### Diary

**APRIL 2014**
- 1. Education and Training Committee Meeting
- 3. Lord Mayor's Dinner for Masters
- 4. United Guilds' Service
- 4. Lunch with Fan Makers' Company
- 8. Instructors' Forum
- 15. Benevolent Fund Board of Trustees
- 16. Pilot Aptitude Testing
- 23. Cobham Lecture
- 24. 1st General Purposes and Finance Committee Meeting
- 24. Flyer Show

**MAY 2014**
- 1. New Members' Briefing
- 3. Assistants' Dinner
- 6. Technical and Air Safety Committee Meeting
- 13. Environment Committee Meeting
- 15. 2nd General Purposes and Finance Committee Meeting
- 15. 1st Court Meeting
- 21. Livery Dinner

**JUNE 2014**
- 3. Education and Training Committee Meeting
- 12. 3rd General Purposes and Finance Committee Meeting
- 24. Election of Sheriffs

**JULY 2014**
- 2. Trophy and Awards Committee Meeting
- 8. Benevolent Fund Board of Trustees
- 10. 4th General Purposes and Finance Committee Meeting
- 10. 2nd Court Meeting
- 16. Informal Supper
- 22. Environment Committee Meeting

**AUGUST 2014**
- 30. Garden Party

**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...

Air Pilot is now well and truly airborne, wheels in the well and climbing with this the second issue. Not surprisingly there is a lengthy illustrated article on the wonderful Royal Charter Banquet that took place on 19th February, your Editor and his better half just getting there in time after a long haul flight from Brazil, courtesy British Airways. It was a great pleasure to have been flown out there by an old RAF colleague, now senior Training Captain and Liveryman Howard Burton, and to see him again at the Banquet. You will also find a report on the Company’s Annual General Meeting at which our first ever lady Master was installed, another unique event in our history. A profile on our new Master has been written by Pat Malone, winner of the Company’s 2013 Award for Aviation Journalism. There is also a profile on our newly elected Warden, Captain Colin Cox, and a list of the members of the Court for 2014, including the newly elected Assistants.

You will also find an update on the Air Pilots Benevolent Fund, together with three inspiring articles written by young aspiring pilots who have benefited from the Company’s financial assistance in achieving their aims in aviation – I commend them to you. Finally, Liveryman John Turner provides an update from his Director of Aviation Affairs’ desk and Freeman Howard Cook, a previous contributor on warbird flying, describes what it is like to fly the Curtiss P40 Kittyhawk.

Now a plea. I have had no inputs for the last two issues from any of our Regions with the notable exception of Hong Kong, which to my mind leaves a gap in the overall coverage that I try to achieve in Air Pilot. I’m sure that, given we have many members in Canada, the USA, Australia and New Zealand there simply must be some news or stories out there worth passing on to me. Anonymity can be guaranteed if necessary! I sincerely hope to be able to produce a Regions section in the June issue so please see what you can do, deadline for inputs is first week of May.

Meanwhile, I hope you enjoy this issue.

Assistant Tom Eeles
Honorary Editor
Luncheon Club

Assistant John Robinson reports that the Luncheon Club held its 41st meeting on 4th February as usual in the RAF Club. Seventy nine members and guests sat down to a first class meal under his Chairmanship, now starting his second tour in that position having founded the Club 14 years ago. He is now ably assisted with the administration by Ruth Cundy, who is Assistant to the Clerk of the Company.

The Chairman told the members that this would be the last meeting of the GAPAN Luncheon Club which was greeted by much jeering but he was able to assure everyone that it would be immediately resurrected as Air Pilots' Luncheon Club, which brought forth enthusiastic cheers from the assembly. Mention was made of Past Master Rod Fulton's generosity at the inaugural meeting of the Luncheon Club by providing port to complement the meal and the Chairman wondered, as this was the start of his new session, whether Rod was minded to repeat this gesture on this occasion which was greeted with much encouragement from the members; regrettably Rod declined. The Chairman also said that he would be pursuing his original idea for speakers from within the membership of the Company as there is a wealth of experience and knowledge that should be shared. He already has markers on several likely candidates but no one is immune from selection.

This led on to the speaker of the day, Assistant Nick Goodwyn. Nick gave a very polished illustrated talk on 100 Years of the Central Flying School when he covered the history of CFS from its foundation at Upavon on 12th May 1912, making it the oldest military flying school in the World, to the present day. He said that teaching the basics of flying had changed very little but the emphasis was now centring on human factors and cockpit resource management dealing with the complexities of computerisation and instrumentation and associated systems in the cockpit and automation of aircraft.

At the conclusion the Chairman remarked that he had been blessed with two excellent opening speakers on both his terms of office with Liverman Air Marshal Ian Macfadyen, who was present at this meeting, for the inaugural meeting and now Nick helping him on his way this time.

The Master gave warm thanks to Nick for his presentation and also remarked upon the vast amount of aviation expertise within the membership of the Company which was backed by his experience on his recent tour of the Regions.

The next meeting of the Luncheon Club will be on St George's Day, Wednesday 23rd April when the speaker will be the Hon Editor on a subject of his choosing.

The International Bahrain Air Show - Women Pilots Participation

Liverman Yvonne Trueman reports that this year the Arabian Section of the Ninety-Nines International Women Pilots' Organisation had a stand at the Bahrain Air Show under the sponsorship of the Bahrain Civil Aviation Authority. The three day show was the best ever. On the Ninety-Nines stand the Arabian section had a minimum of ten commercial pilots gathered to help promote flying. During this period at least five future Arabian Section pilots were recruited. Plans are being drawn up for the Section's second meeting in October to be held in Bahrain. Last year's meeting held in Abu Dhabi was sponsored by DHL Aviation Middle East.

The Myles Bickerton Trophy

Past Master Rick Peacock-Edward reports that the Myles Bickerton Trophy, originally awarded for Spot Landing Competitions held at the Garden Party, Denham, in the late '70s and early '80s will be re-instituted as an award for 'Outstanding Achievement in any sector of General Aviation'. The Trophies and Awards Committee felt that General Aviation was not adequately represented or reflected in the spread of awards and that this trophy, a silver rose bowl, could be used to recognise a non-military display team or individual. Myles Bickerton was a very distinguished eye surgeon, described also as 'an aviation fanatic' who was a life member of the Denham Golf Club. It has been suggested that he may have started the airfield at Denham in the early 1920s, which apparently is still owned by members of the family.

Honourable Company of Air Pilots Flying Club Lunches

The 'Freddy Stringer Memorial Lunch' will take place on 13th April and the 'Start of Season Lunch' will take place on 27th April. It is expected that these lunches will be over subscribed so places will be allocated on a 'first-come-first-served' basis. Priority will be given to those who have paid their 2014 subscription. Please note that cheques should still be made payable to 'The GAPAN Flying Club', despite the Club's new title.

February Air Pilot - Addendum

The editor, in his article 'First Flight of a New British Aircraft' in the February edition of Air Pilot, omitted to record that Keith Dennison, the test pilot involved in trials of the eGo aircraft, is an Upper Freeman of the Company.

Red Arrows Visit

Freeman Dr Samantha Waller

On 4th March, an excited group of 19 members of the Honourable Company of Air Pilots met at the Guardroom at RAF Scampton after a journey by air or by road. We were escorted to the home of the Royal Air Force Aerobatic Team (RAFAT) and warmly welcomed by Jo Pearson (Public Relations Officer).

We were then taken to the spotless hangar and treated to an informative talk by Senior Engineering Officer Squadron Leader Spencer Fortune who heads the 100-strong team of engineering technicians and engineering support staff. Along with his management team, he is responsible for the servicing and maintenance of the thirteen aircraft, the time for which was considerably reduced this winter after the team's tour to the Middle East. Nine of the technicians form a team known as Circus, each being allocated to a specific pilot during the summer season. They service the aircraft before and after every display and as they have the chance to fly regularly in the fast jets, the places on the team are the most highly sought.
after engineering jobs in the RAF. The dual control BAE Systems Hawk T1 is the RAF’s advanced trainer. The only difference between the aircraft flown by the Red Arrows and the Advanced Flying Training students is the smoke system and a slightly upgraded engine which provides a faster response time for the display pilots. One of the most interesting facts I learnt was that the aircraft are rotated between positions in the formation throughout the year. Reds 1, 2 and 3 do not receive as much stress to the airframe and to keep the fatigue index as similar as possible throughout the fleet, the pilots do not retain the same aircraft during the season. In addition, during the display, there are only seven minutes of smoke available for each aircraft – five minutes of white and one minute each of red and blue.

We also had our first look of the new tail fin for 2014. The striking Union flag design is the most significant change to the look of the team’s aircraft in its history and celebrates the 50th display season of the Red Arrows. It also reflects the Best of British and emphasizes the Red Arrows’ role as ambassadors for the United Kingdom.

Following the visit to the hangar, we were escorted back to the briefing room where Flight Lieutenant Mike Child (Red 9) gave us a presentation about the Red Arrows. The first full-time professional team to represent the RAF as a whole was established in 1964 and consisted of six Jet Provost T Mk 4s known as the Red Pelicans. In the same year the ‘Yellowjacks’ were formed at Royal Air Force Valley with five yellow Folland Gnat jet trainers. The Royal Air Force Aerobatic Team (RAFAT) the ‘Red Arrows’ was formed the following year at RAF Fairford with seven display pilots and ten Gnats. The name was chosen to combine the appeal and expertise of the famous Black Arrows and the Red Pelicans. The team was officially increased to nine aircraft in 1968 and the Diamond Nine formation came to represent the pinnacle of accurate flying and was registered as an official trade mark. During the winter of 1979, the team converted from the Gnat to the Hawk in time for the 1980 display season.

In order to be a Red, an RAF pilot has to have a minimum of 1500 flying hours, have been on a frontline tour, be assessed above average and reach a shortlist of 25. The pilots then undergo a flying test, interview, peer assessment and voting procedure. The successful pilots follow a rigorous training regime to reach the ‘Red Suit Day’ when they are awarded their famous red flying suits.

After the pre-sortie brief given by Team Leader Squadron Leader Jim Turner (Red 1), we observed the front section known as ‘Enid’ (Reds 1-5) practicing rollbacks and several other display formations. Flight Lieutenant Martin Pert (Red 8) kindly joined us and provided a commentary of the training session and imparted some other interesting knowledge including the fact that the smoke trails allow the pilots to judge wind speed and direction and locate each other when the aircraft separate during the display.

The pilots then watched the practice back on video in the briefing room and commented on every manoeuvre and how to improve it. The experienced display pilots also provided advice to the new members of the team. This teamwork and attention to detail provides the incredibly accurate displays the Red Arrows are renowned for. We had a wonderful time chatting to the pilots and Officer Commanding RAFAT Wing Commander Neil Fraser over lunch. Squadron Leader Jim Turner presented The Master Tudor Owen with a commemorative picture for the office of the Honourable Company of Air Pilots and The Master thanked the team for a brilliant time, congratulating Jim Turner on his superb leadership over the last couple of seasons. We made a donation of £340 to the Jon Egging Trust.

