### Diary

#### OCTOBER 2014
- 7 Technical and Air Safety Committee Meeting
- 16 6th General Purposes and Finance Committee Meeting
- 23 Trophies and Awards Banquet
- 28 Benevolent Fund Board of Trustees Meeting

#### NOVEMBER 2014
- 7 Silent Change
- 8 Lord Mayor's Show
- 10 Lord Mayor's Banquet
- 11 Education and Training Committee Meeting
- 13 7th General Purpose and Finance Committee Meeting
- 13 4th Court Meeting
- 13 Scholarships Presentation
- 25 Environment Committee Meeting
- 27 New Members Briefing

#### DECEMBER 2014
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- 12 Company Carol Service
- 12 Christmas Supper
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#### MARCH 2015
- 3 Education and Training Committee Meeting
- 9 Annual Service
- 9 AGM, Installation and Supper
- 19 Lord Mayor's Dinner for Masters
- 20 United Guilds' Service
- 20 Lunch with Fan Makers' Company

### 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.

- **7/8 Oct** East Kirkby Aviation Heritage Centre and Battle of Britain Memorial Flight
- **20 Oct** Metropolitan Police ASU, Lippits Hill
- **12 Dec** Bank of England (tbc)

Cover photo: The first Livery Schools Gliding Scholarship winner, Jakub Niemiec, stands in front of a glider at the London Gliding Club, Dunstable. See page 16 of this issue for a full report on the Livery Schools Gliding Scholarship, written by Assistant John Towell and Jakub.
A message from your Editor...

The principal theme of this issue of Air Pilot is the work that the Honourable Company does to introduce young men and women to aviation through the Livery Schools Link gliding days, Scholarships, Bursaries and Apprenticeships. You will find reports on all these activities which include verbatim reports written by recipients of the various awards describing their experiences in their own words. To add an international flavour there is a report from the Hong Kong Region describing their Youth Flying Scholarship scheme. It is vitally important that the young of today get the opportunity to experience flying in its many forms, rather than just sitting comatose in an airliner seat on the way to a holiday destination, and the Company's work in this respect is of enormous value to many. It is gratifying to read of the enthusiasm for flying that shines through all these reports.

As the summer draws to a close the air display season is virtually over, but the highlight this year has been the appearance of the Canadian Lancaster in the UK. It was an enormous commitment to fly the Lancaster to and fro across the Atlantic. Sadly it was unable to fly at the Shoreham Air Display and Company Garden Party due to unserviceability but its appearances at other events have been wonderful.

You will find in this issue a list of this year’s Trophies and Awards winners, the annual Trophies and Awards Banquet at which they will be presented with their awards is to be held in Guildhall on 23rd October. Two recently published books, 'Hunter Boys' and 'Vulcan Boys', are reviewed. Finally, much to the Editor’s delight as an ex squadron member, there is a description of the work of the recently re-formed 736 Naval Air Squadron’s work by Freeman Ben Griffiths. Ben is also the Daily Mail’s air correspondent.

Please keep sending in your contributions and I look forward to meeting many of you at the Trophies and Awards Banquet.

Assistant Tom Eeles
Honorary Editor
LIVERYMAN KNIGHTED

Congratulations to Liveryman Air Marshal Sir Ian Macfadyen KCVO, knighted by Her Majesty the Queen at Windsor Castle, on the completion of his stewardship as Governor of the castle. Sir Ian has had a long and distinguished career in the RAF, the RAF Auxiliaries and also as Governor of the Isle of Man.

MARSHALLS OF CAMBRIDGE OPEN DAY AIR DISPLAY

Part of the annual Open Day at Marthalls of Cambridge was an Air Display organised by Liveryman Terry Holloway, assisted by your Editor as a member of the Flying Control Committee. Despite the mid-summer date, 29 June, the weather was distinctly autumnal with a cold north easterly wind and frequent rain showers. Nevertheless there were some spirited displays, notably by a three aircraft formation of Cessnas, and the Lysander and Hart from the Shuttleworth Collection. The eGo (see February edition of Air Pilot, p19) was displayed by Liveryman Air Commodore Keith Denison, who skilfully coped with an engine malfunction such that no one noticed anything amiss until he stopped on the runway and re-started the engine.

A few days later the weather had returned to more benign cloudless blue skies and light winds when your Editor accompanied Liveryman Terry Holloway and other members of the Cambridge Flying Club to Le Touquet for a very pleasant lunch.

GUILD OF AVIATION ARTISTS’ 2014 EXHIBITION

Liveryman Dr. John McAdam reports that the Guild of Aviation Artists held their annual exhibition from Monday 21st July to Sunday 27th July 2014 at their usual prestigious Mall Galleries, located just inside Admiralty Arch.

"An estimated four hundred fellow aviation art connoisseurs joined me on this opening day to admire such a variety of aviation related works of art. For our relief we were well served by charming young ladies with tray after tray of very welcome cooling drinks for our consumption. Mr Graham Cooke, the Chairman of the Guild of Aviation Artists, first took the stand giving us a speech of welcome to this year’s exhibition and a general outline of what we would hope to see this year. He thanked all the contributors and in particular Mrs Susan Gardner and her team at Farnborough for all the hard work with administration, cataloguing and the important work of hanging the works of art in an orderly fashion. He continued by thanking all the sponsors, without whom this event would be economically impossible to arrange in its present form and the Mall Galleries, with their excellent catering facilities, for hosting this very prestigious art exhibition.

He then introduced the President, Mr Michael Turner, who this year was exhibiting five paintings ranging from a superb painting of Captain Albert Ball, VC flying his WW1 fighter called 'Rocket Man' to the Horsa Gliders landing at Pegasus Bridge in 1944. Michael Turner then invited this year’s honoured guest Dr. Mary Stopes-Roe, the daughter of Sir Barnes-Wallis, to open the annual exhibition. To our many aviation readers the name Stopes-Roe will be familiar as she is both a scion of the Stopes child medical family and the Roe half of aviation's Saunders Roe, aircraft designers and manufacturers. The President concluded by inviting Mr Simon Milan, the vice-chairman, to announce the 2014 winners to spontaneous applause.

Air Chief Marshal Sir Glen Torpy very kindly wrote the forward to the guidebook in which he commented on the adjacency of the number of current events represented in this year’s annual exhibition, which included the Queen’s Birthday Parade fly past. For me, the fly past epitomises in a small way the thrill that aviation still generates in young and old, and it is therefore no surprise that aviation has proved such a fertile subject for artists of all ages and styles.

My favourite painting of the week was keenly contested but I awarded Gareth Hector my prize for his 'Tarheel Tearaway'. My favourite paintings must be three dimensional with great depth and above all display action and movement and Gareth Hector’s portrayal of a P51 Mustang fighter strafing a German steam railway train met this requirement admirably. Both Mustang fighter and steam railway engine were exploding out of the canvas towards me and I delighted in the action packed sensation."
FANCY A FLIGHT IN A CATALINA?

This was the intriguing header to an email that the Editor found on his return from holiday. Freeman Jeff Boyling, a pilot member of Plane Sailing Air Displays Ltd made the offer which the Editor rapidly accepted. On 27 August, a beautiful summer's day, he and seven others reported to Plane Sailing's headquarters at Duxford. The other participants were Past Master Chris Hodgkinson and his wife Alison, Richard Griffith (past holder of the UK De Havilland franchise and his wife Susan (past BOAC cabin crew), Graham Fryer (whose father flew Catalinas in WW2) and his wife Terry, and James Oliver (Jeff's brother in law and retired RN Commander). All were supporters of Project Hawker 2013, see Guild News Oct 2013 for a report on this event. The Catalina's crew were Jeff Boyling (flying pilot), Rod Brookings (ex BA 747 Captain and non flying pilot) and Crew Chief David Legg (world expert on Catalinas and author of Consolidated PBY Catalina: The Peacetime Record).

After a safety brief all embarked on the flying boat, whose interior was quite reminiscent of the interior of a warship. After take off the Catalina made its stately way over East Anglia at 1500 feet and 110kts - it was not true that it was overtaken by trucks on the busy A14. A brief visit was made to RAF Honington, sadly no longer an active airfield. The extensive views from the two bubbles in the rear fuselage which once were observation and gun positions showed how effective the Catalina must have been as a maritime patrol aircraft. After returning to Duxford Plane Sailing provided an excellent buffet lunch outside their Headquarters. It was a wonderful experience to fly in such an iconic aircraft which all those on board much appreciated. Many thanks are due to Freeman Jeff Boyling and Plane Sailing Displays Ltd for making the arrangements.

GARDEN PARTY AT SHOREHAM

After a week of gloomy weather forecasts, the weather fairy relented for Saturday, 30th August when the Master welcomed 116 members and guests to a marquee at Shoreham for her garden party. This was, of course, the annual Royal Air Forces Association Air Show, and a very special one. As well as the anniversary year of the outbreak of the First World War, the following Wednesday would be the 75th anniversary of the outbreak of the second. This year also marked the 70th anniversary of the D-Day landings. Not surprising, then, that the show was organised around commemorating these events. Nor was it surprising that many veterans of the latter conflict were present, including Squadron Leader Johnnie Johnson, who flew with 617 Squadron on the Dams raid. It was also the 25th anniversary of the show itself and Liveryman David Curgenven had done his usual magnificent job in organising the Company’s enclosure. Coffee was available for those who arrived early enough, although some were delayed by the very heavy traffic, but nearly everyone was safely inside for the reception where champagne was provided from bottles which the Master had arranged to be specially labelled with the Honourable Company's crest.

The flying display was in two parts, with a convenient break for lunch. The first part included an exciting display from the Tiger Nine formation. Exciting, because the wind was fairly strong across the airfield blowing towards the crowd line. Liveryman Steve Bohill-Smith, one of the pilots, was in the marquee afterwards, chatting about the difficulties of flying these old aeroplanes in such conditions. In fact the gusty wind caused both the Swordfish and the Gladiator to cancel their displays. The Turbulent team managed to carry on with their usual panache, flying their limbo routine, flour bombing and bursting balloons. Your reporter's guests had not seen this before and were suitably impressed. The RAF Falcons parachute display team completed the first half of the programme although there was an impressive display of radio controlled aircraft during the lunch break.

A first-class three course lunch gave the Master an opportunity to make a short speech thanking everyone for their support. Cathy Chapman and her strong-arm helpers had done an excellent job of selling raffle tickets, which enabled some lucky winners to take home more of the Master's excellent champagne. Perhaps the least lucky winner, though, was Pam Tomas who took home the cake which she had herself provided as a raffle prize! The raffle
raised over £700 for the Master’s charities. Your reporter’s pudding (chocolate cake and cream) was loudly interrupted by the arrival of Hunter T7 (the type in which your reporter, as a passenger, exceeded Mach 1 in 1964. Ah, the swinging sixties!) and the Blades aerobatic team. The marquee quickly emptied to see their usual thrilling display, again made difficult by the strong crosswind. This was followed by the commemorative scenarios, beginning with the Great War display team who milled around the sky closely replicating the dogfights of a hundred years ago before returning to Goodwood. Moving on to the second great conflict the early war formation, consisted of Freeman Peter Vacher’s Hurricane Mark 1, flown by Carl Schofield, and the Spitfire 1a from the Aircraft Restoration Company flown by Upper Freeman David “Rats” Ratcliffe. There was some concern among the assembled company when Rats was unable to move the Spitfire onto the runway. Its wheels had sunk into the soft ground, so it had to be pushed free by ground crew and willing volunteers from the ARP Wardens. The Battle of Britain Memorial Flight was there, of course. Sadly the Canadian Lancaster was unserviceable so there was only one Lancaster with us but the display was unforgettable and who can possibly ignore the glorious noise of those four Merlin engines? In the D-Day scenario, opened by a simulated photo reconnaissance flight by a very aerobatic PR Spitfire, the bad guys were represented by Bf 109s flown by Liveryman John Romain and Past Master Cliff Spink. These two were trying (and failing) to chase away two Mustangs and a Spitfire simulating a low-level sweep and attack on a Luftwaffe airfield. Some very loud and very spectacular fireworks represented their strafing and bombing runs.

No D-Day commemoration would be complete without the C-47, the mainstay of the parachute forces, and sure enough, two were present. There was also a B-25 Mitchell from the Royal Netherlands Air Force Historic Flight and the B-17 Flying Fortress Sally B, representing the medium and heavy bombers which did so much during the run up to D-Day and on the day itself. It was interesting to note that the B-17 is very much quieter than the Lancaster and its bomb bay very much smaller. Speaking of bombers, the Vulcan arrived. I mentioned unforgettable noise earlier. The Vulcan, even with restricted power to prolong engine life, is simply staggering. Against the backdrop of Lancing College Chapel, it gave an astonishing display of agility for such a large aeroplane.

