches so that, in the interest of safety, Naval ships will no longer need to carry petrol as well as diesel oil. The day finished with a visit to Pooley's Flight Instructor School where the Master Elect explained the structure of the school and some of the issues and bureaucracy involved in running such an establishment.

Armstrong, a gap appeared in the typical November weather sufficient to permit 7 aircraft containing 14 members to fly in to Wattisham. The visitors were welcomed by Lt. Col. Peter Bullen, the Chief of Staff, who gave us an introduction to the history and operations of the airfield and the Attack Helicopter Force. The history of the airfield was reinforced by a visit to the airfield museum, which provided not only interest but plenty of opportunity for members to reminisce and identify old friends and colleagues within the pictures, artefacts and records. Even more opportunity for reminiscence came with a visit to a Hardened Aircraft Shelter containing not only a Lightning cockpit and several engines, but a complete Phantom and a Hunter in 111 Squadron ‘Black Arrow’ markings. After lunch the party was briefed about the Apache helicopter and its weapons systems in and around an aircraft in the hangar. Finally, for those who continued to refer to the aerodrome as ‘RAF Wattisham’, there was a tour of 22 Squadron’s B Flight and its Sea King SAR 3 together with a briefing on its operations.

LUNCHES
Attendance at this year’s lunches has exceeded any previous year. It has been necessary to hold two lunches at both the start and end of the season and the summer lunch quickly reached the maximum that the West London Aero Club marquee could accommodate.

THE ‘FREDDY STRINGER MEMORIAL’ LUNCH - 28TH APRIL
It was a ‘full house’ at the first lunch of the year when we were honoured by the presence of the Master and his Lady and our new President, Peter Davis. Following the Loyal Toast, made by the President, the Master spoke after which the President got back to his feet to entertain the Members with the traditional amusing stories.

THE ‘START OF THE SEASON’ LUNCH - 5TH MAY
At the second lunch we were delighted to welcome as our guests Ruth Cundy, from the Guild Office, and her husband Barry. We hope that at future lunches other members of the office staff will be able to accept our invitation to join us. We were also honoured by the presence of two Past Masters. On this occasion, in the absence of the President, the Loyal Toast and welcoming speech were made by the Club Chairman, Dacre Watson.

Scabbards ready for finishing
Photograph courtesy of Gerald Hackemer

A briefing on the Apache’s Hellfire Missile

The Hunter in the Hardened Aircraft Shelter

An Apache

Visiting the Sea King SAR 3 of B Flight, 22 Squadron
Photographs courtesy of Vic Fintham and David Cockburn

Familiar faces and rich desserts

Spot the Past Masters

Despite the empty bottles the worried looking Secretary shows that he can still stand. Just!!

Ken Peters, between John & Kate Denyer, is clearly fascinated by what Ann Watson has to say while Dacre has obviously heard it all before
THE ‘SUMMER’ LUNCH - 4TH AUGUST
At last a summer day! Fifty members and guests, including three under sevens, sat in the shade of a marquee to enjoy one of Gavin Stephenson and his team’s delicious bar-b-ques and watch the WLAC aircraft coming and going. Apart from this being the first time we had had three children with us it was also the first event at which we had had three helicopters fly in to one of our events. They belonged to Peter Barker, Caroline Gough-Cooper and Roy Harford. Unfortunately it proved impossible to get a photograph of all three together.

THE ‘END OF THE SEASON’ LUNCH 6TH OCTOBER
The last of the five lunches held during the year was as well attended and as successful as the previous four. Gavin Stephenson, who runs the catering at the West London Aero Club, and his team always look after the Club very well and the only complaints ever received are about the large size of the portions.

GLIDING SPONSORSHIP
It was decided at the Club’s 2012 Annual General Meeting that, in view of our financial strength, the Club would sponsor a school for a day’s gliding at the London Gliding Club during the summer of 2013. It was decided that the London City Academy (Islington), with which the Guild is closely connected, should be offered this opportunity. Ten children from the school, accompanied by members of staff and Club Chairman Dacre Watson, had an outstanding day there in July and it is our hope to make this a regular event with the Academy in future years.

ANNUAL GENERAL MEETING 29TH SEPTEMBER
The AGM preceded the September lunch and following are the highlights of the meeting:

1. The minutes of the 2012 AGM were approved and signed.
2. Past Master Fulton requested that the ‘David Corbett Memorial Lunch’ should be reinstated in 2014. This was agreed.
3. The meeting discussed possible opportunities for sponsoring a gliding scholarship at the Islington City Academy. See above.
4. The Treasurer reported that the Club has a balance of over £4000 and that he expects income will comfortably exceed expenditure again in 2014.
5. Gerry Gerrard, the Events Co-ordinator distributed a draft programme for 2014 and was thanked for his very hard work.
6. The Committee was elected as follows:
   - Chairman - Dacre Watson
   - Secretary - Gerald Hackemer
   - Treasurer - Ken Peters
   - Events Co-ordinator - Gerry Gerrard
   - Members - John Davy, Rod Fulton, Rick Peacock-Edwards and Chris Reynolds
7. The Committee was asked to try and devise a process that would enable Members flying to events with empty seats to be able to link with Members looking for a ride.

THE ‘AGM’ LUNCH - 29TH SEPTEMBER
The lunch following the AGM was, not surprisingly, fully booked and was honoured by the attendance not only by the Master and his Lady but also by the Master Elect, the first time that this has occurred at a Club lunch. Both the Master and the Master Elect are Club Members in their own right.
First Flight of a new British aircraft

ASSISTANT TOM EELES, HONORARY EDITOR
PHOTOGRAPHY COURTESY OF DAVID BOUGHEY

A couple of years ago I wrote in Guild News about the Martin Baker Company, in which I challenged the then President Sarkozy’s assertion that the British had no industry anymore. Well it isn’t only the well-established world leader at Denham that proves him wrong. Things are stirring in the quiet environs of a small industrial estate on the edge of Main Hall Farm in Cambridgeshire.

It is rare to be able to report the first flight of a new British aircraft these days, but on 17th October 2013 a brand new aircraft, designed and built in Britain took to the skies for the first time over Norfolk. The e-Go had taken to the skies, a small canard single seat sport aircraft, owing its construction to technology initially developed for Formula 1 racing cars and powered by a Rotron Wankel engine driving a pusher propeller. Canard ? Pusher ? Not dissimilar from the layout of the Wright Flier that first flew 110 years ago and that proved itself to be the first successful heavier-than-air flying machine.