Some of our party then departed, but a small contingent remained behind to once again visit the hangar and have a very close inspection of one of the jets and obligatory photograph on the steps, looking into the cockpit. As the wind dropped and the sun came out, we were treated to the first nine-ship display practice of the year which was a fabulous end to a terrific day. Special thanks go to Warden Christopher Ford for arranging the visit and Liveryman David Curgenven for looking after us on the day.
The Master’s Message

DOROTHY SAUL-POOLEY

So the Company has a new name and a Royal Charter. A name does not change people, only other people’s perceptions. Underneath we are the same. The publicity surrounding our new name gives us the opportunity to speak to the world as we are suddenly more noticeable and the centre of attention. We must capitalise on this opportunity and spread our messages more widely, develop our social and business connections through the increased networking opportunities and thereby enhance our profile. I see the role of Master as similar to that of an ambassador, representing the Company in the wider world. It is essentially a custodianship role, taking care of the Company for a brief year.

Every Master has his or her unique theme, often predicated on his or her standpoint in aviation. Having served thirteen Masters in my long apprenticeship on the Court, it is easy to see these allegiances. You all know where my heart lies, as I have long avowed my enthusiasm for improving standards in training, developing standardisation of instructing and enhancing the professional status of instructors.

During this coming year, I intend to focus on two main themes. The first is the Red Tape (and “gold plating”) surrounding the EASA regulations as they affect General Aviation. The second is enhancing our links with the City.

I have been following the CAA’s General Aviation (GA) Red Tape initiative with great interest; a major concern relates to the excessively burdensome bureaucracy introduced by EASA in the name of safety. Safety has always been a central concern of this Company and ensuring that aircraft are flown as safely as possible for the benefit of everyone at all levels. Maintaining the highest standards of air safety remains an absolute priority within every sphere of our profession. To many it may appear that the latest regulations introduced by EASA and implemented by the CAA are disproportionate in the extreme.

The CAA have embraced the challenge of the Red Tape thrown down by the government and the GA Challenge panel was the result. In its Interim Report published in January, it points out the important and unique aviation heritage of the UK, but states that the UK has not fully capitalised on its heritage and experience, and is no longer pioneering in its support for and investment in the GA sector. Almost all of you will have begun your flying career in GA, whether you now fly military jets or airline heavy metal. Some of you may have returned to enjoy some light aircraft flying after your main career. Many of us attempt to make a career in GA and some are successful, flying business jets or even becoming a career instructor. At the beginning of the Guild’s history, the UK GA industry was at the heart of the country’s aviation and air transport development. Most of the pioneers and record breakers, winners of our trophies and awards, started out in GA. We are still an aviation nation, despite the unfortunate decline of our manufacturing sector post-war. It is important to note the impact of GA, which contributes at least £1.4bn annually to the UK economy and employs 11,000 people.

Regrettably GA is being subjected to the most severe and heavy challenges since EASA took over the regulation of licensing post JAR, and the policy making shifted to Europe wholesale. Many of us will know owners and operators of small RTFs and ATOs who are literally tearing their hair out with bewilderment at the restrictive and totally inappropriate organisational requirements being imposed. Examples include the requirement for all ratings to be renewed through an Approved Training Organisation (ATO) and the implementation of Safety Management Systems even for the smallest one-man-band operation.

I am sure that we all know some who are admitting defeat and turning the key in the door to the seed-corn of all aviation, without any safety case or logic.

I would like to see all of us contributing to the debate; I would like to see more young members involved in technical activities and above all I would like to see a widening of the scope of our membership to encourage more diversity. To be fully representative of the industry and to act as role models for the next generation, we need to have a higher proportion of membership from younger age groups and we need to represent other ethnic backgrounds more evenly. This would enable us also to represent the consumers of our industry more effectively.

My second theme is about improving links with the City, but I will leave that one for another time.

Meanwhile, I look forward to seeing you at our many events, visits, dinners and lectures this year, some of which will have distinct links to the many notable dates which are being commemorated during 2014-2015.

Profile of our new Master

Dorothy Saul-Pooley LLB(Hons) FRAeS

PAT MALONE

There are among our number many men and women who were steeped in aviation from the cradle, who grew up surrounded by pilots in airline or military families, who made the models, watched the films, bought the books and went hungry to afford flying. Has the Company ever before had a Master whose heart was lost to skiing, sailing and long-distance cycling, and who gave no thought to aviation before the age of 30?

When the bug bites late, it bites hard, of course, and Master Dorothy Saul-Pooley has since run up 9,500 hours on 85 types of aeroplane and helicopter, while contributing to the work of the Company, the British Women Pilots Association, the Aircraft Owners and Pilots Association, the Royal Aeronautical Society and many other organisations. Today she instructs and examines the instructors, sits on committees and groups which are there to support and defend the industry, and comes to the office of Master at a time which is uniquely challenging to the survival of the small-scale flight training organisation, the bedrock of the civilian aviation world. During the next year she hopes to highlight just what devastation is being wrought to the seed-corn of all aviation, without any safety case or logic.

She is an unusual champion of aviation, and has come to it by a unique route. Dorothy had some small experience of flying as a passenger on commercial flights - in 1966 she flew from Southend to Le Touquet in a Bristol Freighter, and was excited and impressed by the aircraft and the experience. “I flew a lot as an unaccompanied minor,” she says, “to Ireland, to France - at the age of 10 or 11 I was encouraged to be independent.” Skiing, long-distance cycling and sailing were the pastimes of her youth - her mother had won the Ladies Cup at
Oxford University Yacht Club, and her solicitor father built her an 18-foot clinker-built dayboat while they lived on the Thames Estuary near Southend. But she was destined to move to South London, where she won a scholarship to James Allan's Girls' School. After Southampton University and a five-year spell in large City law firms, she joined the British Technology Group as an intellectual property lawyer. Two directors of the company had private pilot's licences, and Dorothy recalls an adventure weekend in the West Country involving trail bikes, land yachts, potholing, and a stunning flight in a hot air balloon after which they landed in the grounds of Stourhead House, a National Trust property in Wiltshire.

During a skiing holiday in Verbier Dorothy found one of her fellow chalet-dwellers had a PPL. He encouraged her to give flying a try and phoned her after the holiday to recommend his instructor, a rather raffish chap called Cyril Knight who worked around Biggin Hill. Dorothy had her first flying lesson at the Cessna Flight Centre at Biggin when she was 31 years old. "Cyril and I flew down to Headcorn in a C150 and sat on the grass drinking coffee while people flew aerobatics overhead and the parachutists came and went, and I thought it was all just magical," Dorothy says.

Unfortunately Dorothy went through the hands of other instructors with whom she did not gel - something which in later life informed her approach to her own students and reinforced her disdain for pilots who simply use instruction as an hours-building exercise and fail to engage properly with those who are relying on them. There were other factors - she returned very unwell from a long-distance cycle in Nepal - but one way and another her flying stuttered to a halt. Then, again on a skiing holiday, she met Short Brothers test pilot Graham Andrews, who convinced her that she must not stop. Dorothy resumed her training at Biggin Hill, cycling to the airfield from Lewisham for each lesson, and went solo on 27th July, 1989, gaining her PPL later that year. Her first husband owned a Cessna 150, G-JWDS - the last two letters, she thought, stood for 'Dorothy Saul' - and also a Grumman Cougar, which Dorothy flew in the early 1990s as she progressed through multi-engine, night and IMC ratings.

With her experience of being taught badly fresh in her mind, Dorothy's aim was always to become a flying instructor. "I knew I could do better than some of the people who had taught me," she says. "I quit my job in order to do a CPL, did the technical exams at Tower Poly and went to the London Flight Centre at Headcorn to do the flying. That was in the summer of 1992; I was 35 years old and had no interest whatever in commercial flying. My legal career helped me insofar as I passed my air law exam without having to read the book, although I didn't get a very high mark."

She did her instructor course at Headcorn and then took the initial instructor test with Ron Campbell, wartime Halifax pilot and acclaimed author of many instruction manuals. He was also Chairman of the Aircraft Owners and Pilots Association, with which he persuaded Dorothy to get involved because of her legal skills. She remained involved with the law - she was Chairman of the Events Committee of the Law Society's Commerce and Industry Group - and she began her instructing career in 1993 by mail-shooting everyone she knew in the Law Society offering trial lessons. This produced a surprising number of responses, which Dorothy took to Cubair at Redhill. While working there in the mid 1990s she upgraded her qualifications to teach the IMC Rating, became a QFI, and completed her Instrument Rating. This latter cleaned her out and forced a return to the law, as an aviation lawyer at Heathrow-based Air Claims. "I was sitting waiting for my interview when there was a tremendous roar and Concorde took off past the window setting off all the car alarms, so I knew that was the job for me," she says.

Dorothy was sent to UCL to do a Masters in International Air and Space Law and took several courses in insurance law. "At the time I had 1500 hours and an instrument rating, which gave me insights some other lawyers did not have," she says. She joined the Company in 1994 at the suggestion of former Master Clive Elton, who was a check pilot with the Tiger Club. "I had been aware of the Livery Companies in the City for a long time," she says. "My first job in
In 1998 she joined the Education and Training Committee of the Company, a year after she had been headhunted by Cameron McKenna to do aviation litigation. As a part-time instructor she continued flying 300 hours a year, and when she left the firm in 1999 it was to set up a registered facility at Rochester. She carried on working as a consultant for ASB Law in Crawley while training to teach the Flying Instructor Course, taking only the second JAR FAC preparation course with Peter Godwin at Cranfield. Then at the behest of Jill Devlin and Zahural Islam, owners of Redair, she set up the flight instructor training section of Sky Leisure at Shoreham.

Dorothy ran this operation for more than five years, working seven days a week - two of them in the law. Even so, she found time to rewrite the air law book, which after JAR had, she said, become shambolic. This led to a rewriting of the Q&A book for Past Master Pooley’s company AirLife. Robert Pooley, who was to become her third husband in 2003, suggested that she then write a Trial Flight Guide and a new set of JAR Training Manuals, and Dorothy has since written and updated several training manuals on disparate subjects.

In 2001, at the same time as she became a Fellow of the Royal Aeronautical Society, obtained her ATPL(A) and became an FI Examiner, Dorothy joined the Court of the Company of Air Pilots, and in 2002 formed the Instructors’ Association as a sub-committee of the Education and Training Committee. A forum was organised in conjunction with Central Flying School at Cranwell with the aim of bringing together the collected wisdom of military and civilian instructors to improve and standardise the flight training industry. In 2004 Dorothy suggested that there ought to be a civilian equivalent to CFS and suggested that an Instructors’ Association was required as a representative body. She left Sky Leisure to start the Central Flying Instructor School Ltd at Shoreham, trading as Pooleys Flying School, trading from the same building used by Air Pilot Publishing (set up in 2003 to replace Air Life), which now publishes eight training manuals.

Also in 2004 (a busy year) she was asked to rewrite the helicopter trial flight book and had a few helicopter lessons at Shoreham; this led to her doing a PPL(H) in just eleven weeks. She continued hour-building on the R22, B206 and Enstrom 480 and obtained a CPL(H) and FI(H). She became Chairman of the Education and Training Committee and was elected a Warden of the Court in 2010. During her third year as Warden she became Chairman of the Livery Committee.