There was more, of course. The DH Dragon from the Irish Historic Flight, the PBY5A Catalina, the Extra 300, the US Navy scenario, the Breitling Wingwalkers, the Strikemaster and, closing the show, the stunning Eurofighter Typhoon but you must all be tired of reading by now. I’ll content myself with saying it was a grand day out in the company of good friends old and new. Our thanks must go to the Master, to David Curgenven and everyone whose efforts made it such a great success.
Lettice Curtis

1st February, 1915 - 21st July, 2014
Liveryman of the Honourable Company
Founder member and first honorary member of the Flying Club

There was a large attendance at the memorial service for Lettice, held at White Waltham on Tuesday, 2nd September. Richard Poad of the Maidenhead Heritage Centre and Patrick Peal, a relative by marriage had organised the event at the West London Aero Club and relatives, friends and members of the Company had travelled to remember and celebrate her life. Prominent among the relatives was Peter Sladden, Lettice’s Brother-in-Law, who had made the long journey from Norfolk to be present. Many vintage aircraft were parked in front of the Club, including a Hornet Moth once flown by Lettice, now co-owned and flown by Past Master Dick Felix and Liveryman David Mathers. The Reverend Squadron Leader Ruth Hake, Chaplain at RAF High Wycombe, officiated at a brief ceremony which included an apposite reading from Isaiah 40:21 “But they that wait upon the Lord shall renew their strength; they shall mount up with wings as eagles; they shall run, and not be weary; and they shall walk, and not faint”, and ended with the RAF prayer. Richard Poad paid tribute to Lettice’s work in the ATA and remembered their arguments over its history, which he claimed to have won; Pauline Vahey, Chair of the British Women Pilots Association, spoke of Lettice’s skill as a pilot and read letters from some of her friends unable to be present; Adele Stephenson read a letter from Henrietta, Dowager Duchess of Bedford. The Duchess’s antecedent, known as the Flying Duchess, had gained her licence in the 1930s at the age of 65 and knew Lettice well. Unfortunately in 1937 she disappeared on a local flight and was never seen again. Probably the best story was of a young Tiger Moth pilot attending a Tiger meet at Woburn. He remarked to Lettice that he’d found the approach a bit difficult over the trees and onto a short runway and asked if Lettice had ever flown in. She replied that she had, many times. In a Halifax. And the strip was much shorter then. From all those who knew her it became clear that, whilst Lettice was undoubtedly a very direct person who did not suffer fools, she was also very kind and absolutely dedicated to aviation. Extraordinary times bring out extraordinary people who do extraordinary things. Lettice ranked high amongst these.

The formal part of proceedings was followed by a fly-past of four Tiger moths in a “missing man” five-ship formation, organised by Liveryman Steve Bohill-Smith.

VISIT TO DUXFORD FLYING LEGENDS
FRIDAY JULY 11TH

Once again the Honourable Company of Air Pilots were fortunate to be offered the use of their Marquee for the practice day by the Friends of the Fighter Collection. We were all full of hope and the expectation of seeing some lovely aircraft being displayed but the day dawned grey and dank. Our intrepid aviators appeared one by one out of the murk to arrive at Duxford. Sadly that was only those travelling from the M11 by car. Our convivial group assembled in the marquee hoping for a rapid improvement in the weather. Over coffee METARs and TAFs were consulted by expert eyes but little was found to relieve the gloom. There appeared to be a slight chance of improvement in the afternoon which kept our hopes high.

As on previous occasions, Past Master Spink offered the opportunity of a visit to the Aircraft Restoration Company whilst the weather was poor. At the time Liveryman John Towell and I seemed to be the only ones ready and able to go. Our thanks go to Cliff Spink for a most memorable visit. There can’t be too many people in the world today who are able to describe from personal knowledge and experience the various marks of Spitfire, their characteristics and foibles from a pilot’s perspective, whilst comparing and contrasting those merits with the Me 109 which we also had the opportunity to see. For both of us it provided our first opportunity to sit in a Spitfire. It was enough to motivate one of us to take immediate steps to fly in a two-seater at Goodwood. (That would be the basis for another article in itself!) While we were enjoying our Spitfire tour there was a very spirited flying display by Piper Cubs in low ceiling and limited visibility. It was a very skilful display under difficult circumstances. Assistant Tom Eeles also offered the opportunity to guide anyone wishing to see the Buccaneer on display in the museum, offer some background to the aircraft and relate tales of past exploits including how it arrived at Duxford and why it still has a dent in the wing!

Lunchtime arrived with some very memorable picnics being consumed despite the inclement weather. More forecasts were consulted and some hopes of a break in the weather seemed to be in prospect. The afternoon weather did improve slowly allowing us to see at least some flying late in the day whilst the enthusiastic picnickers enjoyed afternoon tea and cakes. As the day drew to a close more and more flying was taking place but sadly the Duxford staff were encouraging us all to make our way home. Even so we were treated to the arrival of the very impressive, for me anyway, Breitling Super Constellation offering a flavour of a bygone aviation era. Despite the best efforts of the weather we all enjoyed a convivial day with some memorable highlights.

Liveryman Rick Thomas
At the beginning of this year, you will recall and the 75th anniversary of the outbreak of the Second World War. In August we have seen a number of moving tributes to the recently departed Liveryman, Lettice Curtis, the Second World War. In August we have the centenary of the start of the First World War and it seems appropriate to mention our generation who gave their lives during the conflict of 1914-1918. As this is being written, we are a few days away from the anniversary of the start of the Second World War and it seems appropriate to mention our recently departed Liveryman, Lettice Curtis, as well as two other women pilots from the ATA, Freydís Sharland and Margaret Frost, who have also recently died.

Freydís Sharland was a modest and likeable woman, who became the first Chairman of the British Women Pilots Association (BWPA) which will celebrate its 60th Anniversary in 2015. She and Margaret Frost, like Lettice Curtis, were stalwart supporters of the BWPA and it was humbling and inspiring to meet each of them on a number of occasions. This Company has had a long connection with the ATA and with White Waltham airfield, through the Air Pilots Flying Club and of course its history as the home of the Women’s Ferry Pool is well known. Lettice was involved right from the beginning of the ATA and was one of the few women pilots who was able to continue to have a flying career after the war. Given our theme of firsts this year, it is right and proper that we remember this unassuming yet pioneering and extraordinary woman, who was, of course, the first woman to be cleared to fly the four engined bombers.

You will be aware that because of this interest in, and connection with, the ATA and the general theme of commemoration, this year’s “Freddie Tymms” lecture on 24th September is to be on the subject of the ATA pilots (men and women!) and will be given by Clare Walker. Clare, who is a Liveryman of this Company, was the first Chairman of the Royal Aeronautical Society’s Women in Aviation and Aerospace committee and has been a pioneer in encouraging young women into aviation careers. By the time you read this message, we will have heard Clare’s lecture as well as the Lunch club speaker on the same day, Jo Salter, who was the first female RAF fast jet pilot. She flew both the Tornado and the Hawk during her time in the RAF and is now an acclaimed motivational speaker. Continuing the theme of the Second World War, it was a poignant yet awe-inspiring experience in late August, to be invited as your Master to attend the Turf Cutting ceremony for the new Bomber Command Memorial and Interpretation Centre being constructed outside Lincoln. Ten veterans of Bomber Command were in attendance to assist in burying the time capsule and we all witnessed the unique and iconic sight of the only two flying Lancasters in the world, in formation with the Vulcan, flying directly overhead the site! These three aircraft were due to be displayed at the Shoreham Airshow during the weekend of 30th and 31st August, when 116 people attended our Garden Party held in a private marquee (reported elsewhere). Sadly the Canadian Lancaster was unable to fly that day as it had suffered a technical problem, but the theme of first and second world wars was strongly represented throughout the day’s events. Auction of Honourable Company special label champagne produced a healthy contribution towards the Master’s charity, so that the popularity of the champagne has led to a request for more, so if anybody is interested in acquiring a bottle or more, please do indicate your requests, so that sufficient can be obtained - a donation to the Master’s charity is all that is required!

Additionally, we are looking forward to the wonderful trip organised in October to Lincolnshire, starting at East Kirby on Tuesday 7th to see the Lancaster bomber making taxi runs, as well as having time to spend in the fascinating complex of original Second World War airfield buildings comprising the museum. In the evening there will be a private dinner at the Petwood Hotel, the former Dambusters’ Officers’ Mess, where AVM Paul Robinson will explain to us the concept of the Bomber Command Memorial for Lincolnshire. It is shocking to realise that over 27,000 of the 55,000 personnel lost from Bomber Command during the Second World War came from Lincolnshire. On Wednesday 8th we are invited to spend the whole morning at our affiliated unit, the Battle of Britain Memorial Flight, where we will have a guided tour of the hangar, dedicated speakers on topics of interest and we will be able to crawl all over the BBMF Lancaster (the only remaining flying Lancaster in England), which will be in the hangar for its winter maintenance. We are assured that it will not yet be up on jacks, so that we can get inside and view the turrets, cockpit etc. Our “Lancaster experience” will finish with lunch at the Bluebell Inn, where the landlord has an incredible collection of Bomber Command memorabilia. This visit will be the pinnacle of the whole Second World War commemoration theme this year.

In addition to funerals and memorial services, another sad and solemn duty of the Master was to attend the decommissioning ceremony of our affiliated ship, HMS Illustrious. Having spent a couple of enjoyable days on board not many months ago, it was an honour to be present to witness the formal proceedings and experience the emotional farewell to this special ship. We must look forward to the completion of the new carriers, when we will be able to re-establish our relationship with an aircraft carrier - the Prince of Wales - in 2018. Meanwhile, we will have an affiliation with HMS Ocean, a helicopter platform.

Whilst we are busy commemorating the many thousands who perished in the First and Second World Wars, we must not forget the present generation of serving men and women, many of whom have faced multiple hazards in a variety of arenas over the past twenty years. The recent shooting down of MH17, a terrible tragedy on an international scale, is clear evidence of the continuing threats that we face. That this criminal act was perpetrated on a commercial aircraft brings home to us as aviators the ever-present dangers even for commercial pilots. Whilst it will be some time before the international investigation is completed, we can offer support and compassion to all of those families whose lives have been devastated by this tragedy.
ADMISSIONS

As Upper Freeman
Arthur Alvin BOOTH (NA)
Captain Michael John CLEWS
Captain David Robert FLETCHER
Captain John William HAZLET (NA)
Raymond Arthur George HORTON (NA)
John Grahame HOYTE
Captain Zubek HRVOJE (HK)
Captain Philip William John Robinson JAMES
Captain Thomas Geoffrey LLOYD (HK)
Captain Callum Campbell MACPHELL (HK)
Robert MILLER
Martin Philip PEEL
Flight Lieutenant Michael George READ (AUS)
Captain Eric Gunnar SCOTT (NA)
Commander Martin Paul SHEPHERD
Squadron Leader David Andrew WYATT

As Freeman
Kamel ALZARKA
John David HIGH
Ross Edward JOHNSTON (HK)
Rakesh Chandra LAL (NA)
Jan Dorothy LEEMING
Robert Martin LIMB
Lieutenant Colonel Ian Henry MURNING
Kuldeep Pottwal SINGH
Dr Andrew TAYLOR

As Associate
Yu Hang Calvin AU-YEUNG (HK)
Alexander George BRAITHWAITE
Cho Hon CHAN (HK)
Chung Ki Brian CHU (HK)
Richard Roderick Leigh DAVIS
Zoe Catriona Alice GELL
William Charles KAY (HK)
Wing Cheung Vincent LI (HK)
Emma PARRY
Thomas Christopher SLINGSBY
Yan Sim TSANG (HK)

ACKNOWLEDGED BY THE COURT
18 SEPTEMBER 2014

REGRADE
To Livery
Jonathan Philip LEGAT (HK)
Edward STRONGMAN (OS)
Richard Mark Harry WEEKS (OS)

To Upper Freeman
Richard Peter DAVIES (NA)
Jonathan LAM-KEE
James William John LEAVER
Daniel MEANLEY
Karl SMYE

To Freeman
Jonathan James Penrose BURLEY (NA)
Edward George Alexander CHINN
Edward Lewis GOMES (AUS)
Annelise LA ROCHE (NZ)
Gabor SZOMBATHELYI
Sarah Ann WHITE (NA)

ACCEPTANCE OF
NOMINATED ADMISSION

Upper Freeman
Air Marshal Geoffrey BROWN (AUS)

DECEASED
David Binnie
Thomas CARTWRIGHT (OS)
Eleanor Lettice CURTIS
John GUNTRIP
Dorothy HERBERT (AUS)
Noel ‘Jimmy’ JAMES
Kevin McFADDEN (AUS)

RESIGNATIONS
John BENT (HK)
Ian CANACOTT (AUS)
Peter DARUVALA
Christopher FINNIGAN
Nicholas GOFF
Justyn GORMAN
Nicholas KING (AUS)
Alexander KIRICZENKO (AUS)
Brett LOVELL (AUS)
Michael MIXON (NA)
Keith MORGAN (HK)
Adam NEWMAN (HK)
James PAYNE
James PEERLESS (NA)
Andrew PERRY (AUS)
John RANDALL
Luke ROBERTS
Michael SCUTTER (AUS)
Mandy SHEPHERD
Tony THOMAS
Wayne WILLIAMS (NA)

FORFEIT ALL BENEFITS
Maryse CARMICHAEL (NA)
Geoffrey MIEDEMA (NA)
Jessica PARK (HK)
Andrew WILLIS
One of my first memories of aeroplanes was watching Jimbo and the jet set with my baby brother. I guess you could say that Jimbo was my earliest inspiration! Progressing through my childhood, I remember playing dogfighting games with toy warbirds amongst my friends and thinking that what could be cooler than being a real life fighter pilot! As soon as I was old enough, I joined my local Air Cadets Squadron 1074 Ellesmere Port and suddenly was surrounded by other folks sharing the same passion as myself. I have some treasured memories of flying in Bulldogs from RAF Woodvale during these times, and I can still recall the exhilaration that I felt as I was strapped into the seat and taxied away for what was to be my first ever hands on flying experience. I remember the instructor showing me the controls and on my first flight was overwhelmed at the sensation of being almost part of the aircraft itself. The instructor even showed me what the world looked like from upside down with a cheeky loop the loop at the end of my first flight!