Your editor was kindly invited by Freeman Vic Flintham to visit the airfield at Tibenham in Norfolk to see at first hand flight trials in progress in December. Vic had briefed me on the background to the Company formed in 2007 by Keith Dennison, recruited by Liveryman John Brownlow who has been advising on design from the pilot’s perspective. Keith is a very experienced test pilot who graduated from the US Navy Test Pilot Course at Patuxent River and who has had a long career in the test flying world. He currently flies at Shuttleworth in addition to teaching test flying techniques and regularly displays Liveryman Peter Vacher’s Hurricane.

At first sight the aircraft looks very small as it falls within microlight category but it is beautifully built and very well equipped. A single seater, with a semi reclining seat, it has a conventional throttle, control column and rudder controls. Brakes are operated by double sliding levers located on the throttle ; squeeze both up together to apply equal braking, squeeze one individually to provide differential braking on the desired wheel. Flight instrumentation is provided by a large EFIS screen which displays all the required data; there is a conventional ASI and E2 type compass below it as standby facilities with a slip ball on top of the instrument panel coaming. The power master switch is guarded and located on the right face of the rear panel coaming. The power master switch is guarded and located on the right face of the rear panel coaming. The power master switch is guarded and located on the right face of the rear panel coaming.

The founders won the Light Aircraft Association (LAA) design competition held in 2007 for a high-tech design for the new deregulated class and set about building a prototype. Foam and carbon fibre help to keep the weight down below 115 Kg to satisfy the CAA’s Single Seat De-Regulated (SSDR) stipulation. By the time the wings had been built, with design checking help from the University of Cambridge and Lola Cars among other supporters, there was an obvious need for reliable funding. The founders turned to entrepreneur Malcolm Bird for help and within a few months in the summer of 2011 he had raised the £550,000 needed to get a prototype to first flight. Key investors included business guru Herman Hauser and Marshall of Cambridge; Malcolm was appointed Chairman (later Executive Chairman). A characteristic of the company is that it has a large bank of volunteers which include a number of investors and early purchasers. Excellent contacts in key universities has resulted in a steady flow of interns keen to cut their teeth on some real design and manufacture, something rare in the UK. Being a small company it is so easy for the design people to work directly with the engineers to ensure the practicality of ideas.

Test flying is being carried out by Keith Dennison, recruited by Liveryman John Brownlow who has been advising on design from the pilot’s perspective. Keith is a very experienced test pilot who graduated from the US Navy Test Pilot Course at Patuxent River and who has had a long career in the test flying world. He currently flies at Shuttleworth in addition to teaching test flying techniques and regularly displays Liveryman Peter Vacher’s Hurricane.

At the time of my visit to East Anglia flight trials were being undertaken to refine the best type of propeller to be fitted. The propeller on the flight I witnessed was a fairly coarse pitch example. Keith was dubious as to whether it would prove suitable at the lower end of the speed range and indeed this proved to be so. It was a windy day but the e-Go coped well with the conditions and looked most impressive in flight. Keith remarked that it was just like flying a little fighter. The aircraft’s registration G-EFUN seems entirely appropriate.
Looking ahead, e-Go aeroplanes will complete flight testing during 2014 so that production from their centre at Main Hall Farm, Connington, Cambridge (not to be confused with Peterborough/Connington EGSF) can start. The first two owners have secured their positions in the production process and the first customer aircraft will be laid down during the last quarter of 2014 for early 2015 delivery. Before production can start further funding will need to be raised and the Company is looking to raise £800k. The existing investors have indicated a willingness to support approximately half this amount and an Investment Memorandum has been produced for the information of potential future investors. Copies can be obtained from the Company. Also in e-Go’s thinking is a 2 seat version but as this falls outside the current single seat deregulation, a thorough certification process will need to be followed. A three or four seater may also follow along with a hybrid or electric powered version. Malcolm confirmed that “whilst these future developments are under consideration, nothing is distracting the Company from its target - a single seat aircraft - as the first deliverable”.

As a unique SSDR aircraft some thought has gone into pilots making their first flight in an e-Go and the Company is planning owner conversion training. This could include flights with one of the e-Go test pilots in a 2-seat canard aircraft and some time in the e-Go simulator. The first flights will then be overseen by the test-pilot tutor and the owner made to feel comfortable and knowledgeable.

It was wonderful to witness the enthusiasm and dedication of the e-Go team in their quest to produce a brand new sport aircraft of advanced design in this country. I shall be watching progress of the e-Go with interest and fully expect to see it regularly in the skies in a few years time.

Further details can be found on the Company website www.e-Go.me or by contacting e-Go aeroplanes, e-Go Centre, Main Hall Farm, Connington Cambridge, CB23 4LR, 01954 268189.

The Young Air Pilots

SEBASTIAN POOLEY, CHAIRMAN

Sebastian Pooley, Chairman of the Young Air Pilots reflects on how far the young member’s section of the Company has come since its inception six years ago.

Senior members of the Company often approach me at our meetings and functions to tell me that the Young Members’ committee are doing a great job and that they are keen to support us in any way they can. Often, the higher echelons and workings of the Company can seem so remote to a young member in our higher echelons and workings of the Company can seem so remote to a young member in our rank and so I take great delight in passing on these verbal ‘pats on the back’ to our committee and reiterate at every opportunity the support that exists for us.

This support has been demonstrated to me time and again over the last 18 months during my time as Chairman. We have forged closer links with many of the other committees and clubs within the Company. We have had the pleasure of the Master and Master Elect at our committee meetings and been grateful to them and others who have given of their time to guide and support us including, of course, the wonderful team at Cobham House.

Members of the Guild Flying Club joined us at our committee meeting in December and plans are in motion to undertake many more events together following a successful joint trip to Goodwood last summer. They have also asked for two Young Air Pilots to join their committee.

One of my aims as Chairman has been to increase communication and cooperation amongst the young members in the regions and to try and replicate the success that we have achieved here in the UK by passing on our experiences and knowledge. I was delighted to be hosted for lunch by members of the Hong Kong region in January 2013 and given the opportunity to discuss this further, as well as to meet some of their young members and scholarship winners. In early February I met up with Tim Steele at Auckland Aero Club, who represents the young members in New Zealand and discussed how we might be able to support them. In November, I was delighted to hear that our Australian region was getting its young members’ committee off the ground. With committed young individuals and support from senior members in the regions, I look forward to seeing thriving Young Air Pilots there in the future.