She will be the Company’s first lady Master, which she considers fitting in a year when only the second female Lord Mayor in 800 years, Fiona Wolff, holds office in the City. “Only 12 or 13 of the 109 Livery Companies have lady Masters,” she says. “Some Companies have a greater number of women members - I’m a Liveryman of the Stationers, and they will have a woman as Master in two years time. I think only one Company still excludes women, and Fiona Woolf, as part of her power of diversity campaign, has called on all Companies to ‘join us in the 21st century’.”

The focus during her year as Master will be on flight training, which Dorothy looks at from the perspective of the one-man-band who has to do all the work - hers is applying for Authorised Training Organisation approval and has hosted two CAA inspectors who spent a whole day going through the manuals. Despite following the published guidance, having an experienced writer’s facility for presentation and a lawyer’s eye for detail, she was found to be non-compliant in a number of areas. In the face of such a bureaucratic nightmare, and at a time of unprecedented recession, many small registered facilities will simply lock the door and walk away.

“Sledgehammer legislation is threatening to destroy a large part of the general aviation industry,” Dorothy says. “The effect is disproportionately felt at the most basic level. Airlines and large training organisations already have departments to handle paperwork, but those run by one or two people are being crushed by new bureaucratic requirements which have nothing to do with safety, and indeed detract from safety because they force you to take your eye off the ball and increase the running costs of the business massively. I’ve had to take on a part-time administrator three days a week to cope with the extra work. This type of paper-chase through manuals to find minor points of non-compliance in an organisation which has operated without a blemish for many years, causes a seriously debilitating effect on the business. While the CAA says it is declaring war on gold-plating, what we see is gold-plating thriving as never before. The GA sector should never have come under EASA - there’s no safety case, and we find no understanding of the industry at the Agency.

“There are serious problems at our level. For example, I applied for approval to run instructor and examiner refresher seminars, and the whole approval process took months, several submissions which were rejected, extra fees for every submission, that will take years to recoup and a vast amount of work. The administrative burden threatens to crush smaller operators, and probably a number of larger ones too for whom margins are tight. I intend during my year as Master to shine a light on this situation, and perhaps make a contribution that will help some training organisations stay in business.”
Colin is from London, born under the approach path of Heathrow's Runway 28R before magnetic variation caused the runways to move in an anti-clockwise direction in 1987. His mother and father were both employed by BOAC in what would now be called the IT department. In those days a Nissen hut on the North Side was what was required to house the amount of information that now sits easily in the palm of your hand.

In 1957 his father secured a position in Northern Rhodesia (as was), in a region known as the Copperbelt. Shortly afterwards, at the age of four, he was taken on his first flight by his mother in a BOAC Argonaut (G-ALHV), initially under the command of a certain Captain D H Hider, routing London-Rome-Benghazi-Khartoum-Entebbe-Ndola. This is recorded in a Junior Jet Club logbook issued to him at the time when Capt O P Jones was in charge of the JJC. The same Capt O P Jones is to be seen in that well documented photograph of the 'Rules' meeting in 1930. Little did he know the significance of this fact at the tender age of four! Coincidentally, Capt Hider took him back to Ndola in a BOAC VC10 in December 1967 - direct! How things had changed in just ten years back then.

Moving along, in February 1969, an insurance policy matured, which Colin's father had taken out when he was born, and he was given the £100 maturity value to pursue his dream of becoming a pilot. At the age of 16 he enrolled with Air Gregory at Denham and commenced training on a C150 at the rate of £8 7s 6d an hour. Three months after his 17th birthday he gained his PPL and it would be easy to say that after that the rest is history, ...!

Of course, as we all know, life is not like that, particularly so in the aviation industry; and there were the inevitable peaks and troughs of both elation and disappointment. In the meantime, his father's career had continued to progress which passed on their invaluable experience of low-level, formation and aerobatic experience to Colin, such that he often felt that he could have been a 'surrogate' member of the RAF.

Almost two years later, and by the ripe old age of 25, it was time to move on and Colin returned to the UK to the clichéd well known 'no job' mantra. Luckily he was able to secure a position in 'Bomber Country', down the road from RAF Scampton, at Sturgate Airfield with Eastern Air Executive under the stewardship of the recently deceased Air Cdre E W (Peter) Merriman. The call of the airlines was too great however and in 1979 he answered an advertisement in Flight International: "Boeing 707 F/Os required - no experience necessary" Unbelievable! Well, he got the job - Transasian Airlines (aka Tempair, Templewood Aviation). The last of Britain's great 'cowboy outfits' (they went bust in 1980 as Air Transcontinental). But - by now he had the magic Boeing 707/720 on his licence! Monarch Airlines picked up one of the contracts Transasian had with Air Malta and finally Colin had secured a position with a reputable airline.

Then came the lure of the East! Cathay Pacific had always been an exotic but unattainable dream until one day in 1984 came the news that he had been selected for a course on the 'Queen of the Skies' - the Boeing 747. A fairly standard aviation career then ensued, although he was lucky enough for once to be in the right place at the right time as Cathay embarked on a rapid period of expansion. He gained his command on the 747 in a little under four years, with a training Captain position being offered three years later.

That coincided with the start of the First Gulf War and Colin soon found himself involved with Operation Granby, when Cathay leased a 747 Freighter to the MoD based initially out of Stansted, and subsequently Brize Norton. Operations were conducted under an RAF call sign of Ascot 888 (a very lucky number in Chinese) flying 'non contentious' supplies to Dhahran. The aircraft (VR-HVY) was painted completely white and, as a result, became known to the crews as the 'Stealth Freighter'.

In the meantime Colin had become involved with 'Company' matters. He joined the Company in 1985 when a trip to the Shatin horse races in Hong Kong was advertised on the Crew Room wall in CX despatch. The cost was HK$250, but for Guild members only HK$200. Naturally, being a pilot, Colin was always looking for a 'deal' and signed up there and then. It wasn't long before he was coerced onto the Technical Committee in Hong Kong. Rising through the ranks, so to speak, Colin served in all capacities on the Hong Kong Regional Committee. Admission to the Livery was gained on the 1st February, 1993 and he was elected Chairman of the HK Region in 1995 during the tenure of then Master, the late Geoff Fowkes.

Reflecting an aviation career of achievement and distinction, Colin was awarded a Master Air Pilot certificate in 2008. He was elected to the Court in London in 2009 as an Assistant, a role in which he finds himself in his second term as he moves on in his new capacity as Warden. Having amassed over 22,000 flying hours and as a Senior Training Captain with Cathay Pacific Airways, now on the Boeing 777, his election as Warden confirms him to be an ideal choice to take the controls as Master of the Honourable Company of Air Pilots in four years' time.

Profile of our new Warden Captain Colin Cox FRAeS
The Company’s Annual General Meeting 17th March, 2014

BY THE EDITOR

The Company’s 85th year sees the new Master, Dorothy Saul-Pooley, taking over from His Honour Judge Tudor Owen, who becomes Immediate Past Master. The new Master has had a distinguished career both in the law and in General Aviation as a flying instructor. Her career profile appears on page 6 of this issue. This is the first time that a lady has been installed as Master of the Company. Warden Squadron Leader Chris Ford becomes the Master Elect and Assistant Captain Colin Cox is the newly elected Warden.

The transition from old Court to new took place on 17th March, with the Master, Master Elect, Wardens, Learned Clerk and Chaplain processing the short distance from Merchant Taylors’ Hall across Cornhill to St Michael’s Church for the annual service. The service was conducted by the Officiating Priest, The Reverend Bill Wilson, and included a Song of Farewell ’My Soul There Is a Country’ by Sir Hubert Parry, sung by the choir. It was written during World War 1 to commemorate the fallen and was included to pay tribute to those who gave their lives for their country one hundred years ago. The sermon was preached by the Company’s new Honourary Chaplain, The Venerable Air Vice Marshal Ray Pentland, Chaplain in Chief to the Royal Air Force. Afterwards, in Merchant Taylors’ Hall, Company members assembled in the Parlour for the Annual General Meeting and swearing-in of the new Court. The Master expanded on his Annual Report (previously distributed with February Air Pilot) and mentioned how delighted he was that during his year the Company’s contribution to charitable causes had been excellent. In addition to recording the wide range of activities undertaken by the Company in the last year, which included the granting of the Royal Charter and the change of name, he gave a special word of thanks to the Learned Clerk and the office team for the immense amount of work they did behind the scenes with a minimum of fuss and a ready smile, and thanked them personally for the support given to him during his year as Master.

The Hon Treasurer, Freeman Nick Goulding, reported that The Guild’s financial result for the year ended 30 September 2013 was a satisfactory surplus of 11% which had been transferred to the general reserve. Fees, quarterage and Livery fines had increased by almost 5%. Investment income rose by the very significant amount of 40% principally due to it being accounted for on a receipts basis. Total income in the year was in fact a little over 1% lower than 2012, but this was substantially due to 2012 income having benefited from an additional windfall receipt from the Gladys Cobham Trust. The 2013 income was some 10% greater than 2012 income if the windfall receipt was excluded from that year.

Expenditure remained at similar levels to that incurred in 2012, but this was largely due to an absence of expenditure in 2013 on scholarships which had resumed in 2012 after a brief absence. 2013 expenditure had increased by

The Master, Master Elect, Wardens, Learned Clerk and Beadle. The Immediate Past Master was absent due to illness

The Court Assistants: Assistants Davy, Palmer, Boyce, Green, Hackemer, and Wright were unable to attend

The Office Staff

The Master, Master Elect, Wardens, Learned Clerk, and Beadle. The Immediate Past Master was absent due to illness

The Master, Master Elect, Wardens, Learned Clerk, and Beadle. The Immediate Past Master was absent due to illness
approximately 9% if the costs of scholarships were excluded from 2012 costs.

Due to general improvements in financial markets and the efforts of the investment advisers, an unrealised gain arose on the Company's investments in 2013 representing a little over 11% of their value. After taking this into account, the Company's net assets increased in the year by some 13%. The financial result for the 2013 year could therefore be considered to have been very satisfactory.

The Treasurer indicated that a degree of caution should continue to be exercised in estimating the potential outturn for 2014. Careful monitoring of income and expenditure against the budget throughout the year would remain important so that appropriate action could be taken if necessary. Nevertheless, the Company's budget for 2014 envisaged a modest surplus in the absence of any special donations from the Gladys Cobham Trust, and before any investment gains or losses.

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

The results of the Court Elections were announced: Air Chief Marshal Sir Stephen Dalton, Captain John Towell and Mrs Tricia Nelmes were elected as Assistants. Commodore Chris Palmer and Malcolm White were re-elected. The new Court was sworn in, the Learned Clerk read a special message from Air Marshal Cliff Spink, the retiring Immediate Past Master, who was unable to attend due to illness. He mentioned that 'Momentous hardly seems strong enough a word for the Master's year - he has been very much in the driving seat for a year in which we have gained the Royal Charter, achieved a change of name which now admirably reflects our status both for our past, our present and going forward into the future.' He also wished him the best for his year as Immediate Past Master and his successor the very best of fortune in the coming year. His remarks were greeted with acclaim by all present.