There was never any doubt from that moment forward that my sole ambition in life was to be a Pilot in the Royal Air Force. I was aware that having suffered with asthma for most of my life could possibly present a problem but that was pushed aside as I dreamed on. It was only after a visit to the careers office that I was given the devastating news that my medical condition would preclude me from a career as aircrew in the RAF. Considering my options I realized civil aviation was my only means of attaining a career as a working pilot. I listened to the advice of those around me and took the decision to go to university to study engineering as this was to be my backup plan should flying not work out. I found it very hard to focus on my studies there, as all I could think about was flying. I only managed 12 months before I decided to call it quits with the course, as it just didn't have the hands-on element to it that I wanted. My new plan would be to get a job somewhere, start earning and more importantly start flying!

For my new career at age 20, I joined a very well known European aircraft manufacturer as a fitter where I saved every penny of my apprentice salary towards flying. My Dad had completed his PPL a few years earlier and although he lived away from home, I took every opportunity to fly with him and get a great insight into PPL flying before I started flying myself. After some particular research, I decided that the local school, Flintshire Flying School, would be the best option to provide my training, and after a trial flight on the Tomahawk my mind was made up. I flew as and when I could afford, and spent all of my free time reading the theory books, memorizing the checklists and practising my RT whilst in the shower instead of singing. The only thing holding me back now was the UK weather. I went six weeks between lessons at one point all due to poor conditions. I read online about other PPL students who had gone over to the USA, and managed to complete an entire course there within a month given the more reliable weather. So off I went to Florida.

Three weeks later, I proudly returned home as a bona fide PPL holder! It was such an intense course, but being able to fly every day and concentrate on absolutely nothing else made a massive difference to my progress. Now I finally had that treasured licence, but the next decision was what to do with it. Most new PPL’s end up renting school aircraft and not flying much further away than the nearest neighbouring airfield for lunch. I knew that I wanted to experience much more than that. I wanted to have that real sense of adventure that inspired me to fly in the first place. I decided that with some kind help off my Mum and Step Dad, I would buy into a shared aircraft, and when a stake in a lovely Cessna 172 based at Liverpool came up I was sold! I never even considered that I’d become an aircraft owner when I was younger, but now I had a fantastic aeroplane at my disposal.

After some extra training needed to get used to the new aeroplane and the UK airspace, I was up and away! It was great to share the thrill of flight with friends and family at first, but the more I flew, the more I realised that flying with other pilots was the best way to enjoy flying. The other owners ranged from airline pilots, flying instructors, other new PPL’s and I enjoyed many happy trips away to Scotland, Ireland, France and all over the whole of the country. I even flew to ten different grass strips with the guys in one day! I was learning so much more with this kind of flying than I would have with local bimble flying in a club aircraft. I think some pilots actually forget that aeroplanes are actually a form of transport, and that there’s lots to be explored from the air!

My logbook was filling up fast by now, and my determination was greater than ever to make flying my full time career. But which direction should I take into professional aviation? I knew that my love of hands-on flying was what I wanted to do, but that was something that I knew I wouldn’t get from other areas of the usual aviation careers in the airlines. I wanted to be involved right down to the bare bones in aviation, and not just a bus driver turning up to press buttons on a flying computer. Becoming a flying instructor was something that had appealed to me ever since my first lesson. It had the hands on element that I was looking for, and I would be surrounded by lots of new people...
sharing the same passion as myself. I’d already had some experience with teaching during my time in Air Cadets by delivering some theory lessons to the younger cadets. I also got involved with coaching the junior teams at my cricket club, completing my level two coaching course.

I believe instructors form the backbone of the entire flying industry, and to be a part of that seemed like an amazing challenge where I could actually make a difference to other people. But the cost of getting there seemed enormous. These were pre-EASA days where career instructors were required to hold a CPL to be paid, and that seemed a very distant financial reach for me. As soon as I heard about the planned changes to requirements for FI’s to now only hold a PPL + 200hrs + CPL theory, I knew that I had a solid route in that I could actually achieve.

I had been aware of an organisation by the name of Gapan for a couple of years at this point. I saw the amazing opportunities that other young people were given by curiously following the many scholarships that were awarded each year. Reading the reports of the previous winners, I could see that the standards of the winners were extremely high, but rather than discounting myself from having a genuine chance of winning anything. I realised that the FI scholarship was potentially my ticket into the industry, and I made a promise to myself that I would find out as much about these scholarship programmes as I possibly could, and as soon as I was eligible to apply, I would give it my absolute best shot.

I now faced the daunting task of completing my theoretical knowledge exams by distance learning. It was immensely difficult to fit the studying in around my engineering job, but I chipped away at it subject by subject and after fourteen painstaking months I was delighted to finally receive my final exam pass results through the post during the summer of 2013.

The following January, I submitted my application to the Honourable Company for the FI scholarship, and after a few weeks I was informed that I had been shortlisted for interview. Although I was extremely nervous, I knew I was as well prepared as I could possibly have been. I’d done my research, and I had a rough idea of what to expect on the day. After my interview I felt dizzy with adrenaline. I struggled to remember exactly what I was asked or even what I said. It was all just a complete blur. The next day, I got the call from the Company office confirming to my absolute joy that I had won! I was in the canteen at work at the time and I couldn’t help but dance around the place like a nutter cheering with my workmates! I knew I was on my way out of the factory and into the air.

For my FI course, I selected Aeros Gloucester to provide the training, and my instructor was to be an ex-RAF chap called Stephen Williams. I loved every minute of the course. I never would have imagined it would be possible to learn as much as I did in just eight weeks. The all-round appreciation of life as an FI was absolutely superb. Learning to teach all of the exercises on the PPL course presented a completely new perspective on flying for me, and we all had a really good laugh with the different role-plays of student/instructor on the course.

The unfortunate reality at this point was that my employers cruelly decided to restrict the holidays that I was having to take to complete the course. I was taking four hours holiday per day allowing me to complete my training nine to five, then heading off to work the last four hours of my shift. The fatigue caught up with me before long, and despite my desperate requests for some additional leave, I was refused any further time off and effectively put in a position to choose between continuing with the course and remaining their employee. It wasn’t a difficult decision for me to make

Now, I’m a very happy full time instructor with Flintshire Flying School, back at the place where I became an instructor. Meanwhile, I’m a very happy fulltime instructor. I went for my interview at Cobham House in London. I had the usual nerves, but the staff were friendly and after a short aptitude test and a relatively smooth interview, I left feeling hopeful. The next day I received an email which said I had been successful. I was ecstatic!

My training was at Herefordshire Aero Club, based at Shobdon Airfield in the Welsh Marches, and it began in earnest at the beginning of June. I was to train in the Cessna 152 under the guidance of instructor Jody Hoare, who was very enthusiastic and professional. Thanks to his efforts, I made quick progress through the course. I went solo on 15th June and after that we concentrated mainly on navigation. As well the fun parts, there were also ground exams to be passed, and many nights I would stay up late reading my books. Later, with much of the syllabus complete, we planned some longer navigation routes, so as to challenge me and make my flying as accurate as possible. The
highlight for me was landing at Land's End after two hours of flying over unfamiliar countryside and seeing some beautiful views along the coast. It gave me a real sense of achievement to navigate that far by dead reckoning! Another highlight was my Qualifying Cross Country, which took me to Wellesbourne Mountford and Leicester, and kept me quite busy as I talked to Coventry Radar on the way past.

At the end of July, it was time for my Skill Test, with examiner Dennis Davies. This took two hours and certainly tested my skills, including navigation, diversions, instrument flying, emergencies and more. I passed the test, and now I am a qualified Private Pilot.

Next I want to build on this fantastic opportunity which the Honourable Company of Air Pilots has given me; I will build hours on my PPL initially by flying towplanes at gliding clubs, and my sights are now set even more strongly on becoming a professional pilot. Once again, my sincere thanks to the Company, and to my sponsor.

CITY UNIVERSITY BURSARIES
This year the Honourable Company of Air Pilots had four bursaries available for award to City University Students undertaking MScs in the trio of aviation topics Air Transport Management, Air Safety Management and Aircraft Maintenance Management. The selection panel comprises Professor Marion Wooldridge (Chair), and Captains Miles Stapleton, Rick Thomas, and John Towell. There were twenty five eligible applicants, and the standard of applicants was once again very high. Interviews were offered to nine applicants but only seven could attend on interview days. All those interviewed were strong candidates, so there was no difficulty awarding all four bursaries.

The successful candidates (in alphabetical order) are Anouschka D’Souza, Harish Rabadia, Sindle Sibulela, and Barry Waldron. Anouschka and Barry are both pilots, Anoushka being a first officer with Quatar Airways (and a keen sailor who has sailed for Portugal), and Barry a Captain with Ryanair, previously a member of An Garda Siochana, based in Dublin. Harish and Sindle are both engineers. Sindle started work as an apprentice for South African Airways and, via a National Diploma in Electrical Engineering, was successful in gaining an honours degree in Engineering Management from the University of Lincoln, UK. He currently works as Technical Services Engineer for the Bahrain Royal Flight. Harish is from Kenya, but received some of his engineering qualifications in India. He has worked as an Aviation Safety Officer for the World Food Programme (UN) since 2009, based originally in Nairobi, then Sharjah, and has recently returned to Nairobi.

All four award winners have long term aims closely connected with aviation safety, and the development and enhancement of effective safety cultures and practices, and Barry and Harish are undertaking the Air Safety Management MSc, whilst Anouschka and Sindle are studying Air Transport Management. Unfortunately no candidate from Aircraft Maintenance Management made the final selection.

Prof M Wooldridge
Bursary Awards Panel Chair

I would like to thank you for the award of a gliding scholarship this year. The course consisted of 16 winch launches that took place at Bowland Forest Gliding Club, followed by 2 aero tows at York Gliding Centre alongside relevant lectures received by instructors which covered each stage of training.

Prior to this course, I had only experienced a flight motor gliding - and it certainly became clear whilst sat in the K13 & K21 gliders that the feeling of a winch launch was very different! Rather than taking-off through a steady climb in height there was instead an instant feeling of being forced forward more rapidly to above 1,000 feet within seconds! The members of both Bowland Forest and York gliding centre were very friendly, constantly offering advice towards flying techniques both whilst in the air and on the ground as well as delivering lectures during poor flying weather.

Each launch began by carrying out pre-flight checks on the aircraft, soon to be very easily remembered as ‘ABC, SIFT, CBE’ to test the gliders various different functions before use. Many different skills were explained and learned whilst in the air, such as the launch, stalling, turns, spinning, finding & making best use of lift, approaching in a circuit and landing.

The experience gained on this scholarship has without doubt further encouraged my desire towards a future career as a pilot, and certainly provided more motivation - which definitely will prove useful in the future taking into consideration the fierce competition involved ahead with this particular career.

YOUNG AIR PILOTS GLIDING SCHOLARSHIP 2014
KISHAN SINGH DOHIL

I had completed my gliding scholarship at Booker Gliding Club, which I learnt to be one of the biggest in the UK. I was kindly greeted and given a tour of the club on the first day. I was taken up in a K21 and taught the basics of manoeuvring the aircraft and how thermals work to keep the glider up in the air and keeping the horizon in a correct position to maintain flight. Day 1 consisted of the weather not being the best for gliding but when climbing through thermals, I was able to see a full round rainbow on the ground! After day one was finished, I was lucky enough to catch some of the Red Bull aircraft taking off from the club!

Day 2 was amazing as I was able to control the glider when being towed by the tug taking us up to a couple of thousand feet. Furthermore, I was then shown and taught the symptoms of a stall and the different types of stalling that can happen, and was then shown how to recover from a stall and asked to perform the recovery myself. To be honest I found it a bit scary at first, but got used to it. I also learnt how to use the trim and also how to disconnect the tug from the glider. Again, this wasn’t the perfect weather for gliding but I had enjoyed myself and learnt quite a lot in a short space.
of time.