Given this level of support, it is therefore no coincidence that the number of under 35s in the Company has grown from under 100 to over 300 worldwide in the last six years and that our committee has grown from its three original members, Kat Hodge, Ludo Forrer and myself, to ten, with many more who have come and gone, each with their own valuable contribution.

With increased numbers, we have been able to achieve so much more each year. Our events programme, organised by Claudine Miles and aided by Dan Francis is a great success and I am grateful to them for the time they put into each endeavour. Our Gliding Scholarships, the brainchild of our first Chair, Kat Hodge, have been very well received and from an initial two scholarships in the first two years, we now offer five scholarships each year. We even managed to bring home our first piece of City silverware by winning the Young Inter-Livery Pub Quiz! Over the last few years, we have been working closely with other young groups, most notably the Leading Edge (part of the Air League) and the Young Members section of the Royal Aeronautical Society. Each year, we work together as part of the Youth in Aviation panel to lay on an event at the House of Lords that puts the most crucial issues of those in our industries in front of our lawmakers. We also work together on an annual Youth in Aviation flying day at Bicester each May. April 2014 sees the first Young Aviators Ball. It is to be held at The Royal Air Force Club and is a joint initiative between the Young Air Pilots and the Leading Edge led by committee member Lucie Martin.

So it is fair to say that we are busy and as we say goodbye to the GYM and welcome in a new era as the Young Air Pilots, we can feel proud to be an integral part of a Company that wholeheartedly supports its young members. As I step down as Chairman at the AGM and pass the baton to Laurence Nicolas, I know the Young Air Pilots are in good hands and have some excellent years ahead.
The Royal Air Force Tucano display is based at RAF Linton on Ouse in North Yorkshire. While the Tucano T1 aircraft is primarily used by 72 (Reserve) Sqn, No 1 Flying Training School (FTS), to conduct the Royal Air Force's Basic Fast Jet Training for the future RAF and RN combat air power specialists, each year a display pilot is selected to display the Tucano aircraft at the majority of air shows around the UK. The purpose of this is to enhance the reputation and image of Defence and the RAF engage with the public, and provide a spur to recruitment. For 2013, I was lucky enough to be selected for this role and what a year it turned out to be!

To describe what it was like to be the 2013 Tucano display pilot, at such a junior point in my career, is very tricky indeed. Suffice it to say that it has been a great privilege and I cannot believe how quickly the time has passed. After being successfully selected for the role, back in August 2012, the rest of that year was spent gaining consent for the paint scheme and sequences through the 22 (Training) Group (22 (Trg) Gp) staff. Having obtained approval, the early part of 2013 was spent working down from 4,000 ft to the display base of 500 ft, obtaining Public Display Approval (PDA), which was thankfully signed off by AOC 22 (Trg) Gp, before completing the Season, which ran from June through until October, and which encompassed some 51 displays located all across the UK and abroad.

Needless to say, I thoroughly enjoyed my time and would do it all over again if I could! Here are just a few thoughts about the entire experience which summarise, and hopefully give an insight into, my time as the Tucano Display Pilot.

**SEQUENCE DESIGN AND DISPLAY WORKUP**

Having been selected for the role of Tucano Display Pilot for 2013, the latter part of 2012 was taken up with airborne and simulator sorties in order to progress the design of the sequences; we work up 'Full', 'Rolling' and 'Flat' displays, which gives maximum flexibility to offer a display at most venues, even when the weather or airspace considerations might prove to be limiting factors. The sequences should also flow well, look good from the ground, present the aircraft (including the paint scheme) in the best possible light, and provide a balance between 'crowd left' and 'crowd right' so that everyone at the Air Show gets a good chance to see the display. Of course, we also need to ensure that the displays remain consistent with the 'Release to Service limitations of the aircraft which, in the Tucano, for instance, limit the duration of excursions into negative 'g'. Finally, we had been informed by the engineering authority that our sequence had to be 'fatigue friendly', and so the sequences needed to be capable of being flown at 'g' levels lower than traditionally utilised.

Previous years' sequences were analysed on paper, and videos were watched of how they appeared to the crowd. This provided a good starting point for me and the supervisors in the initial concept design. I also had my own ideas about manoeuvres that I wanted to include and, given that we had selected a desert camouflage paint scheme, to commemorate 72 Squadron's time in the North African campaign in 1943, I wanted to be able to present the top surface of the aircraft to the spectators as much as possible. Finally, the display sequences needed to be manageable in all kinds of weather conditions and be safely replicated time after time. We used a mixture of airborne and simulator sorties to ensure that all these elements were met; the Tucano simulator was particularly useful in allowing us to work through some 'worse-case scenarios' to ensure that an engine failure at any stage of the sequence could lead to a successful outcome. With 2012 drawing to a close, the sequences were submitted for approval and were observed from the cockpit.

The workup began in earnest in March 2013. A typical day would involve two training sorties, both containing two practices of my display sequence. Each sortie would be scrutinised by one of my supervisors (my Flight Commander, the Squadron Commander or the Station Commander), who would either be located on the airfield at 'crowd centre' or in the rear seat of the Tucano T1. This would ensure that they could compare how certain aspects of the sequence would appear when viewed from both the cockpit and the crowd's perspective. Untidiness or errors that were viewed from the ground could also be better analysed if also observed from the cockpit.

The aim of the workup is to develop consistency and flow when the sequence is flown, to be consistently safe, but also allow me to build up a bank of experience which could be called upon within the display season itself. The routine must become second nature and engrained in your motor memory. This allows capacity to be focused on other variables such as weather, wind, different energy levels, terrain and ground features for orientation. As I built up my own bank of experience, I was amazed at the different variables that I encountered during the work-down to display height - everything from 35 knot on-crowd winds, trying to fit displays in between fast moving showers, and interruptions from ATC, to the odd flock of birds at 100', aircraft encroaching the display NOTAM, and the occasional aircraft emergency mid-display (others as well as mine!).