After the Annual General Meeting the new Master greeted members and their guests at a Champagne Reception, which was followed by Supper in the Great Hall.

In her inaugural speech, the Master began by thanking the Past Masters, in particular the late Freddie Stringer and Clive Elton, who had persuaded her to join the Guild in 1994 and who backed her from the moment she was elected to the Court. She also thanked the Company's new Chaplain, the Venerable Ray Pentland, for his provoking and inspiring sermon. She also singled out for special mention Freeman Ken Lyndon-Dykes who had introduced her to his flying instructor and so was responsible for her learning to fly.

She continued 'Our great Company has a new name and like the new name adopted by a woman when she gets married, it will take a while for everyone to get used to it. But it gives us a wonderful opportunity to raise our profile and to capitalize on being the new topic of conversation in Livery circles……. It is entirely down to the enthusiasm and tenacity of our two most immediate Past Masters, in conjunction with the huge amount of work done by Paul, Ruth and the other office staff that has achieved the grant of the Royal Charter and the change of name.'

She outlined her three main themes for her year, all of them linked. The first was to continue to champion flying instructors, to campaign for improved status for them, and to improve standardization of instructing and training. Secondly, she intended to highlight the tsunami of new European regulatory paperwork, with its inconsistencies, gold plating and red tape, which had become a wholly disproportionate imposition, particularly at the grassroots end of General Aviation. She believed that the complexity of this process threatened to annihilate many smaller operators. She hoped to report soon on her recent meeting with the CEO of the CAA on this subject. 'And finally,' she said 'I am also keen to improve our links with the City institutions and other Livery Companies, where possible to pool ideas and create opportunities for our young members.'

She reported that the persistent work of Past Master Roger Gault had born fruit and that very shortly the first Apprenticeship for a Flight Instructor course would be funded by the Livery Companies Schools Council, a City scheme. Selection and monitoring would be through the Company. Her chosen Charity for the year was the Air Pilots Trust, as she wished to see another Master's Scholarship presented.

She remarked that 2014 would be a remarkable year, with the 100th anniversary of the start of the First World War, the 75th anniversary of the start of the Second World War and the 50th anniversary of the start of the Company's affiliated unit the Red Arrows' display flying. There would be the opportunity to reflect on the past and to celebrate where appropriate. She concluded her speech with a short poem, as follows:

**Making a speech is a really big deal!**
You do not know how nervous you'll feel,
But standing up here for a very short time
Inspires me to turn my thoughts into rhyme.

**Thus the message today is simple and clear**
I want us to have a wonderful year
Celebrating, laughing and having fun
And working together all united as one

**So let me propose a toast to you all**
To the Honourable Company which we now call
The Air Pilots though we haven't forgotten the others
The Air Navigators who are also our brothers

**Please drink with me a sip or two**
As I thank each and every one of you
For electing me to be your Master
(Sorry the end didn't come any faster)

She proposed the TOAST 'The Honourable Company of Air Pilots, incorporating Air Navigators, - may it flourish root and branch for ever!'

Her speech was greeted with prolonged acclaim by all present.

Photographs of the event can be viewed and ordered from [www.sharpphoto.co.uk](http://www.sharpphoto.co.uk)
EDITOR’S NOTE: Readers will find extracts from letters received by the Master from a number of Livery Company Masters who attended this event. They have been included to give a flavour of the evening and to show how much our guests from the City enjoyed themselves.

‘Without a shadow of a doubt, the most memorable evening in our Company’s life and certainly that I have witnessed in the past 50 years.’

So writes one of our most senior Past Masters, whose opinion was clearly shared by our guests who described it variously as ‘a glittering event’, ‘a dazzling banquet’, a sparkling affair that went faultlessly and ‘a truly memorable way to mark the Company’s achievement.’

The formal transformation of the Guild of Air Pilots and Air Navigators chrysalis into the Honourable Company of Air Pilots butterfly was marked by the presentation of the Royal Charter and a ceremonial Mameluke sword by our Patron, HRH The Prince Philip Duke of Edinburgh, at a Banquet held in Guildhall on the 19th February.

The principal guest was Alderman Sir David Howard Bt, Lord Mayor Locum Tenens. Other official guests included the Masters, Prime Wardens and Upper Bailiff of no fewer than 56 City Livery Companies, City Sheriff Adrian Waddingham, Air Chief Marshal Sir Stuart Peach, Vice Chief of Defence Staff, senior representatives of the three Armed Services, the CEO of the Civil Aviation Authority, President of the RAEs and Commanding Officers of our Affiliated Units, including the London Air Training Corps Wing, HMS Illustrious, Central Flying School, the Army Air Corps, the RAF Aerobatic Team the Red Arrows, 750 and 847 Naval Air Squadrons and 101 Squadron RAe.

It is not every day that one assembles this galaxy of guests, Past Masters, Wardens, Court Assistants, Liverymen and Freemen in white tie outfits, but then it is not every day, or indeed every decade, that the Monarch bestows the title Honourable Company upon one’s Livery Company.

There were plenty of scratchy white collars on display: our military brethren and guests looked considerably more comfortable, resplendent as ever in mess kit. As we entered the Great Hall we passed a very smart Guard of Honour from the University of London Air Squadron, an Affiliated Unit with strong links to the Master!

The highlight of the evening was undoubtedly the presence of our Patron, HRH the Prince Philip, whose entrance was received with more than the usual acclaim. It was especially pleasing to see him looking so fit and well again after his health issues last year.

Whilst award citations alter the pace of our normal evenings in the glorious medieval Guildhall, this time there were none to interrupt the flow of conversation.

The Master and Patron with Alderman Sir David Howard (L) and Sheriff Adrian Waddingham (R).

‘You managed to capture the Livery at its best with pomp and ceremony diluted with friendship that is to be applauded in as large a Company as you are. Friendship and generosity came to the fore.’

‘I had the most delightful company around me with the opportunity of very interesting conversation with members from your Regions. Clearly, travelling most of the way around the world presents few difficulties for members of the Air Pilots!’

‘Delicious food and wine and the friendliest of company topped off by the Master’s excellent speech. All the ingredients for a jolly good party – which it was.’

‘I thoroughly enjoyed spending time with members of your Company and am seriously considering becoming a member when my Master’s year ends.’

The Patron was on top form throughout the evening.

When the Master introduced Liveryman John Denyer as a Court Assistant, John added that he was also Chairman of the Environment Committee. “Environment Committee?”, said the Patron, ‘What the hell’s that?” John said they had made submissions about Heathrow. “Oh!”, replied the Duke, “I thought it might be about fuel, that sort of thing.”

At the start of the passing of the Loving Cup, the Master was clearly trying to stifle a laugh. Those sitting nearby knew why. Just as the Master lifted the cup, the Patron asked him: “Are you really going to drink it?”

The Company acquired another Loving Cup before the Banquet began. Liveryman Peter Benmax generously donated a silver Loving Cup to commemorate the occasion.

The Master trying and failing, to keep a straight face.

ALDERMAN SIR DAVID HOWARD’S SPEECH

After a magnificent rendering of the Post Horn Gallop by two talented horn blowers of the London Banqueting Ensemble and Toasts to Her Majesty the Queen, the Royal Family, and the Lord Mayor, City of London Corporation and Sheriffs, the principal guest responded to the Civic Toast.

Sir David expressed appreciation for the generous hospitality to himself, Sheriff Waddingham and Tim Rolph the "Mansion House wing man" for the evening. He explained that he was standing in for the Lord Mayor, who was currently leading a business mission to the Gulf, hence her unavoidable absence. He noted that the Livery Companies of London were the forefathers of the City’s present strength and success in business. After describing some of the historic events that the Guildhall had witnessed, he observed that the
building was this evening the backdrop to yet another historic event - the granting of a Royal Charter by Her Majesty to the newly titled Honourable Company of Air Pilots.

There was laughter when he referred to our change of name: "Although your Company has been a Worshipful one since 1956," he said, "I know that there was some confusion about the fact you bore a different title to almost everyone else - as a Guild. We're very glad that the discrepancy has been resolved .... by taking on a new title which is different to almost everyone else!"

Sir David was sure many people deserved thanks for bringing this about, but there were two he must mention by name.
"The Company's Clerk, Paul Tacon, who has overseen every part of the process.
Paul - we salute you!
"And you Master - a pilot in your spare time and a lawyer by trade. Both areas of expertise were utilised in expediting this change - a really quite remarkable achievement!

Master - Congratulations, and commendations!"

Sir David noted that the Company was the inheritor of a great legacy, and the granting of a Royal Charter would cement the remarkable contribution the Company had made over almost a century. He continued by saying that upholding the very highest standards of crafts and trades, supporting and promoting educational excellence and initiating and encouraging innovation were the aims on which Livery Companies of London were built.
"This Company is an exemplary Livery," he said. "Since foundation in 1929, you have guarded and upheld the standards, culture and ethics in your own industry. And you continue to make a critical contribution today - through education, training and qualifications.

I know that the Air Pilots' Trophies and Awards are regarded as the most prestigious in the Aviation Industry - and award-winners jet in from all over the world to receive them! Winners such as Astronaut Jim Lovell, Commander of Apollo 13, who flew from Chicago to receive the 2013 Award of Honour. A wonderful way for us to pay tribute to him, and a great opportunity to showcase success - for the inspiration for the next generation."

He remarked that Britain's partners across the world valued the Air Pilots' expertise, insight and integrity - particularly in those countries where the Company, uniquely, had Regional Committees. He concluded by saying that "the Livery Companies of London have long honoured their role and responsibility as custodians. Long-term investment in our communities has enabled our City to endure at the forefront of global trade and industry, for hundreds of years. Long may it continue. Long may the Air Pilots prosper, in service of your sector and our society."

Alderman Sir David Howard's speech was greeted with acclaim by all present.

PRESENTATIONS

At this point the Patron, His Royal Highness The Duke of Edinburgh, presented the Master with the framed 'Royal Charter' and a ceremonial Mameluke sword in a magnificent scabbard, kindly donated by Past Masters Robert Pooley and Clive Elton to mark this auspicious occasion.

Our illuminated Charter was not completed in time for the Banquet so the framed document was actually the letter from Buckingham Palace informing us that Her Majesty had graciously granted us a Royal Charter. The Clerk's hopes that it wouldn't be noticed from a distance were dashed when, to much amusement, the Patron looked at it and asked the Master "Is this it?"

As the Master tried to explain, the Patron leaned around him and enquired of Sir David, "Is this the best the Aldermen could do?" which generated even more laughter.

The Patron was, of course, having fun - and he continued to do so.

Holding up the magnificent ceremonial sword for all to see, he said "I would have thought the last thing a pilot needs is a sword!"

Adding, as he presenting it to the Master, "Where would you put it?"

I thought your Patron was simply brilliant and very funny indeed when he presented your charter and sword. A marvellous celebration!

‘It was obvious how much the Duke of Edinburgh was enjoying the evening - he clearly felt that he was amongst friends.'