Day 3 was the third and final day of the scholarship. I was taken up to 4500 feet in a K13 and had learnt the process of spinning which is pretty similar to stalling but the aircraft experiences a greater force of drag on one wing forcing the aircraft to spin. I was then taught how to recover the aircraft from a spin then I had to perform the action entirely by myself. After going through this process, I then learnt the circuits of the airfield to land. The first time I was assisted by my instructor. The second time, I had attempted to do it myself right up until the landing, though it wasn't that good. The final attempt, I completed by myself and completed the landing efficiently and smoothly. That was officially the best ending to the scholarship that I could have asked for! This was an amazing experience and I hope to be aiming for solo flight soon!

Picture taken at Booker Gliding Club, bringing the K13 back after final flight.

FLYING INSTRUCTOR BURSARY 2014

PETER DOUET

I completed the training during June 2014 at Command Pilot Training (formerly Atlantic Training Support), based at Coventry airport. The course took 5 days to complete and involved 5 hours of flying training and 5 hours in the simulator, with a flight test and quiz at the end of the course. The course was run by Kath Burnham and I knew that I would certainly benefit from years of her instructional experience. Having worked alongside Kath training cadet pilots for a reconnaissance firm it was good to know that the training would be backed up with airmanship and knowledge evolved over years of interesting and varied AOC operations.

The course certainly was demanding; I was regularly up beyond midnight preparing briefings for the next day's exercises. The flying training started with a brush up of any grey areas in my own knowledge and instructional style during the briefings, followed by a concerted effort to put this into practice in the simulator. Finally we could go through the exercises in the air; covering everything from the basic instrument scan, partial panel unusual attitude recoveries, through to instrument arrival procedures and precision approaches to minima.

We are lucky at Command Pilot Training to have various IFR training types to work with; from complex twins and singles through to taildragger aircraft. Having the course on a number of different types certainly helped produce a more rounded approach to the training I'll be able to provide. It was also interesting to see that many schools, including the major airline training ones, seem to gloss over parts of the syllabus and simply prepare students for the skills test. Arguably that is the goal, but it was good to cover other interesting items such as VDF approaches, DME arcs and surveillance radar approaches. Useful tools for pilots to have in the box when the situation requires!

Since completing the course I'm enjoying teaching the instrument rating on single engined aircraft, and the instrument rating restricted with the local flying club. The next logical step for me is to combine it with the Multi Engine class rating instructor privileges - for training commercial pilot students. It is great to use the working knowledge of the IR that I've gained during 6 years of demanding maritime patrol work, operating in the worst the British weather can throw at you. Passing this working knowledge on to students and helping them prepare for any reasonable eventuality is very rewarding and it's great to know that students pass out flying to a high standard.

Being awarded the scholarship is definitely my most incredible achievement and I am extremely grateful for this fantastic opportunity to progress towards my career as an airline pilot. As a 17 year old student paying my way to get airborne in gliders through part time work with disabled children, getting my PPL currently would never have been a possibility. This experience of working with disabled children, and personal experiences inspires me to work towards my ambition of becoming an airline pilot whilst providing disabled people flight opportunities as well.

This scholarship has provided me with the first step in my development. I spent hours on my application form ensuring that every word was perfect and to my delight a few months after submitting it I was given an interview. To get to this stage was a privilege and I greatly anticipated going to London to be interviewed. When the day came I was extremely nervous and I was put in front of the panel of three. Meeting the scholarship committee was fantastic; it allowed me to find out even more about the industry. The Honourable Company of Air Pilots put me in contact with my training school Synergy Aviation who are based at Fairoaks Airport. The high standard of instruction I received from my instructor Richard and the great support from everybody at Synergy made my training enjoyable and such a fantastic experience.

My training began early on a Monday morning where I was taken up for my first time in a Cessna 152. I was surprised about the number of similarities between gliding and flying, and this really helped me early on to progress through the basic skills. Next I was onto circuits and preparing for my first solo. Eventually the day came and I was surprised to see my instructor get out of the aircraft. Although nervous as I taxied to the holding point for the first time on my own, I thought how incredible an achievement this would be on completion. After remaining solo for 5 minutes I landed with the biggest grin on my face and confidence booming. After this milestone the pace began to speed up and I found myself doing navigation over areas of the country I have never seen before. Navigating was definitely the part I enjoyed most and I loved how I could relate something on a map to a physical picture in front of me. Another part I extremely enjoyed was diversions; every time I worked out a new heading in the air I felt a great sense of pride that I was able to work it out, fly the aeroplane and eventually end up at the new destination as planned.

It was incredible to learn all these things and then to be able to relate them to the 9 PPL exams that I was studying whilst on the ground. It was also interesting from a personal point of view to see me develop from finding aspects extremely hard but persevering to find them enjoyable at the end. The best example of this was my fear of talking on the radio at the beginning to now where I extremely enjoy it.

Before I knew it, it was the morning of qualifying cross country. I was going to the south coast from Fairoaks to Lydd, Lydd to Goodwood and back to Fairoaks. Although surprised that I was ready to take on such a long journey alone I trusted my planning and all my training that it was going to be
fun experience. I returned hours later in the flight centre after a successful flight. The remaining few hours of my training was spent preparing for the exam, brushing up on flying skills and practising navigation and diversions.

At the end of this journey, I truly want to thank the Honourable Company of Air Pilots not only for awarding me the Sir Sefton Brancker Scholarship and the Air Pilots Benevolent fund for funding it, but also for supporting me through the whole process. Furthermore, I want to thank everyone at Synergy especially my instructor for helping me to achieve my PPL. This is definitely my biggest achievement to date and a vital step in my progression to becoming a professional pilot and I could not be more grateful.

My name is Arvydas and I have been a member of Derbyshire and Lancashire Gliding Club at Camphill for a year, poor winter weather resulted in however my busy university schedule and fantastic opportunity to gain and improve the scholarship and giving me this my flying and airmanship skills as soon as possible.

My 3-day visit to Pocklington resulted in my most memorable flight so far taking full control of my first aerotow launch on a K21 glider which was also new to me (my usual aircraft is a Puchacz). After the release I climbed to the cloud base of 4000 feet where my instructor took control and entered a cumulus cloud. That was my first taste and hands on experience of instrument flying and it was unusual and confusing not to have any visual reference having to rely only on Turn and Slip and ASI instruments. This has brought us to 6000ft where we popped out of the cloud into a magnificent scene that I will never forget. We have spent quite a few minutes flying through gaps between the massive clouds just enjoying the surreal views. Several exercises followed including a side-slip manoeuvre in order to rapidly loose height, high speed flight and numerous stalls.

Then there were the days that went to plan...and beyond. I learnt the basics as swiftly as I learnt the difficulties I would encounter - my attitude control and landings were going to cause me problems for a while. However I progressed quickly and was soon flying circuits with only a little prompting.

Young Air Pilots Gliding Scholarship
Arvydas Cetyrkovskis

I would like to use my chance to thank Young Air Pilots once again for awarding me the scholarship and giving me this fantastic opportunity to gain and improve my flying and airmanship skills as soon as possible.

My name is Arvydas and I have been a member of Derbyshire and Lancashire Gliding Club at Camphill for a year, however my busy university schedule and poor winter weather resulted in inconsistency in my training and slow progress. Before the summer I could fly winch launches and landings myself but there was lack of confidence, especially after several month lay-offs. I was surprised and extremely delighted to find out about the award which meant that I would be able to progress more rapidly during the summer months.

Due to other commitments in my part-time job and a university internship, I have decided to complete my training in several residential periods showing up on a day at my local gliding club and staying for two or three days at a time. Also with the help of my instructors I have managed to arrange some flying at Wolds Gliding Club in Pocklington.

Camphill airfield is a hilltop site with uneven landscape resulting in complex weather conditions which require site-specific approaches and procedures, therefore every day is always different and unique. The training experience there has been absolutely wonderful and there were no bad days at all. My scholarship course started with 6 flights on the first day, practising circuit planning, stalls and getting back into practice. Later days allowed for some nice thermal soaring letting me learn thermal centering and fly my very first local task! As the task was complete I was able to climb back to the cloud base and was shown simulations of failed winch launch, practiced stalls with wing drop and managed to cope with simulated sink on downwind as my instructor pulled the airbrakes out. After two weeks I had a chance to fly the low west-wind launch onto the ridge, practiced ridge soaring and was shown an example of what to do if running out of height when any kind of circuit is no longer achievable. Further experiences included landing after my first low level launch failure, launching just after the rain and flying above a circular double rainbow.

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After almost 2 years working as the full time Winch Driver at Bristol and Gloucestershire Gliding Club, this scholarship enabled me to migrate to the other end of the airfield - I was finally going to become a pilot!

I knew from the beginning that I would be very hard-pushed to balance work and training, and I wasn't wrong! I learnt very quickly that the weather would not always co-operate, and that it is very difficult after a beautiful soaring day to watch the sky shut down just as you climb into a glider. The frustrations of gliding became incredibly apparent.

Then there were the days that went to plan...and beyond. I learnt the basics as swiftly as I learnt the difficulties I would encounter - my attitude control and landings were going to cause me problems for a while. However I progressed quickly and was soon flying circuits with only a little prompting.
One particularly fine Sunday my instructor Dan and I soared locally for an hour's training in the club K13, then landed for sunglasses and a map, swapped seats and flew to Lasham for the wooden plate. We patiently worked the edge of a large blue hole in the cloud streets for a chance to cross and watched the Junior National Competitors flying over us as we tried to stretch final glide out over Basingstoke. An hour and 45 minutes later, we made it! My first (thermal) cross-country was a fabulous experience. I was introduced to cross country soaring and aerotowing, put my name on the wooden plate claimers list and to top it all, was invited (along with Dan and Dave - the tug pilot who came to retrieve us) to visit the Gliding Heritage Centre. With the Vintage Glider Club Rally taking place at Lasham, the Chris Wills Memorial Hangar was packed to the rafters with some of the most incredible and beautiful aircraft I have ever seen. A big thank you to Gary Pullen for the tour; I feel very privileged to have seen it.

I returned to my tuition with the knowledge of what could be achieved and if possible even greater enthusiasm. I had a great day learning the quickest way to dry a glider, and after three attempts to fly were thwarted by more rain arriving with us already strapped in and waiting to take off, I managed three flights and got my circuit, approach and landing in strong winds signed off. It was a lesson in being prepared to wait for the window.

Unfortunately, I did not manage a solo flight, although I came very close. I intend to take advantage of my flying membership and am hoping to complete my first solo flight by the end of September.

I would like to thank the Honourable Company of Air Pilots for the fantastic opportunity they awarded me. I thoroughly enjoyed myself. I would also like to thank the BGGC, the winch drivers who threw me skywards and all the instructors who helped me to learn. After critiquing my selection day performance at Cobham House numerous times in the days that followed, words could not describe how delighted I was to discover I had been awarded the prestigious Cadogan PPL scholarship. With the prospect of a summer dominated by flying and aviation theory now firmly on the horizon, I could not wait to begin!

**DOMINIC REGISTE**

My training was to be carried out at White Waltham Airfield, the home of West London Aero Club. White Waltham had come highly recommended to me by close friends and after my first day flying at the airfield, it was easy to see why. As well as the airfield's rich aviation history, which proudly adorns the clubhouse walls, the club acts as a second home for many like-minded aviation lovers, all at various stages of their flying careers. At the end of a days training, it is not uncommon for a simple greeting in the hallway to quickly materialise into a fascinating conversation about flying.

Now embedded in the westernmost point of Heathrow's TMA and a club that demands notoriously high flying standards, White Waltham was the ideal environment for me to learn and develop.

Piers Crichton was the flying instructor assigned to oversee my training program and from the outset, it was clear a productive pairing had been formed. Efficiently advancing through the upper-air sorties, we were soon consolidating on all that had been learnt in a more demanding circuit environment. Revising the various circuit procedures on the ground certainly helped the transition and not long after I was also having to handle powerless and flapless landings, as well as numerous simulated engine failures.

Confident I was then ready for my first solo, Piers handed me over to Sue Thorne, a former GAPAN Instructor Scholarship winner, who after a short verbal test and circuit, sent me solo. It was an absolutely fantastic experience.

Upon landing there were a number of congratulations over the radio from Sue in the ATC tower and other pilots in and around the circuit. It was a truly memorable evening that will stay with me for a very long time.

Over the next few days a number of solo circuits were amassed in quick succession and with an out-of-circuit solo next on the agenda, we were soon back at height to complete the advanced turning and practice forced landing exercises. After successful solo flights to local reporting points and back, navigation flying could then commence, something I had been really looking forward to. The idea of methodically planning a route whilst taking into account numerous factors, such as weather, NOTAMs and aircraft performance, is something that I could not wait to put into practice.

With Piers eager to challenge me on every flight, cross-country legs were soon being riddled with PFLs and diversions, which added to an already engaging workload. Thoroughly enjoying this part of the course and with routes to Goodwood via Haslemere and back safely navigated, I was soon being sent on my first solo land-away.

With only the qualifying cross-country and skills test left to complete at the time of writing this report and a number of hours firmly set aside for pre-test revision, there is also ample time in my training schedule to incorporate a tail-wheel conversion on the Super Cub.

Although there is still much to look forward to, the realisation of such an incredible summer coming to an end is slowly dawning.