Finally, by May 2013, I was ready to obtain Public Display Approval (PDA), which was gained by flying one of my three sequences (Full, Rolling and Flat) in front of the AOC No. 22 (Trg) Gp, Commandant Central Flying School, Assistant Director of Flying Training, the Station Commander RAF Linton on Ouse (and Officer Commanding 1 FTS), the Officer Commanding 72 (Reserve) Squadron, and my
Flight Commander, at RAF Cranwell - no pressure at all then?! However, this demonstration was flown after an intense two and a half months of workup and thankfully resulted in the award of PDA on 3 June 2013.

IN SEASON

RAF Cosford was the venue for the first show of the season. The air show was scheduled for the Sunday so we arrived on the Friday for a rehearsal in front of the Flying Display Director (FDD). Despite the fact that I had flown my display in excess of 100 times, and that there was no public there to watch me, I would be lying if I said I that I wasn't feeling decidedly nervous. It was my first display after gaining PDA, flown at a different and new display site for the first time, in a challenging 20 knot on-crowd wind (just to keep me alert!); nevertheless, I commenced my display and I got straight into the routine that was, by then, engrained in my memory. It was a hot start to the 2013 summer and this particular day was no exception, which meant that the torque output from the Tucano's engine (Garrett turbo prop engine 1151 ESHP) was surprisingly reduced. While I found that the ability to achieve gate heights and entry speeds to manoeuvres was not as easy as it was during the cold spring workup, it felt like any other practice and, before I knew it, the display was over and I was on the final 100 ft pass before performing a Canadian break to land.

Having been warmly hosted by the University of Birmingham Air Squadron on the Friday evening, I enjoyed a welcome day off on the Saturday. Although well rested by Sunday morning, my first air show day arrived with a fair degree of nerves and apprehension. This was not helped by the fact that I was displaying very late on in the programme, although it did allow me to see how the other display crews went through their routines of crew-in through to display. Finally, the time came for me to crew in; the scale of the public crowds that had gathered then suddenly dawned on me. I was used to having just a couple of supervisors watching, along with a handful of people from the base, but now it was in the order of 70,000 spectators. To be honest, I cannot really remember a great deal from that first display because, once I strapped into the aircraft, the experience and confidence gained over months of practice took over and I got straight into my work cycle and routine. However, after landing, I do remember thinking that it was a superb experience, and that the year ahead had the potential to be extremely enjoyable and rewarding - it certainly turned out to be the case!

HIGHLIGHTS

Having displayed 51 times to the public, I could mention numerous highlights throughout the summer but here is just a few:

Bournemouth Air Festival - Crowd numbers varied significantly across the season but this stood out above the rest. Holding off over the south coast at 2000 ft, near to the Isle of White, where from a range of about 8 miles you could make out the extent of the public draw to Bournemouth for that air show. The numbers were colossal: 1.4 million over the four days, and that was just on the seafront between the two piers! To add to that there was estimated to be 950 vessels (including presence from the Royal Navy) forming a line on the edge of the maritime exclusion zone that would run in a semi-circle from pier to pier. I distinctly remember how spectacular that looked on the run in to display; it was as if an arena had been formed in a circle around a 2 mile stretch of beach. That was a thoroughly enjoyable experience and definitely one that I will not forget.

Whitehaven - With a number of the display sites being remote from an airfield, we were based out of Blackpool for the Whitehaven Festival, Cumbria. This was quite early on in the season and I was just getting a feel for displaying at unfamiliar locations. At this point, it is worth saying that the use of 'Google Earth imagery' was invaluable in assisting me to become familiar with the display site features; however, this particular day presented some challenging weather during the transit, further complicated by the limited navigation aids (no GPS!) available to me. Nonetheless, on reaching the Display Site, a perfect gap opened up in the overhead of Whitehaven and I managed to get a full show in to the delight of the assembled crowd. This had been an incredibly challenging, yet rewarding, display sortie.

The Royal International Air Tattoo (RIAT) - this was certainly another major highpoint in the season. RIAT is one of the largest air shows in the world and so to be a part of it was a great honour. This was also the air show where I picked up an award - The Steedman Display Sword for the best flying demonstration by a UK participant - for which I was very pleased indeed.

Malta International Airshow - At 240kts and with a typical transit endurance of around 2 hours, it is a long way from RAF Linton on Ouse to Malta! The flights took about 7 hours in total over 2 days, with stops at Manston, Dijon, Pisa and Gioia del Colle. It was a wonderful experience to journey this far in a Tucano and at times it was a bit of an eye opener too. I will always remember the challenge of flying as a pair in formation, within the airways, with only VOR and TACAN for navigation, whilst trying to avoid the embedded thunderstorms as we transted up the west coast of Italy. Let me just say that maintaining formation becomes a little more difficult in those situations!

However, as I continue on to RAF Valley, and hopefully the front line on an operational squadron, I will take some amazing experiences with me of my time as a QFI at RAF Linton on Ouse, in general, but especially as the 2013 Tucano Display Pilot. Overall, it has been a fantastic year that has given me a huge number of great memories. I would certainly recommend display flying to anybody interested in it, and would certainly welcome the opportunity of doing so again in the future.

Finally, I need to give a small 'plug' for my successor, Flt Lt Dave 'Kirbs' Kirby, who has been selected to be the 2014 Tucano Display Pilot. Kirbs is currently going through the same process as I was in the latter stages of 2012, and is looking forward to beginning his work up in the New Year. I am sure that he would be delighted to see any of you at any of the venues that the Tucano is lucky enough to display at during the 2014 season.

BIOGRAPHY

Flight Lieutenant Andrew Fyvie-Rae began his flying career as a member of the East Midlands Universities Air Squadron, where he was also awarded a Bursary to join the RAF on completion of his degree. Whilst on the Universities Air Squadron, Fyvie flew some 40 hours on the Grob Tutor at RAF Cranwell, before joining the RAF in January 2007

He completed Elementary Flying Training at RAF Wyton and was streamed Fast Jet. He was then posted to RAF Linton on Ouse to undertake Basic Fast Jet Training (BFJT) on the
Tucano. Fyvie completed BFJT in July 2009 with 207(R) Sqn, graduating and receiving his Wings along with the award of the Fuller Trophy for the highest degree of proficiency in general flying on the course. He then moved to 208(R) Sqn, RAF Valley, to undertake Advanced Flying Training (AFT) on the Hawk T1.