MASTER'S SPEECH

‘Your Royal Highness, Lord Mayor Locum Tenens, Masters, Prime Wardens, Upper Bailiff, Sheriff, My Lords, Ladies and Gentlemen – I welcome you to Guildhall, a historic building which embodies the heritage of the City of London, on what for us is a historic occasion.

I shall try to keep my speech as short as is feasible given the special occasion - mindful of His Royal Highness' astute observation some years ago that "the mind cannot absorb what the backside cannot endure."

'The connection between the Royal Family and flying stretches back almost to the dawn of aviation. Their Majesties Kings Edward VIII, George V, and George VI were all pilots. Our Patron was an active pilot for 44 years. Our Grand Master, His Royal Highness the Duke of York, served 22 years in the Royal Navy as a helicopter pilot. Prince William and Prince Harry recently served as helicopter pilots in the Royal Air Force and Army Air Corps respectively. Time doesn't permit me to mention all the many members of the Royal family who are or were pilots.

'The Royal family's connection with our Company is almost as long. The then Duke of Kent was our first Grand Master from 1938 until 1942. Her Majesty the Queen, then Princess Elizabeth, became our Grand Master in 1946 and, on her accession to the throne, graciously assented to become Patron with the Duke of Edinburgh succeeding her as Grand Master - an office he held for 50 years.'

After appreciative acclaim, the Master turned to the Patron, saying 'Although our Company and
the pilots' profession are well aware of your considerable skill and huge experience as a pilot, Sir, it is not as well known outside those circles.

'His Royal Highness learned to fly at what was then RAF White Waltham - as all the best pilots did - not that I'm biased!'

'Our Patron qualified to fly aeroplanes and then helicopters with the Royal Navy in 1953 and, by the time he gave up flying in 1997, had made some remarkable flights and accumulated almost 6000 hours in 59 types of aircraft.'

There was enthusiastic agreement when the Master said: 'We welcome you, Sir, not as a guest but as our much respected Patron and, if I may respectfully say so, as one of us.

'It is particularly appropriate that you should present our Royal Charter, Sir, because it was you who, in 1956, received from the then Lord Mayor, Letters Patent granting Livery to the Guild of Air Pilots and Air Navigators.

'Our Patron's extensive knowledge of aviation matters and close interest in our activities has been demonstrated on many occasions including, on one occasion, writing to the Master of the day to explain why he disagreed with a stance we had taken on a flight safety issue.'

The Master added, to peals of laughter, 'I know you'll find it very hard to believe that the Duke of Edinburgh would speak his mind!'

Not surprisingly, laughter and cheers followed.

'We were naturally delighted, thrilled actually, when a short time later we learnt that Her Majesty had graciously bestowed upon us the title Honourable Company.

'We are very grateful to you, Sir, and to the Duke of York for your advisory and active roles in our progress towards a Royal Charter.

'The Grand Master attended both our Livery Dinner and our Trophies and Awards Banquet this year but is prevented from joining us this evening by a longstanding engagement. I shall read the letter His Royal Highness has written to us. [The letter was published in the February issue of 'Air Pilot']

'Sir David, we welcome you this evening, conscious of the great office you represent, and thank you for your very kind comments about our Company. I had the pleasure of sitting next to the Lord Mayor at a splendid Fletchers' Dinner recently, and know she is sorry she cannot join us. We ask you to convey our Company's warmest wishes to the Lord Mayor and assure her of our support.

'How appropriate it is that you are our Guest of Honour this evening because our petition for Letters Patent were first read to a Court of Aldermen presided over by your grandfather in 1956. And, given that he was a member of the war-time Cabinet Committee for aircraft supply, I like to think he would have been pleased that we have now been granted a Royal Charter.

'I thank you, on behalf of our Company, for recommending that the Court of Aldermen support our petition to the Privy Council.

'I fully endorse Sir David's acknowledgement of our Clerk's pivotal role in every part of the process towards our Royal Charter. I know Paul joins me in thanking barrister Keith Lawrey for his enormous help with the detailed work involved in preparing our Petition. A fellow member of The Honourable Society of Gray's Inn, he willingly responded to my request for assistance. Thank you, Keith.

'I also wish to publicly thank our friends The Honourable Company of Master Mariners, of which our Patron is Admiral. I am aware that a few of their Past Masters were initially less than enthusiastic about our change of title. However, we have had nothing but support and encouragement from the Master Mariners during the past year. Important family reasons prevent the Master, Captain John Hughes, from joining us this evening but I quote from a letter he has written to me:

"My sincere apologies to you and to your Wardens for not being able to attend your Royal Charter Banquet; I am really sorry that I am not able to join you for this very special evening. I'm sure you will be very proud to hold the Royal Charter and know that you are now a member of a very exclusive Honourable club. Our warmest congratulations to your Livery Company and I'm sure that this great honour will do nothing other than to strengthen the ties that already exist between us."

'We, the Air Pilots, are a modern company - the art and skill that we profess is modern. We are also a working company. We play an active and influential role in aviation, promoting and rewarding excellence in the pilots' profession and contributing to the maintenance and improvement of flight safety. We actively continue the long Livery tradition of philanthropy, awarding many substantial scholarships and bursaries every year.

'We are the inheritors of a legacy which, although not as old as those of the ancient companies, is nonetheless rich, diverse and full of the fellowship that is an integral part of the Livery.

'I felt honoured to be at your magnificent celebration and to share the excitement. I am sure all present will remember it for a very long time. Both speeches were very entertaining, and the Master's was especially informative.'

'Two great speeches - no ordinary achievement - and most amusing quips from the Duke of Edinburgh. A terrific celebration of such an important milestone in your Company's history. It was a privilege to have been present.'

The pilots' profession is international and, as you have said, Sir David, so are we. We welcome members here this evening from our Regional Committees in North America, New Zealand, Australia and Hong Kong.

In common with many other companies, we support the armed services and are delighted to welcome very senior representatives from each this evening. We enjoy close and active relationships with our many Affiliated Units in all three armed services, including Reserve and Cadet units.

'We are proud of all our many spheres of activity and, naturally, immensely proud of the honour that has been bestowed upon us. It is, therefore, an enormous privilege and very great pleasure for me to invite you all to rise and join me in the very first toast to:

THE HONOURABLE COMPANY OF AIR PILOTS

May it flourish, root and branch, for ever.
The Master’s speech was met by a standing ovation by all those present. He invited all to join him in a Stirrup Cup before departing.

You had an excellent reason to celebrate, and you celebrated in style. It was so good to be part of a full Guildhall, and enjoy first class food and wine amongst good company. His Royal Highness was in good spirits and the Master’s well-crafted speech was enjoyed by all. Your Company can be satisfied with a job well done.

Photos of this event can be found and ordered from the Sharp Photos website, www.sharpphotos.co.uk

Select Gallery and scroll down to Honourable Company of Air Pilots Royal Charter Banquet.

“The Honourable Company of Air Pilots, may it flourish Root and Branch for ever”
2013 saw the retirement of two long-serving Trustees. Captain Robinson, who had acted as Treasurer, Secretary and then Chairman, retired in January. Mr Bridge retired in October, also after many years' service. Their contribution is acknowledged with thanks. Squadron Leader Ford's term as a Trustee also expired but he agreed to remain on the Board of Management.

At the April meeting, in accordance with Trust Scheme para 8, Captain Chris Spurrier was elected as Chairman and Squadron Leader John Davy as Treasurer. Captain Robin Keegan agreed to act as Secretary and Squadron Leader Chris Ford agreed to remain as Almoner. The Chairman welcomed Dorothy Saul-Pooley, Master Elect, as an ex-officio trustee and Mr Paul Smiddy as a new trustee. Captain Keegan, who had already been a member of the Board, had also been appointed as a trustee. Following the October meeting the Court appointed Captain John Towell as a trustee to replace Mr Bridge.

The budget set for the Fund's activities during 2013 was limited by our financial position at the end of 2012. Previous reports have shown that the world-wide recession had reduced the fund close to its minimum core value but the 2013 budget took a slightly more optimistic view and Trustees had decided to expand the Fund's charitable activities. Support for the Livery Schools Link gliding scheme was therefore increased, which led to a very successful 2013 season. This scheme, administered by Liveryman (now Trustee) Captain Towell offers students at inner-London schools the opportunity to fly in a glider. Captain Towell has done excellent work in promoting and expanding the scheme this year. Teachers assure the trustees that this is a very worthwhile exercise in promoting the students' self-confidence and widening their horizons beyond the context of the deprived areas where many of these schools are situated. The Fund also made grants to the Fleet Air Arm Officers Association Ray Jeffs gliding scholarships and to the Guild of Air Pilots Trust to assist in their educational activities, in accordance with Scheme para 4(3).

The Fund's financial position has improved through the year, partly due to the general upturn in the stock markets worldwide and partly from income generated by the appeal to members launched in 2012. Investments now exceed the target set to preserve the Fund's core value. Mr Tom Lahaise has replaced Mr Andrew Haskins as our fund manager with Quilter Cheviot Ltd. The Chairman and Mr Smiddy met Mr Lahaise to discuss how our investments are controlled and the benchmarks by which performance should be measured. Trustees continue to have full confidence in Quilter Cheviot and wish to record their thanks to Mr Lahaise for the decisions he has taken on our behalf.

During the year Trustees learned of the death of one long-term beneficiary. The Fund continues to support existing beneficiaries but there have been no new applications for assistance. It has been suggested that the absence of new applications might be due to ignorance among those who are eligible for benefit. Trustees have therefore decided to advertise the Fund's activities in appropriate publications.

In consequence of the upturn in the Fund's value the budget for 2014/15 makes allowance to reinstate some of the grants offered in previous years. There will be continued support for the activities mentioned above, and additional funding for bursaries awarded by the Guild of Air Pilot's Trust. Trustees are particularly pleased to reinstate assistance to the Flying Scholarship for Disabled People scheme.

The Almoner would welcome applications from eligible persons. All cases are treated in complete confidence.

Applications should be made to:
THE ALMONER
THE AIR PILOTS BENEVOLENT FUND
COBHAM HOUSE
9 WARWICK COURT, GRAY’S INN, LONDON WC1R 5DJ
Young Pilots Write

Editor’s Note: The following three articles illustrate how the financial assistance provided by the Company to aspiring young aviators helps them to achieve their ambitions.

GAPAN Fl(C) Norman Motley Scholarship 2013 Clare Tector

When I read articles about flying scholarship recipients, the background information is usually modestly brief, detailing above average or exceptional achievements on the back of a reasonable amount of financial support. It often makes me sigh and think, “This would never happen for me!”

I thought I’d expand on that a little and explain how an impecunious hangar rat became the grateful recipient of the Norman Motley Flight Instructor Scholarship.

My addiction to aviation started during my membership of the Air Training Corps. I was grateful recipient of the Norman Motley Flight Instructor Scholarship.

To pay for my own flying, but during my time with the Corps, I was given the opportunity to fly Air Experience Flights on the DH C1 Chipmunk and the Grob 109Vigilant. I can still remember a particular sortie in the Vigilant, sensing the gusts through the controls, feeling that connection and first glimmer of an addiction. It was then that I promised myself I would learn to fly; no matter what it took.