The honour I have felt representing The Honourable Company of Air Pilots as one of this years scholarship recipients is something I would not have had the privilege of doing were it not for the generous sponsorship of The Cadogan Trust and the faith shown by the selection panel. I will be forever grateful for such a unique opportunity and will certainly aim to build on everything I have learnt in a professional flying role in the future.

Special thanks must also go to my instructor and now good friend Piers, as well as the entire team at WLAC who made my scholarship more enjoyable than I thought possible. From David Coe (CFI) and Jacky Hanafin (Airfield Manager) who always took time out to see how I was progressing, to the unsung hero engineers who didn't mind at all sharing their knowledge on dry sump lubricating systems amongst much else!

And last, but by no means least, my gratitude extends to scholarship coordinator Julie Shepherd, whose tireless work behind the scenes has certainly not gone unnoticed.
The first Livery Schools Gliding Scholarship winner, Jakub Niemiec, has written about his experiences at the London Gliding Club at Dunstable in July. Jakub was a student at Bishop Douglas School in Barnet and was partnered by Shakiru Adefuw a from Islington Academy. Shakiru was the winner of the first Air Pilots Flying Club scholarship. Their instructor for the week was Daniel Jamin. Excellent feedback has been received from the London Gliding Club and the scholarships have been a great success. Assistants Dacre Watson and John Towell both visited the course at Dunstable in their vintage aircraft.

Jakub Niemiec describes his experiences. The whole idea of a gliding Scholarship was quite unexpected from my point of view until one of the Senior Teachers told me about the gliding scheme scholarship and that the school were recommending that I apply. I stood there, slightly confused, unaware of what was happening behind the scenes to make this program come into reality. I applied with an open mind-set, thinking that this was a once in a lifetime opportunity and if I didn't give it a go, I would regret it later on in life.

After writing the first draft, then re-writing that draft only to re-write it again, I ended up with a 10th version of 'Why I would benefit from a Gliding Scholarship' which was ready to be sent off along with the recommendation from the teachers. A week or so later I have heard back from my teacher who told me that I will be going off for an interview at Islington Academy. I have never been to an interview like this and I was the first person from my school to go for this sort of thing so nerves were in place. I did not know what to expect when I arrived at Islington Academy but I was greeted by Capt. Towell who explained the whole undertaking of the scholarship and how it worked. Whilst I waited in reception I was able to look at photos and some video of the Gliding Club and the planes and then I headed off to the interview room. I was greeted by two nice 'judges' who were about to assess whether I was a suitable candidate for the scholarship.

They asked me a range of questions about myself, what I do and study and what my general interests were. I must say I don't remember much of the interview as nerves took over although in hindsight there was no need for me to be nervous. A week later I received a phone call, it was Capt. Towell calling to congratulate me on being chosen for the scholarship. At that moment the world froze for a second, half of my mind was trying to continue with the phone conversation whilst the other half was trying to digest the news. I was extremely pleased that I was chosen for the scholarship but soon questions started coming into my mind about the whole situation, I was signed up to leave to Dunstable and stay there for a week without knowing a single thing about the place. Thanks to a few emails and with the help of Google I began to perceive the rough idea of what the whole accomplishment was going to look like.

Time passed quickly and without noticing I was sitting at Golders Green Bus station at 6AM on a Monday morning waiting for my coach to arrive. It took me 2 hours to fight my way out of London and arrive at the Gliding Club, the most challenging part of the journey, however, was walking up the hill with my suitcase, it was the very first test of my dedication. I arrived at reception and was given a tour around the club and met the amazing people responsible not only for making the place tick but also those who made the scholarship happen. Later on I met my partner in crime for the week, Shak, with whom I was sharing the glider. Then we met our instructor for the week, Daniel Jamin, we all said our hellos and moved off straight to the airfield getting ready for flying. Yes it was happening that quickly, within an hour or so from arriving I was sitting in the glider listening to the health and safety regulations of the machine, I think the most valuable piece of information at the time was how to use the parachute since I didn't trust the glider entirely. I think, however, that it was the enthusiasm of Daniel that changed my mind very quickly, soon enough we were connected to another plane ready for an aero-tow start. The tow plane started and we were climbing up to 3000 feet above the ground. Soon enough Daniel started describing all of the controls and how they work and then I had a go at turning the glider around myself, it was hard at first but it became much easier over the days. It's amazing how your body adjusts to the new environment and you become much more natural at it. I really enjoyed soaring in the sky searching for thermals and then adjusting to gain more altitude, I was lucky enough to climb 2000 feet from a winch launch. It's very hard to describe how great the feeling is when you are so high up above the ground and you watch all the people below.

Towards my final days we began covering the concepts of stalling and landing approach, Daniel demonstrated some common types of stalls and their effects on the glider and I must say that they are not the most pleasant thing to experience. But since you can't fly around in the glider forever we had to land, that's when things get really hard to control. There are so many tiny details that you have to take care of during the final approach that you have to force yourself into multitasking. Soon
enough I was approaching for landing myself, Daniel in the back just in case, opening the air brakes to slow down the glider in order not to overshoot past the landing area and keeping the nose levelled. Suddenly the ground comes towards you and you have a touchdown, the first one was rough but the following landings were much better. I don’t think I will ever complain about a rougher landing on a commercial plane since now I appreciate how hard it is.

Another aspect of the course which I enjoyed very much is what happens after you land and the retrieval of those gliders which have landed. It was competitive who gets to actually drive the buggy and who holds the wing. It was very important, however, to mind the airfield and keep a careful lookout for any incoming planes. If a plane was approaching for landing then we had to stop all that we were doing and wait for the pilot to align and land at which point we were free to continue the retrieval.

In a short week I have learned a great deal about aviation but I think the most enjoyable aspect of my stay at the London Gliding Club was the interaction with all of the club members and guests. I have to say that the most charming thing about this place is the atmosphere; the people here are friendly and open, always chatting, mostly about planes and flying than anything else. The social life is thriving in the club; people often stay in the afternoon for a longer chat which just shows how much they enjoy this place.

In conclusion I have to say that the whole experience was absolutely amazing and I am very glad that I followed through with it. I am very grateful to all at London Gliding Club and The Honourable Company of Air Pilots for making this fantastic opportunity possible.

The Honourable Company of Air Pilots Apprenticeship Scheme

LIVERYMAN STEVE GREEN

A visit to Bexhill-on-Sea in late August provided me, as Trade Specific Qualifier for the Honourable Company’s Apprenticeship Scheme to visit Flying Time Aviation (FTA) at Brighton City’s Shoreham Airport.

Only Andrew Burnage was there as Steven Pearson was on leave, but Andy was able to break free from running the ATO’s busy operations desk to spend time with me. I was impressed by the clean, efficient and simply laid out set up of FTA and Andy certainly lived up to the standards in presentation and communication we would expect from somebody chosen to pioneer the Apprenticeship Scheme.

Hailing from Sheffield Andy attributes his love of aviation to being taken to an airshow when he was just 5 years old. He turned this passion into a hobby and trained for his PPL at what I knew as RAF Finningley, now Doncaster Airport. Translating a hobby into a career was not easy for him. He commenced commercial flight training with PTC at Waterford, escaped, (for medical rather than commercial reasons), with most of his capital intact the day before it collapsed, and after considerable effort and research completed his training with FTA. So he has a good knowledge of ATOs and their modus operandi, bad as well as good!

He and Stephen commenced the Apprenticeship proper earlier this year and are now both working as Ops Officers, thus building on the practical experience gained in CPL and I/R training. FTA operates a modern fleet of Diamond DA 40 and 42 aircraft all with glass cockpits. They do have a couple of Piper PA 28s for PPL work but the bulk of their training is for the CPL and I/R and so conducted on the Diamonds. This programme is run on a daily basis by Andy and Stephen and they are thus acquiring invaluable knowledge in the realm of planning, executing and recording flight training activities.

The Flight Instructor element of the Apprenticeship is scheduled to commence in November. This will be completed at Shoreham with MEGA Aviation using the brand new Tecnam P2008 JC single engine trainer.

All being well by next Spring they will have graduated as Restricted Flight Instructors (FI (R)), thus allowing both to get stuck into a Spring and Summer of flight instruction. This period should provide the experience required for them to fulfil the requirements to lift the Restriction from their instructor ratings and so allow them to graduate as fully qualified single engine Flight Instructors (FIs).

Alongside this practical training and experience they will also have to complete some theoretical training to become rounded masters of the art. This includes a 2000 word dissertation covering the wider subject of flight training and operations. As Andy claimed to not be a natural at more academic study he admitted this aspect was rather daunting. However having met and spoken with him I believe he will complete that with some level of distinction.

So a very brief visit and introduction to the apprenticeship programme but I am happy to report it appears to be off to a flying start. For this a huge vote of thanks must go to the Honourable Company and the efforts of Past Master Gault.
Trophies and Awards 2013-2014

The following are the awards approved by the Court of the Honourable Company of Air Pilots Guild for 2013 - 2014. The recipients will be formally presented with their award at the Company's Trophies and Awards Banquet to be held at Guildhall, London, on Thursday 23rd October.

LIFETIME CONTRIBUTION TO THE AEROSPACE INDUSTRY

THE AWARD OF HONOUR
Awarded to an individual who has made an outstanding lifetime contribution to aviation.
Sir Michael Marshall

FOR OUTSTANDING COURAGE OR DEVOTION TO DUTY IN THE AIR

THE AWARD FOR GALLANTRY
Awarded to an individual, or crew of an aircraft, in any field of aviation for an outstanding act of gallantry. It is intended that this should be awarded on rare occasions for any act considered worthy of the award as soon as the facts of the event are clear. Awarded at the discretion of the Master and on the advice of the Trophies and Awards Committee.
A Crew of 27 Squadron RAF

THE GRAND MASTER'S COMMENDATION
Awarded at the discretion of the Grand Master for an act of valour or outstanding services in the air.
Flight Lieutenant Tim Eddy
99 Squadron RAF

THE HUGH GORDON-BURGE MEMORIAL AWARD
Awarded to a member or members of a crew whose outstanding behaviour and action contributed to the saving of their aircraft or passengers.
Cathay Pacific Airbus A330 Incident

THE PRINCE PHILIP HELICOPTER RESCUE AWARD
Awarded to an individual member of a helicopter crew, a complete crew or the crews of multiple helicopters, for an act of outstanding courage or devotion to duty in the course of land or sea search and rescue operations.
Rescue 193, 771 Naval Air Squadron - 'Le Sillon' rescue

FLIGHT OPERATIONS

THE SIR BARNES WALLIS MEDAL
Awarded in recognition of an exceptional and innovative contribution to aviation.
Hybrid Air Vehicles

THE GRAND MASTER'S MEDAL
Awarded to a pilot under the age of 30 for outstanding achievement and endeavour in any field of flying activity.
Not awarded

THE MASTER'S COMMENDATION
Awarded at the discretion of the Master for commendable achievement in any sector of aviation.
Major Mark Martin AAC
Air Mobility RAAF

THE BRACKLEY MEMORIAL TROPHY
Awarded to an individual, a complete aircraft crew, or an organisation, for an act or acts of outstanding flying skill, which have contributed to the operational development of air transport or transport aircraft or new techniques in air transport flying.
Not awarded

THE JOHNSTON MEMORIAL TROPHY
Awarded to an individual, a complete aircraft crew, or an organisation, for an outstanding performance of airmanship, for the operation of airborne systems or for the development of air navigation techniques and equipment.
3rd Special Operations Squadron USAF

THE SWORD OF HONOUR
Awarded for an outstanding contribution to any sector of General Aviation (all elements of Civil Aviation other than Air Transport), whether in the air or on the ground.
John and Martha King

THE HANNA TROPHY
Awarded for outstanding contributions to the art of display flying of historic, vintage or modern fighter or combat aircraft.
John Beattie MBE

THE MYLES BICKERTON TROPHY
Awarded for outstanding achievement in any sector of General Aviation
The Blades Aerobatic Display Team

FLIGHT TEST

THE DERRY AND RICHARDS MEMORIAL MEDAL
Awarded to a test pilot who has made an outstanding contribution in advancing the art and science of aviation.
Mark Bowman

SAFETY AND SURVIVAL

THE SIR JAMES MARTIN AWARD
Awarded to an individual, a group, team or organisation, which has made an outstanding, original and practical contribution leading to the safer operation of aircraft or the survival of aircrew or passengers.
Captain James Cunningham AAC

THE CUMBERBATCH TROPHY
Awarded to an individual, a team, group or organisation for an outstanding contribution to air safety, whether by the development of techniques contributing to safer flight, by improvements in ground equipment and services or by improvements in aircraft and component design.
Not awarded

FLYING TRAINING

THE SIR ALAN COBHAM MEMORIAL AWARD
Awarded to the most meritorious student pilot graduating from a college or school of civil or military aviation and nominated by the Principal or Commanding Officer. Particular consideration will be given to the candidate's progress during the course, including qualities of character, leadership,
involvement in sport, recreation and voluntary service, in addition to flying and academic achievement.