In May 2010, he successfully completed AFT and was selected to return to RAF Linton-on-Ouse, to become a Qualified Flying Instructor (QFI) on the Tucano. This continued a long RAF tradition of selecting a small number of graduating trainees for this role. This selection process is known as being 'creamed off', giving rise to the rather unusual title of 'creamie' instructor. Fyvie graduated as a QFI on the Tucano in Jan 2012 and began instructing Basic Fast Jet Trainees on 72(R) Sqn. In August 2012 he was awarded his A2 QFI category and was subsequently selected to be the Tucano Display Pilot for 2013.

His next posting will be to 208(R) Sqn at RAF Valley to complete Tactical Weapons Training on the Hawk T1, before progressing to a front-line squadron. In the future he hopes to fly the Typhoon.

2013 TUCANO DISPLAY PAINT SCHEME

For the 2013 Tucano Display, it was decided to commemorate the 70th anniversary of 72 Squadron's involvement in North Africa in support of the Tunisian campaign during World War II. 72 Squadron also assisted the Allied 8th Army as it advanced through Italy, whilst it was based out of Malta and Sicily.

During this period, 72 Sqn flew the Supermarine Spitfire Mk Vb, Mk Vc, Mk VIII, and Mk IX; a number of which were painted in Mediterranean Camouflage (Dark Earth, Middle Stone and Azure Blue), which was used to better conceal the aircraft in the more tropical climates of North Africa and Southern Europe.

NUMBER 1 FLYING TRAINING SCHOOL

Number 1 Flying Training School (No 1 FTS) was established in July 1919 at Netheravon, and known for a short period as the Netheravon Flying School. Since this time, numerous changes in the size and role of the School have occurred. The School has disbanded and reformed many times and has been stationed at various locations including Leuchars, Oakington and Ambala near the Indian city of Delhi.

For many years leading up to World War II the School trained Naval and Army officers for service with the Fleet Air Arm and Army Cooperation Squadrons until, in 1940, the pressing need for pilots in the RAF at the time meant officers were posted to RAF operational units instead of Fleet Air Arm Stations. During the War, the School used the first 'lead-in' and 'lead-out' lights, which subsequently became a feature of all airfields. Also during this time the first examples of instrument flying can be found.

The aircraft used by No 1 FTS have included the Avro 504K, Bristol Fighters, North American Harvards, Tiger Moths and both the Piston and Jet Provost. The first Tucano T Mk1 arrived in April 1992 to replace the Jet Provost which had amassed over 630 000 flying hours during its lifetime.

RAF LINTON-ON-OUSE

Linton-on-Ouse airfield was designed and built in the late 1930s, opening in May 1937. It was used mainly as a bomber station when the first Whitley aircraft arrived in April 1938 and, at the outbreak of World War II, aircraft stationed at Linton-on-Ouse dropped propaganda leaflets on the RAF's first night mission over Germany.

Despite being victim to a number of German air raid attacks during this time, the Station continued to operate with aircraft participating in thousands of bombing raids over Germany and numerous attacks against German maritime targets. RAF Linton-on-Ouse has been host to some of Britain’s most prestigious aircraft including the Halifax, Lancaster, Hornet (the world’s fastest ever piston-engined fighter), Vampire, Jet Provost and, amongst others, the Sycamore Helicopter.

Since 1957 Linton-on-Ouse has been used as one of the RAF’s main centres for flying training. It is currently host to No 1 Flying Training School which is responsible for the basic fast jet training of all RAF and RN student pilots.

NO 72 (RESERVE) SQUADRON

No 72 Squadron was formed on 2 July 1917 and saw action during the Great War in Mesopotamia, protecting Britain’s oil interests in the Persian Gulf.

Equipped with Gloster Gladiators at the outbreak of the Second World War, the Squadron was one of the first 10 fighter squadrons to be equipped with the Spitfire Mark I and played a major role in the Battle of Britain. Using later Marks of Spitfire, the Squadron participated in the campaigns in North Africa, Sicily and Italy, finishing the war in Austria.

72 Squadron continued as a fighter squadron after the Second World War flying Vampires, Meteors and Javelins until reforming as a helicopter squadron in 1961, initially flying Belvederes then, from 1964, the Westland Wessex. The Squadron flew for nearly 40 years in the Support Helicopter role and, from 1969, 72 Squadron’s helicopters began operations in Northern Ireland; from that day until its disbandment in March 2002, the Squadron rendered essential assistance to the British Army, the Royal Ulster Constabulary and the civil community.

The Squadron was re-formed in July 2002 at Royal Air Force Linton-on-Ouse, as No 72 (Reserve) Squadron, teaching basic fast-jet training to the future combat air power specialists of the RAF and RN, as part of No 1 Flying Training School, operating the Tucano T Mk1 aircraft.
On a sunny day in July 2013, having taken delivery of my new Robin aircraft (a 4 seat diesel Ecoflyer with a glass cockpit), John Davy and I decided to take the aircraft to Abbeville to show it to some friends.

When we arrived, there on the apron was an important 1960s jet trainer, a Fouga Magister. A private company had acquired it and was selling experience flights. I jumped at the chance to have an experience of this lovely, historic machine which had been the primary trainer for the French Air Force. John saw an opportunity of joining the fun and persuaded the pilot that the jet and my new Robin should do a formation exercise over the Baie de la Somme.

The Fouga Magister, as seen from the Robin

The development of the aircraft ended when the French Air Force selected the Alpha jet as their new French trainer.

CHARACTERISTICS AND PERFORMANCE

• Crew: Two
• Length: 10.06m
• Wingspan: 12.15m
• Height: 2.80m
• Wing area: 17.30m2
• Maximum Speed: 715km/hr (386kt, 444mph)
• Range: 925km (500nm)
• Service ceiling: 11,000m (36,080 ft)

In 1948, Fouga designed a jet-powered primary trainer (the CM.130) for the French Air Force to replace the piston-engined Morane-Saulnier MS.475 aircraft. The CM.130 was deemed to be underpowered. Fouga then enlarged the basic design and used two more powerful Turbomeca Marbore IV engines. The distinctive V-tail of the new CM.170 Magister originated in the CM.8 glider that Fouga was using to experiment with jet engines. In December 1950 the French Air Force ordered three prototypes. A pre-production batch of 10 were ordered in June 1953, followed by the first production order for 95 aircraft in January 1954. Fouga built a new assembly plant at Toulouse-Blagnac to produce the aircraft.