After leaving university, I found myself unemployed, with no money and no car. Notwithstanding this, I presented myself at the Leicestershire Aero Club bar and asked how I could fly for free. The response was laughter and a couple of snorted drinks. After the laughter and rescue service. So that is what I did. You were suggested that I might clean aeroplanes for when you clean it. And you hear a lot of bar talk. I eventually flew my test on a sunny evening with beautiful visibility, no wind, and balloons and aeroplanes appearing from all corners. It was certainly an opportunity to demonstrate lookout as practical TEM (Threat and Error Management - Airmanship in old-school terms). My examiner was Craig Padfield, CFI from CFT, who has a wonderful manner which makes it so much easier to relax and fly well.

Finding a job within commercial aviation requires even more tenacity. So with this approach, I applied for the GAPAN Flight Instructor Scholarship. The first time I applied, I made it to the interview and made a complete hash of it. I was nervous, I hadn’t prepared properly, and didn’t deserve to get through. This year, I reapplied with the hope that I might be given a second go at it. With better preparation and more flying behind me, I felt better prepared and it worked.

I carried out my training, funded by the Norman Motley Flight Instructor Scholarship, at Central Flight Training at Tatenhill. Although my home is Leicestershire Aero Club, and they have an excellent FI school, I’m glad I went to Central Flight Training. It took me out of my familiar environment and forced me to work harder. It also removed me from the distractions of work, which was definitely a good thing.

This is the part where your narrator would normally wax lyrical about the joy of learning and the great times that were had throughout. In an ideal world I would say I loved every part of my training, but if the truth were told, I suffered a crisis of confidence part way through. Not because of the training, which was excellent, but my continuing realisation that the more I learn about flying, the more I find I have yet to learn. I was convinced that I would never be good enough to be any use as an instructor. It took a bit of a pep talk from my very patient instructor, Stuart Rowley and a degree of faith to stick with it. The responsibility to do well on the back of the privilege of a scholarship, plus the respect I had for the school, helped me through that troubled patch. We flew different aeroplane types throughout the course to keep up the variety, and lessons became more enjoyable for both of us. I wondered what errors my “Bloggs” would throw in, and had the pleasure of watching him genuinely learn something from me.

I eventually flew my test on a sunny evening with beautiful visibility, no wind, and balloons and aeroplanes appearing from all corners. It was certainly an opportunity to demonstrate lookout as practical TEM (Threat and Error Management - Airmanship in old-school terms). My examiner was Craig Padfield, CFI from CFT, who has a wonderful manner which makes it so much easier to relax and fly well.

The sortie must have been to his satisfaction, because we then continued to the presentation and ground school and before I knew it, I’d passed. By the end of the same week, I had my licence in my hand, and a job offer.

I am now instructing on weekends at Tatenhill Airfield for Tatenhill Aviation. I was lucky to be able to start there almost straight away; but as you will have seen, for any opportunity, you also have to make your luck. The team at Tatenhill have a wide variety of backgrounds, so I really appreciate their support. In just over a month of mostly Saturdays, I have over 22 hours, and I am learning from my students as well as teaching. I have some fantastic students already, who have shown me just how rewarding instructing can be, and am looking forward to continuing to share flying for a very long time.

For someone wanting to apply for any scholarship, I have three pieces of advice: 1) Fill in and send off your application form. So many people talk themselves out of it. 2) Prepare for your interview. It sounds obvious, but it’s no different to flying. Preparation prevents poor performance. 3) Don’t give up. If one avenue is closed to you, try another. Get involved, and make your own luck. Take every opportunity you can, because it’s worth it.

Thank you to Leicestershire Aero Club, who made me a pilot, to Central Flight Training, who took me a step further, to Tatenhill Aviation for taking me on, and to the Guild and the Norman Motley Flying Scholarship for allowing me to continue in aviation and to start to give something back again.
GLIDING IN NEW ZEALAND, A GAP YEAR EXPERIENCE

Peter Carter

20,000ft in wave, soaring over Mt. Cook, evening ridge flights, great people, and, an Instructor's rating. All thanks to Air Pilots.

My name's Peter Carter, I'm 19, and an English Glider Pilot. I finished college in June, and started University in October. I've spent my gap year in New Zealand flying gliders, experiencing some incredible flying. After going solo on my 16th birthday, I gained my glider pilot's licence, silver C, and competed in the Junior Nationals in 2013. Gliding is my passion, and there is nothing I would have preferred to spend my gap year doing.

In October 2012 I got in contact with Air Pilots, asking for financial support to go to a Youth Soaring Camp in Omarama, New Zealand. I was preparing for my gap year, and the Omarama camp, whilst looking like a fantastic opportunity, was going to be well outside my budget. Air Pilots offered me £500 to go to the camp, and this is the story of my New Zealand adventure.

I arrived in New Zealand in October 2013, as a pilot with no mountain experience, but desperate to learn all I could while I was away from my flat land home gliding club. I really felt that the experience I could gain in New Zealand was a special opportunity; this is why I didn't want to miss out on the Omarama camp. I have been working with the Wellington Gliding Club, originally as ground control, but more on that later. The first couple of months were spent getting used to flying in the mountains at the Wellington club; flying with instructors I learnt a huge amount, but lacked the experience and confidence to really do much flying in the hills myself. The experience was, however, really exciting, especially for a flat land pilot. I found the flying very demanding, but enjoyed it hugely. The thrill of being below the peaks of mountains, seeing the range running away into the distance, and seeing the cloud streets just sitting on the tops, asking to be flown down was pretty special.

In December it was time for the Omarama camp. I went down to South Island, getting a lift with some of the other people on the camp. The camp was about 25 strong, with a large range of abilities; from pre solo to people just back from Joey Glide in Australia. We were at Omarama for 10 days, and were extremely lucky in that we had soaring every day.

Over the ten days I experienced a massive range of conditions. Thermals to 9000ft were a highlight, as was the introduction to wave soaring. On day one I flew in a Twin Astir, and we spent a long time working hard to get into the wave that was towering over us. After two hours of being hammered in rotor, and trying absolutely everything to get up into the silky smooth air above, we popped up. Everything went quiet and eerily smooth; it didn't even feel like we were flying anymore. All I could hear was the vario, what a magical experience! All that hard work had paid off, we were really going up now. Just as we passed 10,000ft in 6 knots up we were called back; but what a flight to whet your appetite! I couldn't wait for more.

Over the 10 days I flew solo and dual, and learnt a huge amount more. The opportunity to learn something with an instructor, and then to immediately go and consolidate it by yourself was excellent, and it gave me a lot of confidence in being near hills and in knowing the limits. Evening ridge flights with friends once all the training had finished for the day was the perfect way to top it all off; after all, it can't all be serious learning!

The absolute highlight was my trip to Mt. Cook. New Zealand's highest mountain, at 12,500ft, Cook is 100km from Omarama. We took a 2000ft tow, climbed on the local ridge, known as "Horrible", took a thermal from the peak to cloud base, around 7000ft. A short jump north, to an adjacent ridge, one rotor climb, and a push out in front of the leading edge of the rotor cloud had us in the wave. Here we go! Oxygen on, we went up. And up, and up. At around 13,000ft we jumped one wave bar west, to the Ohau wave. From here we were in lift all the way to Cook. It was point and go, the wave lined up perfectly, and the journey was no problem. We reached 20,000ft, got to Mt. Cook, admired the view, and turned around. Omarama was still in sight we were so high up! Getting back was exactly the same as going up, we arrived back at Omarama at 8000ft! This was an incredible experience, and simply the most incredible flight I've ever done.

After the Omarama camp, and once back in the North Island, I found that I had a lot more confidence in my flying ability, and I had a lot more knowledge about how mountain soaring works. This was noticed by the Wellington instructors, and combined with my ongoing running of their simulator for both training and introduction, they saw fit to award me with an instructor's rating. Since then I have done a lot of instruction, flying with new members, and also teaching people how to soar in the mountains. This is something I am really proud of, to come over expecting to be ground crew and end up teaching others how to soar is something I never expected to happen, but something I am very grateful for.

I am confident that had I not gone to the Omarama camp I would not now have my instructor's rating. Beyond this, I have almost doubled my total hours, and my flying has improved dramatically. I am extremely grateful to Air Pilots for getting me to the camp, and for their part in making my New Zealand experience what it has been; I couldn't have done it without them. Thank you.
Advanced Jet Foundation Course
EPST, Utrecht, The Netherlands
CHLOE SEYMOUR AND MYRIAM GARDEAZABAL

The MCC/AJFC course offered up a variety of challenges and was a rewarding and varied journey. Our first challenge, was navigating our way from Amsterdam Schiphol Airport to the EPST house in the outskirts of Utrecht on public transport… with 4 larger than necessary suitcases!

We very quickly settled into the house and prepared ourselves for the introduction day the following morning. This was a very busy day where the extent of the challenge ahead of us became clear.

The following two weeks consisted of self-study where we learnt the required flows, checklists and EPST’s standard operating procedures for the Boeing 737-800. This involved us spending many hours in a paper replica of the aircraft’s cockpit and many strange looks in the local café when we were practicing our takeoff briefs!

Finally, two and a half weeks into our course, we began the groundschool. However, before this could begin, we were each assessed with an oral exam to insure our knowledge of the operating procedures was of a high enough standard to continue with the course. Once over this hurdle, we began delving into the principles of crew communication and the important role it plays in safe airline operations. After 6 days, we sat a written exam to test our knowledge of these crucial “soft skills”. The conclusion of several weeks of theoretical training finally allowed us to get to grips with the 737.

The simulator phase consists of 16, 3 hour sessions. The first 9 sessions cover normal operations and emergency procedures with the use of the basic autopilot. We were paired as a crew for the first 9 sessions after which we were each paired with a different course mate.

With new failures and complexities being added to each simulator session, the learning curve was a steep one. Even so, the sessions remained rewarding and enjoyable. We were lucky enough to have a few days rest between the 2 simulator phases allowing us to explore Utrecht and the local area where we learnt the importance of not walking in the bike lanes. After a few days leave we were refreshed and feeling eager to tackle the final stretch. The final 7 simulator sessions involved flying planned routes manually (without autopilot) and of course with a multitude of failures thrown in!

With the final simulator check done, the course had concluded. In the 6 hectic weeks we learnt the key skills of an airline pilot operating high-performance aircraft, and with a lot of hard work along the way, we left Utrecht feeling confident about our skills and ever keener to achieve our first commercial job. We have taken one step closer to achieving our ambitions and we would like to thank The Honorable Company of Air Pilots for this wonderful opportunity and the work it does to support young pilots. Per Caelum, Via Nostra!!
Checking out in the Curtiss P40 Kittyhawk

The Curtiss P40 was a development of the previous radial-engined Curtiss P36 and first flew in 1938. From the outset it was intended that the P40 operate at low to medium altitudes. The P40's 28 litre Allison V-1710 engine (around 1350hp) and its lack of a two-stage supercharger made it inferior in high-altitude combat to Luftwaffe fighters and it was therefore rarely used in operations in Northwest Europe. The RAF used the name Tomahawk for the early P40B and C models and Kittyhawk from the D model onwards. In North Africa, Southwest Pacific and China it played a significant role and it also served in the Middle East, Italy and Alaska.