*Flight Lieutenant Jonathan Hubbleday RAF*

**THE CENTRAL FLYING SCHOOL TROPHY**
A periodic award to an individual, group or organisation that, in the opinion of the Court, and with the endorsement of the Central Flying School, has made an outstanding contribution toward the achievement of excellence in the delivery of flying training or instructional standards.

*Ian Douglas Fogarty AFC*

**THE PIKE TROPHY**
Awarded to an individual who has made an outstanding contribution to the maintenance of high standards of civil flying instruction and safety, taking into account working conditions and opportunities.

*Not awarded*

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**THE JOHN LANDYMORE TROPHY**
Awarded to the outstanding candidate of that year for a PPL Scholarship. The award is recommended by the Scholarship Committee.

*Daniel McCormack*

**THE AWARD OF MERIT**
Awarded for meritorious service.

*Ron Price*

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**REGIONAL AWARDS**

**THE GRAND MASTER’S AUSTRALIAN MEDAL**
Awarded to an individual, a group or organisation involved in any branch of aviation in the Australian Region or to Australian nationals abroad, who or which has made a meritorious contribution to any aviation activity, either by displaying technical excellence or by the development of a procedure or operational technique of an outstanding nature.

*Ageing Aircraft Systems Audit Team RAAF*

**THE AUSTRALIAN BI-CENTENNIAL AWARD**
Awarded as an ongoing commemoration of the Australian Bi-Centenary, to recognise an outstanding individual contribution to Australian aviation.

*Captain Patrick Murray*

**THE JEAN BATTEN MEMORIAL AWARD**
Awarded in memory of the late Liverman Miss Jean Batten, to recognise an outstanding individual contribution to New Zealand aviation.

*William Arthur Black MBE*

**AVIATION MEDIA**

**THE AWARD FOR AVIATION JOURNALISM**
Awarded to an individual journalist, publication or organisation for an outstanding contribution to the promotion or public awareness of aviation in general or of any important aspect of aviation activity.

*BBC ‘Helicopter Heroes’ Team*

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**REGIONS - New Zealand**

I learnt about flying from that...

**LIVERYMAN WING COMMANDER ROBERT HENDERSON**

On the day of the accident we were at a regional gliding competition at Waipukurau, in Hawkes Bay, New Zealand. It was the 28th of December, 1982. It was a lovely day with good thermals topped by well-shaped Cumulus with a cloud base of around 4,500ft. The race planned for the day promised to be fast and enjoyable. My aircraft was ZK-GBF, a wood and fabric Ka6B and I was flying in the Sports Class and my father-in-law was flying in his fibreglass LS3a in the Standard Class. My wife had the unenviable job of crewing for us both. We rigged both our gliders before briefing and then sat down to listen to the weather forecast and the planned task for the day.

After briefing was over it was final checks on the aircraft, marking up of the paper map (no electronic moving maps yet!) and moving the aircraft out onto the launch grid on the airfield. My class was the first to launch and we were towed into a developing sky and, releasing from aero-tow at 2,000ft above the ground, we quickly found good lift and were able to climb to gain energy.

A group of us were cruising around close to cloud-base, conserving altitude, about 10km to the north of the airfield, waiting for the announcement that the start gate was open. The “gate” was a virtual gate in the sky; the sides defined by a distance abeam the central point on the airfield and the top of the gate defined by triangulation from an observer at the airfield. With some 10 minutes to go before the gate was due to open I saw another glider in my class flying towards me, so I planned to do a chandelle beside him to follow him to the start line.

Unfortunately, as the nose came above the horizon there was a very loud wooden “cracking” sound and the glider went dead in my hands. I was not sure what had broken; clearly something had; so I cycled the control column through its full movement - which elicited zero response from the aircraft in both pitch and roll axes.

It turned out that the right-hand wing had failed at the wing root with the laminations splitting open and leaving the spar cap attached to the left-hand wing. With nothing to hold the left-hand wing to the fuselage, it too departed, but only after it had imparted a roll to the right to the fuselage.
My immediate conclusion was that the aircraft and I should part company and I proceeded to bail out. This was helped by having just completed my instructor training with the RNZAF flying the side-by-side seat CT4 Airtrainer; every second emergency in that aircraft seemed to call for a bail-out so we were well practiced in the actions required - so I made the required MAYDAY call on the radio and then wasted time trying to put the microphone back on its clip. The radio had left with the wings so the MAYDAY call was wasted!

Sanity prevailed and I dropped the microphone, released the canopy and undid my seat belt. At this point two things happened which really annoyed me - in hindsight they were trivial given the circumstances - the wind blast, when I jettisoned the canopy, ripped my sunglasses off my face (damn!) and then, when I released the seat belt, one of the shoulder straps flicked up in the slipstream and smacked me across the jaw. That hurt!

At this time the fuselage rolled over and was entering a descent; the wings having gone the tail plane was giving the aircraft the characteristics of a dart! I had to pull my feet up under me onto the seat and dive out of the cockpit to get out. My recollection was that the aircraft was inverted about a 45 degree nose down angle when I kicked out of the cockpit. I clearly saw the fin go past with the registration letters glaring at me and the horizontal stabilizer maybe 1 to 1.5 metres clear of me as I fell free.

Having no idea what state the fuselage was in and whether I was falling amongst wreckage, I elected to free fall for a few seconds. This was not a difficult decision to make as I had completed a course of static line jumps with the RNZAF a few years previously and so felt comfortable attempting free fall for the first time. The aircraft had been moving away from me so, after about 3 or 4 seconds, I pulled the rip cord and then promptly dropped the handle with the opening shock from the canopy. Air Force training kicked in again - I looked up to check the parachute - it was good and solid - and round and small! It was an Irvin’s, from 1944, 24ft round emergency parachute and I have an Irvin’s Caterpillar Club membership as a result.

I then looked down and saw a stand of pine trees immediately beneath my feet some 2-2,500ft below. Two days later we found the shattered fuselage in these trees. The tail had ripped off in the upper branches and the cockpit and instrument panel was well embedded into quite solid ground. The pointer was gone from the airspeed indicator but there was an indentation in the face of the instrument that suggested the impact was at some 240knots.

Looking around I could see the wings lying separately reasonably close to each other, in a field downwind of where the fuselage impacted the ground. The wind was taking me across an open field, towards a fence beyond which was a stand of mature pine trees and then a high-tension power line. The field was definitely the preferred landing option so I resorted to static line training and pulled down on a handful of control lines to try and increase the descent rate on the parachute and also to reduce the drift downwind. The tactic worked and I landed just short of the fence and pine trees. But the landing was rather solid and I suffered with a very sore back for a number of days.

I rolled up the parachute and was just walking to the house about 100m from my landing point when one of the tow planes flew overhead. It circled over the field where the wings were lying and then flew away towards the airfield. I found out later that my colleague, whom I had pulled up alongside, had seen the wings fall and had radioed in my predicament. After some confusion at the airfield, my parachute had been spotted and the tow plane sent to check the landing spot.

I reached the door of the house and knocked. I was surprised when the person who answered the door recoiled with a look of horror. Running my hand over my head I realised that I was bleeding profusely from a scalp wound where, as it turned out, one of the rigging pins for the wing had struck me in the back of the head when the wing-root failed. I had not felt a thing!

After a rather lame explanation “Sorry to scare you, but I’ve just bailed out of my glider; may I use your telephone please to ring my wife?” the lady of the house let me in and pointed me to the phone while keeping a safe distance from this apparition that had arrived at her door. I was talking to the people at the airfield on the telephone by the time the tow plane got back there so at least everyone knew I was OK and just needed a ride home.

Two strange things happened about this time. One of the other pilots in my class flew quietly back to the airfield, landed, walked over to the hangar and changed the cushion he was using in his glider (flying competition rules require a parachute to be worn). And my father-in-law, who flew Spitfires in Malta during WW2, said “Jolly bad show” to his daughter (my wife), when the radio call had come in about my wings failing, and then started to strap himself into his own glider to prepare to be aero-towed. A few seconds later he undid his straps again and climbed out of the glider.

My wife and brother-in-law turned up in a car soon after I rang and took me to the local hospital for a check up. Apart from the sore back, the hole in my scalp and other...
minor bruises, I was announced to be fit and we headed back to the airfield.

Ron Chippendale, the Chief Accident Investigator for New Zealand, arrived the next day to conduct the investigation. The wings were easily recovered and quickly sliced up by willing glider engineers to help answer the questions as to why the laminated spar had failed. The fuselage was found amongst the trees on the second day and retrieved back to the airfield in two large rubbish bags. The insurance company called to ask if the aircraft could be repaired. The sound of a chainsaw ripping the wings open in the back ground and our laughter while we contemplated the jigsaw puzzle, that used to be a fuselage, was our answer.

It turned out that there were multiple causal factors including; damage to the wing from an accident many years previously; corrosion around the metal pins that held the metal spar cap to the end of the wooden spar; and, wooden laminates that just happened to be within the required specifications for density and rigidity - but at opposite ends of the allowable distribution curve.

A few days later, once my back had calmed down somewhat, a friend offered me his smart, new fibreglass glider so that I could “get back on the horse”. I gratefully accepted, but, just as he closed the canopy he said “Oh, by the way, it’s not insured”. I have never flown a glider so carefully and gently before or since!

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**REGIONS - Hong Kong Youth Flying Scholarship Scheme**

**LIVERYMAN CAPTAIN TIN YUN LIN**

Captain Tin Yun Lam is an A330 Captain with Cathay Pacific. He is also Chairman of the Hong Kong Region Youth Flying Scholarship scheme, which he describes below.

My first introduction to YFS was purely accidental. We were going to have a General Committee Meeting at the Hong Kong Aviation Club and I arrived 30 minutes early, like any young enthusiast committee member, after all I was the secretary.

When I arrived, to my absolute horror, I was told by the club that the meeting had started already (20 minutes ago).

I rushed to where the meeting was taking place, softly knocked the door and try to ‘discreetly’ enter.

I was prepared for the odd smirk ‘dirty’ smile as I entered the room, but instead I was being greeted ecstatically.

‘Tin, good timing! You can come in and take the minutes.’

A little puzzled, since this was my job. I quickly sat down and began to take notes brushing that comment aside. As the meeting continued, I realized quite quickly that this was not the General Committee Meeting but something else.

As the General Committee Meeting came to an end, I could not contain my curiosity any longer and asked for more details about the YFS.

The YFS, short for Fanny Li Youth Flying Scholarship, was started by the late Ms. Fanny Li in 2005.

It was a means to inspire youngsters in Hong Kong and introduce them into the aviation industry.

The candidates, from Hong Kong Air Cadet Corp., had to go through an initial group exercise, before doing a group interview (3 on 3). Both stages were done by the Air Cadet Corp themselves.

Once the top 8 candidates were identified, they were given an aptitude test from Cathay Pacific.

Then a 1 hour long final interview conducted by two GAPAN interviewers before two winners were selected and given a scholarship for PPL training.

I became fascinated with the whole process and became very much involved in it.

I was later asked to be the Chairman of YFS sub-committee and to lead the selection board in 2010.

After becoming chairman of YFS, the first thing I did was to open this fantastic opportunity to all youngsters in Hong Kong, ie. they were no longer limited to members of HKACC, and candidates are able to send their application directly to YFS.

During the years I have been chairman, I have also implemented several changes to the selection process as to make the selection as objective as possible. Some of the changes include:

- having the YFS do all the interviews, thereby having more control over the questions and format of the whole process.
- the group interview (2nd stage) was changed to a more personal short interview, i.e. 2 interviewers and 1 candidate, thereby able to ask more specific questions directed at each candidate rather than generic questions.
- having different interviewers for each stage of the interview, i.e. the candidate should not see the same interviewer twice, thereby eliminating favouritism or prejudice.
- have the same interviewers do all candidates for each stage, i.e. all interviewers will see every candidate for each stage, thereby eliminating different benchmark.

The 2 winners are awarded a PPL training oversawa with all expenses paid, and in return, they become even more determined to enter the aviation industry. To date, 15 winners have manage to gain their PPL with 13 already flying with either Cathay Pacific or Dragon Air, the two major airlines in Hong Kong. 1 is an engineer with HAECO (a subsidiary of Cathay) with 1 still studying in university.

But the success we have had over the years have been overshadowed by a phone call. The HR department of a major Hong Kong airline called us asking if we have anymore scholarship winners they can recruit!

This came as a pleasant surprise and (hopefully) indicate that we are going along the right track with the selection process.

To the best of my knowledge, although the remaining candidates in stage 3 were not selected for the scholarship, the interview process have been beneficial to them and 25–40% of them were offered the cadetship programme from either Cathay Pacific or Dragon Air.
Company Visit to the RMA Sandhurst
‘Serve to Lead’

MASTER ELECT CHRIS FORD

On an initially warm muggy day, under arrangements made with the assistance of The Sandhurst Trust, The Master and 26 members and partners of The Company gathered at the Royal Military Academy, Sandhurst to attend the Commandant’s Parade and tour the College.