THE ROBIN ECOFLYER

Avions Pierre Robin was initially established in 1957 by Pierre Robin and Jean Delemontez, the principal designer of Jodel aircraft. It began manufacturing aircraft at Dijon-Darois, and produced various ranges of two and four seater aircraft.

The Robin DR-400 first flew in 1972. It is a wood and fabric monoplane with a distinctive “cranked wing” configuration, in which the dihedral angle of the outer wing is much greater than the inboard, a configuration shared with Jodel aircraft. The DR-400 has a tricycle undercarriage and is still in production at Darois today, despite financial difficulties, changes of ownership and changes of name over the years. The aircraft is popular both as a trainer (the 160hp Dauphin is the backbone of flight training in France) and as a cruising aircraft. Indeed my previous aircraft was a DR400 Regent and was the last one produced by APEX Aircraft which went into liquidation in 2008.

One reason for the liquidation was their manufacturing aircraft at Dijon-Darois, and produced various ranges of two and four seater aircraft.

The Robin pilot, Arnaud, (Air France)…who had never flown in formation. However, John, on the other hand, is very experienced in both fast jets (going back to his days in the RAF) and Historic Aircraft, like his Hornet Moth.

So, having persuaded Arnaud that it was a feasible exercise, John set off for the Baie de la Somme, with his friend Francis , in the P2 seat, armed with a camera. I strapped into the rear seat of the Magister, (having been briefed about the instrumentation and ejection in case of an emergency) and Arnaud took off to demonstrate the performance of the jet. We headed for the Baie de la Somme and scouted around looking for the Robin…and eventually spottet it. Arnaud then slowed right down so that John could approach, fly in formation with the Magister for several minutes …(see photos.) then depart.

This left Arnaud time to demonstrate to me the aerobatic capabilities of the Magister. Several turns and a barrel roll later we headed back to Abbeville and landed… I could not stop grinning!

To complete the experience, having taken photos of the two aircraft together on the ground, I was required to make a statement in French about the flight, drink a glass of champagne (catching a small gold Magister brooch in my teeth) and presented with a certificate commemorating the event. A never to be forgotten experience!
Pewter Live

LIVERYMAN Dr JOHN McADAM

I was received by the Master, Hugh Mullens at Pewterer’s Hall, deep in the City of London as a guest of The Worshipful Company of Pewterers to witness and enjoy their annual prize giving with luncheon in the presence of Her Royal Highness the Countess of Wessex, who kindly presented the awards and prizes.

The Worshipful Company of Pewterers is number 16 in order of civic precedence in over a hundred Livery Companies and are an ancient and continually evolving foundation with medieval origins as a City of London Guild. Their earliest documented reference can be found in the records of the Corporation dated 1348, although the Company’s own records date from 1451. I found their history an interesting comparison in that the Honourable Company of Air Pilots, incorporating Air Navigators, is number 81 in civic precedence.

Their earliest documented reference can be found in the records of the Corporation dated 1348, although the Company’s own records date from 1451. I found their history an interesting comparison in that the Honourable Company of Air Pilots, incorporating Air Navigators, is number 81 in civic precedence. Their very first charter, granted by King Edward IV in 1473, empowered the Company to regulate the trade of pewter. From 1503, an Act of Parliament required members of the Company to register their ‘Touchmarks’, which were ‘to be recorded on Tablets of Pewter and kept at the Hall of their Company’. In gold, silver and other valuable metals, these ‘Marks’ are commonly called ‘Hallmarks’. There are three basic ‘Marks’ to observe before purchase and these are the ABPC mark - Association of British Craftsmen - that determines a mark of quality. The Seahorse mark is only allowed for ABPC members whose work of art is of the finest quality and the EPU mark of the European Pewter Union.

Pewter is an alloy of tin (usually around 92% of the whole) alloyed with other base metals added to allow the material to be worked and formed. Pewter was introduced into Great Britain by the Romans and the earliest examples date from ancient Egypt around 1500 BC. When the Romans went home to sunny Italy pewter production virtually ceased and was not revived until the ninth century when it was confined mainly to ecclesiastical articles and jewellery. Following the Norman Conquest in 1066 and the general increase in wealth during the Middle Ages, the use of pewter steadily became widespread and popular throughout English society. Today, pewter is commonly identified with dull and unburnished medieval plates and beer tankards, but is also very fashionable in the highly polished jewellery and tableware industry, which was so very prevalent in the many displays around Pewterers’ Hall during my visit; there wasn’t a pewter beer mug in sight.

As I chatted and thanked the Master for a most enjoyable day with luncheon he expressed a wish that our two Companies could enjoy closer ties, I did wonder whether we could incorporate pewter into our next range of jet aircraft. I leave you all with such ‘Food for Thought’.

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**GAZETTE**

**APPROVED BY THE COURT 23 JANUARY 2014**

**ADMISSIONS**

As Upper Freeman

- Captain Timothy Michael BAILEY
- Stephen BROWN
- Flight Lieutenant Scott BUTLER
- Captain Nicholas Franklin DAFFERN (NA)
- Squadron Leader David DAVIES
- Stuart Lewis DUNCAN
- Ian David GORRIE
- Carl James MAGNUSSON (NA)
- Lieutenant Colonel Alan Bradley SANDERS (NA)

As Freeman

- James Robin ALEXANDER
- Benjamin Chad GRIFFITHS
- Robert Alan MITCHELL (AUS)
- Dr Jonathan POTE (NZ)
- Christopher Hugh THORPE (AUS)

As Associate

- Kai Tai Stephen AU (HK) (GYM)
- Benjamin Leonard HAR1 (OS) (GYM)
- George Thomas Frederick HAYWARD (GYM)
- Petros Nikolaos NIKOLAKOPOULOS (GYM)
- William Jan PEARCE (GYM)

**REINSTATEMENT**

To Freeman

- Mark Damian MOSLEY

To Associate

- James HEPNAR

**ACKNOWLEDGED BY THE COURT 23 JANUARY 2014**

**REGRADE**

To Livery

- Keith Reginald BALDWIN
- Captain Richard Glynnor THOMAS
- Captain Howard Mark BURTON
- Colin Francis SACH
- Air Commodore Ian Alexander MILNE
- Eric Frank KOHN

**To Freeman**

- Tom KEABLE
- King Yeung tony LAM (HK)

**DECEASED**

- David Brian CASEY (NA)
- Ralph KOHN
- David Cargill PETERS

**RESIGNATIONS**

- Mark Sutherland JOHNSON
- Richard Donald LEYS
- Raymond Leonard LOMAS
- Mohamed Iqbal HAMJA
- John Melville McKay
- Norman McDONALD McKay
- David Ivan THOMPSON
- Marc S WEERASINGHE
- John WIDDALL
Buccaneer Boys - a review
LIVERYMAN PAUL SMIDDY

If you don't ache with laughter when reading this book, you're not human. If you don't ache with pangs of jealousy, you're not a pilot.