FIRST IMPRESSIONS

The Kittyhawk looks purposeful as you walk out to it and externally it appears more modern than it really is. All of this initial perception goes when you step inside and see the handpumps, levers and switches which appear quite archaic as does the head-and-ring gunsight ahead of the cockpit.

The sitting position in the cockpit feels quite shallow and feet-high compared to the Spitfire and Hurricane and the nose looks inordinately high, due in no small measure to the carburettor air intake at the top of the cowling.

The cockpit is roomy at the hip and narrow at the shoulders. However look left and right outside of the cockpit and compared to the Hurricane the Kittyhawk wings looks very small.

Down by the left hip there is a two-position lever for the undercarriage which is supplemented by a trigger on the pilots control stick. Unlock the lever and select up or down and squeeze the trigger on the stick with your little finger until the gear is up or down. After this you MUST check by pumping the handpump until it feels solid which you must do as there are no downlocks on the undercarriage.

The flaps are also electro-hydraulic operated and there is a three-position lever beside the undercarriage lever; forward for down, back for up and neutral in the middle. It works in the same way as the undercarriage, move the lever and squeeze the trigger. Always return the lever to neutral - and LOOK to make sure you have got the right lever i.e. flaps not gear.

The propeller control is also different to those of us that have used Dowty Rotols or Hamilton Standards with Spifires, Hurricanes or Mustangs. The Curtiss Electric propeller has the usual rpm lever placed on the throttle quadrant as well as a manual and automatic switch on the instrument panel and a circuit breaker just below. Propeller switch in Automatic and the rpm lever fully forward.

Next cycle the big handbrake-type lever on the lower right of the cockpit which is for the coolant gills under the “chin” of the engine. Leave open to help the Allison's ground cooling.

Then look along the very neat row of circuit breakers under the main instrument panel and check the prop circuit breaker again, mixture Idle Cut Off (ICO), prop Full Increase and throttle set. Fuel on fuselage tank and check it is in the detent, two fuel gauges are in the cockpit floor and are easy to read.

Master switch ON. Fuel Boost Pump ON and check the pressure.

Priming requires 4 primes when cold including one to charge the system. Down by my left knee is the 24 volt inertia starter operated by a three-position switch.

Mags on BOTH and hold up the inertia switch to energise the starter for 15 secs, “Clear Prop” and engage the starter. There is enough “oomph” for one attempt to start! The engine fires and then move the Mixture lever from ICO to Auto Rich. Set the rpm at 1000 RPM and check the oil pressure. There is a very different sound in the cockpit from the Allison with its brrrrp, brrrrp brrrrp rythym definitely not a Merlin. Oil temp and the coolant is still rising rapidly so time to taxi.

When taxiing I try to stay off the brakes as I’d been warned that they fade so I wanted to make sure I left as much as I could available for when I need them. The tailwheel is effective but feels very stiff. Must be careful as it will disengage at 30 degrees of travel.

At the hold and into checks minimum oil Temp should be 40C and min coolant 80C before running up. Brakes on hard, stick hard back and run up. 2300rpm, mags checked and then into the prop checks, first Automatic for a 300 rpm drop and then move the electric prop switch to manual, decrease 300rpm, increase 150rpm, close the switch shield so the prop goes back into Auto which should pick up the remaining 150rpm. Then back to Idle at 600-700 RPM. It is very different from a Dowty Rotol or Hamilton Standard.

TAKE OFF

The pre take off checks are - Trim 2 degrees right rudder, elevator in take off position and zero on aileron trim. Throttle-Mixture auto rich. Fuel pump on. Flaps up. Gauges and gyros checked. Harness tight, hatches closed. The last item is to grip the big handle by my right knee for the cowl flaps, squeeze the release and raise it to neutral/Combat climb. If you move the cowl in flight you must watch out for the slipstream as you will need very strong pressure to move it against the air load on the gills in flight and if you are not careful you will be thumped by it and thus better to do this on the ground.

I always carry out an Emergency self brief before take off as prep for the engine failure glide speed - in this case “Stay alive at one-three-five” (mph) - as compared to the Spit V’s “stay alive at ninety five”. Then ready to go with my attention being particularly drawn to the Curtiss electric prop with a glance again at the manual propeller rpm switch so that I know where it is if I do get an overspeed on take off.

Power smoothly up to 45° MP feeling my right foot taking the pressure of the torque, propeller at a maximum of 3000rpm, just NOISY! Off at 100 mph, ON/OFF with the toe brakes. Unlock the gear handle and move it UP then squeeze the trigger on the stick with my little finger. Undercarriage retraction seems to - and does - take an age and I can really feel the P40 wheels turn beam-on each side to the slipstream as they rotate before retracting. I can also hear the hydraulic system squeal as it is working. The undercarriage indicator on the panel shows UP, wing indicators are flush, so come off the trigger on the stick and pump the hydraulic handpump a couple of times until the pressure goes solid and then undercarriage lever goes back to neutral. That’s all there is to raising the undercarriage! Power back to 35° 2,500rpm and climb at 150mph at about 2,500 fpm.

Climb to a safe altitude and level off with the power back to 25 inches MP and 2,000 rpm with target temps of 75°Oil and 100-105° coolant temp. I was advised to keep the oil temperature below 80C. Ever so slowly the temperatures on the Allison engine creeps down while the speed goes up. With 25° and 2000rpm set the Allison up front is amazingly quiet - or is it just me after flying the Hurricane and Nimrod? It really does seem so, almost civilized for a big V12. At this power setting the fuel consumption is in the order of 40 US gals/hr.

GENERAL HANDLING

With all in place, try a few turns and you will be surprised by the rapid aileron reversals. By comparison the Hurricane, its combat brother in the Western Desert, will pull much tighter in a turn but rolls so much slower. Then into stalling which was initially made in clean configuration. I had expected a sudden wing drop at the stall to the left having never heard from any colleagues that one ever dropped a wing to the right. A sudden 90 degree left wing drop marks the stall quite unlike its contemporary the Spitfire V which has a benign stall. Standard stall recovery and the Kittyhawk recovers well. Then as practice for the circuit lower the gear and flaps for a configured stall. Again a sudden wing drop to the left and sudden nose drop at about 78mph.

Into some gentle wingovers and the elevators do not feel as heavy as I would expect them to be, quite Hurricanesque and no heavier than a Mustang. I had heard about the roll rate from Ray Hanna who used a Kittyhawk to lead the Breiting Fighters 4 ship. Check the t’s & p’s and then nose down to get to 230mph then nose up, check forward a nudge, roll and wow!
In the Hurricane I will be up at 45 degrees to roll, the P40 can roll flatter but I still prefer 30 degrees nose up to be on the safe side. Although I’d heard about the roll rate I could not believe it, it was more like an Extra 200 than a WWII fighter. Looping needs 35° and 2500rpm and 250 mph.

RETURN TO BASE

Back into cruise and time to return to base, throttle to 25-26” MP. Brakes OFF/Undercarriage DOWN below 175 mph gear down; unlock the silver knob on the undercarriage lever and select DOWN. Squeeze the little finger on the trigger on the stick and down come the wheels again feeling them as they lower in the slipstream beam-on. At least you know they are going down! Hydraulic pump squealing as the gear travels, 3 green lights, Indicators come Up in the top of the wing and then hydraulic handpump until solid and move the undercarriage lever back to neutral. Allow time for the gear – it does take an age! Mixture RICH, prop to 2700rpm, fuel select correct tank and Boost Pump ON - with Flaps to follow at 140mph (the limit speed)- Harness and Hatches.

At the end of downwind you need to be at 22” MP and 2500rpm and 140mph. Start the curve approach with 14” MP, slowing to 120mph and taking half flap. It is advised not to lower flaps below 500ft unless you are landing. Look and select Flaps (“Flaps not Gear” in my head), little finger on the trigger and curving the approach in with a good view around the nose. Visibility is poor over the carb air intake so keep it curving all the way, 120mph at 300ft coming down to 110, then 100mph on late finals and still curve in and straighten over the numbers compared to 80mph over the numbers in the SpitV.

Fly it on for a taildown wheeler, no bounce, cut the power and run straight, - stay off the brakes to avoid the fade. In a stronger wind I’d heard it from wartime and current pilots that it is awkward in fly in a crosswind, as the Pilots Notes make very plain - “Avoid cross-wind landings whenever practicable.” No advice on what to do about it - just don’t do it! Stop then taxi off the runway and get the cooling radiator gills open as the coolant temp is climbing, LOOK and check Flaps NOT gear UP. Boost pump off and easy back with the Allison's brrrp, brrrp, brrrp to the ramp. To shutdown throttle at 1000 RPM, Mag check, Throttle at idle and then Mixture to Idle Cut Off and Mags off. All switches OFF. Duty Carried Out.

The P40 has many legends relating to its achievements over the years from the exploits of squadrons such as the “Flying Tigers” and 112 Squadron RAF, the “Sharkmouth” squadron from whence the P40’s famous teeth markings came. There are many more units that made great use of the P40 that are not as well known today as they should be. For making the most of a fighter, restricted in its engine development in service, and operating in the most hostile of conditions, they deserve to be duly recognised.
INTRODUCTION

Since last report, the major focus of DAA effort was first on producing the ‘Getting the Best from our Technical Committee’ proposal (to be discussed separately) and then on activity in support of the combined Display Flying Conference. At the beginning and end of each calendar month, both activities were overlaid with the usual hectic administration of our SKYbrary commitment in allocating articles as equitably and effectively as possible and in bringing reviewer comments together for submission back to SKYbrary. Fortunately it was a light period in terms of Technical Committee meetings.

SPECIAL REPORTS

Air Pilots/CAA/MAA/BADA 2014 Pre-season Flying Display Conference

The 2014 Pre-season Flying Display Conference took place 25-27th February at the UK Defence Academy, Shrivenham. There were over 300 attendees, comprising display pilots, CAA-approved display pilot examiners (DAE), Flying Display Directors (FDDD), Flying Control Committee (FCC) members, and display organiser. The conference opened with introductions by Group Captain Peter Squires (Deputy Head, Oversight and Approvals, MAA), Matthew Hill (CAA GA Inspector) on behalf of Tony Raspen (Head of the GA Unit, CAA), Ian Sheeley (Chairman, BADA) and Cdr Jim Hawkins RN (MAA) and included announcement of our change of name.

First session presentations, in the impressive Churchill Lecture Theatre, covered an update from the Military Events Team and introductions of the new military display pilots for 2014, updates from the CAA and MAA and discussion of proposed changes to CAA CAP 403 and MAA RA2335 that are becoming increasingly aligned. MAA changes to RA2335 in response to suggestions raised by military and civilian attendees at the 2013 conference were covered in detail, reflecting MAA’s commitment to regulate in support of the entire UK air show industry as far as is possible, rather than to simply impose regulation in isolation. A proposed RA2335 amendment (including clarification of the permissions for foreign military display items and additional responsibilities on civilian and military FDD) was also discussed in detail with a reminder to all to send comments to MAA by mid-March to allow the update to be issued at the end of March. Those not directly involved in air displays might be surprised to know that RA2335 requires military display pilots to be aware of the constraints of CAP403, which further demonstrates how the UK air display community is working together.