All officer cadets commissioned into the Regular Army have undergone training at RMA Sandhurst. Most undergo a 44-week course divided into 3 terms. There are 3 entries per year. On this occasion we were invited to witness the penultimate parade prior to Commissioning Course 133’s passing out at the Sovereign’s Parade on Friday 8th August. Seated in covered stands we witnessed some very fine drill by 567 Officer Cadets as the Sovereign’s Banner was presented to Imjin Company of the Senior Division - and subsequently as the Queen’s Colour and the Regimental Colour of the College were marched past, in both slow and quick time to tunes played by the band of The Royal Artillery. Following the rehearsal for the award of the major prizes and a stirring speech by Major General Stuart Skeates CBE the parade presented arms as the Senior Division marched off up the main steps and through the front door of the College followed closely by the Parade Adjutant on his Grey charger ‘Oscar’. On the whole Oscar was well behaved, considering all the events going on around him but when the audience showed their appreciation by clapping, Oscar did become a bit jittery. As any horserider will know he was immediately turned to confront the ‘noise’ and was reassured all was well! Oscar was joined on the parade ground by ‘Tarnish’, a wonderfully quiet and well-behaved Bay, ridden by The Parade Second-in-Command.

Though the Old College is currently undergoing renovation the main portico was still proudly prominent with Mars and Minerva (cradling the College motto ‘Serve to Lead’) reclining overhead. Our host for the morning, retired Lt Col Stuart Hepton, had already furnished us with plenty of information about the College and guided us expertly through the drills and intricacies of the parade but, prior to lunch, he took the opportunity to brief us on the more historical facts about former men they lead make up the majority of the fighting force. Inside the Chapel there are memorials to all the Regiments and the fallen of the Great War, as well as books of remembrance for subsequent conflicts. Armorial windows of all the previous Field Marshals adorn the upper portions of the walls.

Our final venue on the visit was the Le Marchant Room. With the exception of the specialist instruction school for artillery officers at Woolwich no institution for the education of military officers existed in Britain. In 1801, after overcoming considerable opposition on the grounds of cost, Le Marchant’s scheme for establishing a school for the military instruction of officers came to fruition at Great Marlow before being relocated at Sandhurst in 1812. John Le Marchant, a cavalry officer of great ability and also an artist, had amongst his artistic patrons George Prince of Wales and the Earl of Uxbridge. This patronage enabled him to advance through the commissioned ranks despite not having the education or wealth to buy the required commissions. Sadly he did not live to see the fruits of his labours, having been killed at the battle of Salamanca in July 1812.

Before our departure we enjoyed a welcome cup of tea and the Company, in true honoured fashion, showed our appreciation to our hosts for such an interesting day and a parade which was a huge privilege to attend.
Friday 4 July dawned fine, warm and clear so all the planned fly-ins were able to meet their objectives, and a party of thirty five assembled in the Executive Crew Lounge in the Main Terminal. Following a Members and Guests welcome from Graham Powell, he then introduced the Managing Director of London Biggin Hill, Will Curtis. Following discussions earlier in the year Will Curtis had approved the visit and offered his invitation to the Honourable Company to visit Biggin Hill.

In a wide ranging address Will Curtis then spoke of his future vision for Biggin Hill and the planned investments already made, and the near-term plans already earmarked for future growth.

Will Curtis confirmed that there would always be a place for General Aviation (GA) at Biggin Hill but also stated that the growth of Corporate Jet and Helicopter traffic are the key revenue drivers that make the business model function profitably. This mix of Corporate and General Aviation activities working together was a theme which was demonstrated throughout the visit. They do exist side by side in this 21st century London Airport.

When owners of multi million pound Corporate Jets arrive at Biggin Hill they demand the same level of security as evidenced by Heathrow and Gatwick. So new procedures and processes have had to be made and inevitably this has also included airside security changes for GA operators, private owners and flying club members. The debate on the wearing of high viz jackets airside was a case in point but is now accepted as standard procedure.

Wifi is being rolled out across the various airfield sites which will support the comprehensive safety management systems now in place and will allow further administrative changes. For example, booking out in advance with Air Traffic Control (ATC).

Heavy capital investment has been made recently with apron extensions, some partial runway and ramp re-surfacing, new “state of the art” hangarage and maintenance facilities plus upgrades to the voice recording and radar feeds available to ATC. A brand new Fire Station, designed by Firefighters, for Firefighters, has been built recently and is fully operational. All this demonstrates a major commitment to the future growth.

The recent June Festival of Flight brought back to the airfield some 15,000 spectators and is proof of how the Airfield community links. Other measures which will ensure that the Airfield is a good neighbour will include the re-statement and enforcement of departure and approach routes to the GA community, and making clear any amendments to joining instructions, which will avoid potential conflicts with jet traffic. A WASS/GPS approach to runway 03 is in the planning stage as well as an overlay for runway 21 (this will complement the current ILS).

Robert Walters addressed the group briefly on the heritage and history of Biggin Hill. He stated that the 75th anniversary of this pre-eminent Battle of Britain airfield would be celebrated on site in 2015. Long term discussions are continuing between Bromley Council (the actual owners of the airfield), Bernie Ecclestone of Formula 1 (a Corporate Jet FBO operator on site) and local BHA management about building a permanent heritage centre to complement the RAF Battle of Britain Chapel already on the North side and open to the public.

Robert also spoke about the 65 companies on the airfield providing employment for over 1500 persons. This growth opportunity has now been recognised by Bromley Council in their long term plans as well as by the Mayor of London as a key centre for priority economic growth in the London region.

Members then had the opportunity to visit both the Tower and the Fire Station and to question Bill Robinson the Senior ATCO and meet the Senior Fire Officer Andy Mellers. These two tours took place before a buffet lunch back in the Executive Lounge.

Following lunch the entire party boarded a coach for a trip around the airport perimeter taxiway to see the only remaining Scramble Hut still standing from the Battle of Britain days. Although sadly in need of repairs now this is still a unique reminder of the RAF history and is located close by the Spitfire pens and firing bays.

The coach arrived at the RizonJet Corporate facility and our party was met by Claire Brown the Business Development Manager and Alan McGreal, the CEO, who warmly welcomed everyone to experience an insight into their special brand of corporate hospitality.

The facility has been designed, built, and operated for owners and operators in the Corporate Jet world. The location is situated just 12 miles from Central London, 50 minutes by road to Mayfair, and less than 10 minutes by helicopter to Battersea. The facility has won multiple awards as a Business Aviation VIP terminal and Aircraft Maintenance facility. The RizonJet ethos is to take care of all their clients needs, all day, every day whether one flies in or one just wishes to entertain...
business and private clients on site. As a passenger flying in, this becomes an exceptional experience, but also being able to use the facility for top brand business presentations is a surprise, and the BBC has even broadcast a live concert here! Innovation is the key word when one can match Europe’s largest technical superb hangar space to present and demonstrate, new and existing products. To date this has included racing cars, luxury yachts as well as high value watches and a business jet launch.

As a guest a full five star hospitality service is available with state of the art boardrooms, multi media suites, and to impress and entertain private clients there are a number of private offices and suites available too. Match these facilities to the exceptional attention to detail provided by a team of customer service personnel and nothing gets left to chance.

Claire and her colleague John were the excellent hosts for the RizonJet tour; as an additional surprise RizonJet had kindly permitted Paul Campbell from the Heritage Hangar to present the 1944 Castle Bromwich built Spitfire LF Mk1Xc MK912.

The Biggin Hill Heritage Hangar Ltd builds and maintains historic aeroplanes but with the current number of Spitfire airframes in build at present, it was just not possible to visit the hangar. But Paul did an amazing presentation for Members standing on the wing root and recounting how in mid 1944 Tony Liskutin from 312 Squadron (Czech) destroyed a V1 near Maidstone and he is credited with a half share in another V1. As part of the Heritage Hangar publicity there is a recent picture of Tony Liskutin reunited with his Spitfire again. Members also witnessed a departure of a Spitfire and a Hurricane to Silverstone for a rehearsal to fly a display prior to the start of the British Grand Prix. There is also an active supporters club for the Heritage Hangar and the chance to sit in and start up a Spitfire. All details are available at the end of this article by checking the list of websites.

Peter Greenyer the owner of Shipping and Airlines, was our genial host for the final Biggin Hill tour location. Peter jokingly states he has to have another “proper” job to fund his total passion for flying; he has also been a long time member and a very active supporter of the Honourable Company and the Flying Club. Together with Tony Hapgood his Chief Engineer, an amazing historic collection of vintage aeroplanes is kept very well maintained and fully airworthy. The collection viewed by Members comprised:

**G-ABNT a Civilian Coupe 02**, the third one of five built at Hedon near Hull in 1931. Affectionately known as Bunty she received her Certification Registration no 3271 in June 1931 and her Certificate of Airworthiness no 3199 in September 1931. Her last pre-war flight was from Pendine Sands to Cardiff in February 1937 when it was discovered she had a damaged engine. She was dismantled and stored in a warehouse behind the Waverley Grocery store in Carmarthen. After thirty eight years, she was purchased at auction by Philip Mann (then owner of S&A) and fully rebuilt to flying condition by 1983. Bunty has collected numerous prizes since restoration and recently the grandson of the original designer of the type visited her at Biggin to present more memorabilia items to add to her growing collection.

**G-AEOF Rearwin Sportster 1936**

Originally built in Kansas City in 1936, this high wing monoplane has tandem seating and is powered by a Le Blond 85hp Radial engine. Very popular at this time across the USA because of their take off, climb and cruise performance together with better handling in mountainous regions than other types of the time. There are now less than a dozen examples still flying worldwide.

**G-AHBL De Havilland D87B Hornet Moth 1936**

She is powered by a 136hp Gipsy Major, with a cruise speed of 100mph and a stall speed of 40 mph. She went straight into Military Service and was one of four Hornet Moths (P6786) chosen to undertake floatplane trials. Acquired by Shipping and Airlines in June 2009, previous owners include Henry Labouchere and Dr Ursula Hamilton.

**G-BBLH Piper L4 Grasshopper 1943**

Year of built 1943 and she entered service in 1944 as 43-1145 (cn 10549) and served with the Free French in North Africa and Italy. As a civilian F-BFQY she stayed in France until 1973 when she arrived at S&A and was re-registered as G-BBLH. She has completed in 2014, a complete rebuild including new fabric for her wings, a rebuilt engine (Continental A65) plus new plexiglass.

**G-AKVZ Miles Messenger 1946**

The engine is a de Havilland Gypsy Major (fortunately changed in the 1950’s from a Blackburn Cirrus Major) with a cruise speed 90 knots, stall speed 35 knots. This is the only genuine military Messenger flying in the UK at present (RH427). She was owned for a while by McVitie and Price, the biscuit company, in the early 1950’s. After her purchase by Shipping & Airlines in the early 1970’s she started a long term rebuild until 1994. She has flown 500 plus hours since then.

Peter Greenyer is fully committed to keeping his historic collection airworthy, and when the date for the 2015 London Biggin Hill visit has been decided, he has stated that on any future visits he would like to offer Members who wish to fly in a vintage aeroplane, the opportunity to do so.

Peter is also keen to see that on future visits sufficient time is planned for a proper visit to the RAF Chapel, especially as 2015 is the 75th Anniversary of the Battle of Britain and there are unique records held in the Chapel, as well as unique stained glass windows depicting scenes from that era.

Back in the Executive Terminal again, David Curgenwen thanked the Airport Management team for their hospitality, as well as all the other hosts during the day, and he expressed the hope that this would become a regular entry in the Visits diary.

Useful web sites to note:  
[www.bigginhillheritagehangar.co.uk](http://www.bigginhillheritagehangar.co.uk)  
[eng@shippingandairlines.co.uk](mailto:eng@shippingandairlines.co.uk)
AS the nation remembered the 70th anniversary of D-Day on 6 June, another historic event was due to be marked in much quieter fashion in the far reaches of Cornwall.

Exactly a year ago the Royal Navy re-commissioned its only current fast-jet squadron, having amalgamated the civilian contracted Fleet Requirements and Air Direction Unit (FRADU) at Culdrose with the Yeovilton Hawk det, the former Naval Flying Standards Flight.

736 Naval Air Squadron operates 14 Hawk T1 aircraft and is tasked as the Navy’s maritime aggressor unit, used to help train sailors in defending their vessels from aerial attack, as well as airborne intercept training for Observers and Fighter Controllers. Additionally the unit provides Close Air Support training to the Royal Marines Commando Brigade and the Army and affiliation training for Royal Navy helicopter squadrons.

I was privileged to be invited to fly with the Squadron’s commanding officer, Lieutenant Commander Tim Flatman, to see behind the scenes as the unit approached its one-year anniversary.

Flatman, 38, is a former Sea Harrier and GR7/9 Harrier pilot with combat experience over Afghanistan. After a spell as a qualified flying instructor on the Hawk at RAF Valley, his job for the past year has been to bring all Royal Navy Hawk flying under a unified command structure and take back the reins which were held by Serco.

Much of the first 12 months of his tenure has been driven by cultural change, moving the unit from a commercial environment to that of a Royal Navy fast jet squadron. Doing it this way around is very rare; in these budget-constrained times it is normally military operations that are being outsourced, Flatman explains.