In one way this was the easiest of books for Graham Pitchfork to write: he simply had to email his most literate chums - or possibly those whom he knew harboured the juiciest stories, and then reap the harvest. It was a rich harvest - largely because of the quality of the aircraft and the men that flew it.

The English Electric Lightning garnered much affection, indeed awe, from those privileged to fly it in a slightly earlier era. As anyone who has heard a Lightning pilot at the bar will attest - they are not called W1W0Ls for nothing ('When I Was On Lightnings'!). WIWOTMBS (Those who flew The Mighty Bucc) do not need to plant their feet apart, Bader-style, for they have the smug satisfaction of knowing they have flown one of the most glorious aircraft in the RN, RAF and SAAF's inventory over the last century. But do not depend on my pen for unbiased opinion about this machine.

There is little history in this volume of the development of the NA39, which mutated into the Bucc. If you want that, I suggest reading From Spitfire to Eurofighter, the autobiography of the Bucc's main designer, Roy Boot. Despite Roy's evident superlative design skills, it is a very tedious read (for all except those who spend planes of a MOD specification that was not later due obeisance, but let's not dwell on the duplication. And the Bucc played directly to the heart's content. Some more stories to amuse - the POTW award (you will have to buy the book to decipher that one): a 1983 deployment of XV & 16 squadrons to Ex Maple Flag in Canada - by civilian jets that resulted in 'excessive exuberance' at the back of the cabin; planning a sign-off trip around the world, with no in-flight refuelling; and so on.

The Bucc was bought by the South African Air Force, and this book is a timely reminder that they fought several wars with it. Although the Boers' prose style is utilitarian by comparison with their British colleagues, they do relate some stirring battle stories. The Bucc's resurrection was of course Op Granby - the first Gulf War, where the aircraft laser designated for the Tornado fleet (and itself). This was despite the earlier views of senior RAF staff, who were dismissive of the old machine's capabilities. (Interesting too that some planned Bucc pre-retirement trips were banned because the staff officers did not want the comparative demerits of the Tornado, with which it was to be replaced, underlined). It was more economical, outlived and cruised faster and higher than the Tonka. General Peter de la Billière later said to the Granby author "You young man, your aircraft saved the RAF's reputation". (The Pongo / Crab relationship has always been a little scratchy!). The final Bucc service flights in 1994 were carried out with even more than the expected panache. These are captured by the excellent photographer Andy Brookes.

A must-purchase if you are former Bucc aircrew or ground crew, and a truly excellent volume if you are a pilot of any shade or type. But ground-bound earplings may find it all a little mystifying.
From the desk of the Director Aviation Affairs

LIVERYMAN JOHN TURNER

Albert Einstein is reported to have said that insanity is doing the same thing over and over again and expecting different results. So, with the New Year stretching ahead, it is well worth reviewing last year’s successes and disappointments, both to improve the chances of further success and to avoid future disappointments.

Last year much of my time was spent on external liaison with the UK Department for Transport, Civil Aviation Authority (CAA), Air League, Royal Aeronautical Society (RAeS), British Air Display Association (BADA), BBC TV and radio news and aviation print journalists and SKYbrary. Topics have varied from the future of General Aviation regulation in UK, through European Air Safety Agency (EASA), Single European Sky regulations and unmanned systems to a joint display flying symposium. SKYbrary topics have been even more varied, ranging from aerodynamic stall awareness (and the impact of altitude on stalling speeds), through aquaplaning and wake vortex encounters to the risks and effects of hypoxia.

Many of the liaison activities have longer-term aims but the benefits seen in 2013 include an agreement that our members can now attend RAeS events at the RAeS Members rate, increased media coverage, with our views being heard live on BBC TV and radio news, our members’ playing prominent roles in the BBC TV documentary 'Cold War/Hot Jets' and our opinions being quoted in a number of paper and web-based publications. See below for our success with SKYbrary.

For the first time the UK air display community will join together in 2014 for a Pre-Season Conference at the UK Defence Academy, Shrivenham, near Swindon, Wilts. It will include flying display directors and air show organisers with delegates from the British Air Display Association (BADA), the Military Aviation Authority (MAA), the Civil Aviation Authority (CAA) and pilots holding a CAA-issued Display Authorisation (DA) as well as those pilots who examine applicants for a DA. Aside from the benefit that our members can attend this year’s event and enjoy the many networking opportunities for free, this provides another early opportunity to impress our new name on an important sector of the UK aviation community.

Our trial with SKYbrary continues. In theory there are 22 volunteers but in practice, work patterns etc. mean the number on whom I can rely is closer to 13. After discussions at the end of last year, SKYbrary have agreed to reduce the number of review articles from 6 to 4 each month. Since we need to complete 3 independent reviews of each article, our current 13 effective reviewers are not normally asked to cover more than one article each month. More importantly, I can almost promise any further volunteers will only be asked to review a single article each month too! If you would like to offer your expertise and help – or even to suggest someone else – please contact DAA at daa@gapan.org.

We have always provided SKYbrary with constructive criticism and they place great value in our responses. They have been quick to instigate our proposed changes and to completely re-write articles we have rejected. They particularly appreciate our reviewers’ ability to inject practical operating insights. Four months from the three month trial, SKYbrary are now eager to indicate which articles have received our endorsement and would have started doing so this month. However, we have agreed to delay this so formal recognition as an important peer-reviewer and improver of aviation material will be associated with our new name appearing on their website.

Less auspiciously, a meeting with the CAA’s Chief Executive and Director of the Safety and Airspace Regulation Group generated a robust exchange, though far from a meeting of minds, on the safety implications of new Flight Time Limitation rules and of some pilot employment practices and on the need for higher apprenticeships to remove the financial barriers and implications from professional pilot training so we can fill the forecast global shortage of professional pilots. These topics will receive more of our attention in 2014, as well a number of on-going topics under discussion in our technical committees.