After a short break for coffee, David Roberts, President of Europe Air Sports (EAS) and a Vice President of the FAI, representing the Royal Aero Club of the UK, gave an overview of the implications of EASA regulation in the areas of Licensing and Ops. David started with an explanation of the origins of the disparities in the legal systems of Britain and the rest of Europe and how English words can mean very different things to those who speak English as a first language and those who do not. This rather humorous overview explained why we must pay careful attention to the text that the EASA bureaucratic system produces. EAS retains a lobbyist in Brussels to oversee developments and when necessary to influence matters before they reach print. EASA no doubt plans eventually to regulate General Aviation and display flying across the European Union in the future and David suggested that arguably it could be doing so already through its definition of ‘commercial operations’ in Article 3 and mention of display flying at SPO.GEN.005 of Annex VIII - Part SPO.

The final session in the lecture theatre saw Jacques Bothelin, Team Leader of The Breitling Jet Team, describe the trials, tribulations, emotions and successes of The Breitling Dragon Tour. This involved taking his team’s L39s and a support Metro to Zhuhaib to display at Airshow China 2012 before embarking on a tour of Asia throughout 2013. Perhaps predictably, the difficult part was getting the aircraft to the right place at the right time, which was not helped by losing one aircraft and having two more damaged on the ground by a vehicle before departure from France. Few would envy their transit in single engine jets involving multiple stops through Siberia in October, nor the challenges of diplomatic clearance and time-constrained permissions involved in moving military jets registered in Estonia and flown by civilian pilots through all of the countries between France and Japan. The most memorable part of the presentation was Jacques’ description of the emotions surrounding a display to the people of Fukushima. Having witnessed the dreadful results of the tsunami and nuclear accident, the team had spoken on local media of how they hoped their flying display would offer some respite and a chance to think of things other than the tragic past, if only for a few minutes. They were then devastated when persistent poor weather on the waterfront prevented them flying their advertised display before departing Fukushima. As a result, a later section of the Dragon Tour was reorganised to allow the team to return to Fukushima airfield where they flew a full display in good weather. The emotion was evident in Jacques’ voice as he explained that the many messages of gratitude also remarked that, for the first time since the 2011 tsunami, their display had brought smiles onto the faces of the children of Fukushima. As Jacques put it, they had been able to provide a moment for the tsunami survivors to look up to the sky and forget past troubles.

BADA then held a short AGM that gave non-members a head start to get to the bar and a ‘fork supper’ in the Defence Capability Centre, where delegates could eat, drink and network surrounded by an impressive selection of tanks and similar military hardware. They were joined by BADA President and Liveyman Sir Gerald Howarth MP who, delayed by parliamentary business, had driven straight from the Commons to show his support to the event.

The second day, centred on the LeFroy Lecture Theatre, surrounding classrooms and the MAA Lecture Theatre, was arranged as a selection of seminars. Topics and schedule throughout the day were designed to meet the various and particular needs of pilots, FDD, FCC members and organisers and included a CAA private double-session DAE Seminar, attendance at which at least once every 3 years is mandatory for DAEs to retain their CAA approval. The range of session topics available were as follows:

• Duties of the FDD, examining the role and responsibilities of the Flying Display Director, aimed both at those new to the role and as a refresher for airshow veterans.

• Flying Control Committees and ATC at Airshows, discussing the importance of the Flying Control Committee and how they can assist in ensuring safety and explaining the key role that Air Traffic Control plays in the running of a flying display, highlighting the different levels and types of service provided.

• Post Incident Management, a presentation on the key considerations and essential actions following an incident at an event.

• Maritime Restrictions and Arrangements at Overwater Events, covering site layout at a seafront location and the Maritime and Coastguard Agency viewpoint on legal and operational options to facilitate overwater flying display events.
• Media Training - Facing the Media, covering the realities of being in the media spotlight both to promote an event and also in case something doesn’t go to plan. This was delivered to groups by our media professional Freeman Su Ingle and included practice interviews for volunteers in front of the group!
• Media Training - Social Media, with tips and strategies, showing how social media can offer a lot to an event including allowing the audience to assist with marketing providing social media output is carefully managed.
• Insurance & Legal Workshop, providing an opportunity to get to the bottom of insurance and legal questions with industry experts in one room. The experts included Liveryman Tim Scorer who is Honorary Solicitor to the Air Pilots and BADA and Freeman Nigel Foster of Haywards Aviation plus the head of the MoD Claims Section responsible for MoD insurance arrangements.
• Measuring Success at Airshows, discussing how, having promoted an attractive, family oriented, value for money event, you can assess future needs, analyze trends and identify areas for change with a speaker with commercial expertise in ‘Brand’ management.
• Event Safety Management at Airshows, showing how a safe environment for visitors on the ground is as important as safety in the air, including advice on event safety planning and compliance with current health and safety regulations from safety managers at two major air shows.
• Traffic Management and Parking, providing the information needed to stay legal and how to plan the traffic management and parking strategy for an event.
• Working Up Your Display, providing a forum where an experienced display pilot shares tips for working up a display routine, drawing out further advice from others in the audience.
• I Learned About Display Flying From That, covering a range of lessons from decades of display flying in a variety of fixed and rotary wing types.
• Competition versus Display Flying, explaining the differences between competition and display flying and developing a flying routine to demonstrate an aircraft to the public.
• Displaying Heavy Aircraft, describing considerations when developing a routine and practical tips on displaying to the public in a heavy aircraft.

The day concluded with a presentation by Tim Prince, the retiring CEO of Royal International Air Tattoo, covering the background to the RIAT show; a review of 2013 and relating the trials, tribulations, successes and lessons from his running the RIAT air show over many, many years. After this he was presented with BADA’s Lifetime Achievement Award, which marks the achievements of those who have played pivotal roles in the UK Air Display world during their lives.

Well over 40 people stayed an extra night for a further two sessions on the morning of 27th February, aimed specifically at those new to the roles of FDD and FCC member in 2014. The first session on ‘Designing a Flying Programme’ explained through a practical exercise how to manage the complexities of a busy flying programme and integrate VIP flights, media activities, participants’ additional commitments, and still achieving a themed display. This was followed by ‘The Relationship between the FDD, FCC and Event Organiser’ examining the key factors in performing each role and, crucially, how the three roles work together to ensure a successful event. DAA and another BADA committee member presented this jointly.

As anticipated, the whole event provided an opportunity to impress our new name on an important sector of the UK aviation community, assisted by banners showing the crest and our new name placed either side of the projection screen in the Churchill Theatre.

OTHER UPDATES

SKYbrary Trial
The SKYbrary trial continues and discusses on a longer-term relationship are about to start. We will need to resolve not only how articles that have been endorsed are to be indicated but also how they will be handled in future. We know that things move quickly in aviation and an article that we review and endorse will inevitably go out of date or even be considered wrong with the passage of time. At present we do not have the resource to maintain an editorial over-watch on every article that we endorse; we certainly do not have the resource to update each one when that becomes necessary. To date we have been asked to review 30 articles. We have not endorsed all these and SKYbrary is now returning a number for a second review after re-work. These are additional to the 4 articles we review each month. In the long term, the total number of Air Pilot-endorsed articles has potential to increase at the rate of 48 each year; ongoing editorial responsibility, as opposed to the present agreement to conduct ‘snap-shot’ reviews, would be an ever-escalating task.

Regrettably, our reviewer numbers have not increased, remaining at a total of 22, though in practice the number available with the necessary background and free time is closer to 12-13. Clearly, we would not wish to default on any formal future arrangement with SKYbrary so we need to be that the future formal relationship is appropriate and within available resource. Hopefully we will be able to resolve this and report with a proposal that suits both parties to the next Court.

TECHNICAL COMMITTEES

Technical and Air Safety Committee (TASC)

No meeting since last Court (at the date of report).

Education and Training Committee (E&TC)
Professor Dave Allerton gave a cameo on Flight Simulation and General Aviation, explaining a potential use of simulation to improve GA accident rates. There is little published research on this topic but the use of simulators to assist pilot learning (as opposed to training) might have significant benefit. In USA, some 300-400 people are killed each year in GA accidents and historically, 75% of fatalities relate to continued VFR into IMC. It seems GA pilots are repeatedly reluctant to make the right decision at the right time, which is one area that could be simulated quite effectively. The cost of simulators and the projected need for leisure fliers to split their funds between time airborne and in the simulator are compelling arguments against simulator use, as would be the likely backlash from the GA community were any regulator to insist on their use. As a result, it seems that little will be done to address the almost constant accident rates in GA. Professor Allerton hopes to at least quantify the potential benefits (or disadvantages) of using simulators in GA through a research programme. He has free use of a research simulator and his time, with free supporting staff and software, but he needs volunteers to take part in the research and advice on the type of airborne events to simulate; he is not a pilot himself. DAA noted that Air Pilots involvement might be useful in furthering knowledge in this area, though the committee members were less enthusiastic.

Committee consideration of LOC-I continues and a list of items for further work in collaboration with TASC has been developed. Another topic common to E&TC and TASC concerns the evident lack of public knowledge of regulations governing light (and not so light) unmanned vehicles. It is far easier to procure a UAV over the Internet than to discover the legal limits on its operation in UK. DAA hopes to prepare an article along the lines of ‘Will your next present put you in prison’ to circulate to the media as a first step; we might wish to make government aware of the issue too and suggest that any UAV purchased in this country must be accompanied by details of UK aviation law.

Two further items were of particular note:
• PM Gault announced that the Livery Companies Schools Council (LSCC) has committed over a million pounds to set up craft apprenticeships and he was meeting with ATOs to establish apprenticeships for a one year Flight Instructor course. The apprentice would be employed by the ATO and would be paid by them through the LSCC. Once qualified, the apprentice would work for the ATO as an instructor for 3 years before looking for any other employer. The Air Pilots would participate in the selection process and monitor progress.
• The Chairman had received a request to look at setting up a Flight Training Trust to protect students’ funds if their ATO goes bust during training. The suggestion was for a not for profit Trust to hold student pilots’ funds and pay their flight school in stages, thereby offering an element of protection. This suggestion was beyond the expertise within the committee but it might be an area where the Air Pilots could help those starting a career in aviation, though the administrative overhead, if not potential financial risks to the Air Pilots might be a major impediment.
Judge Tudor Owen, the Master of the Honourable Company of Air Pilots and Malcolm White (ret), Trustee of the RAF Museum and Assistant to the Court of The Air Pilots, unveil the new name and crest of the world’s leading independent pilots’ organisation on the nose of a Lockheed Martin F-35 Lightning II at Hendon. The aircraft is set to be the mount of front-line RAF fighter pilots in future decades. The unveiling marks a new name and new identity for the former Guild of Air Pilots and Air Navigators, which was founded in 1929 to promote the highest levels of safety, training and best practices for pilots around the world. The ‘Honourable Company’ status is a special honour bestowed by Her Majesty the Queen. The Air Pilots is only the fourth city company to carry the title since the seventeenth century.