But there is also an important symbolic reason for switching control of the squadron back to the Navy. The Fleet Air Arm has had no fast jet squadrons since the untimely retirement of the Harrier under Strategic Defence and Security Review 2010.

‘736 preserves fast jet aviation in the Navy in the UK,’ Flatman says. ‘This is the first fully naval fixed-wing naval air squadron in more than 10 years.

‘There was a realisation in the Fleet Air Arm that we cannot contract out responsibility any more.

‘Now, our command structure is that I report to the head of fixed wing and the Captain at Culdrose.’

Walking around the Squadron’s headquarters at Culdrose, the historic Naval Air Station near Helston otherwise known as HMS Seahawk, it is evident Flatman and his men have been hard at work rebuilding the history of a unit that had been disbanded in 1972.

Entering the building there is a cabinet with plaques, flags and artifacts from the past, 736’s proud eagle emblem is emblazoned at the foot of the stairs to the first floor operations room and a gallery of the squadron’s former aircraft decorates the briefing room.

Classic images of Blackburn Buccaneers and Hawker Sea Furies share wall space with Supermarine Seafires, Attackers and Scimitars, Fairey Barracudas and Fireflies and the Gloster Meteor.

All of this is designed to instill a sense of Fleet Air Arm tradition in the current crop of pilots as the Navy builds up to the arrival of the F-35 Lightning II Joint Strike Fighter which will fly from the decks of the new Queen Elizabeth class aircraft carriers.

736 Squadron boasts a mixture of experienced fighter pilots like Flatman, but also a number of junior officers on their first flying tours, a fact echoed by the unit’s motto: Aquila Suos Educit or ‘The Eagle Trains its Young’.

The Squadron’s historic role is as a training unit, having formed in May 1943 at RNAS Yeovilton. Until 1952 it operated piston-engined aircraft until moving to Culdrose and reforming in 1958 as the advanced jet flying school with Supermarine Attackers and Meteor T.7 jets.

736 moved to RNAS Lossiemouth in 1953 as training squadron for Sea Vampire and Sea Hawks, receiving the Supermarine Scimitar F.1 in 1959. The Squadron was disbanded in 1965, again reforming shortly afterwards with the Blackburn Buccaneer S.2 and going on to share a pool of aircraft with 803 NAS, the Buccaneer headquarters and weapons unit.

It later took the role of training RAF crews following the decision to transfer all the
Na vy's Buccaneers to the RAF. Once that transfer was completed, 736 was disbanded in 1972 and remained inactive until recommissioning 2013.

**FLYING THE HAWK**

AS a private pilot with around 200 hours total time, I've limited experience of flying in high performance aircraft. The bulk of my hours has been on single engine piston machines like the de Havilland Chipmunk, Bulldog and Piper PA28, but my job has meant I've been lucky enough to sample some more exotic types like the Extra, Harvard, Jet Provost, L-39 and the ultimate sortie in the back of a two-seater Spitfire. Nevertheless, flying as a passenger in the rear seat of the Hawk T1 presented a real step up in terms of complexity and performance.

For those like myself who are unfamiliar with military flying the first visit was to the Culdrose medical centre where I was given a thorough health check, including crucially precise measurements of my body. I discovered that had the length of my thigh been just 2 cm longer I would have been barred from the Hawk cockpit. This is because in the event of an ejection there is the risk of serious injury including having your legs sliced off at the knee on the instrument panelling.

Having passed the medical it was on to survival equipment fitting and the indignities of squeezing into an immersion suit. These rubber overalls with tight fitting wrist and neck seals are designed to keep the wearer alive in freezing sea temperatures long enough to climb into a one-man dinghy and await rescue.

Next it was a close-fitting G-suit to reduce the effects of acceleration forces and help keep the blood in my head to prevent blacking out during manoeuvering. A bulky helmet and rubber oxygen mask were adjusted to fit and with flying suit and heavy boots tucked under my arms I headed back to the squadron for a full pre-flight briefing.

**During my visit 736 was tasked with simulating 'red air' or enemy aircraft and missiles. To a layman the majority of the briefing was difficult to understand, so crammed is it with acronyms and numbers. Fortunately I was able to follow the main points on a chart print out. We were to fly out from Culdrose to the danger areas off southern Cornwall and Devon where a fleet of Royal Navy and allied ships would be sailing. Although expecting some form of action as part of their training the ships' crews would not know precisely when or from which direction we would be attacking. With the weather clear, calm and with light winds the visibility was set to be fantastic and the sea flat, which would make for a fantastic flight.**

But first there was an extensive brief on the use of the Martin Baker Mark 10 ejection seat. I was instructed on the correct drill to use when strapping into the seat, ensuring the safety pins were in their slots and how to manipulate other controls such as the harness restraint lock, manual seat separation handle and how to plug my personal equipment connector into the side of the seat. Most important, however, was the correct sequence of threading leg restraint cords through the straps around my knees and plugging them into the seat. These cords snatch tight if the seat is fired, bringing the legs in close to stop them flailing around as the pilot is propelled clear of the aircraft.

Next it was the five-point harness which mates the crewman to his aircraft. And finally how to grip the ejection handle itself, one hand on the wrist of the other and the position to adopt - head back, elbows in - before initiating the ejection sequence.

Inevitably it was the prospect of sitting on a live seat that started the anticipation building as we dressed for our flight in the crewroom. Fully kitted up and with a heavy life jacket stuffed with survival aids we were asked to step onto the scales to determine our all-up weights. This number is dialled into the ejection seat, which minutely alters the precise angle of the rocket booster.

Walking out to the aircraft it was hard not to grin. The shiny black Hawks were waiting for us on the apron fully fuelled up and ready to go. Although celebrating its 40th birthday this year, the Hawk still looks like a sprightly, modern machine from the outside. It is only the cockpit interior that belies the jet's age. The military grey interior has seen better days and is filled with steam-powered instruments in a somewhat haphazard arrangement. But once settled into the rear
seat and strapped in it is clear why this aircraft has survived for so long in RAF and Royal Navy service.

The instructor's seat in the back commands an amazing view over the pilot in the front, with just a small amount of his helmet visible along with the top of the ejection seat. A reinforced clear panel separates the two cockpits, with the view through the bubble canopy only impeded by the miniature detonating cord, which will shatter the perspex before the seat fires should the crew need to eject.

As soon as Lt Cdr Flatman completes his checks we're ready to roll, with the number two aircraft containing the photographer in our 'Blue' formation tucked behind our right wing.

Cleared to taxi to the active runway I'm braced for the acceleration which, when it comes, is a smooth but firm push in the backside. It's fantastic to look out and see our wingman so close during our pairs takeoff as we climb into the circuit at Culdrose.

We're soon heading out to sea overhead Falmouth and dropping down almost to sea level for our run in to the first target.

The Hawks will attack from just 250 feet above the sea and flying at 450 knots. At this height the sea rushes past at breakneck speed.

Ahead we can see the ships desperately manoeuvring to try and evade our attacks. Arrowing into the target the G-suit suddenly clamps around my legs as Flatman cranks the Hawk into a 4G turn and the ship passes by below our wingtips.

Next we head back out for another attack, skimming the sea as we reposition. This is some of the most exhilarating flying I've ever done. The sensations of speed are immense as the unusual perspective of rushing so close to the ground overpowers the senses.

For our third attack we link up with a Falcon business jet operated by defence firm Cobham. We will simulate an Exocet missile this time so join up in very close formation, ensuring our radar signature is a single dot on the defender's screens.

As we run in to the target the Cobham pilots wave at us before pulling up steeply, our Hawk diving back down to sea level to simulate the sea-skimming missile. We streak flat out across the sea towards our target, a German destroyer.

Again we can see the ship turning sharply towards us to try and minimise its head-on silhouette to the 'missile'.

Once we pass overhead the vessel our mission for today is completed and Flatman takes the Hawk into a steep climb, linking up with our number two for some formation aerobatics. He demonstrates some wing overs and barrel rolls and then it's my turn to take the controls for a flight along the Cornish coast, the golden beaches standing out sharply alongside emerald seas thousands of feet below.

I'm surprised by how agile the Hawk is and how sensitive are its controls. In responsiveness it's more akin to the Extra than anything else I've flown, the stick requiring just tiny movements to command the jet to manoeuvre.

All too soon it's time for our recovery back to Culdrose. Flatman takes back control and we rejoin the circuit for a run and break to land, the air brakes popping out along with the landing gear as we pull into a steep turn to slow the jet down as we turn downwind.

On final approach the Hawk is stable as the long runway is laid out before us. The arrival is more forceful than I'm used to, the aircraft literally flown onto the tarmac with very little flare. If this was the Chipmunk we'd be bouncing down the field in a series of bunny hops. But the Hawk's chunky undercarriage absorbs the impact and we turn off the active to find our parking spot back at the Squadron's apron.

Flying the Hawk has been an experience that money just can't buy. As the canopy opens a lovely cool blast of air fills the cockpit and I sit with my helmet off listening to the gyro winding down as I contemplate the fantastic thrill of flying with the Royal Navy's only fast jet squadron.

With thanks to Lt Cdr Peter Munro-Lott, Lt Cdr Tim Flatman and all at RNAS Culdrose who made the visit possible.

Editors note: Ben Griffiths is City News Editor of the Daily Mail newspaper and covers the aerospace and defence industries. He's also a keen private pilot with a particular passion for vintage aircraft and fast jets.
Back more than 50 years ago, in the harsh winter of 1963, the Jet Provosts from RAF College Cranwell were deployed to RAF Coningsby, a Vulcan base with snow clearing equipment, to allow us to continue our flying training. As fresh faced Flight Cadets we were shown around the Vulcan, doubtless in an attempt to convince us that a posting to Vulcans would be a good thing.

I well remember thinking at the time that flying around in the right hand seat with a minimal view of the outside world whilst managing the fuel system was not a rosy prospect and I never flew in a Vulcan.

'Vulcan Boys' follows the same pattern of the other books in the 'Boys' series with contributions from a wide range of those who tested the aircraft, piloted it in service and worked down in the back flying backwards with no view at all. One chapter, describing the Vulcan Black Buck sorties from Ascension Island to the Falklands on defence suppression missions with Shrike anti radar missiles, is particularly gripping. On the return leg, after breaking the air refuelling probe the crew were faced with either abandoning their Vulcan over the South Atlantic but the door would not close. To get the door closed again needed 2 of the rear crew, one clutching a dinghy knife whilst being held around the waist by his fellow navigator, to lean out and dislodge the handle that was preventing the door closing, all at 43000 feet over the Atlantic whilst pressure breathing. As Liveryman Paul Smiddy notes in his extensive review, it was "a buttocck-clenching example of the possible consequences of bull-headedness in the cockpit. Disaster was very narrowly averted, but only by some awesome flying by the Vulcan's captain, who, to all intents and purposes, did a power-off landing into Rio's international airport. The subsequent behaviour of the Brazilian Chief of the Air Staff shows the cameraderie of the air at its best." He continues "The book lacks some of the juicy ground-bound tales of most of its companion volumes - perhaps bomber crews are slightly less ebullient than fighter pilots..........it will appeal to most aviation buffs."

'Hunter Boys' follows a similar pattern. The opening chapter sets the scene, with Al Pollock describing in detail his epic feat of beating up Westminster in his Hunter as a protest about the lack of official recognition of the 50th anniversary of the founding of the RAF; with his subsequent flying through the upper and lower levels of Tower Bridge. Go and look at Tower Bridge and imagine a Hunter FGA9 flying through the gap and you will realise what an astonishing sight it must have been, sadly before the days of instant media. The Hunter was a wonderful aircraft to fly, easy to handle, robust and generally reliable and exceedingly good-looking. In its early days it was not a great success, suffering from lack of endurance, engine handling problems when firing guns and a serious tendency to pitch up in tight turns. The Hunter F6 version with a larger Avon and saw-tooth leading edge cured all these faults. The Hunter was extremely popular with those lucky enough to fly it and continued to do useful service as a tactical weapons trainer long after it had been replaced in front line service. We still used it to guard Gibraltar against Spanish incursions well into the mid 1970s - I well remember the 3 week Gib Dets that we mounted from RAF Brawdy, but my lips must remain sealed.

When away from home the boys tend to play hard, as described well by Tim Thorn in chapter 10. Paul Smiddy notes that "Whilst Hunter pilots perhaps struggled to match the supersized egos of Lightning jockeys, they were not shy in coming forward. Tim Thorn has a wry style; as a prelude to a carpeting after a gross misdemeanour he observes 'On the whole fighter pilots are only human, albeit in a very highly evolved form.' He goes on to prove single-handedly that the Hunter clan could conjure exploits as colourful as any RAF aircrew sub-species." The chapters written by Harry Anwar on training the Jordanian Hunter pilots and flying the Hunter in the Indo-Pakistan war are particularly interesting. I shall let Liveryman Paul Smiddy have the last word. "Like 'Lightning Boys', one suspects that the editorial hand of Richard Pike has been a little heavy, but if the different accounts have a slightly uniform style, it is one of a high standard. The book is an entertaining window into what must have been one of the most glorious periods to be in Fighter Command. Envious? Me? You bet!"

Both books can be borrowed from the Company library.