We can be proud that modern air travel is safer than it has ever been, and the journey between home and the airport remains the most risky part of travel by air in the major airlines. The introduction of flight deck automation, advanced aircraft systems and flight controls, all integrated together and with satellite-based navigation has been instrumental in achieving the exceptional levels of safety we see today. Nonetheless, our members will be familiar with the tragic Air France 447 accident and a detailed look at the backgrounds to many recent incident and accident reports suggests an underlying and worrying trend.

If automation is seen as something that ‘helps the pilot’, it is easy to understand that the amount of training given to a pilot when he transitions onto a new modern type is significantly less that was given to pilots flying old fashioned, steam driven aircraft.

However, the reality is that all these new systems have introduced potential human and equipment errors and the latter can be compounded many times over by the degree of inter-system integration that helps them work so effectively in the first place.

And yet these increasingly complex aircraft have not prompted manufacturers, airlines or regulators to consider increasing, rather than curtailing, the time available for pilots to learn how they work. Airlines operate in an exceptionally fierce trading environment so it is understandable that they will seek - and manufacturers will endeavor to offer - minimum cost (and content and time) type-conversions and recurrent training. However, remembering what Einstein said, perhaps it is time for aviation regulators, across the world, to review whether they need to think again about how little a pilot needs to know to be deemed ‘qualified’ and how recurrent training sessions can be tailored to provide on-going complex-system training, as well as an opportunity to ‘tick off’ the mandated exercises necessary for licence renewal; we need to ensure that pilots are competent, as well as qualified.
Leaves from the Editor’s Log Book

ASSISTANT TOM EELES, HONORARY EDITOR

PHOTOGRAPHY COURTESY OF FREEMAN VICT FLINTHAM

AN UNUSUAL NIGHT FLIGHT, SHACKLETON AEW2 WR 965, 16 MAY 1988.

In the late 1980s the RAF still had a squadron of four-piston tail-draggers in front line service. No 8 Squadron, based at RAF Lossiemouth, flew the mighty Shackleton AEW 2 in the airborne early warning role as a vital component of the UK’s air defence system. During a CFS Examining Wing visit to 8 Squadron in 1987 I was lucky enough to get checked out as a first pilot (day) in the Shackleton, quite an experience given my predominantly fast jet background.

On a Spring afternoon in May 1988, when I was just about to pack up for the day, I got a phone call from my old friend the Officer Commanding 8 Squadron. He explained that he had been posted to a ground appointment with the NATO AEW Force HQ in Brussels. However, if he arrived there with a current RAF QFI Category he would be able to fly for free with the NATO flying club if he did instructional sorties, but his A2 QFI currency had lapsed. Was there anything I could do to help? "Of course," I replied, "I'll bring a JP up to Lossie, you can give me a simple exercise like Effects of Controls 1, I'll sign your log book and buy some malt whisky and you can go off to Brussels ready to teach." There was a pause. "I’ve got a better idea" said the voice at the other end of the phone, "Why don’t you check as a first pilot night in the Shackleton, would that do?" Knowing the Shackleton’s reputation for poor serviceability and thinking there would be no way this might happen quickly, thus giving me ample time to find a suitable excuse to cancel, I replied "That would be just the job." “Right” said the voice, “Be at Coningsby by 20.00hrs. I’m on my way.” He then rang off.

I gulped. What had I let myself in for? The Shackleton was a challenging beast in the daytime, let alone in the dark. Even taxiing required skill and cunning, as it was all too easy to run the pneumatics that powered the brakes out of puff and you then had to sit ignominiously blocking the taxi-way for ages whilst the brake accumulator was recharged. As a fast jet jockey I really didn't understand boost, mixture, RPM and why there were so many levers to make you go faster, but thankfully there was a flight engineer to help out in this department. Perfect three point landings without a bounce were also essential, another challenge for a pilot used to planting a Buccaneer on the ground without a hint of a flare or round-out. And no powered flying controls! Nevertheless, I set off in the dusk for Coningsby in my Mini, hoping that the notorious unserviceability of the vintage Shackleton would prove to be my saviour. No such luck. When I arrived at the Visiting Aircraft Servicing Flight (VASF), there was the beast, its contra-rotating propellors glittering in the dispersal stadium lights, waiting for me. I clambered on board and made my way past various rear crew members, over the main spar and into the cockpit, where there was a vacant left hand seat and a grinning OC 8 Squadron in the right hand seat. Numerous cushions were produced to enable me to see out and reach the controls. We set off cautiously down the taxi-way and made it to the runway threshold without exhausting the brakes. I then heaved and struggled around the circuit, pulling off about three or four passable landings without bouncing too much or exiting the runway sideways. The whole experience was quite fantastic, with the four Griffons belching out blue exhaust flames seemingly right beside the cockpit, the pneumatics hissing and the cockpit lit by vintage red lighting. Eventually my mentor told me to carry out a full stop landing and we taxied back to VASF and came to a halt. "Dave" I said, "That was wonderful, I’ll sign your log book and let you get on your way home." "Oh no," he replied, "The deal was that I send you off on your own. I’m getting out now. Do three rollers and a full stop landing. For goodness sake don’t break it, its 25% of the UK’s airborne early warning capacity! With that he left the cockpit and a rather pale faced Flying Officer was produced from down the back to sit in the right hand seat and assist. Well, I did indeed do those three roller landings and a full stop without breaking it. It was a truly unforgettable experience and the closest I have ever been to flying a WW2 type of aircraft. There, on the dark VASF dispersal, with the Griffons grumbling at idle, I signed his log book and I signed mine - the entry in my log book of ‘First Pilot, Night, Shackleton,’ is one of my most treasured qualifications.

I drove back through the night to Scampton, realising that the 16th May was the date of the anniversary of Operation Chastise, the Dams Raid. What a privilege to have flown something almost the same as a Lancaster on this occasion. As I approached Scampton, I also remembered that this was the time when rumour had it that the ghost of Nigger, Gibson’s black labrador, could be seen around midnight. I rushed back to my Married Quarter, the hairs on the back of my neck standing on end, but saw nothing. Sadly, Dave Hencken, a great character who risked his reputation that night sending me off on my own, is no longer with us.